

# SOULE NEWSLETTER

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Vol. X, No. 4

October 1976 Page 121

Published by the SOULE KINDRED, P.O. Box 1146, Duxbury, Mass. 02332

## TWO NEW EAGLE SCOUTS IN THE SOULE FAMILY

Mrs. Alberta Soule, Grandmother

Mrs. Mary Thomas Crismore, Grandmother

Two happy grandmothers are happy to announce the achievement to Eagle Scouts in the family. If you ever attend one of these meetings you realize the effort put forth to master this project. These Scouts are bound for lifetime to the high ideals of man and what a good life they will lead for themselves and their communities.



See more about them on another page. A program outline and and family data is given for them.

CONGRATULATIONS!!!!

BEST WISHES FOR BOTH.

Charles E. Soule, Jr.

MIDDLEBORO GAZETTE—JUNE 17, 1976

## Soules take part in Eagle Scout program

Mr. and Mrs. Albert F. Soule Sr., and Mr. and Mrs. Albert F. Soule Jr., journeyed to Westboro recently where they took part in the ceremonies at the Armstrong School where Charles E. (Chuck) Soule Jr., was made an Eagle Scout in Court of Honor proceedings. Albert Soule, Jr., himself an eagle Scout of the 1930's, gave the charge to his nephew, while Albert Soule, Sr., holder of the Silver Beaver award in Scouting, had the honor of pinning the Eagle Scout Badge on his grandson.

Frederick Eayrs, Jr., uncle of the honored Scout and also an Eagle Scout, was to have had a part in the ceremonies, but was unable to attend. Paul Mugford of the Conservation Committee of Westboro, gave the Scouting

background of the Eagle Scout candidate.

Chuck, 17, is the son of Mr. and Mrs. Charles E. Soule of 50 O'Neil Drive, Westboro, and is a sophomore at Westboro High School.

His Eagle Scout project was the planning and construction of a relief map and sign of Westboro's 33-acre conservation area off Bowman street where the sign now stands. He also prepared a guide brochure of trails and facilities for persons who use the conservation area. He is a Junior Assistant Scoutmaster for Troop 4. Since October, Soule has been a member of Explorer Post 85, the emergency service squad. He also is active in school sports and in the youth fellowship and choir of his church.



BILL CRISMORE

LINEAGE: Start with  
name George (1)

Elizabeth Walker (2)

Francis Walker, Jr. (3)

Ann Walker Drake (4)

John Drake (5)

Oliver Drake (6)

David Drake (7)

Osmer Drake (8)

Ann Maria Drake Orr (9)

Josie Orr Thomas (10)

Mary T. Crismore (11)

Francis Elvin Crismore (12)

Bill Crismore (13)

-- The Soule Kindred Newsletter

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Duxbury, Mass. 02332

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Patron Membership.....	\$ 50.00
Sustaining Membership....	\$ 10.00
Regular Membership.....	\$ 7.00

THANKS TO REV. DONALD MATHISON!! We have within this issue of Newsletter the 1975 Index for that year's magazines. We are up to date now!!

George Soule has sent us a story "The Maritime Affairs of Henchman Soule". It is a wonderful history of the Shipbuilding time. He also has furnished the article on "Girard College" and it may benefit some family members.

Col. John Soule send a bit of history of the above mentioned Henchman Soule.

We have some Queries that we are not able to publish this time for lack of space. There are several lineage papers that have been accepted and need to be published to benefit others. So, next issue should interest more people and should be another good issue.

Thanks so very much for all the little notes and messages that can be published and which are of interest to all.

NOTE: Please send pictures that we may keep (if possible). Our original copies are kept for later use, if and when, after our supply is depleted.

ALL ORDERS SHOULD BE SENT TO the above address: BETTY-JEAN HANER  
SOULE KINDRED P.O. BOX 1146  
Duxbury, Mass. 02332

If you want extra copies send order and check to her, Betty-Jean Haner.

Won't the SOULE KINDRED YOUTH GROUP send some items to Mrs. Dorris Soule James  
Address ----- 120 J B Ave.  
Floydada, Texas 79235

All other news items, etc., send to me, your editor: Mrs. Frank A. Grismore  
3139 West 51st Street  
Indianapolis, Ind. 46208

President's Corner:

October 1, 1976

Dear Cousins;

The terrible summer heat is about over in South Texas and we are glad it is over. Have been thinking of Howard Soule in Phoenix who perhaps is starting to test the temperature each day in anticipation of our Soule Kindred meeting there at this time next year. Never fear, Howard, the weather is sure to be pleasant with you in charge!

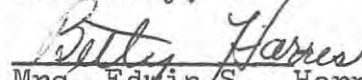
A reminder to all of you who have twins in the family. If you haven't already done so, please send your Soule Twin Survey card to Col. John. This is an interesting family project. It is necessary for all descendants to report.

A surprise card from Scotland from our treasurer, Betty Jean Haner. Had no idea you were off in that direction, B.J.!

Some of you may know that since our meeting in San Antonio the perfect sight in my right eye was needlessly destroyed in simple surgery for glaucoma. It was a shattering disappointment. I wish to report to you that the unbelievable has now happened. On our return from Philadelphia, and after hours of earlier study over the eye, my sight is restored. Had a successful operation in early August, am almost completely healed, and am overcome with grateful joy.

Our thanks to Sally Harrison, Shirley Soule Smith, Mrs. Longardner, and Mary Crismore for reports on Soule Kindred Reunion 1976. We enjoyed reading every word.

Sincerely,

  
Mrs. Edwin S. Harris

Dear Betty:

So happy to hear of your successful operation! We will be looking forward to next year's reunion and being with you again.

Editor: Mary Crismore

# Soulefully Speaking

From 338 West Cinnabar Avenue, Phoenix, Arizona 85021

October 1976

Because we think we have one of the most magnificent cities in the U. S. A. the Soule Kindred are invited to Phoenix for the next reunion October 6-9, 1977. Even if we had nothing to offer but our fabulous weather, we think you'd have a delightful time here, but we do have much, much more and we hope you'll be able to be here to share with us the wonderful time we have planned for you.

Have you ever wondered how the city of Phoenix got its name and why the Phoenix Bird is our official symbol? Let me tell you —

There's a story told in mythology that many, many centuries ago there lived a bird — a huge, beautifully plumed bird — and it was consumed in its own flames and reduced to ashes. And, the story continues, about every 100 years, this magnificent bird rises from its own ashes.

Back in the late 1800's, a man by the name of Duppa came to our valley; he was a well-read man and knew the legend. As he looked about him, he was made aware that another people had once lived here — probably about 1100 A. D. — and those forgotten people were called Hohokam. Why they disappeared is still a mystery, but possibly drought or rival tribes drove them away. But whatever the reason, remnants of their civilization remain to this day. Canals dug by them to irrigate their crops have been unearthed — also shards of pots and seeds and adobe walls and firepits. Recently the Pueblo Grande Museum at 46th Street and Washington has been re-opened and is a fine example of these people and their way of life.

Back to Duppa — he and another man named Swilling reasoned that if ditches could again be dug, bringing water to the Valley, a thriving civilization could exist here. With this in mind, and remembering the legend of the Phoenix Bird, Mr. Duppa dug the still-known "Swilling Ditch" and named the new village emerging with its people and crops, "Phoenix".

In the main terminal at Sky Harbor International Airport there's a lovely replica of the Phoenix Bird designed and executed by the late Paul Coze with the legend and progress depicted in three panels. Take a minute or two upon arrival here to see it. It's magnificent!

And come to see the much, much more that is here for you to enjoy! Watch for details in future Soule Kindred Newsletters!

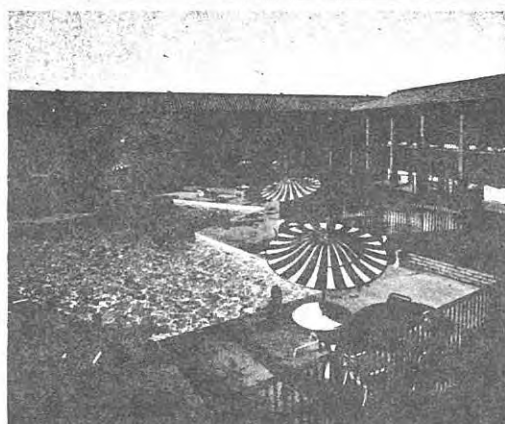
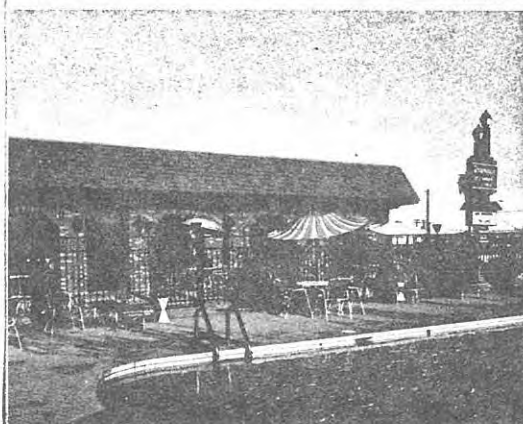
Howard M. Soule



NEXT REUNION - OCTOBER 6-9, 1977



BLOOM OF THE PRICKLY PEAR CACTUS



Soule Kindred will stay here  
in October 1977 — near the  
fabulous new Metro Center,

SEE VOL. IX, No. 1, January 1975, page 1 and 4

From: Mrs. C. E. Bolton, 77 Centre Street, Concord N.H. 03301

She writes: Because the pictures of my great grandparents, Sally (Brower) Sowle and Gideon Sowle were on the cover of the Soule Newsletter of January 1975, I thought I would send pictures as follows: Their daughter, Margaret Augusta Sowle Groesbeck (my grandmother) and Sarah Elizabeth Groesbeck Green (my mother).



#### LINEAGE:

Margaret Augusta Sowle  
Groesbeck (my grandmother)

#### Mayflower Lineage:

1. George Soule
2. Nathaniel Soule
3. Sylvanus Soule
4. William Soule
5. Joseph Sowle
6. Robert Sowle
7. Gideon C. Sowle
8. Margaret Augusta Sowle  
Groesbeck
9. Sarah Elizabeth  
(Groesbeck) Green
10. Helen Frances (Green)  
Bolton

See page 127 for  
another family picture.

Margaret Augusta  
(Sowle) Groesbeck is the  
daughter of Sally (Bower)  
Sowle and Gideon Sowle  
of the January 1975  
Newsletter.

Frank Sowl  
1403 Wyld Haven  
Monona, Wis.  
53716

Mr. Frank Sowl asks: Can someone help?

We have unearthed an old and forgotten cemetery that has got us all excited all over again. We have found one Elijah Sowl, born in 1787 and died in 1854. He was one of the pioneers who settled a portion of Argyle, Wis., called Mud Branch in 1839. His sons were born near Chester, Ohio. One son William, my great-grandfather married Frances Burroughs, moved to Ill. in 1841. Need the ancestor lineage.

continued from page 127

These pictures sent in by Mrs. Helen Frances (Green) Bolton of the SOWLE line of her family are nice additions to the pictures of January 1975 Soule Kindred Newsletter. Mrs. Bolton has been in process of completing her lineage to Mayflower Society. It is a nice project and hopefully many others will complete their lineages also and add new members of SOULE - SOWLE lines to Mayflower Membership.

LINEAGE:

Sarah Elizabeth Groesbeck  
Green (my mother)

Mayflower Lineage:

1. George Soule
2. Nathaniel Soule
3. Sylvanus Soule
4. William Soule
5. Joseph Sowle
6. Robert Sowle
7. Gideon C. Sowle
8. Margaret Augusta Sowle  
Groesbeck
9. Sarah Elizabeth  
(Groesbeck) Green
10. Helen Frances (Green)  
Bolton

Sarah Elizabeth  
(Groesbeck) Green is the  
daughter of Margaret  
Augusta (Sowle) Groesbeck  
and Harlan Page Groesbeck  
and the granddaughter of  
Sally (Bower) Sowle and  
Gideon Sowle of the  
January 1975 Newsletter.



Dr. & Mrs. A. A. Soule

RT. 1, BOX 68B, BROOKINGS, OREGON 97415

Dr. A. A. Soule writes:

Front page of April 1976 Soule Newsletter  
is the picture of my Aunt Mary and her  
children Lillie and Albert Lee are my  
cousins.

I am now in my 94th year.

**INTER-OFFICE  
MEMORANDUM**

**To** The Editor of SOULE NEWSLETTER**Date** 18 Aug. 1976 **Time** \_\_\_\_\_**Subject** copy to accompany Official U.S. Army photo

COL. Norman Hoel, Commandant of the 5042D United States Army Reserve School, Ft. Snelling, St. Paul, Minnesota (LEFT) is shown presenting the ARMY COMMENDATION MEDAL, orders and Certificate of Award, signed by the Secretary of the Army, to Sergeant First Class Ben George Soule, USAR, a Military Police Instructor, in ceremonies held at Ft. McCoy, Wisconsin on June <sup>29<sup>th</sup></sup> 1976. (See enclosed citation) SFC Soule is a Life Member, Director and Past Vice President of SOULE KINDRED. The medal is a Regular Army decoration.

(add credit line:

U.S. Army Photographer )







# DEPARTMENT OF THE ARMY

THIS IS TO CERTIFY THAT  
THE SECRETARY OF THE ARMY HAS AWARDED  
THE ARMY COMMENDATION MEDAL

TO

SERGEANT FIRST CLASS BEN G. SOULE, 551-32-0697, USAR

FOR

distinguished and meritorious service while serving as a senior non-commissioned officer of the 5042d United States Army Reserve School during the period 1 January 1975 to 1 January 1976.

GIVEN UNDER MY HAND IN THE CITY OF WASHINGTON  
THIS 25th DAY OF June 19 76

MERRILL B. EVANS

MAJOR GENERAL, USAR

Commander

HQ 88TH U.S. ARMY RESERVE COMMAND



SECRETARY OF THE ARMY

## C.E. Frigstad

Funeral services were at the Kovacs Funeral Home on January 13 for Christine E. Frigstad, 476 Prospect Road. She died suddenly on January 11 at the age of 57. The Rev. William Saal of the Lowens Blue Church officiated.

Born in Freeport, Maine and a Springfield resident for 17 years, the former Christine Soule was active with the Girl Scouts of

America and the Allen VFW Post of Fernwood.

Surviving are her husband, Juhl P. Frigstad, a retired seaman with Atlantic Richfield Company; a son, Dennis Harding, of Yeadon; a daughter, Mrs. Judith Bauserman, of Folsom; two brothers, Kenneth Soule, of Needham, Mass., and Dorrance Soule, of Portland, Oregon, and four grandchildren.

Interment was private.

Portland, Maine, Press Herald, Thursday, September 2, 1976

FOSTER — In Portland, Aug. 29, R. Katherine Soule Foster, formerly of Gorham, Me. and Ojai, California. Private funeral Friday 1 p.m. at the First Congregational Church, So. Paris. Interment in Riverside Cemetery. If desired friends may make contributions to their favorite charity. Friends and relatives are invited to call at the Hobbs Funeral Home, 230 Cottage Rd., So. Portland Thursday from 7-9 p.m.

ROGERS — In Portland, Me. 28th Dr. Orville F. Rogers, of Ogden Street, New Haven, Conn., husband of the late Lydia Lincoln Soule Rogers. Funeral service at St. Paul's Episcopal Church, Chapel and Olive Streets, New Haven, Connecticut, Friday, July 30th, at 2 p.m. Contributions may be made to St. Paul's Church, Beecher & Bennett, 2300 Whitney Ave., Hamden, Conn., in care of arrangements.

(E-29)

From: Mrs. Vivian I. Soule, 280 E. Barston Ave., Apt. A, Fresno, Calif. 93710  
 OBITUARY from "Chico Enterprise Record". She writes - Our great loss in July 1976. My oldest daughter, Howardine (Soule) Wathern's husband. I have not only lost a son-in-law, but a very dear friend. (Mrs. Howard Eugene Soule)



*Died in Hayward Ca  
 July 16, 1976  
 Buried in Chico  
 July 21, 1976*

### 'Bill' Wathern

Graveside services with full military honors will be held at 11 a.m. Wednesday in the Chico Cemetery for Forrest C. "Bill" Wathern, 59, of 558 White Ave.

He died Friday in Hayward.

Born May 9, 1917, in Belleville, Ill., he had been a California resident since 1937.

Wathern was a member of the U.S. Navy from 1937-1957, serving in World War II and the

Korean War. He attained the rank of chief boatswain's mate.

He attended Chico State University from 1957-60 and in the early 1970s sailed with the Merchant Marine, transporting pipe to Prudhoe Bay, Alaska, for the Alaskan pipeline.

Wathern was married to Howardine "Deanie" Soule on April 7, 1941, in Oakland.

He was a member of the Fleet Reserve Association, American Legion and Eagles Lodge.

In addition to his widow, Wathern is survived by a son, Bill of San Diego; a brother, Richard of Belleville; four sisters, Gladys Frierdich of

Chico, Eileen Amalung of Missouri, Virginia Masier and Gloria June Becherer, both of Belleville; and three grandchildren.

The Paradise Naval Fleet Reserve and the Beale Air Force Base Color Guard will conduct the service. Arrangements are under the direction of Chico Funeral Home.

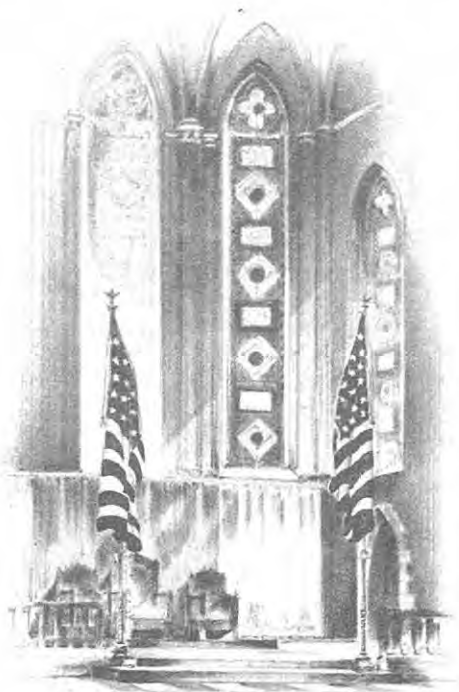
The family requests that those who wish make contributions to the Mary Neuman Memorial LVN Book Fund at Butte College. Contributions may be made through Chico Funeral Home, 680 Camellia Way.

From: Ben G. Soule, 5820 Logan Ave. S, Minneapolis Minn. 55419 (Mother's Obituary)

THE MINNEAPOLIS

# STAR

thurs., July 22, 1976 \* 18



In Remembrance

### In Memory of Artancy Florence Soule

Born in

Grasston, Minnesota, October 28, 1905

Passed Away

July 22, 1976

At the Age of

70 Years 8 Months 24 Days

Services from

Werness Brothers Chapel  
 Minneapolis, Minnesota

Saturday, July 24, 1976 11:00 A.M.

Clergyman Officiating

Rev. Stanley H. Conover  
 Linden Hills Congregational Church

Soloist

Mr. Wayne Hartley

Organist

Mrs. Dorothy Scheibe

Survived by

Sons, Ben and Robert; Grandchildren, Gary, Diane, Gregory, Debra, Devon and Terri; 1 Great Grandchild; Mother, Mrs. Annie Person; Brother, Leonard Sundstrom; Sisters, Hazel Erickson and Grayce Walsh

Private Interment

Oak Knoll Cemetery  
 Princeton, Minnesota

## ANNOUNCEMENTS

### OBITUARIES AND FUNERALS

5 Obituaries and Funerals

#### Soule

Artancy Florence, age 70, of 2417 5th Av. S. Retired Hennepin County Welfare Dept. Widow of Benjamin Soule. Survived by sons, Ben, Minneapolis, & Robert, Golden Valley; 6 grandchildren, Gary, Diane, Gregory, Debra, Devon & Terri; 1 great-grandchild; mother, Annie Person, Braham, Minn.; brother, Leonard Sundstrom, Grandy, Minn.; sisters, Hazel Erickson, Hudson, Wis., & Grayce Walsh, Coos Bay, Ore. Services Sat. 11 a.m. Werness Brothers Chapel, West 50th St. & Beard Av. S., with private interment Oak Knoll Cemetery, Princeton, Minn. Friends may call at chapel Fri. 6 to 8 p.m.

Continued from page 121 - EAGLE SCOUTS

St. Andrew Presbyterian Church  
3535 Kessler Blvd., N. Dr.  
Indianapolis, Ind.

Program for Eagle Scout honors for three Scouts of the Troop that is sponsored by this church. The three are: Bill Crismore, Karl Haas and Scott Miller.

Scoutmaster: Francis E. Crismore  
Asst. Scoutmaster: Irving H. Miller

EAGLE CHARGE given by:  
Eagle James B. Crismore

BENEDICTION by:  
Eagle James B. Crismore

Photographer for Troop"  
Eagle Tomas W. Crismore

## Westboro Youth Earns Eagle Rank

WESTBORO — Charles E. Soule Jr. was elevated to Eagle Scout recently, the highest rank in scouting.

Soule, 17, is the son of Mr. and Mrs. Charles E. Soule of 50 O'Neil Drive. He is a sophomore at Westboro High School.

His Eagle Scout project was the planning and construction of a relief map and sign of Westboro's 33-acre conservation area off Bowman Street where the sign now

stands. He also prepared a guide brochure of trails and facilities for persons who use the conservation area. He is junior assistant scoutmaster for Troop 4.

He has served on the staff at Camp Resolute, was elected to the honorary national scout organization of the Order of the Arrow in October 1974 and, in November 1974, completed his requirements for Life Scout.

In April 1973 he received an award from the conservation commission, recognizing his service in building bridges and trails at the conservation area.

Soule is also a member of the emergency service squad, Explorer Post 85.

He has also been active in school sports and in the youth fellowship and choir at his church.

## Weddings

SPRINGFIELD PRESS Thursday, August 26, 1976

### Tirrell-Soule



Rider College Chapel, Lawrenceville, New Jersey, was the scene of the August 7 wedding of Miss Nancy Jean Soule, of Springfield, and Joseph Vincent Tirrell, of Convent Station, New Jersey. The Reverend James Patterson of Princeton, New

Jersey, former college chaplain, officiated at the double ring ceremony.

The bride is the daughter of Mr. and Mrs. George H. Soule of 125 N. Norwinden Drive. The bridegroom is the son of Mr. and Mrs. Francis V. Tirrell, of Con-

vent Station, New Jersey.

Given in marriage by her father, the bride wore a peasant style gown of candlelight ivory crinkled voile with lace applique and a fingertip veil of candlelight ivory with a headpiece of lilies of the valley. She carried a nosegay of daisies, pom poms, and baby's breath.

Miss Kathy Kingrea, of Springfield and Stone Harbor New Jersey, was maid of honor. She wore a peach, blue and white flowered gown, old-fashioned in style, with a lace inset. She carried a nosegay of peach-colored pom poms, daisies, and baby's breath.

James McCron of Scarsdale, New York, a college friend of the groom, served as best man. Ushers were Michael and Frederick Tirrell, brothers of the groom, and Ronald Marchant of Langhorne, Pennsylvania.

The mother of the bride wore a turquoise silk gown with a sheer white top imprinted with lavender and blue flowers and a matching flowered jacket. She carried a lavender orchid.

Mrs. Francis Tirrell, mother of the groom, wore a multi-colored knit gown accented with a white orchid.

A reception followed the wedding service at the Stuart Country Day School in Princeton.

The bride is a senior at Rider College, majoring in

elementary education. Her husband is an industrial education major at Trenton State College.

Following a wedding trip to Lake Wallenpaupack, the couple are now residing in Lawrenceville, New Jersey.

Thursday, March 11, 1976

SPRINGFIELD PRESS



Mr. and Mrs. George H. Soule, North Norwinden Drive, announce the engagement of their daughter, Nancy Jean, to Joseph Vincent Tirrell, son of Mr. and Mrs. Francis V. Tirrell, of Convent Station, New Jersey.

Miss Soule is a 1973 graduate of Springfield High School and is now a junior at Rider College, Lawrence-



From: Mrs. Ruth M. Gillig, 403 E. Pine Ave., El Segundo, Calif. 90245

## Blue Ribbon for an Old Oak Tree



This 200-year-old oak on the 15th tee of Soule Park Golf Course in Ojai beat out 28 oaks and a sycamore in a local contest to pick an official Bicentennial tree. The Ojai Bicentennial Committee will dedicate a commemorative plaque this week.

Times photo by Mary Frampton

Los Angeles Times

15 March, 1976

Ojai (pronounced O-hi) is located in Ventura County, up the coast from Los Angeles. Although Ojai is a small town it is quite famous for the music festival held there each year.

### Soules

Mr. and Mrs. Harold A. Soules, 1 Farndale Rd., Hopkins, 50th anniversary, reception, 3 to 6 p.m. Sunday in the home of their son and daughter-in-law, Mr. and Mrs. William Soules, 3066 Minnehaha Court, Minnetonka, children hosts. No cards.

THE MINNEAPOLIS

\*\* fri., July 9, 1976

STAR



## GRANTS PASS

2 — DAILY COURIER, Grants Pass, Ore.

FRIDAY, APRIL 9, 1976



DAUGHTER Helen Dion, father Eugene Haskell and niece Mary Thellen during dinner at Valliers Chuck

Wagon marking reunion after a long separation.

— Courier photo

Mrs. Dion contacted a detective agency last week, supplying it with the now voluminous file of past efforts.

She was told that her father would be located within a week, or her money refunded.

In two days, she said, the agency handed her a long list of places where her father wasn't and the following day, handed her a slip with the address of 4690 Redwood Ave., Grants Pass, Ore.

Without any more delay, she and her cousin, Mrs. Thellen, boarded a plane for Oregon.

One last snag, and however minor it turned out to be, caused a major frustration... the 4690 address couldn't be found.

Not willing to give up after being so close, the women stopped in Randolph's Market for information and were fortunate to find that the owner, Carl Randolph, not only knew Haskell, but offered to lead them to his house.

Randolph Mkt  
4570  
Redwood Ave

## Daughter Finds 'Long Lost Dad' After 20-Year Search

By RUTH RAUSCH  
Of the Courier Staff

A 20-year search which spanned a good portion of the globe, culminated here Wednesday when a father and daughter were reunited.

Eugene J. Haskell and his daughter, Helen Dion, had been separated since June, 1953 when he left their hometown near Boston, Mass., following his divorce.

"That was the biggest mistake in my life, getting a divorce from her (Helen) mother," he said, adding that since that time, he had been married seven times.

"When I first saw Helen today, I wasn't real sure

which one was her mother. After all Helen was pretty young when I left, and we all change with the years," he grinned.

But a daughter is not all he found on his Redwood Avenue doorstep... he also was reunited with a niece, Mary Thellen, who accompanied Mrs. Dion on the long flight from Boston.

For the first few years after the separation, Helen and her father corresponded. That was a time when he lived in Chicago, then in Mexico. However, there came a day when four of Helen's letters sent to Mexico, were returned with a stamp "addressee unknown."

"My first lead came 20

years ago when a popular magazine carried a picture of a beautiful home in California, owned by Ruth Haskell. I have an aunt by that name, so followed through to make sure this Ruth was my father's sister. Sure enough it was, but she knew nothing of his whereabouts," Mrs. Dion recounted. But that's when she turned the matter over to a detective agency.

There followed a lot of leads, always catching up just after he left. The search went on, through South America, Argentina, Bolivia, Canada, Ecuador, Peru, Panama Canal, and then there was a long period in which he was at sea.

Making one more effort,

### CLEARWATER SUN

Wednesday, April 21, 1976



JAYNE TIFFIN

Jayne Tiffin, daughter of Mr. and Mrs. Jay H. Tiffin, 456 Gardenia St., Belleair, was tapped for Mortar Board at Auburn (Ala.) University.

Roland P. Soule  
1400 East Avenue  
Rochester, New York 14610

October 8, 1976

Mrs. Frank Crismore,  
3139 West 51st Street,  
Indianapolis, Indiana.

Dear Mrs. Crismore:-

You may be interested in the enclosed clippings which show Dale Soules as the "leading lady" in a very successful and long running Broadway show. You will note from the "Who's Who in the Cast" that she is from Michigan, and may possibly be related to some of the Soules with whom you may be acquainted.

I saw the play on a recent visit in New York City, where I lived for over fifty years, and thought that Dale did an excellent job in both her acting and her singing. The show is a musical built around the most fascinating and baffling "arts of illusion" I have ever seen.

Very truly yours,

*Roland P. Soule*

## CORT THEATRE

EDGAR LANSBURY

JOSEPH BERUH  
present

IVAN REITMAN

# THE MAGIC SHOW

Book by **BOB RANDALL** Songs by **STEPHEN SCHWARTZ** Magic Created by **DOUG HENNING**

with

**DOUG HENNING**

LOUISA FLANINGAM

REX ROBBINS

LYNNE THIGPEN  
CLIFFORD LIPSON

LISA RAGGIO  
ROBERT BRUBACH

SAM SCHACHT  
CHRISTOPHER LUCAS

and

**DALE SOULES**

Settling by  
**DAVID CHAPMAN**

Costumes by  
**RANDY BARCELO**

Lighting by  
**RICHARD NELSON**

Musical Director  
**STEPHEN REINHARDT**

Dance Arrangements by  
**DAVID SPANGLER**

Production Supervisor  
**HERB VUGLER**

Assistants to Mr. Henning  
**BRIAN LUMLEY & GLEN PRIEST**

Assistant to Mr. Dale  
**JAY FOX**

Associate Producer  
**NAN PEARLMAN**

Casting by  
**JOHNSON-LIFF CASTING ASSOCIATES**

Audio Design by  
**PHIL RAMONE**

Directed and Staged by  
**GROVER DALE**

THE PRODUCERS and THEATRE MANAGEMENT are members of  
the LEAGUE of NEW YORK THEATRES and PRODUCERS, INC.

# PLAYBILL

CORT THEATRE



DALE SOULES (Cal) began her professional career at the age of 14 as an apprentice at the Barn Theatre in Augusta, Michigan. She went on to play off-Broadway in *A View From the Bridge*, *The World of Gunter Grass*, *The Mad Show* and two works-in-progress at Lincoln Center's Forum Theatre, *Booth Is Back in Town* and *Cassiopeya*. On Broadway she played Jeanie in *Hair* for 1½ years, and went on to *Dude*, she has appeared with Joseph Papp's New York Shakespeare Festival twice, the first time as understudy for William Hickey who was playing a senile 80-year-old woman in *Siamese Connections* and as luck would have it she went on in that role. Most recently, she performed in the title role of the rock musical *Lotta*, for which she received rave reviews. She appeared in *Marvin's Garden* at the Manhattan Theatre Club and has just returned to the *Magic Show* after creating the role of Gina an autistic mute in *The Family* for the Chelsea Theatre. She is currently working on her own show.

#### 10:45 9 MOVIE—Crime Drama

"Starsky and Hutch," the 1975 TV-movie pilot for the series, follows the two tough undercover cops on a search for the person who has been trying to kill them. Starsky: Paul Michael Glaser. Hutch: David Soul. Fat Rolly: Michael Lerner. Henderson: Albert Morgenstern. Captain Dobey: Richard Ward. (90 min.)

Thursday, June 17, 1976 SPRINGFIELD PRESS

Springfield, PA

## Jean Soule Featured At Writers Conference



Writing for Fun and Profit.  
Workshops will be conducted in the morning with

afternoons free for writing, personal critique counseling, and meeting with editors.

Evening programs include such speakers as John W. Allen, *READER'S DIGEST* editor; Merle Good, author of articles, stories, plays and books; and June Smithson, journalist.

Tickets for the workshops may be purchased for a nominal sum at the door. Further information may be secured from Mrs. Soule, or Mrs. Alvin I. Mast, Registrar, Daleville Road, Cochranville, Pennsylvania, 19330.

### The Geographical Society of Haddonfield

ROBERT M. TATEM  
Galway Lane  
Cherry Hill, N. J. 08003

presents

## "SWITZERLAND"

By THAYER SOULE

Thayer Soule's last visit to Haddonfield was just two years ago, when he provided a fine finale to our 1973-74 season with his film lecture on Mexico, one of his four favorite countries. Tonight, he is back to close our current series on a high note by taking us to another of the four.

Mr. Soule's first professional appearance was in a church basement in Cambridge, Massachusetts. It was January 1936, and the fee was five dollars—"about what it was worth," he says. Today, internationally known for his brilliant photography and unmatched narration, he is recognized as a leader in his field. He appears regularly in all parts of the country, with a record twenty-six years for the National Geographic Society.

It was after seeing an illustrated lecture on *The Mountains of the Moon* that Thayer Soule decided, when he was only seven, to become a lecturer. And it was Burton Holmes, for half a century the world leader in travel photography, who taught and encouraged him.

*The Mountains of the Moon* also gave him his bride. On their slopes he met Nancy Parks, who was seeing Africa on her own, and also taking pictures. They have been traveling together ever since, often with their two daughters, Robin and Cindy.

With presentation and production trips filling eight months a year, there is little time for home life, but Thayer Soule has never lost his wanderlust. His other two favorite countries?—Thailand for its people and the United States to live in. And why does he like Switzerland?—its scenery! . . . get ready to enjoy . . .

Series 16, Program 7  
April 13-14, 1976

YOUR ROTARY HOST



### arizona geographic society

WORLD ADVENTURE FILMS PRESENTS

#### THAYER SOULE

DEAN OF TRAVEL FILM PHOTOGRAPHERS  
NARRATING IN PERSON HIS NEW FILM

## AWESOME ANDES

FULL LENGTH TRAVEL FILM IN COLOR

VENEZUELA • ECUADOR • PERU • CHILE  
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• STRANGE TRIBES •

#### SCOTTSDALE HIGH SCHOOL

7410 E. Indian School, Scottsdale

Friday • January 30 • 8:15 PM  
ADULTS \$2.90 STUDENTS \$1.75

Tickets Available: Diamonds, Valley Book Shop (Scottsdale),  
or Auditorium B.O. 7:30 p.m. • INFORMATION: 248-3444.

Jean Conder Soule, 125 North Norwinden Drive, will be workshop leader for "Beginning Poetry" at the 19th Annual St. Davids Christian Writers' Conference on the campus of Eastern College, St. Davids, from June 20 through June 25.

The non-denominational conference, attended by writers locally and from all parts of the United States, will give comprehensive instruction in research, writing, preparation and marketing manuscripts for religious and other media.

There is also a special individual tutorial program for a limited number who meet specific qualifications.

Mrs. Soule, a graduate of Mount Holyoke College, has written three books of verse for adults, six books of verse for children, and has been published in numerous national magazines. She is an experienced teacher of poetry and creative writing.

Also attending the Conference from Springfield will be Marian S. Warren.

Springfield residents interested in developing their skills in writing may learn, in addition to Mrs. Soule's workshop, from seven others including Writing for Young People, Inspirational Writing, The Personal Article, Science-Fiction, Writing Skits and Plays,



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The Pensacola Historical Society  
405 South Adams St.  
Pensacola, Florida 32501

\*Remember! Outright contributions are tax deductible.

ADELIA ROSASCO SOULE  
615 Bayshore Road, B-902  
Warrington, Florida 32507

10/19/76

Adelia Soule adds:

John Soule Preston is  
the Historical Society's  
youngest member at age 9.

He was an honored guest.

The Society appreciated  
the membership and the  
grandmother's Life  
Membership.

2D

The Pensacola Journal

Tuesday, October 19, 1976

## Fort Pickens' DAR Organizes

Betsy Merritt Harrison is the first regent of the Fort Pickens Chapter of Daughters of the American Revolution based in Gulf Breeze. The first regent, who has been active in Junior DAR and in the Pensacola chapter and has been a page at the national congress in Washington, D.C. and is the granddaughter of the late Mrs. John A. Merritt, one of the United Daughters of the Confederacy founders.

Gwin Southall is vice regent and other officers are Addie Merchant, Molly Rainville, Polly Ratchford, Mary Blumer, Fletcher Ferebee, Joan King and Emily Johnson.



Pat Lloyd

She sends too:

Betsy Merritt  
Harrison is the  
daughter of  
Elizabeth Soule  
Merritt

Granddaughter of

Around the Town Fayette F. Soule

and

niece of Col. John Soule, Historian of  
Soule family.

The Pensacola News

Wednesday, October 13, 1976

*Tony Knight*  
Good Evening

**CELEBRATION:** When Seamarge Circle resident Mary Soule marks her special birthday today, she'll have a crowd and it'll be all family . . . Eleven of her 14 young grandchildren will stage her party, help her eat ice cream and cake, and blow up balloons . . . The Mississippi raised birthday celebrator married contractor Bill Soule in Puerto Rico and moved here as a young bride.

**THE FIRST** type-writers worked in much the same way. Of course, they had a few drawbacks. One was that with the early machines you couldn't see what you had typed until you were finished. Needless to say, this caused a few problems. Another disadvantage was in the placement of the keys. The first models placed the keys in alphabetical order. This was considered a logical arrange-

ment but, said to say, the typists didn't like it at all.

The first practical typewriter was built in 1867. It was designed by Christopher Sholes, Carlos Glidden and Samuel Soule. It was manufactured by Remington and Sons, the same company that made firearms and sewing machines. The machine itself was not the first typewriter, but it was the first one that was easy to use.



# Stadium grads headliners this week

E-6 Tacoma, Sun., Feb. 22, 1976 The News Tribune

Marcia Shannon



Headlines this past week about Lagos, Nigeria, provide renewed interest in a native Tacoman, Mrs. Oliver S. Crosby (Eleanor Soule) who is the sister of Superior Court Judge Hardyn B. Soule.

Mrs. Crosby's husband is deputy chief of mission at the American Embassy in Lagos, both the embassy and the city being scenes of recent political demonstrations.

**ALTHOUGH** up-to-date news of the Crosbys is hampered by communication difficulties, a number of Tacomans have seen them in recent weeks, among them Robert Cannell and Mr. and Mrs. Henry Bertness.

Cannell is a Tacoma teacher who left with his family last summer for a two-year teaching stint in the American International School while Bertness, as superintendent of pupil personnel for the Tacoma Public Schools, has found himself in liaison work between here and Nigeria.

Mr. and Mrs. Bertness returned only two weeks ago from a trip to Nigeria and, although there had been political demonstrations just prior to their stay in Lagos, Mrs. Bertness reports appeared to have little effect on the embassy's normal routines.

The Crosbys have been frequent Tacoma visitors, maintaining their legal address here, Mrs. Crosby's brother said.

The world became Mrs. Crosby's oyster early in her life. Friends recall she loved travel. Following her graduation from Stadium High School and two years at the University of Washington, she went to North Carolina to complete her degree.

During World War II, she served with the Red Cross and became acquainted with her future husband in San Francisco. Crosby, a native Pennsylvanian, had just completed his service with the Navy.

Deciding on a diplomatic career, the Crosbys were married in Greece. Then followed residences all over Europe, in Iran, Germany and to Mali in West Africa.

Mrs. Bertness says that Mrs. Crosby

is the type of person who enthusiastically welcomes responsibilities wherever she is living.

"She is quite outspoken in her praise about the alliance between Tacoma and the Nigerian school. She serves on the board of education and, indeed, is the lone woman on the board."

Elizabeth Pugh Barrett, a girlhood friend of Mrs. Crosby, has kept in touch at Christmas.

"I remember one long exchange of recipes while Eleanor was in Mali," said Mrs. Barrett. "She was teaching a cooking class and trying to transpose our recipes into ones that could be used there where the principal shortening is peanut oil."

The Crosbys are parents of three children: Michael and Hunter, both in Maine, where the family maintains a residence, and a daughter, Jane, who is following a state department career of her own.

Mrs. Bertness found her visit in Nigeria a quietly paced one. "I think that is because there are so few telephones. There are none in the homes, and messages, if not written, are delivered personally."

Cannell reports his meeting with Mrs. Crosby was quite by accident and a recent letter from him hinted at the thrill of discovery when he learned she was a former student at Stadium from where he is on leave.

**ANOTHER STADIUM GRADUATE** and native Tacoman who is making headlines these days is Dr. Dixy Lee Ray. Whether or not she tosses her hat in the ring as a candidate for governor, she will be the speaker Wednesday at a meeting of the Woman's Federated Club of Tacoma.

When the club women sit for luncheon and for Dr. Ray's talk, there will be a reading of the familiar "A Collect for Club Women."

A petition or prayer but not a declaration of creed, the 10 sentences are well known by members of the General Federation of Women's Clubs and of the Business and Professional Women's Clubs. The collect also is widely used by many women's organizations, but it gains significance in the light of international harmony that is sought in this nuclear age.

Its author was Mary Stewart, who penned it in 1904, believing that women working with wide ideals towards large ends had a need for a special petition and meditation.

Before her death in April 1943, Mary Stewart herself realized a broad and outstanding personal career.

Her first position was as principal of a school in Longmont, Colo. She later became dean of women at the University of Montana, assistant general of the employment service in the U.S. Department of Labor and between 1928 and 1942, she was assistant director of Indian affairs for the U.S. Department of the Interior.

She was among the founders of the BPWCs in 1919.

The General Federation of Women's Clubs adopted her prayer for general use in 1909.

## THE COLLECT FOLLOWS:

Keep us, Oh God, from pettiness; let us be large in thought, in word, in deed. Let us be done with fault-finding and leave off self-seeking. May we put away all pretense and meet each other face to face, without self-pity and without prejudice. May we never be hasty in judgment and always generous. Let us take time for all things; make us to grow calm, serene, gentle. Teach us to put into action our better impulses, straightforward and unafraid. Grant that we may realize it is the little things that create differences; that in the big things of life we are as one. And may we strive to touch and to know the great, common human heart of us all. And, oh Lord God, let us not forget to be kind.

I am indebted to Mrs. Arthur R. Hill, Seattle, who is the president of the Washington State Federation of Women's Clubs, for this profile of Mary Stewart. Mrs. Hill expects to be in Tacoma Wednesday to attend Dr. Ray's speech.



Maine Sunday Telegram, October 10, 1976

# Soule Smashes Two Records In Bowdoin's 22-12 Win

Special To The Telegram

WORCESTER, MASS.-Tailback Jim Soule smashed two more Bowdoin football records held by his older brothers Saturday as he raced for 152 yards to lead the Polar Bears to a 22-12 victory over Worcester Tech in an afternoon game played under lights in a driving rain storm.

The pouring rain held the Worcester Tech homecoming crowd down to 400 hardy fans who sat huddled in the Alumni Field stands under umbrellas.

They saw a vintage performance by the youngest of four football playing brothers. The Bowdoin captain scored two of his team's three touchdowns in a strange contest that included an incredible total of four safeties.

Soule, who started the game as the holder of four Bowdoin rushing records, added two more to his growing collection. One is the career rushing record — he's has

now gained 1,809 yards in his four year career.

His brother Paul amassed 1,681 in three seasons.

The other record set by Soule is most carries in one game (36). That's two more than the old single game carries record established by brother Mort against Tufts in 1966.

In addition, the Woolwich speedster raised his career total to 396, compared with the old mark of 353 set by Paul in 1963-65.

Jim's other records are most carries in one season (159 last fall) and he has 66 in three games this year' most yards gained in one game 206 against Worcester Tech in 1975 and most yards gained in one season (787) last fall. He has 315 so far this season.

The Polar Bears opened the scoring by cashing in on a WPI mistake late in the first period. Worcester punter Dave Schab got a low snap from center and his knee touched the ground as he intended to scoop it up, giving the Polar Bears the ball on the Worcester 25. It took

Bowdoin seven plays to score with fullback Drew King tallying from the three.

Steve Wernitz kicked the first of his two extra points.

The Polar Bears scored again on the second play of the second quarter after another low snap on a punt which forced Schab to the ground, giving Bowdoin the ball on the 11 yard line.

Quarterback Jay Pensavalle promptly pitched to Soule who pranced into the end zone for a 14-0 Bowdoin lead. Bob Campbell fumbled a Worcester punt halfway through the period giving the home team the ball on the eight yard line. Four plays later quarterback John Pappas tossed a 17 yard scoring toss to split end Mike Walker.

An attempted two point conversion pass failed.

The Engineers made it a 14-8 game late in the half after Campbell again fumbled the punt and was tackled on his own five yard line. Four plays later Dave Seward dropped the ball as he tried to punt out of danger and was

tackled in his own end zone by John Mazeika for a safety.

Bowdoin got a safety early in the second period when a snap on an attempted snap sailed out of the end zone. This gave Bowdoin a 16-8 cushion.

Bowdoin returned the ensuing Worcester free kick 40 yards in eight plays for a touchdown with Soule hurdling over the middle for a four yard TD run. A bad snap prevented Wernitz from trying to kick the extra point and it was Bowdoin 22-8.

The Engineers added two more safeties in the final period. The first came when King was tackled in the end zone by Mike O'Hara and the second when Pensavalle was nailed in the end zone by Kevin Coughlin.

Bowdoin whose record is 1-2 outrushed the Engineers 177 to 18 but the home team gained 126 yards passing to zero for Bowdoin. The Polar Bears tried four passes in the first half but missed connections. They didn't pass in the second half.

Worcester completed eight of 36 passes.

MR & MRS C M SOULE  
APT 507 - 33 DAWSON RD  
GUELPH ONT  
N1H 5V5

William George<sup>12</sup> Soule of Guelph, Ontario was graduated from J. F. Ross Collegiate, Guelph at the May 1976 Convocation.

He is particularly interested in Science and Engineering.

September of this year he will enter the three year course at Mohawk College, Hamilton, Ontario. His option is Technical, Electrical Control Systems.

William, or Billy as he is better known, is the eldest son of George Frederick<sup>11</sup> and Grace Soule of Guelph, Ontario. He is proud of his Soule family history. Three years ago one of his teachers was greatly impressed when she saw his family lineage. As a result she asked his grandfather, Clyde M.<sup>10</sup> Soule to address the class on family histories and on how to start a family tree.



SOCIETY OF MAYFLOWER DESCENDANTS  
IN THE  
STATE OF WYOMING

Casper Wyoming  
815 South Ash  
August 2, 1976

Dear Soule Kindred in America!

I fell in love! In June! In Philadelphia! Every single one of you who attended the Soule Family Renuion found a special place in my heart!

I came from Wyoming with a dream and an injured hip; with a faithful crutch at my side. Marie and Stephanie White, my daughter in law and my granddaughter accompanied me. They drove more than 4500 miles before returning to their home in Pasadena.

George— our dear, thoughtful charming host! You never missed a single count in giving us the time of our lives! One that shall never be forgotten! From hallowed Independence Hall and Valley Forge; in all of their glorious splendor— to the very top of the Navy Carrier! Waht fun and delight! My dream came true! And I bless you George!

I will remember our President, Kenneth Tiffin, with his lovely wife Celia, flitting among us with her grace and charm. In memory I shall always see the roses in a flood of light at the gate of impressive Wynnestay. I shall never forget the dear folks who shared our dorm. Their thoughtfulness for me touched my heart!

A highlight of our renuion to me, was the evening we spent at Wynnestay theatre when Colonel John gave to us 100 years of Soule History and a report on the family genealogical progress. I am a Mormon, and to me genealogical work is a sacred obligation. I rejoyce in the assurance that a copy of the Soule records will find a happy home safe from the elements of time in the granite walls of the Rocky Mountains.

I am over whelmed with humility when I think of our Colonel John with the cooperation of his unselfish wife and family devoting such a great part of their lives and of their means in this worthy pursuit of searching out our ancestors; the Colonel, indeed, stands as a Patriarch our family; his generosity of soul and his noble example has rightfully placed him there.

A Western sunset is fading and a sleepy Robin tells me that this Wyoming day is ending----so happy sailing Dear Kindred!

*Rhea Porter White*

Rhea Porter White

(Mrs W. Franklin White)



Ref. Vol. X, No.2, Page 60

2306 Woodland Blvd.  
Fort Myers, Fl. 33901  
24 August 1976

Dear Mary,

I wrote Mrs. Kathryn (Sowle-Soule) Podgwaite, 337 W. Main St. Cheshire, Ct. 06410 concerning the story of her family which appeared in the April issue of the Soule Kindred Newsletter. She reported that her family spelled their name differently. I asked her to please clarify this for us so it could be included in this years index. Here's her report:

The family is listed as "Sowles" and is recorded in the town records at Alburg, Vt. Her parents were David and Nellie (Towne) Sowles of Alburg Springs, Vt.

Their Children were:

(The underscored spelling is the way this family spelled their name but all were one and the same family.)

1. George Sowles-Soules
2. Frank Sowles
3. Mabel Sowles-Soule
4. Kathryn Sowles-Soule Podgwaite

There is one male "Soules" of this family, her brother George's son George Lewis Soules Jr. , Louisville, Ky.

She gives the following lineage as accepted by the Connecticut Mayflower Society when she became a member.

- |                         |                          |
|-------------------------|--------------------------|
| 1. George Soule         | m. Mary Becket           |
| 2. John Soule           | m. Esther (Nash) Sampson |
| 3. Joshua Soule         | m. Joanna Studley        |
| 4. Ezekiel Soule        | m. Hannah Delano         |
| 5. William Soule        | m. Anna Sewall           |
| 6. Timothy Soule        | m. Bridget Sewall        |
| 7. Lewis Sowles         | m. Elvira Mills          |
| 8. David Sowles         | m. Nellie Towne          |
| 9. Kathryn Sowles-Soule | m. John Podgwaite        |

She states in her letter, "In regards to the different name spellings I have read that it was Lewis Soule, a son of my great-great grandfather, William Soule, who for some reason didn't like the spelling 'Soule' not being euphonic enough for his taste, who changed the name and caused all the mischief."

She gives this information concerning her great-great grandfather William, which I thought was interesting-" William Soule was a Loyalist who was headed for Canada via Lake Champlain, but miscalculated and landed approximately three miles short of the border, but thinking he was in Canada made a settlement there which later came to be called Alburg Springs because of a mineral spring discovered there by a workman who was clearing land. This spring from which we always carried our drinking water was only a few hundred feet from the house where I was



Betty Whitecotten's letter continued: Corrections and additions--

born. You could smell it before you redened it! Kid fashion, we had a name for it "rotten egg" water- but how we missed it after leaving the farm shortly after my father's death. How flat ordinary water tasted!"

Our thanks to Kathryn for clearing this up for us. It may be invaluable information for some of the cousins who are searching for clues into their ancestry.

Sincerely,  
Betty Whitecotten  
Indexer

Ref. Vol.X, No.1, Page 31  
"Second Family Story"

24 August 1976

Dear Mary,

When I visited Cousin Gertrude F. Soules at Terre Haute, Indiana prior to going to the Soule Reunion in Philadelphia to take her my copy of the Newsletter with her picture and the story of my Grandmother's and her Father's family, she was most pleased. I asked her to check it for me and if I had omitted anything to please tell me. These are her additions:

Page 31 3. James Soules had three children also a son, James Soules Sacramento, California. His second daughter Mary Soules, a physician married Mel Bing. They had 3 children, a son Mel Bing Jr., a daughter Name ? and daughter named Fannie.

Gertrude was so thrilled that we were going to the Reunion in Philadelphia. She asked me to be sure to come and tell her all about it as we came thru on our way home.

What a shock to learn the very day we arrived to go see her that afternoon with our Reunion story, that she had died on June 30th and that afternoon was the viewing. We stayed over for her funeral on Saturday, July 3rd to bid farewell to a great lady!

Page 32 Mrs. Pansy Soules Persinger gave me this report on her father's family: 5. Charles Augustus Soules married Mary Susan Slater. Their children were 1. Mabel Irene Soules m. Charles McDermott 2. Origen Wayne Soules 3. Randolph Slater Soules 4. Charles Hobert Soules 5. Pearl J. Soules infant lived 6 days, mother died in childbirth.

Remarried Anna Agnes Lindsey. Their children were 1. Frances Ann Soules m. Mr. Winzel 2. Christina Belle Soules m. Mr. Stone 3. John Wesley Soules 4. Mary Elizabeth Soules m. Mr. Hall 5. Oscar Lemerl Soules 6. Pansy Omega Soules m. Mr. Lutes They had a daughter, Penny Sue Lutes who married Robert Mattingley. Mr. Lutes died she remarried Mr. Persinger. 7. Augustus Charles Soules.

I am glad for this information at this time to complete the record for the 1976 Index

Sincerely yours,  
Betty Whitecotten, Indexer

HENCHMAN SYLVESTER<sup>6</sup> SOULE (1799-1860)

Family No. 2939X

Henchman Sylvester Soule was born Freeport, ME 2 Aug 1799, the son of Barnabas and Jane (Dennison) Soule, grandson of Barnabas and Jane (Bradbury) Soule, greatgrandson of Moses and Mercy (Southworth) Soule, great-greatgrandson of John and Rebecca (Simmons) Soule, and great-great-greatgrandson of Pilgrim George Soule of the Mayflower.

Henchman Sylvester Soule married first Freeport 17 Aug 1823 Pamela Lincoln, born 11 Jan 1804, died Freeport 28 Feb 1825. He married 2nd at Freeport 25 Aug 1926 Lydia Lincoln, the younger sister of his first wife. Lydia(Lincoln) Soule was born 27 Jan 1810 and died, probably at New Haven some years after the death there on 10 Mar 1860 of Henchman Sylvester Soule. Both wives were daughters of Jacob & Bethia (Talbot) Lincoln of Freeport.

## Children of Henchman Sylvester Soule:


- i. Unnamed daughter of Pamela/Pamelia, born Freeport Mar 1823, died ae 4 weeks G.S. Porter's Landing Cemetery, Freeport.
- ii. Eliza Lincoln<sup>7</sup> Soule, born Freeport 20 Aug 1831, dau. Lydia (Lincoln) Soule, d. 24 Mar 1842 ae 10, gravestone inscription Porter's Landing Cemetery.
- iii. Nathan L. b. Freeport 28 Aug 1834, d. 18 Apr 1842 ae 7 grave-stone inscription Porter's Landing Cemetery.
- iv. Arthur H. b. Freeport 9 Aug 1837, d. 26 Apr 1842 ae 4 grave-stone inscription Porter's Landing Cemetery.
- v. Gustavus P. b. Freeport 28 May 1839, twice married, d. Gloucester, MA 23 Dec 1893 ae 53-7-23 (MassVR 436:413) bur. New Haven.
- vi. Walter Sylvester, b. Freeport 24 Feb 1841; died New Mexico 13 Jul 1884; bur. New Haven.
- vii. Arthur "C", "H" or "L", b. Freeport 17 Apr 1844, d. New Haven 5 Jul 1856 ae 13.
- viii. Anne Caroline, b. Freeport 29 Jun 1846; no further record.
- ix. Lulu, b. Freeport 14 Nov 1849; d. New Haven 1 Aug 1852 ae 3y 9m.
- x. Bertha Lincoln, b. Freeport 21 Jan 1851; no further record.
- xi. Edward Lincoln, b. New Haven 23 Jan 1853, m. Elizabeth Phelps, res. Boston, MA, no further record.

We have few facts on the life of Henchman Sylvester Soule. However, it has been our impression that he was a sea captain engaged in the "China trade" and was later a partner with his brothers in the great Soule Shipyards at Freeport. We would place his removal from Freeport to New Haven at approximately 1852 although know nothing of the reasons or circumstances of that removal. As to his business, you know that even one voyage in the "China trade" could and frequently did bring the captain great riches; several voyages brought great wealth.

- (1) Obituary in the New Haven Palladium for 10 Mar 1860.
- (2) Obituary in the Columbian Register for 17 Mar 1860.
- (3) Henchman Sylvester Soule left no will, however, the records of the administration of his estate are in the New York Surrogate Court which granted administration 16 Mar 1860 to Lydia L. Soule, his widow, and Clement H. Soule. The latter was a younger brother and a resident of Passaic, N.J.

Incidentally, we find another record of the death of Lydia Lincoln Soule at New Haven on 27 Jan 1891 ae 81.

Faithfully yours,



JOHN SOULE  
Colonel USA Retired

## The Maritime Affairs of Henchman Soule

(by W. D. Saltzman, Yale 1976)

### INTRODUCTION

The American merchant marine, and in particular, the American sailing merchant marine reached its most magnificent stage of development in the decades of the 1840s and 1850s. Two centuries of gradual growth were required for the fleet to reach the 3,000,000 ton mark in 1850, but only an additional five years to jump to a peak of 5,212,000 tons, briefly surpassing even the British.<sup>1</sup> The reasons for such unprecedented progress lay in several external events that opened new markets and created a demand for more tonnage. Caleb Cushing's treaty of 1844 and the English Opium Wars brought an influx of American shipping to China. The Irish famine of 1845 and the continental revolutions of 1848 precipitated a massive wave of immigration to the United States. Stemming from the need for inexpensive bulk grain for Ireland, the repeal of the British Corn Laws in 1846 and the Navigation Acts in 1848, opened the sea lanes of the Empire to American bottoms. Finally, the discovery of gold in California in 1848 stimulated the development of the American clipper ship.<sup>2</sup>

During the 1840s and 1850s, the large New York and Boston packet lines expanded their tonnage to keep up with the worldwide increase in trade. Yet the beautifully built and finely finished packets and clippers turned out by the New York and Boston yards were becoming too expensive for anything but the highest paying trans-Atlantic routes. Consequently, an opportunity appeared for the Maine shipyards to carve out a large slice of the shipbuilding pie. Maine-built products, although not as fancy as their New York and Boston cousins, developed a reputation for their sensible designs, sturdy construction, and relatively low operating costs. Appendix I, taken from Albion's The Rise of the Port of New York, clearly demonstrates Maine's ship-building supremacy during the Golden Age. From 1840 to 1860, Maine launched 1,705,000 tons, while New York launched 1,053,000 tons, and Massachusetts only 829,000 tons.

The basic unit of the Maine shipbuilding industry was the small yard, usually owned and run by a single family. It is said that "there is scarcely a cove on the Maine coast that did not at one time or another contain a building yard."<sup>3</sup> This is about as good an estimate of the extent of the industry as any, for there is presently no really comprehensive study of the subject. W. A. Fairburn's Merchant Sail does survey many of Maine's major shipyards, but no work has yet examined the small family shipbuilding business as Cutler, Albion, Matthews, and Fairburn have studied the packets and clippers. The primary obstacle to a systematic examination of Maine's shipbuilding families is that few records of the myriads of yards have survived, and these are scattered throughout the libraries, bookcases, and attics of New England. Still, it is



probably safe to generalize that the Maine shipbuilding families usually owned, managed, and ran the vessels they built. One such organization was the firm of Soule Brothers, founded at Freeport, Maine in 1839 by Enos, Henchman S., and Clement H. Soule. Until his death in 1860, Henchman managed the firm from his residence in New Haven, Connecticut. His personal and business papers, currently owned by Sterling Library, cover the Golden Age of American merchant sail.

The primary purpose here is to reconstruct the history of the firm as completely as possible from Henchman Soule's papers, and to describe the workings of a small maine shipping business. In addition, the Soule papers afford, if not a picture window, then at least a porthole view of the sailing merchant marine at mid-century. From Soule's perspective, the industry was always a delicate mechanism, extremely susceptible to external shock. As easily as the events of the 1840s and 1850s catalyzed the rapid rise of the merchant marine, the recession of 1857 followed by the Civil War brought the entire structure crashing down. Henchman Soule, then, witnessed the rise, the overextension, and the rapid downfall of the American sailing merchant marine.

#### THE ESTABLISHMENT OF SOULE BROTHERS

Early biographical information on the Soules is scarce. Enos (1792-1869) Henchman (1799-1860) and Clement Soule (1807-1871) were three of the thirteen children of Barnabas and Jane (Dennison) Soule of Freeport.<sup>4</sup> Although Barnabas was a farmer by occupation, five of his sons went to sea. Eliphaz (b. 1791) was lost in 1813 with Freeport's famous privateer, Dash. William (b. 1803) went down off Cape Sable in 1827. Enos also sailed in the War of 1812. His vessel was captured by a British frigate, and he was imprisoned for two years, first in a Thames hulk, and then at Dartmoor.<sup>5</sup>

The three brothers became builders and masters of merchant vessels. In 1835 Clement commanded the Stranger for the Hurlbut Line of New York-Mobile packets.<sup>6</sup> The same year, Henchman was master of the Francis Ann for the Packet Line, running between Boston and New Orleans. A year later he commanded her for the New Line between Boston and Charleston.<sup>7</sup> The brothers founded the firm of Soule Brothers in 1839, established their shipyard at Strout's Point on the Harraseeket River in Freeport, and launched the Eliza, a small bark of 299 tons.<sup>8</sup> Two years later, Henchman, as "master carpenter," directed the construction of a substantially larger vessel, the ship Don Juan of 645 tons. She was commanded first by Enos, then by Clement, and lost in a hurricane on the Bahama Bank in November, 1843.<sup>10</sup>

Between 1839 and 1869, the year of Enos' death, Soule Brothers built at least 26 vessels (See Appendix II). Henchman died in 1860, and Clement retired soon afterwards. Enos C. Soule (1820-1894), a son of Enos Soule, took over the business and built six more ships between 1869 and 1879.<sup>11</sup>

Henchman Soule came to New Haven in 1842 to command the brig George Loyal for Clark & Co. of that city in the West Indies sugar, molasses, and tobacco trade.<sup>12</sup> He acquired a 1/3 share in ownership of the vessel, and a 1/3 share

of the Champion, another Clark brig.<sup>13</sup> It is most likely that Henschman demonstrated a fine capacity for business, for at some point during this period he became "ship's husband" or managing director of Soule Brothers. His responsibilities to the firm included general bookkeeping, securing cargos, dealing with agents and brokers, obtaining insurance, communicating with his captains, purchasing supplies and building materials, and advising his brothers on their shipbuilding. Henschman's central area of operations included New York, Boston, Portland, and Freeport. New York and Boston, the major northern ports, were the headquarters of most large shipping agencies, brokerage houses, insurance companies, and maritime suppliers. Portland served as the seat of the local custom's district which included Freeport and all of Casco Bay, as well as a functioning entrepot between the New York-Boston and Maine merchants.

As Henschman frequently had to communicate with or journey to these major business centers, it is not surprising that he chose to remain in New Haven. In the mid-nineteenth century, the city was a fine, centrally-located headquarters for Henschman's business as it was well served by coastal side-wheel streamers and railroads. In 1847 the Fall River Line commenced "night boat" service from New York, touching at New Haven, and running past Newport to Fall River. Fall River, in turn, was connected by railroad to Boston, where one could board another side-wheeler to travel up the coast of Maine. Previously, Stonington had been the eastern terminus of the night boats from New York. A railroad to Providence and a stagecoach to Boston completed the route. Eventually, steamboat service extended right around Cape Cod, eliminating the connections. In addition, local lines served the coastal cities of the Sound, and in 1854, the Merchant's and Miner's Line opened a route from Boston to Baltimore and Norfolk.<sup>14</sup>

In 1839 a railroad opened between New Haven and Meriden, and in 1849 it reached Hartford. The New York and New Haven Railroad commenced operations in December, 1848, and in 1852 another line connected New Haven with New London. Soule was a frequent user of New York-New Haven Line. In April, 1857 he purchased a one year unlimited commuter's pass for \$100.<sup>15</sup>

Benham's New Haven Directory lists Soule's address as 13 Warrent St. from 1842 to 1843, and 194 Chapel St. from 1844 to 1859. The lower Chapel St. address, near the docks and about half a dozen blocks from the railroad station, was especially convenient. In addition, the Union Telegraph Co. maintained an office at 143 Chapel. When speed was essential in closing a business agreement or a charter, Henschman was able to communicate quickly with his agents in New York, or even directly to a captain as far away as New Orleans.<sup>16</sup>

The impression received from the Soule papers is that Henschman allowed his captains a considerable degree of autonomy while maintaining as close a contact permitted by the period's communications. A master's freedom was directly proportional to the distance of his port-of-call from New Haven. When a Soule ship put in to Boston or New York, Henschman often visited and handled the ship's business himself. However, the master of a vessel at Mobile, Liverpool, or San Francisco had almost total responsibility for discharging the cargo, attending to routine repairs, checking in with the U.S. Consul, and securing a cargo and crew. They were aided considerably by the local shipping agents, often the representative of a scheduled packet line, the best of whom would supply the latest financial information, obtain the highest rates, and handle all the ship's disbursements. Appendix II lists eighteen men who commanded

Soule ships. Including the three brothers, seven belonged to the Soule family. Francis B., Enos C., and Horace B. Soule were sons of Enos Soule, and Joseph T. was the son of Thomas Soule and a nephew of the three brothers. The rest hailed from Freeport, Portland, or vicinity. All Soule masters seemed to be able commanders and competent business men. The only example of dissatisfaction is Clement Soule's statement that he preferred not to engage Ruben Curtis again. Curtis was clever and honest, but too cautious; "he avoids all go aheads."<sup>17</sup>

The close-knit nature of the firm is especially evident from Appendix III which compiles the ownership and valuation of the vessels. Henschman usually had the controlling share. The other major investors included other family members, local Freeporters, and often the ship's master. Younger Soules served as mates or before the mast. Aboard the Sentinell at the time of her loss were nephew George Soule as first mate, and one Daniel Soule as third mate.<sup>18</sup> At age nineteen, Henschman's son Gustavus signed aboard the Uncle Toby.<sup>19</sup> Even Henschman's wife Lydia participated by opening letters and watching the business whenever Henschman was away from New Haven.<sup>20</sup>

#### SHIPBUILDING AT STROUT'S POINT

During Henschman's lifetime, Soule Brothers launched at least one brig, four barks, and fourteen ships. With two exceptions, all their vessels became part of the Soule Fleet. The bark Adjuster of 495 tons was sold upon completion to a New York firm.<sup>21</sup> In addition, they built the 823 ton medium clipper Quickstep for Dunham and Dimon of New York in 1853.<sup>22</sup>

The Soule fleet also included a few vessels acquired from other builders. The firm of J. and J. A. Seabury of the neighboring town of Yarmouth built the ship Milwaukee for the Soules in 1853.<sup>23</sup> The brig Rush and the bark Madonna were both launched in Freeport in 1843, but it is not known by which yard.<sup>24</sup> Freeport boasted of four other shipyards during the period; those of Rufus Soule and Son (a separate branch of the family), Briggs and Cushing, Enoch Talbot, and Gershorn and Charles Bliss.<sup>25</sup> The Soule Brothers yard was Freeport's largest in terms of total tonnage launched.

On the average, the Soules launched one vessel a year. Generally, brigs and barks were smaller and more economical than the full-rigged ships, the mainstay of the merchant fleet. Soule's vessels followed the trend in the shipbuilding industry toward larger and larger vessels. In the 1830s and the first part of the 1840s, first rate merchantmen averaged 300 to 500 tons. By the 1850s, first raters had to measure at least 1000 tons.<sup>26</sup> Ambrose Talbot, master of the 549 ton Arthur, built in 1847, observed from Liverpool in January, 1852 that the passenger business was "about up with small ships. The large ones which are fitted up with fine galleys etc. have given the government agents high notions of comfort, and we are entirely subject to their caprice. It has cost us more than I had an idea of to get the ship to pass."<sup>27</sup> The highly competitive trans-Atlantic packet service had to set the pace toward larger ships. Thousand tonners offered passengers the comfort of spacious cabins and luxurious saloons that smaller ships couldn't match. Moreover, square riggers had to increase in size and accommodation to compete with the latest 3000 ton steamers that were slowly taking over the trade. Finally, given a full cargo, a large



ship is more economical to run than two smaller ships, each half its size. Albion has chosen representative vessels of various classes to illustrate the developments in shipbuilding.<sup>28</sup> Of the New York registered vessels, the largest packet of the period was the Amazon, 1771 tons, built in 1854, and the largest general freighter the Ocean Monarch, 2145 tons, built in 1856. Most clippers ranged in size from 1000 to 2000 tons, McKay's Great Republic holding the record for a wooden square rigger at 4555 tons. In comparison, Soule's ships built between 1841 and 1859 ranged in size from the 543 ton Lydia, launched in 1843, to the 1287 ton Yorick, launched in 1857. Between 1853 and 1859, six of their nine ships exceeded 1000 tons (See Appendix IV).

Soule vessels, although frequently chartered to the scheduled packet lines, were essentially general traders equivalent to the modern "tramps." As did many Maine firms, they specialized in carrying cotton from the Gulf ports to New York, Boston, and Europe. Consequently, the Soules built their ships specifically with the cotton trade in mind. They designed their vessels with flat floors and a good beam for a large cargo capacity, while restricting the maximum draft to about 21 feet to clear the riverine mud bar at the entrance to New Orleans.

It is possible to learn a little about the vessels from the written observations of their masters. Capt. Enos C. Soule complained in June, 1852 that the Tam O'Shanter drew too much when fully loaded to cross the bar at Mobile, and that the lower masts and rigging were so weak that he had to bring in top-gallants when other ships could carry royals.<sup>29</sup> However, on 13 November, 1852 the Tam cleared Boston under Capt. Joseph T. Soule, and arrived at San Francisco on 26 February, 1853 after a quite respectable 131 day passage.<sup>30</sup> Henschman won \$100 in a wager that the Tam would make San Francisco within 45 days of the 1341 ton clipper Golden Gate which made the passage from New York in 115 days.

Charles Small, master of the Souter Johnny, reported that she sailed very well and worked easily on her maiden voyage to Mobile. She ran at 12 mph with the wind at her quarter, but Small expected better once the ballast was retrimmed.<sup>32</sup> Enos Soule later described her as a sound vessel, if a bit top heavy.<sup>33</sup> Capt. Francis B. Soule wrote proudly from the Chincha Islands in February, 1857 that the Superior had been called "the best looking ship in port."<sup>34</sup> She later made a run from New York to San Francisco in 140 days, clearing on 27 August, 1858, and arriving on 18 January, 1859.<sup>35</sup> The Yorick typified the later thousand tonners. After her first trans-Atlantic crossing, Capt. Enos C. Soule described her as slow, but the "best sea boat" that he had ever sailed. With tongue-in-cheek he called her a "very full clipper" for she was of full body yet carried a complete set of studding sails.<sup>36</sup> In addition, she was fitted with the new Howes double topsail arrangement for which Soule had paid two cents a ton in patent fees.<sup>37</sup> One vessel stands out for its unusual dimensions. With her unusually large length to beam ratio of 5.95, the Madonna was described predictably by Capt. A.A. Woodside "very crank."<sup>38</sup>

At their Strout's Point shipyard, the Soules were essentially contractors who engaged their building materials and ships' fittings from suppliers along the Atlantic seaboard, and farmed out most of the construction work to subcontractors. It appears from the papers that they usually designed their own ships. For example, when Clement Soule discovered that it would cost \$40 and \$200

respectively to purchase another designer's model and molds, he commenced work on his own instead after winter closed down active work in the yard by the middle of December, 1851.<sup>39</sup> Enos and Clement had already engaged frames sawn by an earlier model for a two-deck ship, but then Henschman decided that they ought to use this lumber for a three-deck ship. This required designing a new model to fit the old lumber, a rather dubious way of building a ship.<sup>40</sup> The problem was that the beam of the three-decker had to be increased over that of the two-decker or the vessel would be unstable. Enos believed that they should stay with the old design, for when Clement had completed the new three-deck model, he found that it was incompatible with the timber molds taken off the old model.<sup>41</sup> They decided at this point to wait until the spring when they could take the lumber out of storage and see what could be done with it.<sup>42</sup> In April, Horace Brewer, their building subcontractor, discovered that the timber cut by the old design would not suffice for the new. Enos and Clement decided that the only way to enlarge their new ship was to stick with a two-decker, and increase its beam a little.<sup>43</sup> However, Henschman was still adamant that a three-decker could be built from the available stock, and at the time this correspondence ends, he was on his way up to Freeport to settle the dispute.<sup>44</sup>

A modern naval architect would shudder at the notion of drastically altering the design of a vessel already under construction. Of course, the Soules were not trained naval architects, but relied upon their experience and eyes for good form. Consequently, they could get away with breaking the "rules." When they designed the Glen, a very successful vessel, they laid her keel by the molds of the brig Venus.<sup>45</sup> Although the Venus was a smaller vessel, the Soules felt that her design was sound and worth expanding. Fairburn notes that this common method adding a few feet amidships to increase the tonnage over an existing model is bad practice. Increased length without increased beam produces unhandy ships.<sup>46</sup> However, the Soules did specify additional beam for the Glen to their builder Horace Brewer.<sup>47</sup>

The Glen's building records are fairly complete and illustrate the workings of the Soule yard. After Enos and Clement had designed the vessel, stretched the keel, and raised the ribs, Henschman signed a contract with Horace Brewer on 25 October, 1847.<sup>48</sup> Brewer agreed to complete the carpentry work and launch a 100 foot bark by 1 March. He was allowed full use of all the supplies and tools in the yard, and was to be paid \$1600 for a vessel of 240 tons, plus \$7 for every ton in excess. While Brewer was at work on the hull, Henschman procured the necessary fittings and supplies, and subcontracted the rest of the work. The list of bills in Appendix V demonstrates the complexity of the operation. At the end of March, 1848, Henschman made a purchasing trip for hardware and fittings, shopping at Boston about the 22nd and Portland the 29th. When the prices were competitive, Henschman found it most convenient to deal with Freeport merchants such as Gore and Holbrook, and Samuel Bliss, proprietors of local hardware stores.<sup>49</sup> In return, Freeporters often bought shares in the Soule ships.

The sum of the Glen's bills is \$12,186.65. An insurance policy made three years later with Astor Mutual of New York assessed the Glen at \$12,000.<sup>50</sup> Assuming some depreciation, the Glen should have come to about \$15,000 at her bills. Conspicuously missing from the list in Appendix V are riggers' bills, sailmakers' bills, and more lumber bills.

As the result of local deforestation, Maine yards were depending more and more upon imported lumber during this period. In the Spring of 1852, for example, Henschman sent out inquiries to various lumber dealers including Peck & Church of New York, Adams Brothers of Wilmington, N.C., Paine & Blunt of Bangor, Maine, Lawrence Smith & Co. of Warren, Mass., and E. R. Albenti Co. of Woodstock Mills, Fla.<sup>51</sup> It appears from these letters that the Soule yard did turn out a high quality product. Peck & Church and E. R. Albenti both regretted that they could not supply lumber completely sap-free as Soule had requested, and Paine & Blunt wrote that they could not supply knot-free lumber as requested. Sargent Sterns & Co. wrote that lumber of such great length and high quality as Soule had ordered would cost more.<sup>52</sup>

Newly launched vessels were complete except for their copper. Unless a vessel were heading out on a very long maiden voyage, the Soules preferred to let the coppering go until she reached New York or Liverpool where it could be done more economically. The Tam O'Shanter, for example, entered the Gulf port cotton trade directly after her completion in 1850. By the time she was finally hauled out for coppering at Liverpool in October, 1851, her bottom had been eaten badly by southern worms.<sup>53</sup> This happened frequently to Soule vessels that made maiden voyages to the cotton ports. All new vessels usually made an initial stop at Portland, the head of the customs district, for official measurement and registration. In addition, Bliss' Wharf in Portland was a convenient place for the final fitting out of a new vessel.<sup>54</sup> Later, some of the larger vessels like the Uncle Toby were towed all the way to Boston for completion.<sup>55</sup>

Soule vessels departing Freeport or Portland for a cotton port always carried down some available local cargo rather than make the run in ballast. In October 1851, the Soules purchased 33 tons of hay and 100 barrels of mackerel for the Souter Johnny to sell at Mobile.<sup>56</sup> Other local products included apples, potatoes, and ice. There is some evidence that the Soules actually ran a small farm themselves for this purpose. The Harraseeket and Yorick, in contrast, both chartered their maiden cargoes from ports close to home, so there was no need of purchasing local produce. The Harraseeket carried deals (softwood planks) to Liverpool from St. John, New Brunswick in April, 1856, and the Yorick from the New River, Nova Scotia, in July, 1857.<sup>57</sup>

#### SHIPPING: BEFORE 1848

Material covering the period from roughly the establishment of the firm to the California Gold Rush is extremely sketchy. Of the Eliza and Don Juan, all that is known has already been stated. The Haidee, Lydia, Venus, and Arthur sailed mainly in the coastal cotton trade. The three brothers, only semi-retired from the sea, occasionally skippered their vessels. Clement Soule was the first master of the Haidee. On her second voyage she ran aground on a Florida reef while bound for New Orleans. The crew panicked, rushed for the boats, and rioted. One was shot dead before Soule could force them to remain aboard. Then he managed to float her free and reach port safely.<sup>58</sup> Like all shipowners, the Soules suffered continuous problems with manpower.

In 1845 the Haidee was consigned to David Odgen, the New York agent of the St. George's Line which ran packets between New York and Liverpool. For a while, her master was Joseph T. Soule.<sup>59</sup> Clement ran her again during the next two years. In 1847 he sailed her under the Dispatch Line between Boston and New



Orleans.<sup>60</sup> When Clement left for California in February, 1848, Joseph resumed command. Enos Soule ran the Lydia for the Corner Line between Baltimore and Liverpool in 1848.<sup>61</sup> The next year, Henschman sailed her under the Third Line between New York and New Orleans.

It is likely that the Venus with her light displacement and shallow draft entered the West Indies trade directly after her launching in 1846. She was engaged in this business under Capt. William Gardner after April, 1851.<sup>63</sup>

The first master of the Arthur was probably Reuel Talbot who definitely commanded her from April to September, 1851. It is assumed that she carried local produce to New Orleans on her maiden voyage. Then she carried cotton from New Orleans to New York in the Fall of 1847.<sup>64</sup> She cleared New York for Mobile in January, 1848, and brought lumber, rice, and cotton to Liverpool in April.<sup>65</sup> There she received her first coppering at a cost of £31.2.2. Next she chartered 705 tons of railroad iron from Newport, Wales to New Orleans, returning to Liverpool with more cotton in early 1849.<sup>67</sup>

The Arthur's cotton voyage directly from Mobile to Liverpool was unusual for 1848. Until the 1840s, almost all southern cotton grown for European consumption reached its destination via New York. Conversely, European manufacturers exported to the South also travelled through New York. The reason behind this inefficient diversion is that New York merchants and financiers, having little produce of their own to trade with Europe, developed a stranglehold on the cotton industry by placing the farmers and plantation owners into chronic debt. New York middlemen speculators bought the crop by advancing the cash to the farmers before they planted. After the harvest, New Yorkers carried the crop to New York, before selling it in Europe. Consequently, from interest, commissions, freight, and insurance, New Yorkers pocketed an estimated forty cents on every dollar spent on southern cotton. In the early 50s, this two-sided triangle disappeared when merchants began sending the cotton directly to Europe to save the expense of reshipment, while retaining the bills of lading and cotton samples for their speculations.<sup>68</sup>

#### THE GOLD RUSH AND CALIFORNIA

On 24 January, 1848 gold was discovered in California. Soule Brothers reacted to the news in two ways. First, they added three new vessels to their fleet, the Glen, the Rush, and the Madonna, and sent them around the Horn to make a quick killing. Second, on 17 January, 1849 they signed an agreement raising \$10,000 to establish the Freeport & California Mining Company. Henschman contributed 3/5 and Clement and Enos 1/5 apiece.<sup>69</sup> In addition, Clement was elected captain of the company and left for the gold fields with 19 followers from Freeport and Brunswick on 2 February, 1849.<sup>70</sup> According to their charter, the members formed the company "to collect gold and precious metal in that region and to acquire money and property as we may see fit in all lawful and honorable ways..."<sup>71</sup> To achieve their goals and to protect themselves from whatever dangers they might encounter, the members of the company pledged to support each other in all ways possible, and to share the proceeds of the first twelve months of their labor. Henschman and his brothers were to retain "one half of the whole proceeds as their portion, (and) the other half (was) divided into as many

shares as there (were) members," each to receive one share.<sup>72</sup>

The company sailed from Boston on the Corsair, and reached Chagres, Panama 22 days later. They crossed the isthmus by towed dugout and paddled canoe, and boarded the British bark Callooney at Panama City. Upon arrival at San Francisco, they took a schooner up the river to Sacramento City. Then they headed further up to Beal's Bar where they began mining on 5 July, 1849. In the fall, the company split into smaller groups, some members remaining at the bar, others heading further upriver, and the rest going south. Many Freeporters remained in California for five or six years.<sup>73</sup> The Company did not do badly according to Philadelphia Mint gold receipts from 16 July, 1850 to 5 June, 1852 which total \$60,285.02.<sup>74</sup> Henchman's investment in the company yielded \$18,855.60, a 214% profit on his initial \$6000.

As mentioned previously, Soule Brothers sent their three new vessels fully loaded off to California to take advantage of the fantastic prices paid for all items. Prospects had to be exceptional for them to risk the little 190 ton Rush and 287 ton Glen on the rough passage around the Horn. There is little known about the Rush's trip except that Capt. Samuel A. Dennison wrote from San Francisco on 30 May, 1850 that he had grossed \$12,565 from freight and sales, and was heading to Valparaiso to look for business.<sup>75</sup> The main problem with the San Francisco trade was that in the early days of the gold rush, the port offered little in return cargos. Many vessels had to go elsewhere for something to bring home. By the end of October, Dennison had died, and the brig returned home to enter the West Indies trade under Capt. Charles N. Leach.

After 1850, many Soule vessels carrying cargo to California returned with guano mined at the Chincha Islands off the coast of Chile at Callao. The Madonna, for example, cleared for San Francisco from New Orleans at the end of June, 1848 bearing 50,000 feet of pine board, 50 tons of Pittsburgh coal, and 100,000 cyprus shingles.<sup>76</sup> Capt. Isaiah Mitchell chose to remain in California, and the bark returned under Capt. Reuben Curtis.<sup>77</sup> Curtis loaded guano at the Islands, and arrived at Cork, Ireland on 28 July, 1851.<sup>78</sup> He received orders from his agent to discharge the guano at London. Then he chartered the Madonna to carry iron to New York from Newport, Wales.<sup>79</sup> He cleared Newport on 21 October, but three days later was hit by a tremendous gale, and was blown southward under bare poles. He finally had to put into St. Thomas for repairs and provisions, ending the voyage with a loss.<sup>80</sup>

### MUTINY ON THE BARK GLEN

The story of the Glen's California voyage is the most lively of the three. Under Capt. Charles Small she headed for San Francisco in July, 1849 with 280 tons of lumber. At the time, wood was selling at \$400 per thousand fee in California. After a passage of 170 days, Small discharged his cargo, then put into Sacramento where the crew spent a year mining in the mountains. Small left Sacramento in the Fall of 1850, and picked up \$300,000 worth of copper ore and a few new crew members at Iquique, Chile.<sup>81</sup> Small wrote Soule from Valparaiso on 6 October to describe what happened next. The Glen had cleared Iquique on 29 August. Between 2 and 3 AM on 17 September, Small "was awakened by the report of a musket. Almost at the same time (he) heard the second mate cry murder."<sup>82</sup> Small rushed up to deck where he found Mr. Havens, the second mate, clinging to the main bitts, mortally wounded. A sailor and the cook, both armed with bayoneted muskets, confronted Small and ordered him back below with a threat to "blow (his) brains out."<sup>83</sup> Three new men and the cook had mutinied with the intention of selling the ore and turning the Glen into a

slaver. They had armed themselves with the bark's stock of muskets, bayonets, axes, and knives. When he returned to his cabin, Small discovered that they had also stolen his pistols. However, they had neglected his cutlass, and arming himself, Small escaped out a window and charged the sailor whom he presumed to be the ringleader. At the same moment, he was joined by George Waite, the first mate. By hand-to-hand combat Small managed to overpower and disarm the four mutineers. With most of the crew in irons, the second mate dead, and the first mate badly wounded from the fight, Small managed to sail the Glen virtually singlehandedly to Valparaiso. He delivered the mutineers to the U.S. Consul who shipped them to New York aboard the sloop-of-war Supply. Two were executed after their trial. To show their appreciation for this unusual heroism, Henschman Soule and the underwriters of the Glen presented to Small a reward of \$1500, and Waite and the mother of Haven each \$500.<sup>84</sup>

By coincidence, the Haidee under Joseph T. Soule put into Valparaiso a few days after the Glen with the same sort of problem. Capt. Joseph T. Soule had chartered the Haidee in July, 1850 to carry coal from Liverpool to San Francisco on the account of Isaac T. Smith of New York. They arrived at Valparaiso on 5 October, 1850 after a passage of 188 days.<sup>85</sup> Apparently, a passenger, one Mr. Bower of Philadelphia, and the second mate had been stirring up trouble in the forecabin. Soule anchored near a man-of-war, and he and his first mate went "armed to the teeth" for three days. When seven men refused work on 11 October, Soule and the mate went ashore to press charges with the U.S. Consul, leaving the Haidee in the care of a naval midshipman. In their absence, the seven jumped overboard to swim ashore, but one drowned in the attempt.

The Haidee reached San Francisco in the middle of December, 55 days from Valparaiso.<sup>87</sup> Clement Soule made a visit from Sacramento to deposit \$450 in gold dust for shipment home.<sup>88</sup> Joseph Soule planned to sail to Calcutta for a tea charter after discharging his coal, but an unexpected delay kept him at San Francisco about eight months. Following a law suit against the Haidee, her creditors would not let her finish unloading until Isaac T. Smith could send \$5000 to settle the affair.<sup>89</sup> In the mean time, Joseph Soule had to suffer San Francisco's outrageous prices to maintain the Haidee during the delay. He wrote Henschman on 31 July, 1851 that he feared that he would have to sell the ship to meet her expenses.<sup>90</sup> However, the funds arrived from Smith, and the Haidee cleared for Calcutta by 21 January, 1852.<sup>91</sup> Upon his arrival, Soule discovered that his charter had been cancelled during the delay, but he did find an alternate cargo for London, and completed his circumnavigation.<sup>92</sup>

By 1851 the glitter had worn off the California trade. Fantastic profits had lured enough goods to San Francisco to drive prices down. Edward Smith, an associate of the Soules, wrote from San Francisco on 1 May, 1851 that all goods were drawing low prices due to the glut ashore coupled with a scarcity of money.<sup>93</sup> Another agent wrote on 13 September that the sale of Soule's Sacramento property at the present time which included a store on M Street, would not yield one-half of its value. He noted that "goods (were) selling at ruinous prices to the shippers," and that the "Flying Cloud (had) made a passage of 89 days."<sup>94</sup> Here lies the origins of the downfall of the sailing merchant marine. Under a free trade economy, shipowners continued to expand their enterprises with larger, faster, and more numerous vessels, even as prices declined from overcompetition. To see the effect of the overexpansion of the sailing fleet on Soule Brothers, it is necessary to return to the Atlantic.



THE COTTON TRADE: 1851-52

From roughly 1850 to 1852, Soule Brothers engaged almost exclusively in the Atlantic cotton trade. For this purpose they launched two fine new freighters, the Tam O'Shanter in 1850, and the Souter Johnny in 1851, now the largest vessels of the fleet. The Rush and the Glen were home from California by the Autumn of 1851, to enter the coastal trades.<sup>95</sup> Only the larger, more efficient ships could expect to clear a profit in the highly competitive Gulf port to Europe cotton trade. The industry began to feel the strains from its reckless overexpansion during the Gold Rush years. Soule masters wrote from European and American ports blaming ruinously low freights on the existence of too many American bottoms. The best single word to characterize the 1851-1852 cotton season is "dull."

For most of the season, the Glen, now commanded by George Waite, was consigned to Ralph Post, the New York agent of Hurlbut's Line of New York to Apalachicola on 5 June, 1851 with hay and iron from New York.<sup>96</sup> A month later she returned to New York with 678 bales of cotton at the rate of 5/8 cent per pound. Her freight and primage totalled \$2192.<sup>97</sup> Upon his arrival about 27 July, Waite found business at New York so dull that he went home for the remainder of the summer.<sup>98</sup> Generally, a cotton season stretched from autumn to spring. During the summer, cotton carriers often entered the North Atlantic trades, but the Glen was too small to compete with the large packets, and too worn out from her California voyage for anything but coastal work. She was leaking badly, and in need of a new set of sails, so it was better business to leave her idle until autumn.<sup>99</sup> By 10 October, Waite had returned to Apalachicola to find no prospects for cargo because the river was too low to allow the steamers to carry down the cotton, and a recent gale had destroyed the local tobacco crop.<sup>100</sup> Waite arrived at New Orleans in ballast and loaded a full cargo of cotton at 3/4 cents per pound, and 65 tons of refined lead at \$1.25 per ton.<sup>101</sup> The lead had been mined at Galena, Illinois and shipped down the river to New Orleans. It was a desirable cargo because it provided ballast without consuming much valuable hold space.

Waite arrived at New York on 18 November, having run aground on Rockaway Shoals off Sandy Hook, but without any damage. Hurlbut provided freight slowly, so Waite could not get to sea until 18 December. He encountered one more delay when a clumsy steam tow carried away his main yard.<sup>102</sup>

When Waite arrived at Apalachicola on 18 January, 1852, the cotton season was at its peak, and many vessels were looking for cargo. Consequently, freights had fallen 33% to 1/2 cent per pound for New York. When he cleared on 8 February, Waite's full cargo of 663 bales of cotton and 23 boxes of tobacco had brought in only \$1839 in freight and primage.<sup>103</sup> Waite was at New York again by 26 February after a 14 day passage. He replaced his worn out topsail, mizzen topmast staysail, foreyard, and jib-boom. On 5 April he wrote Soule from Apalachicola that "shippers were holding up their cotton to depress freights, that stevedore bills were heavy, and that his crew was poor."<sup>104</sup> In other words, business was normal.

Meanwhile, the brig Venus was working the Carribbean sugar trade in addition to the coastal cotton trade. Capt. William Gardner cleared Cardenas, Cuba for New York on 13 April, 1851 with 261 hogsheads of sugar at \$5 per hogshead, 65 boxes of sugar at \$1 per box, and 58 hogsheads of molasses, comprising a total freight of \$1526.40.<sup>105</sup> He discharged this cargo at New York, and loaded lime for New Orleans. Upon his arrival on 17 July, one cask had cracked, spilling the choking dust over the rest of the cargo. Lime is an extremely dangerous substance because it combusts upon contact with water. It was only

with very heavy expense that Gardner was able to find men to discharge and lighten his lime. Consequently, after chartering a return cargo of corn for New York at 10 cents per bushell, he was left with only \$80 for future disbursements.<sup>106</sup>

Gardner wrote from Mobile on 16 January, 1852, the height of the cotton season, that he had chartered for New York at 1/2 cent per pound. His freight was low at \$1072, and expenses high at \$675. Gardner was operating with a very small profit margin.<sup>107</sup> By 14 February, he was back at New York. Nesmith and Sons, Soule's favorite New York agent, could find nothing on the market except a cargo of barrel hoops for Cuba. Gardner cleared Sandy Hook on 22 February, and arrived at Cardenas 17 days later to find the market already flooded with hoops.<sup>108</sup> He returned to New York with sugar and molasses consigned to the Moses Taylor Line. There was so much traffic in the harbor that he had trouble finding a berth to discharge.<sup>109</sup> The other Soule vessel operating in the coastal trade, the brig Rush under Capt. Charles N. Leach, was not having any better luck. Leach wrote from Havana on 6 February that sugar and molasses freights were so low that he did not expect to make a profit.<sup>110</sup>

While the smaller Soule vessels worked the coastal trades, the Lydia, Arthur, Tam O'Shanter, and Souter Johnny carried cotton directly to Europe from the Gulf Ports. Two or three round trips during a season was about the average for a cotton trader. On their returns from Europe, the ships carried a variety of cargos including coal, railroad iron, salt, and immigrants. Although Soule chartered through various European agents, all his captains arriving at European ports checked in with English house of Baring Brothers. Barings was a large commercial bank which handled the accounts of innumerable American shipowners. Upon receiving payment for his cotton in Europe, a captain would retain some of the money for disbursements and future expenses, but remit most of the income to Soule's account with Barings. Then, another Captain in need could always draw on Barings for funds. In addition, Barings was always a reliable source for business advice, with their world-wide commercial connections.

Before entering the 1851-52 cotton season, the Lydia sailed to Ireland in the summer. She carried grain for Ryan Brothers of Limerick, and returned to New York by 21 August with 234 immigrants.<sup>111</sup> At Limerick, Capt. Francis B. Soule had deposited almost £1400 in freight profits with Barrins.<sup>112</sup> After recaulking at New York, Soule sailed for Mobile with a nearly full cargo of iron and 155 tons of ballast.<sup>113</sup> Soule found business dull at Mobile, so he moved to New Orleans to charter a cargo of cotton for Havre.<sup>114</sup>

On his return from Europe, Soule put into Plymouth, from where he wrote that his crew had been exceptionally bad. Out of a dozen men and a stowaway, only five spoke English, and "two of them (were) only about two months out of the woods of Maine."<sup>115</sup> Contrary winds detained him at Plymouth for several days, and he observed that passenger carriers were losing money because they were still obligated to feed their fares while delayed.<sup>116</sup>

At Mobile, Soule engaged 1792 bales of cotton for Liverpool at the nominal rate of 1/2 pence per pound.<sup>117</sup> Furthermore, the season had produced light cotton, which weighed, and therefore paid, less than normal cotton while occupying the same hold space. Soule predicted pessimistically that after this

voyage "there should be 12½ cts to divide to an 1/8."<sup>118</sup>

The voyages of the Arthur in the 1851-52 season matched the Lydia's poor results. In June, Capt. Reuel Talbot recoppered at Liverppol, then purchased 793 tons of salt for £335.<sup>119</sup> He cleared on 3 July, touched at Portland to discharge passengers, and unloaded the salt at Philadelphia by 1 August.<sup>120</sup> At a 4% commission, John Dow & Co. of Boston arranged the sale of the salt for \$2 per hogshead.<sup>121</sup> Reuel retired from the sea at the end of this trip, and his brother Ambrose assumed command of the Arthur.

In November, 1851, the Arthur, along with the Lydia, was in New Orleans. Ambrose Talbot contacted one agent, J. P. Whitney, hoping to get 5/8 pence per pound for Liverpool, but he had to settle for 1000 bales at 9/16, and 911 at 1/2, which did not even fill the hold. Talbot reluctantly purchased 50 tons of ballast at \$3.50 per ton, effectively wiping out the profit from the freight to New Orleans.<sup>122</sup>

At Liverpool, Talbot, admittedly a bad businessman, had trouble trying to compete with the large packets for passengers to New Orleans. After chartering the Arthur, he discovered that he had to purchase extra boats and life buoys to meet the government safety regulations.<sup>123</sup> To finish off a poor voyage, Talbot made a "tedious passage" to New Orleans in April, 1852 when the cotton season was about played out.<sup>124</sup>

The Souter Johnny, launched in November, 1851, arrived at Mobile on 15 December. Capt. Charles Small found 60 other ships looking for cargo, and dull freights. Small accepted 31/32 pence per pound for Havre, a very low rate, but still the best price paid yet that season. On 18 January he wrote Soule that freights had fallen another 1/32 pence per pound, and that the huge 2800 to 3200 bale freighters were completely out of work.<sup>125</sup> Contrary winds lengthened his voyage to 60 days, and he did not arrive at Havre until 13 April. Instead of returning to a cotton port as Talbot had done, Small engaged passengers and cargo for New York, clearing \$4800. He noted that there were 11,000 immigrants sailing for the U.S.<sup>126</sup> In August, Small chartered the Souter to carry consumer items, coal, and oats from New York to California.<sup>127</sup>

Capt. Enos C. Soule made a string of bad voyages in the Tam O'Shanter. In April, 1851, he accidentally fell into the cargo hold at Liverpool, causing £200 damage by the delay during his hospitalization.<sup>128</sup> At New York he ran up another \$126.16 in expenses following a collision with the steamer State of Maine.<sup>129</sup> On 21 June, Soule wrote from Mobile that he had lost \$500 on the sale of his cargo of hay.<sup>130</sup> By 18 July he had engaged 2936 bales for Liverpool at only 5/16, but his expenses totalled \$4500.<sup>131</sup> He was at Liverpool in October, and reported that he "never saw things so dull."<sup>132</sup> In addition, he found the bottom badly eaten by worms. As a final straw for a losing voyage, Soule complained that the "Queen was due. . . on the 9th but (he hoped) she (wouldn't) come because it would cause (him) to lose two more days of business!"<sup>133</sup> On his return passage to Mobile, Soule lost his fore topgallant mast. After two months of searching, he found 1000 bales at 7/16, and another 1000 at 3/32 for Liverpool. Expenses of \$6000 sank the ship back into the red. Soule's best analysis of the situation was: "I am afraid that the Tam is unlucky."<sup>134</sup> One can imagine Henchman turning purple upon reading this.



Actually, these impressions of the cotton business in 1851-52 are only one sided, as they are just those of the ships' masters. Faced with grueling competition, low rates, poor crews, and sudden disasters that could destroy a profit in an instant, they expressed pessimism and frustration in their reports to Henschman Soule. Unfortunately, the collection includes nothing written by Soule himself to give us his views on the situation. However, Soule had to look beyond the performance of individual ships and worry about the health of the firm as a whole. Here it is possible to duplicate his perspective, because the collection does contain Henschman's general ledger covering the period from 22 May, 1850 to 17 September, 1857. Appendix VI tabulates the dividends paid by the Soule fleet over seven years. If the sums represent the health of the firm over time, the fiscal year ending 21 May, 1852 is the worst of the seven. Still, profits were not as bad as the masters' letters along would lead one to believe. At worst, Soule Brothers was left with less capital for reinvestment the next year than they would have liked, but the firm was certainly in good financial shape. Henschman knew well how business fluctuated from one year to the next. The following seasons from 1853 to 1855 more than compensated for the disappointments of 1851 and 1852.

#### 1852 TO 1856

Unfortunately, the collection contains no correspondence for the profitable period from Autumn, 1852 to Spring, 1856. The most noticeable development during this time is the major change in the constitution of the fleet in 1853 and 1854. The Haidee, Glen, Rush, and Madonna were probably sold between December, 1852 and December, 1853 (see Appendix VII). Also, the Tam O'Shanter foundered at sea on 31 December, 1853. With the profits of 1853 and 1854, Henschman Soule commenced a major upgrading of the Soule fleet. In 1853 Soule Brothers launched three vessels, retaining the Uncle Toby, and selling the Quickstep and Adjuster. In addition, they purchased the Milwaukee from the Seaburys. The next year they added the Superior, Sentinell, and Corporal Trim to the fleet. Appendix VII shows that the fleet's six vessels of 1854 comprised a greater aggregate tonnage than the nine vessels of 1852, indicating a trend toward larger ships. The four ships launched from 1856 to 1859 were all thousand tonners.

The reasons for the upgrading are first, that vessels wear out and must be replaced, and second, that large vessels compete more effectively than small vessels in carrying bulk cargos over long distances. Here the Uncle Toby, the Soule's first thousand-tonner, offers a prime example of the virtues of large ships. Costing about \$68,500 at her bills,<sup>135</sup> she was the most expensive vessel that Henschman had ever launched, but she paid it back on her first voyage. Under Capt. Enos C. Soule, she earned over \$50,000 in freight on her maiden run from Boston to San Francisco, consigned to Flint, Peabody & Co. California rates were high, averaging 35 to 50 cents on the dollar for consumer items.<sup>136</sup> On her return she brought back guano from the Chinchas at \$19 per ton, earning another \$45,000.<sup>137</sup> Upon her arrival at New York, the Uncle Toby had paid over \$75,000 in dividends, more than compensating her owners for their initial investment. Her expenses for the entire voyage had been high at \$20,000, but large vessels do cost more to operate and maintain than small vessels.

The Lydia finished out her career in the cotton trade. In addition to the usual voyages to Liverpool and Havre, she chartered to Antwerp in the Springs of 1853 and 1854.<sup>138</sup> She disappears from the books in July, 1855, probably sold to a Charleston firm.<sup>139</sup>

The Milwaukee made her maiden voyage to New Orleans under Capt. Horace B. Soule, then carried cotton to Havre in December, 1853.<sup>140</sup> She returned to New York in March, 1854, then coasted to Quebec for a deal charter to London in June.<sup>141</sup> Her other voyages were more of the same thing, but include a cotton charter from New Orleans to Genoa in February, 1856.<sup>142</sup>

In December, 1852, the Arthur also brought New Orleans cotton to Genoa.<sup>143</sup> She returned to New York, then carried freight to California in September, 1853, returning with guano from the Chinchas.<sup>144</sup> The Arthur was at Constantinople in June, 1855, and was sold in Europe soon afterwards.<sup>145</sup>

The poor Tam O'Shanter, the ship that Enos C. Soule had called "unlucky" met her premature fate at the end of a circumnavigation. Under Capt. Joseph T. Soule, she cleared Boston for San Francisco on 15 November, 1852 with \$25,000 worth of goods consigned to the Glidden & Williams Line of California Packets.<sup>146</sup> Her cargo included 270 barrels of flour, 650 sacks of oats, 1551 bags of oats, 150 tons of coal, 16 dozen brooms, 5000 empty sacks, 200 dozen pails, 20 dozen buckets, 8 dozen barrel covers, and 2 dozen measures, for freight and primage of \$4985.58. On this leg, the Tam made her famous 131 day passage. From San Francisco she touched at Calcutta, then headed for home. A few hundred miles off Bermuda on 16 December, 1853 she encountered violent weather. Heavy seas smashed the bulwarks, split the decks, and opened serious leaks. The storm continued for two weeks, slowly pounding the ship to pieces. On the 27th her violent pitching snapped of main and mizzen topgallant masts. By the 30th, the men were all too badly frozen to continue working the pumps, and Soule was forced to abandon ship at 2PM the next day with 15 feet of water in the hold. All were rescued by a passing schooner and taken to Bermuda.<sup>147</sup>

A little over two years later, Joseph T. Soule lost another ship, the Sentinell, off Abaco Island in the Bahamas. He had sailed from Boston on 26 March, 1856 carrying ice, furniture, and ~~bhees~~ <sup>bhees</sup> for New Orleans. At 4 AM on 4 April, while the crew was busy painting the topsides, a lookout suddenly spotted breakers ahead. Soule put the helm down, but it was too late and the Sentinell struck heavily and began pounding herself to pieces. They let go an anchor and clewed up all sail, but within a few minutes there were ten feet of water in the hold and a bad list. The crew noticed pieces of cargo and keel drifting away from the wreck. As the ice began floating free, it smashed all the cargo in the between decks. Soule provisioned the boats and set the crew to work stripping off all salvageable goods and fittings from the wreck. A local wrecker soon arrived, and they continued the salvage operation until dark. The crew camped ashore ~~Llyard's~~ <sup>Llyard's</sup> Cay on Abaco Island, and returned to the wreck the next day. On 9 April, Soule and his officers reported the loss to the U.S. Consul at Nassau.<sup>148</sup>

The Sentinell had been insured by several agencies for a total of \$45,000. The salvaged material brought in \$2201.73 at auction, but Henschman Soule received only \$1115.40, the rest going to the salvage operators in commissions. Deducting the salvage money and their own expenses, the underwriters reimbursed Soule with \$43,806.11 which he, in turn, paid out to the shareholders along with the ship's last dividend.<sup>149</sup>

Like the Sentinell, the Corporal Trim was launched in 1854 and lost in 1856. She was wrecked on the coast of Newfoundland while commanded by Capt. William Gardner.<sup>150</sup> Unfortunately, there is little Corporal Trim material in the collection, except for the list of disbursements paid by the bark on her maiden voyage from

Portland to Havana, Cowes, Liverpool, and Gloucester. (See Appendix VII). She carried 41,155 white pine boards, 7,213 sugar boxes and 92 empty casks shipped by S.W. Porter of Portland to D. Morrison & Co. of Havana.<sup>151</sup> Then she carried 2,213 boxes of sugar from Havana to Liverpool with a stop at Cowes for sailing orders.<sup>152</sup> She probably brought salt for the Gloucester fisheries from Liverpool. At the end of the year she paid \$20,000 in dividends, practically paying back her building cost of \$20,800. Also included with her papers is a crew list from J.M. and C.P. Knapp's Shipping Office of Portland. The Soules paid monthly salaries to their first mate of \$40, second mate \$25, cook \$30, and seamen \$20. These wages, about average for the period, do a lot to explain why shipowners perpetually had a hard time finding good men. Seamen's wages had not risen since the Federalist period.<sup>153</sup> Soule captains received about \$100 a month, and many derived additional income by holding shares in their commands.

The last of the vessels of the 1853-54 series was the Superior. Under Capt. Francis B. Soule, she began her career with a loss that cost her owners a \$9055 assessment in April, 1855 (Appendix VI). Early voyages include a charter from Boston to Calcutta in March, 1855.<sup>154</sup>

The Harraseeket, launched in 1856, cleared Freeport in April for St. John, New Brunswick. Under Capt. Ambrose Talbot she carried deals from John Robertson of St. John to Farnsworth & Jardine of Liverpool. Boulton, English & Brandon arranged the charter.<sup>155</sup> After receiving her first copper from G. F. Muntz of Liverpool, she was chartered by Boulton, English, & Brandon to carry 1234 tons of coal from McLarty & Co. of Liverpool to Middleton, Bland & Co. of Gibraltar.<sup>156</sup> Talbot left Liverpool on 6 August, 1856, arrived at Gibraltar, and began discharging his coal. Then a letter arrived from Boulton, English & Brandon informing him that McLarty & Co. had failed, and would be unable to pay the freight due.<sup>157</sup> The best Talbot could do was confiscate the remaining 448 tons of coal still aboard, and auction it off for \$2611.29 on 17 September.<sup>158</sup> It is noteworthy that the U.S. Consul in Liverpool also notified Talbot of the bankruptcy through the U.S. Minister at Madrid.<sup>159</sup>

Boulton, English, & Brandon sent Talbot off to Callao on a guano charter next. He arrived on 20 December, 1856 to find the Souter Johnny under Capt. Alfred T. Small, and the Superior under Capt. Francis B. Soule there already.<sup>160</sup> The three captains wrote Hinchman of the miserable conditions. Following a local revolution, business was a mess, the Islands short of labor, provisions dear, and corruption rampant. The local officials at Callao tried to extort \$600 from Talbot for "mandatory caulking" before giving him clearance to load guano at the Islands, but Talbot managed to get out of it somehow.<sup>161</sup> Francis B. Soule kept liquor aboard for entertaining customs officials as well as friends.<sup>162</sup> Small counted over forty ships of 1800 to 2000 ton capacities, and wrote that the captains were cut-throat for guano.<sup>163</sup> Soule noted that the crews of English ships digging ashore fought and stole guano from one another.<sup>164</sup> The problem was that the delays in loading guano due to the shortage of labor was costing the captains severely in expenses and demurrage (late fines). The Soule captains did the best they could to keep down their costs. Talbot threw over 200 tons of ballast without waiting for the stevedores, and built an extra scow from scrap lumber to hasten the loading.<sup>165</sup> Soule borrowed provisions from Small rather than pay the exorbitant prices ashore.<sup>166</sup> Yet they still did not come out very well. Soule lost a boat and five men in the surf on 26 December.<sup>167</sup> He had been at the Chinchas since 5 December, but couldn't start loading until 9 March. When he finally cleared on 16 April, he had to pay many days of demurrage.<sup>168</sup>



Talbot needed 120 days at the Chinchas before he was finished loading, and did not clear until 2 May.<sup>169</sup> Small had been the first there and was the first to clear on 25 December with 980 tons of guano, but his expenses were so high that he had to draw on his charter for \$1500.<sup>170</sup> He made a 98 day passage to Cork, arriving by 3 April, 1857. His agent, Charles Gumm, sent him to London to discharge.<sup>171</sup> Gumm found the Souter Johnny a coal charter to Australia, and another guano charter on the return. Small cleared Gravesend on 15 June.<sup>172</sup>

The Superior cleared Callao on 16 April, 1857, and arrived at Cowes on 5 August for orders from Gumm.<sup>173</sup> Gumm sent Soule to Rotterdam for discharging. Upon his arrival on 11 August, Soule found that the ship was expected to pay \$2000 for lighterage, and he labeled Gumm a "damned scoundreal" for this ridiculous arrangement.<sup>174</sup> He discharged 1700 tons of guano by 4 September, but decided not to book another guano charter when rates fell to £4 per ton. Soule bought 626 tons of ballast and left for Liverpool, arriving by 23 September.<sup>175</sup> He noted that guano had fallen further to £3.10, the effect of all those ships from the Islands flooding the markets in Europe. Soule returned to Freeport by 21 October for refitting, hoping to be ready for a long voyage when freights went back up.<sup>176</sup>

The Summer of 1857 was, perhaps, the high point in the history of Soule Brothers, for after the events of autumn, business was never to be the same again. The brothers were pleased with their progress. After launching the Yorick, Clement treated himself to a rare luxury; he built a small yacht named the Mayflower, and took a cruising vacation at the end of May.<sup>177</sup> Henchman, too, was living well. In the summer of 1853 he had made a combination business and pleasure trip to the Great Lakes, and in consequence, had purchased 26 shares of the North American Mining Co. of Detroit.<sup>178</sup> In 1856 he went to Europe, possibly on business, but more likely for his health. A letter from his sister Joanna as early as 1842 conveys the impression that he was often ill.<sup>179</sup> Another letter of 24 March, 1857 contains instructions from a Dr. Hunter of New York for the use of a vapor inhaler and other respiratory aids.<sup>180</sup> Still, Henchman's lifestyle must be described as comfortable. A household expense book of 1855 lists salaries paid to a cook, and at least one servant, as well as a generous allowance to his wife.<sup>181</sup> Soule's financial assets in 1857 include about \$60,000 in shares in the fleet, and maybe an additional \$5,000 for his home and 1/3 interest in the shipyard. In addition to his maritime interests, Henchman acted as the New Haven agent for Fowler & Co. of New York, and the Rippowam Co. of Stamford, Conn.<sup>182</sup> He sat on the board of directors of the Humphreysville Manufacturing Co. of Seymour, Conn. and the Hoille Manufacturing Co. of New York.<sup>183</sup> Appendix IX lists his stock ownings which were mostly in railroads. On paper, Soule was a rich man, for he invested almost all his capital in the fleet and other business interests, keeping only working funds in the bank and with Barings.

#### THE DEPRESSION OF 1857-60

Until September, 1857, Soule Brothers was in fine shape. They built sound ships, and generally ran them well, turning a profit even in the most competitive markets. However, business went to hell in September, and this time there was nothing that Henchman Soule could do about it. The British East India Company, expecting to lose India from the Mutiny, tried to make one last killing by flooding the Boston market with Calcutta goods.<sup>184</sup> In the chain reaction which

followed, prices of all merchandise plunged, and freights followed, touching off a world-wide depression that lasted almost three years. Now the merchant marine finally paid in full for its wreckless expansion of the past ten years. Unfortunately, Soule's general ledger ends before the depression, but the collection's letters describe the effects of the disaster on the firm.

Reuel Talbot wrote from his farm on 19 September, 1857 that he saw the maritime losses in the papers, and knew how badly Henschman was faring with so much dead capital.<sup>185</sup> Soule's first move was to obtain some funds so that he could continue to run his ships, even at a loss. Fearing a universal halt in specie payment, he cleaned out his account with Barings, and had them ship £6500 in gold sovereigns across the Atlantic to his Nesmith account in November.<sup>186</sup> Other investors were doing the same thing. The New Haven Savings Bank asked Soule to repay immediately a \$2500 loan because their customers were withdrawing money faster than they could take it in.<sup>187</sup> The Warren Insurance Co. was forced to limit its business, and informed Soule on 16 November that they could no longer supply yearly policies on his ships.<sup>188</sup> As cash became more scarce, owners stopped insuring their vessels altogether. Talbot wrote on 8 October that he did not think it paid to insure cargos with freights so low.<sup>189</sup> Soule's stock was affected too. The North American Mining Company began assessing their investors periodically for \$2 per share, after the value of the stock plunged from \$40 to \$2.20 by February, 1858.<sup>190</sup> Soule managed to unload it for \$5 a share at the end of the month.<sup>191</sup> The Central Ohio Railroad suspended interest payments on its bonds completely on 18 March, 1858.<sup>192</sup>

Shipping agents felt the crunch immediately, and began sending advertisements to the shipowners to sustain their business. Songey & Smith and D. W. Watson & Co. of Liverpool, and Lemaitre & Finlay and P. Morisee of Havre wrote to Soule asking him to charter with them.<sup>193</sup> Jacot, Taylor & Tipper of Liverpool stopped payments for awhile, but wrote on 29 November, 1857 that they had resumed business and were hoping that Soule would remain with them.<sup>194</sup> It was the ships, though, that felt the depression the worst.

The Superior, now under Capt. Horace B. Soule, was in New Orleans in November, 1857. Cotton rates were down to 1/2 for Liverpool, and Soule did not think that this would pay his expenses.<sup>195</sup> To save money, Henschman ordered him to do only the most essential repairs and maintenance.<sup>196</sup> When he tried to charter cotton, prices had fallen further, and Capt. Soule had to accept 1000 bales at 15/32, and 1100 at 7/16.<sup>197</sup> He arrived at Liverpool on 30 March, 1858. After discharging the cotton, Soule had to put the Superior on the ways because he did not want to postpone the maintenance any longer. He found, to his dismay, the old copper half gone and the bottom full of worm holes. Then he chartered salt and coal for New York through Taylor, Tipper, and Co., and was able to remit £1965 to Barings before he cleared.<sup>198</sup>

After discharging his guano at Victoria Dock, London, Capt. Ambrose Talbot decided not to sail the Harraseeket to New Orleans because cotton prices were too low. Instead, he chartered through Seymour Peacock & Co. to carry 1785 tons of coal for Gillespie & Sons from Cardiff to Ascension. Talbot purchased provisions for a long voyage and cleared on 18 November, 1857.<sup>199</sup> He made a

64 day passage, beating the year's best by 15 days. He wrote Soule that he had heard of 100,000 tons of shipping idle at Bombay.<sup>200</sup> Talbot had trouble discharging at Ascension because government stores were unloaded preferentially over private charters. Talbot wrote Soule on 10 March, 1858, that his expenses had been so high he would have to charter a boat just to send home all the bills. He complained: "this ship is killing me by inches."<sup>201</sup> Unexpected disbursements included £108 to replace an anchor he had lost.<sup>202</sup> When Talbot finally cleared on 31 April, he had been three months at Ascension. He had to pay about a quarter of his freight in expenses and 12 days' demurrage.<sup>203</sup>

Talbot touched at Valparaiso, and arrived at Callao on 27 June. He counted 60,000 tons of shipping idle at the two ports, and gave up hope for a guano charter for a while.<sup>204</sup> Talbot unbent the sails, unrove the running rigging, and discharged most of the crew to settle in for the duration. He spent his idle time fishing and duck hunting to lower his food expenses, and repairing storm damage from the passage.<sup>205</sup> As all the masters were in the same predicament, they cooperated with each other when they could, in contrast to the last time Talbot had visited her Islands. They traded supplies to prevent the local chandlery from robbing them, and unanimously turned down a guano charter offered by the local government when the agent demanded an outrageous 9½% commission.<sup>206</sup> Soule sent Talbot a letter of credit from Nesmith & Sons so he could draw on them for disbursements.<sup>207</sup> On 18 August, Talbot closed a deal with Zараcondegui, the agent of the Peruvian government, and left for the Chincha Islands to load Guano until he drew 21 feet. Freight of \$10 per ton was to be paid upon delivery to Barril & Mur of New York.<sup>208</sup> Talbot cleared on 22 October, stealing a crew from another ship as he sailed, as men were dear.<sup>209</sup> By 14 February, 1859 he had discharged 1692 tons at New York, and remitted \$15,125.44 to Soule.<sup>210</sup>

Four year earlier the Uncle Toby had brought in about three times this sum from a similar guano charter. By September, 1857 she was laid up near Nesmith's warehouses in Brooklyn. Capt. Joseph Soule kept a skeleton crew to repair sails, and he went home for a while to Kennett Square, Pennsylvania.<sup>211</sup> After two idle months he took her across to Cork to look for business.<sup>212</sup> Among the crew was Henchman's son Gustavus.<sup>213</sup> Charles Gumm wrote that Soule would have to wait six to eight weeks for a charter or leave in ballast, but then he managed to scrape up something for Mobile.<sup>214</sup> After a long 42 day passage, Soule arrived at Mobile on 15 February, 1858.<sup>215</sup> About the same time, Enos wrote Henchman that he feared that cotton prices would be poor, and did not expect the Uncle Toby and the Superior to meet their expenses. Joseph Soule cleared on 14 May with 600 sacks of rice and 2518 bales of cotton at less than 1/2 pence per pound for Liverpool. There is some evidence that he utilized slave labor in loading his ship.<sup>216</sup> He wrote his wife Fanny that the only paying trade at the time was bringing Coolies from China.<sup>217</sup>

Soule arrived at Liverpool on 29 June to find business "the darkest (he) ever saw it."<sup>218</sup> Taylor, Tipper, & Co. chartered the Uncle Toby to carry coal to Hong Kong, and noted that the guano business was dead due to an oversupply at hand.<sup>219</sup> Soule sailed on 12 September with 1350 tons of coal on the account of W. & H. Laird, and was in Hong Kong by 7 February, 1859.<sup>220</sup> Then he stopped at Macao and picked up silk goods, crackers, matting, fans, and tea worth only \$259.02 in freight.<sup>221</sup> It is unknown what else the ship carried from Macao, or where she headed next. It is possible that she joined the Superior at Akyab, Burma for a rice charter.



The Superior, under Capt. Francis B. Soule, had arrived at San Francisco on 18 January, 1857 after a 140 day passage from New York. F. W. Capen of New York had written Henschman on 20 December offering a rice charter for the Superior and Uncle Toby.<sup>222</sup> Rice selling cheaply at Akyab could be resold at a profit at Singapore.<sup>223</sup> It is unknown whether either vessel accepted the deal as records end at this point for both.

The Souter Johnny had arrived at Melbourne on 9 October, 1857, 110 days out of London. By some luck, Charles Small had prearranged a guano charter at £4 per ton.<sup>224</sup> Other ships were out of work when he arrived at Callao in January, 1858.<sup>225</sup> On 18 May he arrived at Cowes after a 100 day passage, and brought in over £4000 in freight.<sup>226</sup> He went to Newcastle in ballast, and loaded 675 tons of coal and 275 tons of freight for New York or Boston.<sup>227</sup> Next he coasted to Savannah, arriving on 20 October, and loaded 2200 bales of cotton for Liverpool.<sup>228</sup> Although he had to suffer miserable freights, Soule was luckier than most because he managed to keep running without any long layovers. Clement wrote in June that he favored keeping the Souter Johnny out as long as her luck held.<sup>229</sup>

The new ship Yorick certainly could have used some of this luck. Under Capt. Enos C. Soule, she ran up to St. Georges, Nova Scotia on the New River for a deal charter. The first night in, the entire crew ran off. Enos C. wrote that other ships had hired guards at \$1.50 a night to encourage their crews to stay.<sup>230</sup> Soule loaded deals, using twice the time he had expected because of the slowness of the local stevedores.<sup>231</sup> He cleared on 21 July and arrived at the dock in Liverpool one month later.<sup>232</sup> He cleared for New York on 20 September with salt, coal and freight.<sup>233</sup> By 12 November the Yorick was back at Freeport, out of work. The Soules wanted to sell her, but could not afford to because of the beating they would take.<sup>234</sup> By 16 December Henschman had chartered the Yorick to carry coal to San Francisco at \$13 per ton on the account of the Pacific Mail Steamship Co.<sup>235</sup> It is possible that the Yorick also carried 400 kegs of gunpowder, although Enos C. was against the idea. He wrote; "I am afraid my head will be as grey as a badger before I accomplish the feat."<sup>236</sup>

The Yorick was at San Francisco by 3 August, 1858 at the height of the depression. Upon discharging the coal, Soule was cheated out of \$185 by his agent, Flint & Peabody. He could not do a thing about it, though, because one of Flint & Peabody's men was chairman of the local chamber of commerce, without who's signature no charter was valid! Soule wrote, "the standard of honor is very low amongst business men here."<sup>237</sup>

With the cargo was a shipment of frying pans that Henschman had purchased and consigned to his nephew to sell at San Francisco. Henschman, although usually a good business man, had made a serious mistake, for they were of very small and useless size. Enos C. wrote angrily, "I don't think the pans are good for anything but scrap iron. There is enough here to supply the world 50 years. I recollect your remark that everybody wanted a frying pan. Very true, but they don't want a dozen or two."<sup>238</sup>

Enos C. later apologized for his harsh words, but the pans reappear through the collection with almost comic regularity. E. H. Parker of San Francisco almost got rid of a batch by selling them to a speculator who had to turn down the offer after he was ruined by a gold investment.<sup>239</sup> Soule

had already tried, unsuccessfully, to dispose of them through L. Merchant & Co. of Mobile, Taylor & Churchill Hardware of New Orleans, Peck & Smith Manufacturing Co. of Southington, Conn., and Emery & Waterhouse of Portland.<sup>240</sup>

Enos C. turned down a guano charter to Jarvis Island at \$13 per ton, and accepted another to carry whale oil and bone from the Sandwich Islands to New Bedford.<sup>241</sup> He bought 2000 tons of lumber, and some ballast. Soule cleared about 23 August, 1858, but on the second day beating out, several men refused orders to work. Soule flew a distress flag which brought alongside a longboat from a nearby man-of-war. He explained to the officer that due to the recent stories in the newspapers about cruelty in the merchant marine he preferred to let the Navy handle the affair. The officer claimed no authority in the matter and departed. The men did return to work, but a few days later refused to leave their forecandle card game when called to their watch. Enos brought them aft, and bound their wrists at gunpoint. They only laughed, not having expected to get out of work so easily. At this, Enos lashed them to the shrouds so that only their toes touched the deck, and approached the ringleader with a length of tarred ratline. The man begged to return to work rather than take a flogging, and the rest followed his example. Enos C. later wrote Henschman that he could not whip a begging man.<sup>242</sup>

The rest of the voyage was uneventful, and the Yorick arrived at Lahiana on 7 September. To his dismay, Soule discovered that the Arctic whaling fleet of 120 sail had only delivered 225 barrels of oil, and that he had to lay over to wait for next arrival. He sold his lumber for cost, and discharged all but the second mate, cook, steward, carpenter, and three boys. He wrote depressingly that "a state prison confinement is almost preferable to me than this," and that Lahiana was a "miserable, god forsaken place. The native race are fast dying out and the Whites are not on the increase." Seafaring life he called a "treadmill operation at best."<sup>243</sup>

At the end of October, Soule had loaded only 1600 barrels of oil and 5600 pounds of bone.<sup>244</sup> The steward, in the hospital with a "sickness he brought on himself," claimed three months wages in sick pay, but the local Consul ruled that he deserved nothing because syphilis was not the fault of the ship.<sup>245</sup> Soule finally cleared in November, and delivered the cargo to James B. Wood of New Bedford by May, 1859. As a fitting ending to a losing voyage, he had to pay for 215 gallons of whale oil which had leaked out of their barrels in transit.<sup>246</sup>

Before Henschman's death, Soule Brothers launched two more ships. The Lafayette went to sea under Capt. Clement Soule in September, 1858 and entered the cotton trade.<sup>247</sup> By the end of the year, however, Soule Brothers was in shakey financial shape. Enos started construction of the Southerner in the Autumn of 1858, but it soon became evident that the firm lacked the funds to finish her. With the frames up and the bulk of the lumber engaged from George Stockham of Philadelphia, Enos wrote Henschman on 4 December that "this is the worst scrape that I ever got catch in."<sup>248</sup> He stopped work, and decided to sell the frame and the materials in the yard for whatever low price they might bring.<sup>249</sup> Apparently, Henschman managed to rescue the project by enlisting backers to buy shares in the ship at \$1000 to \$1500 apiece. At the end of the month, Enos wrote confidently that the Southerner would make a fine vessel for the Charleston trade with her shallow draft and large capacity.<sup>250</sup>

CONCLUSION: 1860-1920

Altogether, the Soule fleet probably weathered the depression better than most. While many other carriers let their vessels lie idle and rot, Henchman continued sailing, even at a loss. Thus they probably held a distinct advantage later, for their fleet was still operable rather than laid up when business recovered in 1860. It seems that the reason for their survival lies in the type of ship they built. Cotton freighters, with their large capacities and low operating costs could squeeze by even when times were bad and freights low. In contrast, faster and fancier vessels with limited capacity and high overhead only survived when rates were high.

Still, whatever recovery the Soule fleet experienced was transitory. Henchman died on 2 March, 1860. Enos and Clement continued operating the firm, but the sailing merchant marine received its most violent shock ever with the opening of hostilities at Fort Sumter on 13 April, 1861. This time, the cotton trade disappeared entirely. The Soule fleet continued operations until October, 1862 when the Confederate raider Alabama captured and burned the Lafayette, Capt. Alfred T. Small, in the Bay of Fundy.<sup>251</sup> Although the British government compensated the owners for the loss with a payment of \$140,000 in 1876, the effect of the disaster was immediate and irreversible. Like many American shipowners now faced with extremely high insurance rates, the Soules disbanded their fleet, either selling their ships abroad or transferring them to British registry. The Southerner, renamed the Deutschland and later the St. Lawrence, burned at New Orleans in the 1870's.<sup>252</sup> The H.S. Soule of 1861 became the Suliot under British registry, and burned in 1883 on the west coast of South America.<sup>253</sup> The C.H. Soule, built in 1863, was sold to English owners and foundered in the Indian Ocean in 1873.<sup>254</sup> Of the older vessels, the Uncle Toby was stranded off the Rio de la Plata in 1862, towed into Monte Vido, and sold at auction.<sup>255</sup> The Superior was sold to Italian owners about the same time.<sup>256</sup> The Harraseeket was sold to the British, renamed the Cosmopolite, and condemned at Valparaiso 13 years later.<sup>257</sup>

After the Civil War, Enos C. Soule took over active operation of the firm, changing its name to his own. Between 1866 and 1879, he launched six "Down Easters," the square-rigged successors to the old cotton freighters, and a couple of small schooners. After the completion of the Paramita in July, 1879, Soule stopped building, having seen the writing on the wall for the wooden sailing ship.<sup>258</sup> Until his death in 1894, he managed the fleet from his home at Newton, Mass.

The Soule Brothers' maritime enterprise, having risen and fallen with the American merchant sailing fleet, experienced one last reincarnation with the rest of the industry. During the emergency ship building program of the First World War, the Soule yard was reopened for a short time for the construction of wooden steam freighters. Julius S. Soule, son of Enos C. ran the operation and continued to launch a few small yachts, fishing boats, and rum chasers until the yard closed forever in the early 1920's.<sup>259</sup>



The maritime affairs of Henchman Soule, upon first glance merely a small family business, actually encapsle the dominant themes of nineteenth century American maritime history. His generation experienced the rise and the fall of the world's greatest merchant sailing fleet. Soules fought as youths in 1812, the war of American maritime independence. As young captains and shipbuilders, they matured with the fleet, reaching the pinnacle of their careers as the merchant marine attained its supremacy. Finally, in their declining years, they watched sadly as their creation rotted slowly at its moorings. The next generation did manage to gather up the pieces and hold together the sailing merchant marine for a few more years. By the First World War, however, square riggers were an artifact of the past.

The Soule Collection, covering mostly the best years of the century, is a rich historical source. Through Henchman's eyes one sees, for example, the dominance of cotton, immigration, coal, and iron in the Atlantic, and the California and guano trades in the Pacific. The papers tell of the financial workings of the waterfront, the difficulties of maintaining and manning ships, and the sudden dangers of the sea. Superimposed over all these themes is the gradual and disasterous overexpansion of the American merchant fleet. The 1850's opened with the glitter of the Gold Rush, and closed with the gloom of depression and war. It seems that the Soules were caught completely off-guard by the disaster. Never in the collection does anyone doubt the future of merchant sail, for the period of greatest expansion was also the period of greatest health for the industry. It is significant that the Soules wrote nothing in their letters about the frowning menace of the iron steamship for the wooden square rigger. Wooden shipbuilding was far from the highest form of mid-nineteenth century industrial technology, but it served its purpose with efficiency and economy. Henchman and his brothers would not have believed that their livelihood would be gone forever in another fifty years, for in 1859, in the midst of a depression and on the eve of Civil War, they had the stubbornness to launch a thousand ton cotton freighter and name her the Southerner. In retrospect, to have believed in a future for merchant sail was an illusion. In their eyes, however, the death of the fleet was premature.

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RELATED ARTICLES to THE MARITIME AFFAIRS OF HENCHMAN SOULE in other  
SOULE NEWSLETTERS:

San Francisco Ship Passenger Lists (1850-1853)	Vol.III,No.1, page 20
Picture "TAM O'SHANTER", 1875	Vol.III,No.3, page 122
New Orleans Arrivals (1828-1858)	Vol.III,No.3, page 123
Ships Built in Soule Shipyard, South Freeport, ME (1839-1879)	Vol.III,No.3, page 123
questions & answers - Soule Shipyard at Freeport	Vol.IV,No.1, page 34
Mutiny on the Bark Glenn (story)	Vol.V,No.1, pages 1-5
1967 Letter from Henchman Soule with pictures	Vol.VI,No.1, pages 39-44
Benjamin Soule 1836 Tombstone photo	Vol.VI, No.4, page 139
Soule-Seabury House (Capt.Cornelius Soule)	Vol.VIII,No.3,pages 112-119
The Old Captain of Four Corners ( " " )	Vol.VIII,No.4,page 165

## APPENDIX I: SHIPBUILDING (Taken from Albion, p. 406)

	Maine	New Hampshire	Mass.	R.I.	Conn.	N.Y.	N.J.	Maryland	Virginia	N. Carolina
	(Thousands of tons launched)									
1836	27	2	22	1	4	19	4	9	1	-
1837	23	1	20	1	4	14	7	10	-	1
1838	24	3	19	2	3	14	7	15	-	1
1839	27	2	24	1	2	17	6	13	-	1
1840	38	2	17	1	4	13	6	11	-	1
1841	26	3	28	1	3	17	3	10	-	1
1842	38	1	18	2	3	20	3	7	-	1
1843	15	-	9	-	1	13	1	3	-	2
1844	20	-	9	2	2	21	1	5	-	-
1845	31	2	25	1	2	29	4	7	2	-
1846	49	2	24	2	3	33	5	13	3	1
1847	63	5	27	2	6	50	9	12	1	2
1848	89	5	39	4	7	68	8	17	2	2
1849	82	6	23	2	5	44	8	17	3	2
1850	91	6	35	3	4	58	6	15	3	2
1851	77	8	41	3	3	76	5	18	1	1
1852	110	9	48	3	9	72	3	18	3	2
1853	118	8	83	3	9	83	7	16	6	1
1854	168	11	92	5	10	117	8	20	3	2
1855	215	8	79	7	14	115	10	22	4	2
1856	149	10	80	4	7	76	9	19	3	2
1857	110	8	55	3	5	67	8	20	3	2
1858	55	5	32	3	7	37	6	6	2	1
1859	40	3	31	-	3	16	5	7	3	1
1860	57	3	33	1	7	31	4	7	4	-

## APPENDIX II: SOULE'S MASTERS

(Dates are approximate)

Reubin CurtisMadonna 4/11/50-end 1851Samuel A. DennisonRush 5/30/50-10/31/51William GardnerVenus 4/13/51-1/23/52Corporal Trim 1854-56Charles N. LeachRush 10/30/51-1/23/52Isaiah MitchellMadonna 1849Alfred T. SmallSouter Johnny 4/16/56-1859Lafayette 1862Charles SmallGlen 1849-51Souter Johnny 10/7/51-3/56Clement H. SouleDon Juan 1842?Haidee 1843-45, 46-47Lafayette 1858Enos SouleDon Juan 1842Lydia 1847Enos C. SouleLydia ?Tam O'Shanter 1850-6/52Uncle Toby 1853Sentinell 1854-55Yorick 1857-62?

Francis B. Soule  
Lydia 1851-52  
Superior 1854-11/57

Ambrose Talbot  
Arthur 1851-52  
Harraseeket 9/56-1859

Henchman S. Soule  
Lydia 1848

Reuel Talbot  
Arthur 1947-51

Horace B. Soule  
Milwaukee 9/55-6/57  
Superior 1857-58

George Waite  
Glen 1851-52

Joseph T. Soule  
Haidee 1845, 49-52  
Tam O'Shanter 1852-12/30/53  
Sentinell 1855-4/56  
Uncle Toby 12/56-1859

A.A. Woodside  
Madonna 1852

Editor's Note: Several "Soule Masters" married into the Soule family or were related cousins. We hope to follow this up in a later newsletter,

#### APPENDIX III: OWNERSHIP AND VALUE OF VESSELS

Information taken from general ledger and insurance policies.

<u>Key to Abbreviations:</u>	GL	George Litchfield	
G&CB G&C Bliss	IM	Isaiah Mitchell	FBS Francis B. Soule
HB Horace Brewer	N	Nesmith & Sons	HSS Henchman S. Soule
SC S. Chase	CS	Charles Small	JTS Joseph T. Soule
FC F. Curtis	CHS	Clement H. Soule	AT Ambrose Talbot
SAD Samuel A. Dennison	DBS	David B. Soule	RT Reuel Talbot
G&H Gore & Holbrook	ES	Enos Soule	GW George Wait
CNL Charles N. Leach	ECS	Enos C. Soule	* master of vessel

<u>Name of Vessel</u>	<u>Dividend Dates</u>	<u>Owners</u>	<u>Value</u>
<u>Eliza</u>	11/15/39	HSS 13/24, RT 8/24, ES 3/24	\$16,000
<u>Don Juan</u>	1845	ES 7/32	
<u>Haidee</u>	5/22/50- 12/8/52	HSS 19/32, ES 8/32, CHS 5/32	
<u>Lydia</u>	10/14/50- 3/28/51 9/27/51- 7/18/55	HSS 9/16, ES 3/16, CHS 2/16, ECS 2/16 HSS 7/16, ES 3/16, CHS 2/16 ECS 2/16, FBS 2/16*	\$25,000
<u>Venus</u>	1845-50	ES 3/8, CHS 1/8, HSS 4/8?	
<u>Arthur</u>	1/8/51- 10/6/51 2/8/52- 1/21/56	HSS 5/8, RT 2/8*, ES 1/8   HSS 9/16, AT 3/16*, ES 2/16, FBS 2/16	\$25,000  \$20,000
<u>Rush</u>	3/28/51 2/14/54	HSS 4/8, ES 2/8, CHS 1/8, SAD 1/8* HSS 4/8, ES 2/8, CHS 1/8, CNL 1/8*	



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<u>Glen</u>	3/28/51- 11/18/52 2/19/53- 3/7/54 5/26/56	HSS 6/16, CHS 4/16, ES 3/16, JTS 1/16, FBS 1/16, CS 1/16* HSS 6/16, CHS 4/16, ES 3/16, JTS 1/16, GW 2/16* HSS 6/16, CHS 4/16, ES 3/16, JTS 1/16, CS 1/16	\$12,000  \$9,000  \$8,000
<u>Tam O'Shanter</u>	11/16/50  8/25/52  5/19/53- 4/29/54	HSS 7/16, CHS 4/16, ES 3/16, ECS 2/16* HSS 13/32, CHS 8/32, ES 6/32, ECS 6/32, JTS 1/32* HSS 13/32, CHS 8/32, ES 6/32, ECS 2/32, JTS 3/32*	\$51,000 at bills \$45,000   
<u>Madonna</u>	5/24/50  3/28/51 10/16/51  9/24/52 8/8/53 12/5/53	HSS 1/8, AC 1/8, IM 1/8*, G&H 1/8, CHS 1/16, DBS 1/16 HSS 2/14, AC 2/14, CHS 1/14, DBS 1/14 HSS 2/16, IM 2/16, AC 2/16, CHS 1/16, DBS 1/16 HSS 2/14, CHS 1/14, AC 2/14, G&H 4/14, FC 4/14 HSS 2/14, CHS 1/14, AC 2/14, DBS 1/14, G&H 6/14 HSS 2/14, CHS 1/14, AC 2/14, DBS 1/14 G&H 4/14, FC 2/14, N 2/14	   \$20,000     
<u>Souter Johnny</u>	1/20/51- 7/29/57	ES 9/32, HSS 8/32, CHS 8/32, CS 4/32*, FBS 2/32, HB 1/32	\$29,000 at bills
<u>Milwaukee</u>	11/53- 5/2/57	HSS 1/3, CHS 1/3, ES 1/3	\$40,000
<u>Uncle Toby</u>	5/6/53  10/21/53  4/16/54  3/27/55  6/25/56- 11/16/56 12/5/53	HSS 7/16, ES 5/16, CHS 2/16, ECS 2/16* HSS 6/16, ES 5/16, CHS 2/16, ECS 2/16*, JTS 1/32 HSS 13/32, ES 10/32, CHS 4/32, ECS 4/32, JTS 1/32 HSS 12/32, ES 10/32, CHS 4/32, JTS 2/32 HSS 10/32, ES 10/32, CHS 4/32, JTS 4/32* CHS 4/16	\$68,500 at bills \$60,000  \$65,000   \$60,000  
<u>Adjuster Superior</u>	4/22/55- 7/2/56	ES 8/32, HSS 6/32, CHS 8/32, HB 1/32 FBS 4/32*, JTS 2/32, ECS 2/32	sold \$36,252.40 \$66,000 at bills
<u>Sentinell</u>	1/20/55- 9/17/57	HSS 4/16, JTS 1/16*, ES 4/16, CHS 2/16, G&CB 2/16, SC 1/16	\$52,500 at bills
<u>Corporal Trim</u>	12/2/54	HSS 3/8, CHS 2/8, ES 2/8, GL 1/8	\$20,800 at bills
<u>Harraseeket</u>	8/4/56	HSS 3/16, ES 5/16, CHS 3/16, ECS 2/16, HB 1/16, AC 1/32, RT 1/16, CS 1/16	\$57,400 at bills
<u>Yorick</u>	6/20/57	HSS 7/32, ES 1/4, JTS 1/32	\$65,044.16 at bills
<u>Lafayette</u>	9/58	HSS 21/32, CHS 11/32*	\$51,547.91 at bills

## APPENDIX IV: THE SOULE VESSELS (mostly taken from Fairburn, pp.3170-71)

Built	Name	Rig	Tonnage	
1839	<u>Eliza</u>	bark	299	
1841	<u>Don Juan</u>	ship	645	
1843	<u>Haidee</u>	ship	655	
1846	<u>Lydia</u>	ship	543	
1847	<u>Arthur</u>	ship	549	
1848	<u>Glen</u>	bark	287	
1848	<u>Rush</u>	brig	190	(may not be a Soule product)
1848	<u>Madonna</u>	bark	489	(may not be a Soule product)
1850	<u>Tam O'Shanter</u>	ship	777	
1851	<u>Souter Johnny</u>	ship	698	
1853	<u>Milwaukee</u>	ship	728	(built by Seaburys of Yarmouth)
1853	<u>Uncle Toby</u>	ship	1,144	
1853	<u>Quickstep</u>	ship	823	(sold upon completion)
1853	<u>Adjuster</u>	bark	495	(sold upon completion)
1854	<u>Superior</u>	ship	1,240	
1854	<u>Sentinell</u>	ship	913	
1854	<u>Corporal Trim</u>	bark	463	Note: until Civil War, tonnage= vessel's capacity in tons of 40 cubic feet.
1856	<u>Harraseeket</u>	ship	1,082	
1857	<u>Yorick</u>	ship	1,287	
1858	<u>Lafayette</u>	ship	1,160	$T = \frac{(L-3/5 B)BD}{95}$
1859	<u>Southerner</u>	ship	1,044	L=length on deck
1861	<u>HS Soule</u>	ship	977	B=greatest beam
1863	<u>CH Soule</u>	ship	977	D=depth of hold
1866	<u>Uncle Toby II</u>	ship	1,306	
1867	<u>Nellie True</u>	sch.	295	
1867	<u>Teaser</u>	sch.	137	
1869	<u>Enos Soule</u>	ship	1,518	
1874	<u>Lucille</u>	ship	1,394	
1875	<u>Tam O'Shanter II</u>	ship	1,602	
1876	<u>San Joaquin</u>	ship	1,630	
1877	<u>Sintram</u>	ship	1,673	
1879	<u>Paramita</u>	ship	1,573	

Names Henchman named the Eilza and Arthur after two of his children, and the Lydia after his wife. Don Juan and Haidee are from Byron's Don Juan. Tam O'Shanter and Souter Johnny are from Burns' Tam O'Shanter. Uncle Toby and Corporal Trim are from Stearns' Tristram Shandy. Yorick comes from Hamlet. The Harraseeket is the river on which the Soule yard was located.

APPENDIX V: BARK GLEN, BILLS FOR BUILDING

1847		
9/20	John Staples, N. Yarmouth, Maine, 2700 treenails	\$16.20
9/23	John Staples 1400 treenails	7.38
12/3	Revere Copper Co. Boston, copper nails & supplies	4.37
12/11	Jones & Hammond Co. illegible	34.23
12/11	Phipps & Beecher, misc. tools, padlocks, tacks	17.85
1848		
3/48	Nathan Chapman, illegible	8.00
3/28	G.H. Stickney, manila and hemp cordage	946.12
3/11	Thomas Ritter, patent medicine chest	9.00
3/22	Carruth, Whittier, & Co. Boston, gold leaf	2.00
3/22	David Pulsifer & Co. Boston, beef, ham, etc.	67.36
3/22	F.W. Lincoln, Jr. Boston, storm compass, illegible	10.00
3/22	Perry & Worster, Boston, 3 anchors, 1080lb., 1320, 230	169.75
3/22	Snow & Lombard, Boston, chains, grindstone, pump	518.41
3/22	Barker & Binney, Boston, cast iron stove part	1.63
3/23	Barker & Binney, ship's stove & parts	49.92
3/22	C.R. Corey, Boston, onions	1.62
3/22	R.S. Soule, Freeport, paper, tacks, nails	6.60
3/29	Jones & Hammond Co. Portland, mast hoops, wheel, etc.	46.72
3/28	J.W. Robinson, Portland, brooms, keys, box	2.01
3/28	I.C. Brooks, Portland, hardware	90.22
3/28	E.L. Stevens, portland, hardware, chandlery	50.98
3/29	Thomas Hammond & Co. Portland, pumps, pipes, tanks, etc.	21.97
3/29	Robinson & Hyde, Portland, lamp whale oil	9.25
3/29	Walter Corey, Portland, looking glass, stools	4.75
3/29	R. Kent, 175 lbs. bread	8.71
3/29	N. Ellworth & Sons, Portland, plates, mugs	6.94
3/29	Thomas Hammond & Co. Portland, hardware, hinges, staples, bolts, etc.	248.18
3/30	Gore & Holbrook, Freeport, nails, leather	9.49
4/48	Amasa Soule, casks, buckets	62.89
4/2	Samuel Bliss, Freeport, freight on goods, 12 doz. eggs, ax handles, misc. goods	14.15
4/4	James Mann, Freeport, 9 knees	9.42
4/5	Gore & Holbrook, Freeport, varnish, red & yellow paint	1.47
4/7	Dunham & Sawyer, N. Yarmouth, sail & rigging material	322.85
4/5	Daniel Grant, parts for wheel train, pumps	13.21
4/10	C.H. Thomas, Freeport, painting bill	50.00
4/10	Samuel Bliss, Freeport, hardware, figurehead, provisions	82.36
4/10	Charles Loring, Freeport, ship's table	12.00
4/10	Henry B. Burns, Portland, block work	199.50
4/10	postage bill	1.10
4/11	Lowell & Senter, Portland, nautical instrument	2.00
4/11	Custom House bill	4.20
4/11	E.L. Stephens, Portland, tools	38.28
4/11	Benjamin Kingsbury, surveying	2.00
4/11	F. Hammond, metal fittings	50.98
4/11	J.C. Brooks, illegible	20.12
4/11	Ambrose Curtis, Portland, joinery	407.42
4/12	Horace Brewer, Portland, building	1,949.16
?	Henry Dean & Co. Boston, cheese	3.12
3/24	William Watts, 39 tons timber	295.40
4/5	Tremont Line, NY to Boston schooner freight	.75
4/10	Steam packet <u>Commodore Preble</u> , Portland, freight	.25
	<u>TOTAL</u>	\$12,186.65



APPENDIX VI: DIVIDENDS PAID BY SOULE VESSELS

The ships' dividends summarized below are not the complete income of Soule Brothers, but do function as a rough indication of the firm's financial health over time. Since he did not pay income tax, Soule never had reason to compile yearly economic statements. Instead, the fiscal years shown is merely a convenient device chosen by this author to outline the economic history of Soule Brothers. Negative values representing assessments were subtracted from the yearly totals. Where exceptionally large dividends correspond to income from the sale of a vessel, the then-current insured value of the vessel was subtracted from the dividend, and the difference added to the yearly total. It is assumed that this difference represents the actual dividend of the vessel's last voyage.

Summary of Dividends

<u>Fiscal Year Ending</u>	<u>Total Dividends (approx.)</u>
5/21/51	\$53,451
5/21/52	41,294
5/21/53	57,391
5/21/54	123,124
5/21/55	74,964
5/21/56	54,744
5/21/57	46,627

Dividends Paid by Individual Vessels

<u>Vessel</u>	<u>Date</u>	<u>Approximate Dividend</u>	<u>H. Soule's Share</u>	<u>Master of Vessel</u>
<u>Haidee</u>	5/22/50	\$21,000	19/32	J.T. Soule
	12/8/52	11,900	19/32	J.T. Soule
<u>Madonna</u>	5/24/50	-1,510	1/8	R. Curtis
	3/28/51	2,800	1/7	R. Curtis
	10/16/51	1,900	1/8	R. Curtis
	7/3/52	2,370	1/7	A.A. Woodside
	9/24/52	122	1/7	A.A. Woodside
	8/8/53	1,140	1/7	A.A. Woodside
	12/5/53	1,980	1/7	A.A. Woodside
<u>Lydia</u>	10/14/50	3,100	9/16	F.B. Soule
	10/16/51	4,100	9/16	F.B. Soule
	3/11/52	3,490	7/16	F.B. Soule
	8/24/52	1,790	7/16	F.B. Soule
	2/9/53	2,580	7/16	F.B. Soule
	7/23/53	7,600	7/16	F.B. Soule
	10/21/53	2,500	7/16	F.B. Soule
	12/2/53	3,580	7/16	F.B. Soule
	9/1/54	29,700*SALE	7/16	F.B. Soule
	7/18/55	226	7/16	
<u>Venus</u>	10/14/50	604	4/8?	W. Gardner
	7/14/51	1,250	4/8?	W. Gardner
	8/25/52	1,030	4/8?	W. Gardner
<u>Arthur</u>	1/8/51	5,560	5/8	R. Talbot
	9/6/51	4,480	5/8	R. Talbot
	2/8/52	4,785	9/16	A. Talbot
	8/20/52	3,920	9/16	A. Talbot
	5/26/53	7,880	9/16	A. Talbot

\*29,700 insurance  
25,000 dividend  
4,700

	5/6/54	- 15,140	9/16	A. Talbot
	3/7/55	8,746	9/16	A. Talbot
	9/3/55	7,467	9/16	A. Talbot *25,490
	1/10/56	25,490*SALE	9/16	A. Talbot 23,000 insurance
	1/21/56	-53	9/16	2,490 dividend
<u>Glen</u>	3/28/51	23,297	6/16	C. Small
	6/7/51	1,947	6/16	G. Waite
	9/9/51	3,431	6/16	G. Waite
	1/20/52	6,164	6/16	G. Waite
	6/26/52	1,550	6/16	G. Waite
	11/18/52	1,400	6/16	G. Waite
	2/9/53	2,610	6/16	
	5/1/53	1,640	6/16	*11,950
	1/6/54	4,020	6/16	8,000 insurance
	3/7/54	11,950*SALE	6/16	3,950 last dividend
	5/26/56	80	6/16	
<u>Rush</u>	3/28/51	-1,400	4/8	S.A. Dennison
	7/16/51	2,157	4/8	S.A. Dennison
	7/10/52	-820	4/8	C.N. Leach
	8/1/52	1,294	4/8	C.N. Leach
	5/1/53	705	4/8	C.N. Leach
	2/14/54	930	4/8	C.N. Leach
<u>Tam O'Shanter</u>	7/15/51	8,840	7/16	E.C. Soule
	8/25/52	3,230	13/32	J.T. Soule
	5/19/53	20,540	13/32	J.T. Soule
	4/29/54	45,680*LOST	13/32	J.T. Soule
	8/21/54	280	13/32	Last 2 not counted: insurance.
<u>Souter Johnny</u>	3/28/53	22,070	8/32	C. Small
	12/2/53	3,930	8/32	C. Small
	7/27/54	11,105	8/32	C. Small
	1/14/55	3,010	8/32	C. Small
	10/12/55	2,380	8/32	C. Small
	5/26/56	844	8/32	A.T. Small
	11/22/56	1,283	8/32	A.T. Small
	5/2/57	4,844	8/32	A.T. Small
	7/29/57	8,336	8/32	A.T. Small
<u>Uncle Toby</u>	10/26/53	33,490	6/16	E.C. Soule
	9/16/54	9,423	6/16	
	3/27/55	32,732	6/16	
	10/12/55	6,962	10/32	
	6/25/56	11,665	10/32	
	10/26/56	4,356	10/32	
	1/10/57	6,900	10/32	J.T. Soule
	3/20/57	3,385	10/32	J.T. Soule
<u>Milwaukee</u>	5/18/54	10,284	1/3	
	12/10/54	5,248	1/3	
	9/27/56	25,666	1/3	H.B. Soule
	5/12/57	4,186	1/3	H.B. Soule
<u>Adjuster</u>	12/5/53	5,253	Net on sale.	
<u>Superior</u>	4/2/55	29,055	6/32	F.B. Soule
	1/6/56	17,499	6/32	F.B. Soule
	7/2/56	1,769	6/32	F.B. Soule
	9/37/56	5,454	6/32	F.B. Soule
<u>Sentinell</u>	9/17/57	12,909	8/32	J.T. Soule
<u>Corporal Trim</u>	12/2/54	25,387	5/16	W. Gardner
<u>Harraseket</u>	10/4/56	1,931	Net on left over building material.	

		Number of vessels in fleet	Total tonnage of fleet
		3	1,396
		4	1,945
		7	2,911
		7	2,911
		8	3,688
		9	4,386
		9	4,386
		9	5,405
		6	4,893
		7	5,726
		7	6,345
		6	6,170
		7	7,330
		6	7,676
		6	6,948
		7	7,925
		6	2,122
Eliza	?		
Don Juan	lost on Bahama Bank, hurricane, Nov. 1843		
Haidee	Probably sold		
Lydia	Probably sold		
Venus	Probably sold		
Arthur	Sold in Europe, Autumn, 1856		
Glen	Probably sold		
Rush	Probably sold		
Madonna	Probably sold		
Tam O'Shanter	Lost 12/31/53 off Bermuda		
Souter Johnny	Probably sold		
Milwaukee	Possibly lost		
Uncle Toby	Wrecked at Rio de la Platte		
Superior	Sold Italian		
Sentinell	Lost 4/4/56 off Abaco Is. Bahamas		
Corporal Trim	Wrecked on Newfoundland coast		
Harraseeket	To British registry		
Yorick	Sold British		
Lafayette	Burned by Alabama 10/62		
Southerner	To British registry		
H.S. Soule	To British registry		

Note sharp dividing line 1853-54.



APPENDIX VIII: DISBURSEMENTS PAID BY CORPORAL TRIM, 1854Portland

4/15	marketing	\$5.00
<u>Havana</u>		
6/3	D. Morrison, all harbor fees & 2½% commission	988.00
	Steele & Wolfe, port fees & 2½% commission	478.62
	D. Morrison, 3% commission on outward freight	259.00
	stevadore bill, 2231 boxes @ 4½¢	100.39
	A. Carbaga & Co. provisions	64.13
	F.C. Sweet, provisions	28.50
	3 water casks	24.00
	1 barrel molasses	5.50
6/5	Carlos Reyén, outward pilotage	10.00
	U.S. Consul's fees	4.75
	marketing	7.00
	1 ton coals	11.00
	<u>Total</u>	\$1985.89

Cowes

	1 ton coals	£1. 5. 0
	4 casks water	0. 6. 0
	Consul bill	24.11. 5
	boat hire	0. 7. 0
	travelling to & from London	3.10. 0
	Elizabeth Bragge, board in London	1. 0. 0
	board in Cowes	0.10. 0
	<u>Total</u>	£31. 9. 5
	<u>Approximate U.S.</u>	\$158.35

Liverpool

7/30	Engineer Steam Tug Co.. Tow from sea to Albert Dock	£8. 0. 0
	boat bill from sea to Albert Dock	1. 5. 0
8/9	John Strong & Sons, steam tow Albert Dock to Waterloo Dock	2. 2. 0
	boat bill Albert Dock to Waterloo Dock	0.17. 6
8/10	Thomas Hesketh, warping from Gridiron to Waterloo	0. 7. 0
8/12	mate's board	4.12. 0
	Elizabeth McNeil, cook's board, 10 days	1. 3. 0
	William Roberts, scraping bottom	2.10. 0
	J. Bartlett	4. 6. 0
8/14	Crew's board, M. MacThewitt, 7 men for 2 days	9.12. 0
8/15	Henry G. Russell, chandlery	4. 5. 0
8/16	Hugh McElroy, chandlery	12.10. 4
8/21	William G. Gorsuch, provisions	26. 0. 7½
8/8	Sill & Meugens, advanced to Gardner in Havana	78.17. 9
	35. 5. 10; insurance 1. 4. 2; freight commission	
	445.10. 9 X 2½% = 44. 1. 9	
8/22	American Boarding House, Gardner's board, 23 days	7. 9. 6
8/23	James Coggins, stevadore, discharging ballast and stowing 452 tons salt @ 1s	24.12. 0
8/22	John W. Davis, provisions	10. 8. 9
	Sam & William Pearce, entering and clearing fees, lights, stamps, commission on charter to Portland of 452 tons salt at 20/ton, 5% X 452.10. 0 =	£22.12. 0
	U.S. Consul fee for crew's and ship's papers	1. 9. 6
	Custom House of Liverpool, light money	13. 8. 2
	Baring Brothers, 320. 0. 0 to Gardner	380.15. 5
8/23	John Strong & Sons, towage Waterloo to sea	7. 0. 0
	Thomas Hesketh, warping Waterloo to river	0.17. 6
	Pilot boat #9, outward pilotage	3. 0. 0
	Water bill	0. 5. 6

Total £ 632.12.11

APPENDIX IX: HENCHMAN SOULE'S INVESTMENTS

6/28/48	New Haven City Gas Co. 40 shares @ \$25.00
8/10/48	Michigan Central R.R. \$4000 bond
	Reading R.R. \$2000 bond } held by the 3 brothers
8/15/49	Kennebec & Portland R.R., 10 shares @ \$100.00
7/1/51	New Haven & London R.R. 4 shares @ \$100.00
3/17/57	Cleveland & Pittsburgh R.R. 12 shares
6/57	Northern R.R. 15 shares
8/1/57	Central Ohio R.R.
2/12/57	North American Mining Co. of Detroit, 26 shares @ \$30.00
8/57	Vermont Copper Mining Co. 500 shares
7/1/57	New Haven Wheel Co. 88 shares
4/30/58	Humphreysville Mfg. Co. 20 shares
4/50	A company formed to manufacture fertilizer and oil from whitefish.

This list taken from <sup>the</sup> investment folder is probably incomplete.

## FOOTNOTES

1. Carl C. Cutler, Queens of the Western Ocean, Annapolis: U.S. Naval Institute, 1961, p. 316.
2. Robert G. Albion et. al., New England and the Sea, Middletown: Wesleyan University Press, 1972, pp. 97-98.
3. Albion, New England, p. 141.
4. Augustus W. Corliss, "Old Times of North Yarmouth, Maine," Vol. 7, No. 1, Jan. 1883, pp. 976-79. As all genealogical information on the Soule family is taken from this source, further references are not footnoted.
5. William H. Rowe, Shipbuilding Days in Casco Bay, 1727-1890, Freeport: The Bond Wheelright Company, 1929, pp. 109-110.
6. Cutler, Queens, p. 485.
7. Cutler, Queens, pp. 447, 433.
8. William A. Fairburn, Merchant Sail, Center Lovell, Maine: Fairburn Marine Educational Foundation, 1945-55, p. 3170.
9. MS. Eliza, 1. (Note: For manuscripts in the Soule collection, the following method has been chosen. After the name of the folder, e.g. Eliza, the number of the particular manuscript in the order from the top of the stack in the folder is listed. For ships with more than one folder, the reference is made to the letter's folder unless otherwise indicated. This system will no longer be valid if the library ever processes the collection.)
10. Rowe, Casco, p. 110.
11. Fairburn, Merchant Sail, pp. 3170-71.
12. MS. George Loyall; MS. Accounts Current.
13. On 3 December, 1844, Soule also became 3/4 owner of the schooner Edward & Frank of Portland. (MS. Letters 1844-52, 1.)
14. Albion, New England, pp. 129-32.
15. Rollin G. Osterweiss, Three Centuries of New Haven, New Haven: Yale University Press, 1964, p. 483; MS. Invoices, Paid Bills, Receipts, the R.R. pass.
16. MS. Invoices, Paid Bills, Receipts, the telegraph to New Orleans 4/16/1857; MSS. Letters 1844-52, 89, 90.
17. MS. Letters 1844-52, 55.
18. MS. Sentinell,
19. MS. Uncle Toby, 44.
20. MSS. Personal Letters, 5, 6,
21. Rowe, Casco, p. 113.
22. Fairburn, p. 3168.
23. Fairburn, p. 3158.
24. MS. Rush, 5; MS. Madonna, 23. The Madonna was built by Isaiah Mitchell, carpenter, and Benjamin Kingsbury, Jr., surveyor.
25. Rowe, Casco, pp. 104-08.
26. Fairburn, pp. 1627-28.
27. MS. Arthur, 35.
28. Robert G. Albion, The Rise of New York Port, New York: Charles Scribner's Sons, 1939, p. 408.
29. MS. Tam O'Shanter, 19.
30. Fairburn, p. 3633.
31. MS. Memo Book: Accounts of Ships 1851-53; Fairburn, pp. 3737-38.
32. MS. Souter Johnny, 2.
33. MS. Souter Johnny, 40.
34. MS. Superior, 3.
35. Carl C. Cutler, Greyhounds of the Sea, New York: G.P. Putnam's Sons, 1930, p. 512.
36. MS. Yorick, 11.
37. MSS. Yorick, 27, 10.
38. MS. Madonna, 17.



## FOOTNOTES - continued

39. MSS. Letters 1844-52, 51, 52
40. MS. Letters 1844-52, 81.
41. MS. Letters 1844-52, 53.
42. MS. Letters 1844-52, 54.
43. MS. Letters 1844-52, 79.
44. MSS. Letters 1844-52, 80, 81.
45. MS. Glen, 37.
46. Fairburn, p. 1611.
47. MS. Glen, 37. Other Freeporters who built in the Soule yard include Charles Bliss and Rufus McIntire who subcontracted the Sentinell (MS. Sentinell, 12). George Anderson, master builder of Briggs & Cushing occasionally worked for the Soules. (Rowe, Casco, p.107.)
48. MS. Glen, 37.
49. Florence G. Thurston and Harmon S. Cross, Three Centuries of Freeport, Maine, Freeport, 1940, p. 148.
50. MS. Glen, 46.
51. MSS. Letters 1844-52, 64, 67, 69, 73.
52. MS. Letters 1844-52, Place name illegible; MS. Letters 1856-57, 92; MSS. Letters 1857-59, 112, 117.
53. MS. Tam O'Shanter, 8.
54. MS. Letters 1844-52, 51.
55. MS. Uncle Toby, insurance folder, 1.
56. MS. Souter Johnny, 1; MS. Letters 1844-52, 58.
57. MS. Harraseeket, charter folder, 7; MS. Yorick, 4.
58. Rowe, Casco, p. 110.
59. Cutler, Queens, p. 383; MS. Haidee, 14.
60. MS. Haidee, 17; Cutler, Queens, p.452.
61. Cutler, Queens, p. 408.
62. Cutler, Queens, p. 504.
63. MS. Eliza
64. MS. Arthur, 45.
65. MSS. Arthur, 45, 46.
66. MSS. Arthur, 66.
67. MSS. Arthur, 46, 47.
68. Albion, New York, Chapt. VI.
69. MS. California Expedition, 3.
70. Thurston and Cross, p. 82.
71. MS. California Expedition, 1
72. Ibid.
73. Rowe, Casco, pp. 149-51; Thurston and Cross, pp. 82-3.
74. MSS. California Expedition, 6, 7, mint receipts.
75. MS. Rush, 5.
76. MS. Madonna, 6.
77. MS. Madonna, 7.
78. MS. Letters 1844-52, 24.
79. MS. Madonna, 9.
80. MS. Madonna, 13.
81. Thurston and Cross, pp. 83-4; Rowe, Casco, pp. 111-12.
82. MS. Glen, mutiny letter.
83. Ibid.
84. Rowe, Casco, p. 112.
85. MS. Haidee, 28.
86. Ibid.
87. MS. Haidee, 28.
88. MS. Haidee, 29.
89. MS. Haidee, 30.
90. MS. Haidee, 40.

FOOTNOTES - continued

91. MS. Haidee, 41.
92. MSS. Haidee, 38, 39.
93. MS. Letters 1844-52, 6.
94. MS. Letters 1844-52, 36.
95. The Haidee records end at Calcutta, but she was probably not sold until she disappears from the general ledger at the end of 1852.
96. MS. Prague, 1. (See bibliography about the Prague).
97. MSS. Prague, 2, 3.
98. MS. Glen, 40.
99. MS. Prague, 3.
100. MS. Prague, 5.
101. MS. Prague, 6.
102. MSS. Prague, 7-11.
103. MSS. Prague, 12, 13.
104. MSS. Prague, 17-22.
105. MS. Eliza, 8.
106. MSS. Letters 1844-52, 23, 27.
107. MS. Eliza, 8.
108. MSS. Eliza, 11, 12.
109. MSS. Eliza, 13, 14.
110. MSS. Norman, 4, 5. (See bibliography about the Norman).
111. MSS. Lydia, 2, 3, 4, 22.
112. MSS. Lydia, 18, 20.
113. MS. Glen, 41.
114. MS. Lydia, 23; MSS. Letters 1844-52, 47, 46.
115. MS. Lydia, 24.
116. MS. Lydia, 26.
117. MS. Lydia, 27.
118. MS. Lydia, 28.
119. MS. Arthur, 27.
120. Ibid.
121. MSS. Letters 1844-52, 25, 26.
122. MSS. Arthur, 29-31.
123. MSS. Arthur, 34, 35.
124. MS. Arthur, 36.
125. MS. Souter Johnny, 4.
126. MSS. Souter Johnny, 7, 8.
127. MS. Souter Johnny, freight and bills folder, 4-7.
128. MS. Letters 1844-52, 5.
129. MS. Tam O'Shanter, 4.
130. MS. Letters 1844-52, 17.
131. MS. Tam O'Shanter, 7.
132. MS. Tam O'Shanter, 8.
133. Ibid.
134. MSS. Tam O'Shanter, 9, 10, 18.
135. General Ledger.
136. MS. Uncle Toby, insurance folder, 44.
137. MSS. Uncle Toby, insurance folder, 8-14.
138. MSS. Lydia, insurance, 9, 10, 13, 14.
139. Rowe, Casco, p. 111.
140. MSS. Milwaukee, insurance, 9, 10.
141. MSS. Milwaukee, insurance, 11-13.
142. MSS. Milwaukee, insurance, 20-22.
143. MS. Arthur, 13.
144. MS. Arthur, 11.
145. MSS. Arthur, 39-42; Rowe, Casco, p. 111.
146. Fairburn, p. 3633; MSS. Tam O'Shanter, 38, 39.
147. MS. Tam O'Shanter, note of protest, 2.
148. MS. Sentinell, 9.

## FOOTNOTES - continued

149. MSS. Sentinell, 7, 13.
150. Fairburn, p. 3171.
151. MS. Corporal Trim, 15.
152. MS. Corporal Trim, 13.
153. Samuel Eliot Morison, The Maritime History of Massachusetts, 1783-1860. Boston: Houghton Mifflin Company, 1968, p. 353.
154. MSS. Superior, insurance, 7-14.
155. MSS. Harraseeket, charters, 7.
156. MS. Harraseeket, charters, 1.
157. MS. Harraseeket, 35.
158. MSS. Harraseeket, 3, 36.
159. MS. Harraseeket, 37.
160. MS. Harraseeket, 38.
161. Ibid.
162. MS. Superior, 3.
163. MS. Souter Johnny, 11.
164. MS. Superior, 2.
165. MS. Harraseeket, 38.
166. MS. Superior, 2.
167. MS. Superior, 3.
168. MSS. Superior, 4-6.
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251. Fairburn, p. 3168.
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255. F. C. Matthews, American Merchant Ships, Vol. 1, Salem: Marine Research Society, 1930, pp. 330-31.
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The papers of Henchman S. Soule provide most of the material for this essay. The collection, currently housed in the Manuscripts Room of Sterling Library, includes three cartons of letters and business papers retained by Soule between 1844 and 1859. Unfortunately, the papers are incomplete. The letters, the most useful part of the collection, cover only the periods roughly from mid-1850 to mid-1852, and from mid-1856 to early 1859. Where this primary material was lacking, other papers filled in the historical gaps. For example, insurance policies procured for single voyages list the ports visited, and sometimes the cargo carried, thus tracing the movements of a vessel over periods where no other material is available. Bills of lading, disbursement lists, and ship's accounts, like those in the Corporal Trim Appendix, are fine sources for a vessel's history. Legal documents used include the two notes of protest filed by J.T. Soule after the losses of the Tam O'Shanter and Sentinell, which provide first hand accounts of disaster at sea. Finally, Soule's general ledger is a gold mine of information for the financial history of the firm.

The material of the collection has not yet been processed by the library. The papers are arranged as they were when received from the Harvard School of Business Administration. There are two serious flaws in the present arrangement of the material. Certain ships' letters are filed under two folders marked bark Prague and brig Norman. Careful cross-checking proved that the Prague letters actually belong to the Glen, and the Norman letters to the Rush. As this author was unable to locate any reference to either a Prague or a Norman, it is assumed that there were never vessels of these names in the Soule fleet if they existed at all.

The major limitation in working with a source of this type is that there is no prose material written by Soule himself in the collection. Consequently, it was impossible to learn very much about the personality of the man. One does receive the impression that he was a good business man, well-respected by friends, relatives, and associates. He was a perfectionist, perhaps, and generous to those close to him. It would have been useful if the collection contained Henchman's letters to his brothers.

Of the secondary material consulted, two works include valuable material on the firm of Soule Brothers. Fairburn's Merchant Sail and Rowe's Shipbuilding Days in Casco Bay offer thumbnail sketches of the firm. Fairburn includes an excellent list of the major vessels built by the Soules (see Appendix IV). Unfortunately, he erroneously lists the Don Juan as the San Juan, and the Adjuster as the Adjusta. Rowe states incorrectly that the Glen cleared from Valparaiso rather than Iquique before the mutiny, and that Capt. Small retired from the sea right after the incident, his health broken by the affair. Actually, Small became an alcoholic (Personal Letters, 18.) but only after serving several years as master of the Souter Johnny.

Three Centuries of Freeport, Maine by Thurston and Cross contains good bits and pieces about local Freeport merchants, businesses, and the Freeport and California Company. Corliss' "Old Times of North Yarmouth" provide basic genealogical information on the Soules, but, unfortunately, his index does not include first names.

Cutler's magnificent Queens of the Western Ocean is a very detailed history of the American packets. This volume and its companion, Greyhounds of the Sea, contain extremely useful lists of vessels that sailed under various packet lines in the first half of the nineteenth century. The two best short histories of the American merchant marine, in the opinion of this author, are Albion's New England and the Sea, and Morison's The Maritime History of Massachusetts. In addition, chapters six and thirteen of Albion's The Rise of New York Port provide excellent material on the cotton triangle and the financial workings of the industry, respectively.

Osterwies' Three Centuries of New Haven provides the history of transportation in this city. Rowe's The Maritime History of Maine (New York: W.W. Norton & Co. Inc., 1948) has a good description of shipbuilding in a typical Maine yard in chapter seven. Also consulted was Matthews' American Merchant Ships.

Editor's note: The following article has nothing to do particularly with Soule Kindred or genealogy but it is an exceptional institution and one which some Soule might need. We feel obliged to make Girard College known to our members.

# GIRARD COLLEGE

Girard College, founded in 1831 under the Will of Stephen Girard, was opened on January 1, 1848. It is a privately endowed, free boarding school for boys from six to eighteen years of age who have lost their fathers or mothers through death. It maintains and educates free of charge as many boys as the income from the endowment will permit, regardless of race, color or creed.

Girard College is accredited by the Middle States Association of Colleges and Secondary Schools and the Pennsylvania Association of Private Academic Schools.

The School assumes responsibility for every phase of a boy's life throughout his stay at Girard. In addition to his maintenance and the care of his health, he receives an excellent elementary school education and a comprehensive secondary school education. The latter includes college preparatory courses, vocational education, business or industrial training along either business or trade shop lines. The college preparatory curriculum is complemented by a general education. Personal, social and educational guidance, athletics and physical education, art, library, instrumental and vocal music augment academic and vocational offerings. All combine to prepare boys successfully for college, for business and trade positions, and also for a successful, happy living in a complex society.

The campus at Girard College comprises a plot of forty-three acres. Founder's Hall, the main building on the campus, is an imposing structure of Greek architecture, and contains the sarcophagus of Stephen Girard, many memorials of the Founder, The President's Room, rooms for conferences, as well as for social purposes.

There are more than twenty other buildings for meeting the needs of the School. These include a chapel, a beautiful and well-equipped library, school and dormitory buildings, dining halls, an infirmary, a mechanical school housing the various trade shops and a recreation hall containing three large indoor play areas. Two gymnasiums, two swimming pools, tennis courts and five playgrounds are provided within the College grounds. A

central power plant caters to the self-sustaining needs of this miniature city and supplies heat and hot water to all the buildings.

Girard College is proud of its long and distinguished record of service to orphan boys and their families. Since 1848, through good times and bad, the College has provided a secure home, sound education, and career training for thousands of deserving boys from the age of 6 to 18—all without charge to their families.

Operating every month of the year, the College strives to provide for its students a wholesome, safe, varied program of activities which will discipline their minds, strengthen their bodies, and assist them over the bumps on the difficult road to emotional maturity. Girard recognizes that pride of self and level of aspiration often accompany one another, so it works hard to help each of its young men experience success through academic and extra-curricular achievement tailored to his special needs and interests.

If there is a boy in your family one of whose parents has died, or if you know of such a young man who meets the College's admission requirements, do not hesitate to bring him to our attention. We welcome applicants without regard to race or residence every week of the year. We would count it a favor to hear from you by letter or telephone. Let us help your son or some other young man become a part of the great tradition of Girard College.

Kingsley Lawrence  
President

Application for admission to Girard College, as provided by Mr. Girard in his Will, may be made for boys who:

1. Have lost their fathers or mothers through death.
2. Are at least six and less than 15 years of age.
3. Are in sound physical and mental health.
4. Come from families of limited income.
5. Show promise of scholastic growth.

A boy's name may not be placed on the list of applicants until he has reached six years of age. No boy may be admitted after his fifteenth birthday and applications

should be made as far in advance of that date as possible. Applications are accepted for boys regardless of race, color or creed.

Application for admission must be made to the Director of the Office of Student and Home Relations. The application must be signed by the parent or the boy's guardian.

Boys must be brought to the College for examination as to their qualifications for entrance. These examinations include an investigation of the general health and physical condition of each applicant by the Health Service of the College and aptitude and scholarship tests by the Counseling Service. To be admitted, boys must evidence ability to participate normally in the activities of the College and to develop properly under the opportunities it affords.

The initial inquiry may be by letter, telephone call or a visit to the College. All inquiries are handled as received, being given individual attention. The steps leading to Admission are as follows:

1. Request to the Director, Student and Home Relations for Information.
2. Completion of Preliminary Application.
3. Completion of complete Application.
4. Completion of Questionnaire.
5. Submitting of the three required certificates:
  - a. Marriage certificate of the parents.
  - b. Birth certificate of the boy.
  - c. Death certificate of the deceased parent.

6. Interview and examination of the boy at the College. Interview with the parent or guardian.

7. Review of Application, test results, physical examination and interview by the College. The parent or guardian is notified of the decision. If the applicant is accepted, an admission date is given. The parent or guardian brings the boy to the College for the actual admission procedure.



## GIRARD COLLEGE

Instruction at Girard College is provided by the Elementary School of six years and the Secondary School of six years. The school year is divided into three terms which comprise a total of thirty-six weeks.

The curriculum, in its broader aspects, was established by the Founder in his Will, in which he says, "I would have them taught facts and things rather than words or signs." This has been interpreted as meaning that the boys of the College should receive a practical as well as an academic training, and that throughout all the schools the instruction should be linked with the problems of life and the qualities of good citizenship.

### the elementary school

Each elementary class has a teacher teaching all subjects except music, art, athletics and shop. Each of these teachers works on developing skills in reading, mathematics and the art of communicating with other people. Many of the activities of the school are used to take advantage of all the talents children may have. Students are asked to take part in many different school activities. This helps to bring out their abilities and talents.

The student council and the student safety patrol are two of the activities used to develop responsibility and leadership among the boys.

The guidance program is one of personal help for the problems that the boys face in their own daily living.

A testing program is used in the classes to help the individual child and his teacher see where he needs improvement or help.

Remedial reading classes are organized for those boys who need individual corrective help to improve their reading skills.

### the secondary school

The Secondary School comprises grades seven to twelve. It is organized under the Director of Secondary Education. The aim of these grades is to make the students self-sufficient, independent, dependable and responsible through their own willingness and initiative.

The curriculum provides not only an academic, but vocational and business training as well.

### developmental reading

Boys in the high school who need additional help in improving their reading skills as indicated by the results of standardized tests are assigned to special classes in addition to their regular academic ones. At the end of the semester or year the boys are retested to show what improvement has been made in the reading classes and parents are so notified.

Girard College is ideally situated in a small oasis of beauty in the heart of a large metropolitan area. All the elements necessary for the study, understanding and appreciation of Art in the life of our civilization are present. The Elementary School offers a program of well-organized Art instruction in grades three to six. Tied in with the instruction are regularly scheduled field trips to such historical and cultural places of interest as Independence Hall, The University Museum, the Zoo, the Franklin Institute and the Academy of Natural Sciences. In the Secondary School all boys are instructed in Art and they explore graphic arts, drawing, painting, and other media. In the twelfth grade a boy may elect Art Appreciation which includes a study of the history of art from the earliest times to the present day. Museum trips supplement his work in the classroom.

The physical well being of the Girardian is assured by his orderly life and the many opportunities he enjoys for out-of-door exercise. Supplementing the latter, however, is a carefully devised system of directed physical education, designed to give an all-round physical development and to correct any special physical weakness or defect.

The program is designed to build strong, well-coordinated bodies, reasonable endurance and joy in participation. Close association with the Director of Health Services and Infirmary Staff complements the program of the Physical Education Department.

Elementary School boys receive some formal Physical Education and some recreation each day. In addition, boys are given one period of swimming instruction each week.

Secondary School boys receive one period in the gym and one in the pool each week. Instruction in the gym consists of wrestling, conditioning exercises, apparatus and tumbling. Instruction in swimming includes various strokes and all phases of water safety and life saving.

Vocational and business training supplements the academic curriculum and fits a

boy for employment at graduation. During the early secondary school years he is given pre-vocational courses along business and industrial lines, information about occupations and guidance in the choice of his vocational training. These try-out courses give the boy a general idea of the nature of office and mechanical work, so that he can make a better choice of the vocational work he will follow later. These also afford the teaching staff an opportunity to discover and promote any special aptitudes the boy may have.

At the end of the tenth grade year, each boy decides whether he wishes to take vocational training in Mechanical School or in Business Education. In the eleventh and twelfth grades boys devote all the afternoon hours to vocational training.

Boys who select the Mechanical School course receive intensive training in either Cabinet Making, Printing, Drafting or Automotive techniques. Boys who select Business Education may specialize in either Bookkeeping or Shorthand. All students are required to have two years of typewriting, one year of bookkeeping, one-half year of business law and one-half year of office practice. Boys who specialize in bookkeeping study another year of bookkeeping, a half year of business arithmetic and a half year of business principles. All boys receive some training in the use of the common office machines.

The Girard College Library is a large and beautiful building containing rooms planned for its various functions. There is a children's room for the Elementary School boys, a main reading room for the boys of the Secondary School and for the staff, an audiovisual classroom and a special Communications Room. It is more than a school library, since it provides all types of media for the Girard boy. The LRC serves as a means of fulfilling the educational as well as the leisure reading needs of the students. It houses a collection of over eighty thousand volumes of selected reading and reference materials and subscribes to an extensive array of magazines and newspapers. The LRC also has responsibility for the acquisition and distribution of all audio-visual materials. The audio-visual section is a vital part of the Library program and the audio-visual coordinator works closely with the faculty in supplementing the curriculum with many kinds of up-to-date materials.

The LRC inventory includes all standard types of projection equipment and a closed-circuit television system. Boys and instructors alike may prepare their own

films, audio tapes, and videotapes for the educational or recreational program. Boys are sent regularly for a library period as part of their school schedule. They are taught the use of books and magazines, how to find reference material and how to use their LRC facilities. In addition, the LRC is open after school, three evenings a week for study or recreational use.

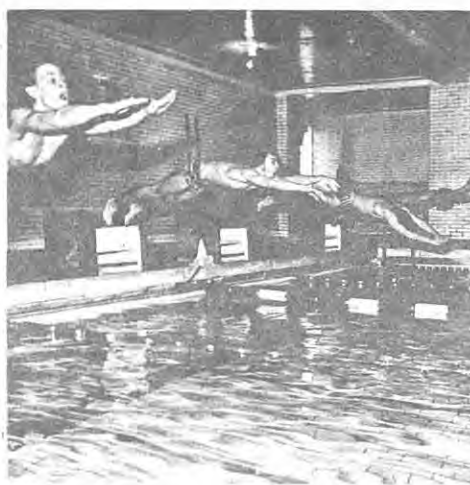
The LRC is of great assistance in providing a general cultural background to Girard College boys, developing the reading habit, arousing an interest in research and creating a desire for good literature and the arts.

Religious training is a daily part of the educational activities in which boys participate. The first book brought to Girard College was the Bible, and it has always had a foremost place in the teachings of the institution. Religious instruction at Girard is given by laymen and not by ecclesiastics. Chapel services and instruction are non-sectarian. Among the lay speakers at weekly services are judges of the courts, prominent physicians, lawyers, businessmen, educators and others. Sunday school lessons for the younger boys are taught each week. Grace is said before each meal by one of the students in all dining-rooms.

While there is a total absence of denominationalism in the religious teaching of the College, regard is paid to the mother's wishes for the religious education of her son. At the request of mothers, boys who do not go home on weekends may attend nearby churches or synagogues of their families' choice. Boys in fourth grade and above are also permitted to go off campus for religious instruction classes provided there is no conflict or interference with their school roster and other regularly scheduled College activities.

Girard boys in grades one through six live in the Junior School Building, situated near the center of the campus. Here the boys are placed in one of twelve sections, each having its own governess or housemaster. Each section has its own living room, sleeping quarters and washroom. A variety of activities is provided. They include sports, clubs and off-campus trips.

Girard boys in seventh grade or above live in one of three Upper Hall dormitories where they come under the guidance of men who have an awareness of the problems of growing boys. Here they live in one or two man furnished rooms. In the Upper Halls, the boys are given more responsibility than they previously had in order to prepare them for adult life. A variety of activities is also provided for these boys.



While at the College, all Girard boys are required to perform some manual work. This includes such activities as cleaning dormitories, working in the dining rooms and shoveling snow.

The counseling service endeavors to aid the Girard boy in his growth as an individual and as a member of the college community. Thus, counseling is available to all boys during their attendance at Girard. This extends from the elementary school through high school and postgraduate years.

Trained and experienced personnel help boys in their emotional, social, and vocational development.

As early as possible, students are assisted in helping them to determine the vocation or profession they will enter for their life's work. To implement this goal they are encouraged to consider colleges or junior colleges which will prepare them for this type of work. The guidance department assists them in formulating college plans and the preparation of applications, and test forms necessary for entrance to institutions of higher learning. In selecting colleges realistic goals in terms of the boy's previous academic aptitude and achievement are formulated in conference with the boy, his counselor, and the parent.

A boy has many ways to spend his free time at Girard. The school's location in the heart of Philadelphia provides a chance for many off-campus trips. Boys have the opportunity to see major league baseball, basketball and football, top college sports events, and many special attractions such as the circus, Disney-on-Parade, and the Ice Capades, in addition to Philadelphia's many cultural attractions, the Philadelphia Orchestra, the Philadelphia Grand Opera, Philadelphia Art Museum, Franklin Institute, and the legitimate theatre.

On campus there are many club activities.

Some of the more popular clubs for the older boys are Ski Club, Karate Club, Hiking Club and Bicycle Club. The elementary school boys spend their time in the Model Club, the Magic Club, Crafts Club and Nature Club. A full-range of Boy Scout activities are available on campus. Girard boys are able to remain active from Cub Scouts thru the Senior Explorers Program.

Student Centers operate in the Upper and Lower Schools. The Centers are places where the boys may relax. Ping-pong and pool tables are very popular past-times at the Center, and the boys can buy an after-school snack.

Each weekend a feature length film is shown on campus and after the film the boys can go to the Student Center and buy a snack to eat. The money from these sales is then used for student activities. A work program is also conducted on campus and boys, aged 14 and above, can work on campus in order to earn some spending money.

Extra-curricular activities also attract the interests of Girard boys. Student publications such as the newspaper, *Writing on the Wall* and the yearbook, *The Corinthian*, are written, edited, and published on the Girard campus.

A great deal of effort is being made toward developing a great Band and Choir. Both the music and choir departments are headed by fine professional musicologists. Instrumental music is being taught by music teachers who are proficient on particular instruments, such as brass, woodwind and percussion as well as piano. The choir, under its choir director, has gained stature by participating in Philadelphia Grand operatic productions at the Academy of Music and the Robin Hood Dell. Girard boys will sing in "Carmen", "La Boheme", and "Tosca", and plans are in progress to stage periodic musical attractions with school talent. The High School auditorium has been refurbished to accommodate all musical attractions. It is the hope of the school administration and trustees to develop musical ensembles that will do us all proud.

Student Council is an elected body of students, boys who represent their classmates and serve as the students' voice in discussions with the school authorities. The experience on Council is designed to show students the value of democratic decision making and the value of responsible authority.

These are but a sample of the activities that exist for the Girard boy. The school is proud of its programs and likes to feel that it provides worthwhile hobbies that develop into lifelong interests.

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