

MARITIME HISTORY OF MASSACHUSETTS

United States consuls in those days received no salary, but depended for their livelihood on commission business, they seldom had the courage to affront owners or officers.

Nevertheless, a foremast hand on a Yankee East-Indiaman was the best paid, best fed, and most competent sailor in the world, regarded by coasters, fishermen, whalers, and man-o'-war's-men, as the top-dog of his profession. And the officers must no more be judged by the brutality of Captain Thompson than other professions by their black sheep. A Yankee shipmaster, in 1840, was the world's standard in ability and in conduct. The Massachusetts merchant marine was commanded for the most part by men of high character and education; navigators who could work lunars as well as Bowditch himself, and who inherited all the practical seamanship of the old school; "merchant-captains" who owned part of their vessel, and had full responsibility in trading. Most of the famous clipper-ship commanders had their training during the thirties and forties, which we may fairly call the golden age of the American merchant marine.

\* \* \*

The old Northwest fur trade was resumed in 1815 by several Boston firms which had long been engaged in it. Captain 'Bill' Sturgis, now head of Bryant & Sturgis, and Josiah Marshall, a countryman from Billerica who had built up an importing business at Boston during the Federalist period, were now the most active Nor'westmen. The letters of these firms show little change in method, but a decline in profits. Competitors were many; the Hudson's Bay Company, the Northwest Fur Company, American fur-traders who

SHIPS AND SEAMEN IN SOUTHERN SEAS

operated from St. Louis, and the Russians, who threatened to monopolize all. In consequence, the sea-otter became too scarce and high to continue an important medium for China. Between 1821 and 1830 the vessels annually engaged in the Northwest fur trade declined from about thirteen to two. For some years longer William H. Bordman, Jr., and Perkins & Co. found it profitable to carry supplies to Sitka and the Hudson Bay posts. But by 1837 the old Northwest fur trade, Boston's high-school of commerce for forty years, was a thing of the past.<sup>1</sup>

When the fur-traders departed, the settlers began to arrive. Hall J. Kelley, an energetic and erratic Boston schoolmaster, founded in 1829 an Oregon Colonization Society, which was supported by Edward Everett and other prominent men. His plans for peopling the banks of the Columbia with picked New Englanders came to naught, but his activities turned the minds of restless Yankees to that region. One of his associates, a Cambridge ice-man named Nathaniel J. Wyeth, led overland in 1834 the first group of permanent settlers to the Oregon country.

In the meantime another outpost of Massachusetts had been founded, at Honolulu. In 1819 a band of Congregational missionaries and three native Hawaiians, "formed into a Church of Christ" at Park Street, Boston, took passage around the Horn on the brig *Thaddeus*, to convert the heathen. On April 4, 1820, one hundred and sixty-three days out of Boston, this Hawaiian *Mayflower* anchored abreast the village of Kailua, where the king and queen, with hundreds

<sup>1</sup> In 1831 Captain Dominis, of Josiah Marshall's brig *Owhyhee*, tried the experiment of bringing pickled Columbia River salmon to Boston. It sold for fourteen dollars a barrel, but the Treasury Department made Marshall pay duty on it, as if purchased outside the United States, and the venture was not repeated.

There was another  
of Josiah's boats

Josiah's boats  
carried 100  
mats - material  
for houses  
to Hawaii

Exports from Mar 1867 above date May Page 200 - Kailua - Kona - Hawaii  
April 1830 - Brig *Thaddeus* landed at Kailua, Sale of Hawaiian property to  
the Kingdom of Great Britain missionaries. They were from the Red Cross  
Congr. Ch. of Boston. They were granted by the King the privilege of  
residing in Kailua. 3 saw churches were built at each of the places  
(cont)

Shallory's Purifier and some cases of Kona Wood. In 1900 a  
patent was secured at San Francisco & Edward Grounds &  
Commencement vessel of 1828 missionaries.

and the  
of the  
between (sample), 1823 Kailua. They of Kailua  
Yankee boats - Kailua one 1826 which Kailua 1833. Round Church -  
dedicated 3-4-1831. Again Brigat logs dropped by missionaries - Kailua  
missioners held together with Blue word logs - thick stone walls held  
by mortar made for coral rock. Transitions to stone at corner of  
building said to be related to a Kailua. The King Kailua 1800 AD  
Brigat logs business as to how lower Kailua. Place No. 230, above ground.  
Kailua

## MARITIME HISTORY OF MASSACHUSETTS

of their subjects, were playing in the surf. Later in the day the royal family was entertained at dinner on the brig's quarterdeck. King Liholiho, dressed in a feather wreath, a string of beads, and a loincloth, was introduced to the missionaries' wives, while George Tamoree, a graceless native member of the party, furnished music for the meal on an orthodox bass viol.

The Boston missionaries arrived in the nick of time, partially to offset the demoralization introduced by Boston traders and Nantucket whalers. The latter were just beginning to use the Islands as a base; the traders, as we have seen, had been coming for a generation past. It so happened that the panic of 1819, making it difficult to procure specie for China, coincided with a new reign in the Sandwich Islands, which took the lid off the sandalwood traffic. Kamehameha I had conserved this important natural resource, so much in demand at Canton. But Liholiho, a weak-minded and dissolute prince, cheerfully stripped his royal domain in order to gratify tastes which the Boston traders stimulated. They sold him on credit rum and brandy, gin and champagne, carriages and harnesses, clothes and furniture, boats and vessels; until he had tonnage and liquor enough for an old-time yacht club cruise.

In 1820 Josiah Marshall sent out from Boston two small brigs, which were exchanged for sandalwood at Honolulu. Bryant & Sturgis dispatched under the command of Captain John Suter, the veteran Northwestman, a veritable fleet consisting of the ships *Tartar* and *Mentor*, brigs *Lascar*, *Becket*, and *Cleopatra's Barge*. The latter was a famous vessel. Built at Salem in 1816 for George Crowninshield, Jr., a young gentleman of leisure, she had taken him on a transatlantic yachting cruise. Sold for a song after his death, she made a trading voyage to Brazil, and was

## SHIPS AND SEAMEN IN SOUTHERN SEAS

then purchased by Bryant & Sturgis. The Hawaiian monarch gave in exchange for her an amount of sandalwood worth fifty to ninety thousand dollars, and made her his royal yacht.<sup>1</sup> Her outward cargo, typical of the trade, is listed on the annexed bill of health. Possibly its rhythmic phrasing is accidental. But General Henry A. S. Dearborn, who as collector of the port of Boston signed this document, was something of a *littérateur*. Did the romantic name and history of the *Cleopatra's Barge* inspire him to premature effort in free verse?

The *Barge* was as long as the ship *Columbia*, but some of the schooners and brigs that our Pacific traders sent around the Horn to Hawaii were even smaller than Captain Ingraham's brig *Hope* or John Boit's sloop *Union*. James Hunnewell, of Charlestown, who established a famous mercantile firm at Honolulu, brought out in 1826 a crank, leaky little schooner called the *Missionary Packet*, only fifty-four feet long, thirteen feet beam, six feet depth, and thirty-nine tons burthen. His passage of the Horn almost ended his career, and the single voyage took nine months. While resting at Honolulu after his hard experience, Hunnewell was pulled out of bed by a party of rollicking whalemens, and induced to treat the crowd from his cargo of rum. Disliking the quality of the liquor, they forced the owner to sample it himself before letting him go!

This genial traffic continued about ten years, when sandalwood became a drug in the Canton market, and all but extinct on the Islands. In the meantime New

<sup>1</sup>A sketch made by Charles S. Stewart, one of the missionaries, in 1823, shows the *Cleopatra's Barge* under Hawaiian colors at Lahaina anchorage, Island of Maui. Originally rigged as a brigantine or hermaphrodite brig, she was altered to a brig when she became a merchant vessel.

See if this Capt John Suter same as  
the Capt John Suter (Sutter) of Sacramento,  
Calif  
John Sutter on way to Calif via Sandwich  
Islands tied up with a Wm French shipped  
Josiah Marshall's sister Rebecca

263  
married a Wm. French in Billerica,  
Mass.

## MARITIME HISTORY OF MASSACHUSETTS

Bedford and Nantucket whalers were flocking to Hawaii, to 'recruit,' as they called it, with fresh provisions and Kanakas. As many as sixty put in at Honolulu in 1822, and in 1844 the total arrivals of whaling craft surpassed four hundred. Their presence greatly increased the difficulties of the missionaries, but proved a godsend to the merchantmen whose holds they lined with oil and whalebone, obtained in Arctic and Japanese whaling grounds. At the same time the native demand for American manufactures was increasing. Hawaii by 1830 had become the commercial Gibraltar of the Pacific; the basis of a trade, by Massachusetts merchants there established, with California, Canton, Kamchatka, and the smaller South Sea islands. Honolulu, with whalemens and merchant sailors rolling through its streets, shops filled with Lowell shirtings, New England rum and Yankee notions, orthodox missionaries living in frame houses brought around the Horn, and a neo-classic meeting-house built out of coral blocks, was becoming as Yankee as New Bedford. "Could I have forgotten the circumstances of my visit," wrote a visiting mariner in 1833, "I should have fancied myself in New England."<sup>1</sup> Even the first constitution of the Kingdom of Hawaii, issued by Kamehameha III under missionary influence, had a flavor of the old Massachusetts theocracy: "No law shall be enacted which is at variance with the word of the Lord Jehovah."

The Boston firms interested in Hawaii extended their operations to other South Pacific islands, violating the old demarcation line at the expense of Salem.

<sup>1</sup> Francis Warriner, *Cruise of the U.S. Frigate Potomac* (1835), 224. Daniel Webster about 1840 tried a case at Barnstable, Cape Cod, that involved the nature of the entrance to the "harbor of Owhyhee." It was unnecessary to call in experts, as seven members of the jury were intimately acquainted with said harbor.

## SHIPS AND SEAMEN IN SOUTHERN SEAS

Josiah Marshall's brig *Inore*, Eliah Grimes master, even went to the Marquesas in search of edible birds' nests, but without success. A typical South Sea voyage was that of James Hunnewell's ship *Tsar*, Sam Kennedy master, a new vessel built for the Russian trade, and purchased from J. William Ropes for \$28,000. Although of 470 tons burthen, the *Tsar* required no more men to handle her than a Nor'westman of one-quarter her size in the eighteenth century; for the South Sea was becoming safer than the Caribbean. Clearing from Boston in the spring of 1848, the *Tsar* stopped four days at Rio Janeiro, rounded the Horn, and let the trade-winds bring her to the enchanting island of Tahiti. For six weeks she rode at anchor in the landlocked harbor of Papeete (white crescent beach, border of palms, orange and banana trees, half concealing white cottages and thatched huts; backdrop of verdure-clad mountains, and slumbrous pour of surf on barrier reefs). Goods were sold to the amount of \$23,712.26, including codfish, lumber, rice, Lowell and Amoskeag cottons, German glass, iron safes, needles and thread, drugs and gravestones. Some of the knobs dropped off the safes when swung out of the hold; one of the packages marked "Tartar Emetic" contained calomel; and one of the gravestones, intended apparently for the Salem market, was already inscribed, "Sacred to the Memory of Maria Peabody." Otherwise everything was in good order.

After selling all the market would take, Captain Kennedy unloaded a large separate consignment, with which Edward L. Gray, Jr., who sailed on the *Tsar* with his wife and sister, opened an agency at Papeete. Thence the ship proceeded to Honolulu, and discharged the rest of her cargo, including Merrimack Prints, Hamilton Ticking, Denims, fancy plaid linings, blan-

( continued from previous page)

ISAAC MARSHALL (son of John)

BORN - 12-18-1712

DIED - 3-3-1797 at 85 yrs.

MARRIED - 2-10-1735-6 Phebe Richardson

(dau of Andrew)

She died 6-9-1745

(2) 2-17-1746 Rebecca Hill

(dau. of Sam)

She died 12-13-1789

CHILDREN

| <u>Name</u>                  | <u>Birth Date</u> | <u>Death</u>  | <u>Whom married</u>   |
|------------------------------|-------------------|---|---|
| (4 by Phebe)<br>Lieut. Isaac | 1-31-1736-7       | 5-14-1813   | <sup>176-1762</sup><br><del>2-67</del> Abigail Brown<br><i>born 1820 at Lyndeboro<br/>Buried at Lyndeboro<br/>Buried with her mother<br/>in Ditchfield.</i> |
| Phebe                        | 1-12-1738-9       | <i>md 6-27-1765 Benjamin Jaquith<br/>son of Abraham<br/>&amp; Sarah<br/>Kendall (Farly)</i> |   |
| Samuel                       | 10-2-1742         | 11-13-1794  | Rebecca French<br>(dau of Ebenezer)   |
| John                         | 5-3-1745          | 5-5-1745  | (His mother died a mo. later)   |
| (2 by Rebecca Hill)<br>Jacob | 4-1-1748          | 11-21-1771  | Molly Richardso n<br>(dau. of Samuel)   |
| Rebecca                      |                   |   | Benjamin Dows   |

CHILDREN of Lieut. Isaac & Abigail Brown

|              |                 |  |  |
|--------------|-----------------|--|--|
| Infant Isaac | died 8.2-8-1769 | <i>- died Sunday</i>                             |  |
| Abigail      | 1-31-1764       | <i>- married -</i>                               | 1792 Hezekiah Kendall                        |
| Rebecca      | 3-2-1767        | <i>"</i>   | 1791 Wm. French                              |
| Isaac        | 6-17-1768       | <i>7-1-1793</i>                                  | Hannah Jaquith <i>dau of Ebenezer</i>        |
| Josiah       | 1-17-1773       | <i>11-22-1841<br/>D. Providence Rhode Island</i> | 1800 Priscilla Waterman<br>(dau. of Freeman) |
| Hannah       | 10-24-1774      |  | 1793 Oliver Whiting                          |
| Allice       | 5-26-1780       |  | 4-22-1810 Wm. Hyde                           |

MARSHALL Family

OCCGS REFERENCE ONLY

The Orange County California  
Genealogical Society

DO NOT WRITE

Virginia MARSHALL at Sidney, Ohio.

James Clark MARSHALL, son of Thos. and Elizabeth, born Sept. 19, 1888, Sidney, Ohio.

Laura Adelia MARSHALL, born April 11th 1891, Sidney.

Bladen MARSHALL, born Dec. 24th 1894, Sidney.

Deaths

Mary Ellen MARSHALL died February 2, 1842.

Laura Adelia CUNNINGHAM died March 24, 1879 (From obit: Mrs. Laura A. Cunningham, wife of Capt. J. N. Cunningham, formerly of Lima, died at Philo, Ill., on 26th March).

Julia Orbison MARSHALL died July 20th 1891, aged 78 yrs., 4 mos., 14 days.

Edward MARSHALL died Jan. 27th 1893, 82 yrs., 11 mos. 7 da.

Thomas B. MARSHALL, died Jan. 28th, 1916, 78 yrs., 1 mo. 18 days.

Nancy Jane SYKES died Oct. 28, 1919.

Henry M. MARSHALL died Dec. 20, 1919, 72 yrs., 5 mo., 2 da.

-----  
PENFIELD POSTSCRIPT  
-----

In Volume IX, Number 2 of the Searcher, page 41, was a list of family records taken from two loose leaves found between the pages of an old book. They were apparently torn from an old Bible originally owned by Ira Penfield.

Pauline M. Eimers of La Habra, California, advises that all the Penfields mentioned can be found in "The Descendents of Samuel Penfield", compiled and published by Florence Bentz Penfield, M.S., in 1964. She adds the following information:

Florence P. Penfield and George P. Rice were married 16 March 1896 (the year was torn from the original sheet). Ira was in the Civil War, 17th Regiment, Company D, Connecticut Volunteers. Only one child lived. George Penfield Rice is a Boston genealogist. Arthur E. Penfield married (2nd) widow Jane Weidlick, age 45 years, 12 June 1922, born 7 July 1877, daughter of Benjamin B. and Mary E. (Curtis) Smith.

-----  
WHITHER THOU GOEST. On a tombstone inscribed "As I am now so you shall be—prepare for death and follow me", was scribbled, "To follow you I'll not consent until I know which way you went."

gamie Co., Wis., August 17, 1893.

In the handwriting of John Wesley Hamilton:

Mary Rose (Butler) Hamilton-Diemel died Clintonville, Wis., April 9, 1963. Buried Oakhill, Town of Maine, Outagamie Co., Wis.

In the handwriting of Helen Ruth (Greely) Hamilton:

John Wesley Hamilton died Medina, Outagamie Co., Wis., Sept. 9, 1965. Buried Oakhill Cemetary, Town of Maine, Outagamie Co., Wis.

**M**ARSHALL Records copied by Marge Fahy of Long Beach, California, from a Bible owned by Irvin J. Laurent of Los Angeles. The Bible, published in 1863 by William Harding of Philadelphia, is leather bound and stamped with "E. & J. Marshall" on its cover.

#### Marriages

John Newton CUNNINGHAM and Laura Adelia MARSHALL were married in Lansing, Michigan, May 1, 1866.

Thomas Brainard MARSHALL and Minnie SMITH were married at Troy, Ohio, Feb. 18th, 1868.

Alexander V. SYKES and Nancy Jane MARSHALL were married at Troy July 15, 1869.

Henry Martin MARSHALL and Lydia Gilpin KEPLEY were married at Quincy, Illinois, Sept. 10, 1874.

Thos. B. MARSHALL and Elizabeth J. CLARK were married at Lancaster, Pa., Dec. 10, 1885.

Julia V. MARSHALL and Leonard U. HILL were married at Sidney June 23, 1912.

#### Births

Thomas Brainard MARSHALL, son of Edward and Julia, born Dec. 10, 1837.

Mary Ellen MARSHALL, daughter of Edward and Julia, born May 3rd 1840.

Laura Adelia MARSHALL, daughter of Edward and Julia, born August 17, 1842 in Casstown, Ohio.

Nancy Jane MARSHALL, born March 20, 1845.

Henry Martin MARSHALL, born July 18, 1847.

Born to Thos. and Elizabeth MARSHALL on Sept. 21, 1886, Julia

GEORGE of Bristol left that port September 28 and arrived at Boston November 7, following.<sup>1</sup>

|                     |   |        |
|---------------------|---|--------|
| ROBERT HULL         | of Market Harborough,<br>county Leicester, chandler | Boston |
| Mrs. Elizabeth Hull |   |        |
| John Hull           |   |        |

*Ship*

ABIGAIL of London, Richard Hackwell, Master. She listed passengers for New England from June 4 until July 24, and sailed from Plymouth, as her last port of departure, about August 1, with two hundred and twenty persons aboard and many cattle. She arrived at Boston about October 8, infected with smallpox. Among those coming in this ship, but not listed, were Sir Henry Vane, son and heir of Sir Henry Vane, Comptroller of the King's Household, traveling incognito; the Reverend Hugh Peter, pastor of the English Church at Rotterdam, and the Reverend John Wilson, who was returning to Boston, with his wife, her first appearance in New England.<sup>2</sup>

|                       |   |        |
|-----------------------|---|--------|
| ROBERT MEARES         | 43 husbandman                           | Boston |
| Mrs. Elizabeth Meares |   |        |
| Samuel Meares         | 30                                      |        |
| John Meares           | 6                                       |        |
|                       | ¼                                       |        |
| THOMAS BUTTOLPH       | 32 glover                               | Boston |
| Mrs. Anne Buttolph    | 24                                      |        |
| RALPH MASON           | 35 carpenter of Saint Olave's Southwark | Boston |
| Mrs. Anne Mason       | 35                                      |        |
| Richard Mason         | 5                                       |        |

Samuel Mason

<sup>1</sup> Hull: *Diary*, in American Antiquarian Society, *Proceedings*.

<sup>2</sup> Public Record Office MSS., and Drake: *Founders*, 28, 31-38.



166

*Passengers and Ships*

|                         |     |  |           |
|-------------------------|-----|--|-----------|
| RICHARD GRAVES          | 23  |  | Salem     |
| <u>John Cooke</u>       | 17  |  | Salem     |
| Robert Driver           | 8   | (sic.), probably 43 tailor             | Salem     |
| John Mere               | 3   | mo.                                    |           |
| JOHN FREEMAN            | 35  |  | Sudbury   |
| Mrs. Mary Freeman       | 30  |  |           |
| John Freeman            | 9   |  |           |
| Cicely Freeman          | 4   |  |           |
| JASPER ARNOLD           | 40  | certified from Shoreditch, London      |           |
| Mrs. Anne Arnold        | 39  |  |           |
| WILLIAM POTTER          | 27  | husbandman                             | Watertown |
| Mrs. Frances Potter     | 26  |  |           |
| Joseph Potter           | 1/2 |  |           |
| JOHN ROOKMAN            | 45  |  |           |
| Mrs. Elizabeth Rook-    |     |  |           |
| man                     | 31  |  |           |
| John Rookman            | 9   |  |           |
| JOHN COKE               | 27  |  |           |
| EDWARD FOUNTAIN         | 28  |  |           |
| JOHN FOX                | 35  |  |           |
| Richard Fox             | 15  |  |           |
| THOMAS FREEMAN          | 24  |  |           |
| WALTER GUTSALL          | 23  |  |           |
| JOHN HOLLOCK            | 28  |  |           |
| CHARLES JONES           | 21  | certified from Little Minories, London |           |
| John Jones              | 15  |  |           |
| WILLIAM KING            | 28  |  |           |
| <u>WILLIAM MARSHALL</u> | 30  |  |           |
| GEORGE RUM (?)          | 25  |  |           |
| JOSEPH STANLEY          | 34  |  |           |
| JOSEPH TERRY            | 32  |  |           |

George Drewry

*Passengers and Ships*

175

|                          |               |                         |
|--------------------------|---------------|-------------------------|
| Mary Hubbard             | 24            |                         |
| John Kerbie              | 12            |                         |
| John Thomas              | 14            |                         |
| Isaac Robinson           | 15            |                         |
| Anne Williamson          | 18            |                         |
| <u>William Lyon</u>      | <u>14</u>     |                         |
| Grace Stokes             | 20            |                         |
| Robert Chambers          | 13            |                         |
| THOMAS BULL              | 25            |                         |
| Joseph Miller            | 15            |                         |
| Richard Hutley           | 15            |                         |
| John Prior               | 15            | Duxbury                 |
| Daniel Prior             | 13            | Scituate                |
| <del>John Marshall</del> | <del>14</del> |                         |
| Mary Clark               | 16            |                         |
| Joan Cleeven             | 18            |                         |
| Joan Grave               | 30            |                         |
| Mary Grave               | 26            |                         |
| Edmond Chipperfield      | 20            |                         |
| ROBERT EDWARDS           | 22            |                         |
| ROBERT EDGE              | 25            | York, Maine             |
| WALTER LLOYD             | 27            |                         |
| Ellen Leaves             | 17            |                         |
| Alice Albon              | 25            |                         |
| Barbara Rose             | 20            |                         |
| John Foster              | 14            |                         |
| Gabriel Reed             | 18            |                         |
| JOHN WEEKS               | 26            | tanner perhaps Plymouth |
| Mrs. Mary Weeks          | 28            |                         |
| Anne Weeks               | 1             |                         |
| Mary Withie              | 62            |                         |
| Robert Withie            | 20            |                         |
| Susan Withie             | 18            |                         |
| Mary Withie              | 16            |                         |

ROBERT BAYLIE

176 *Passengers and Ships*

|                            |    |  |
|----------------------------|----|--|
| ROBERT BAYLIE              | 23 |  |
| SAMUEL YOUNGLOVE           | 30 | Ipswich                                  |
| Mrs. Margaret<br>Younglove | 28 |  |
| Samuel Younglove           | 1  |  |
| ANDREW HULL                | 29 |  |
| Mrs. Katherine Hull        | 23 |  |
| ROGER TOOTHAKER            | 23 | Plymouth                                 |
| Mrs. Margaret<br>Toothaker | 28 |  |
| Roger Toothaker            | 1  |  |
| ISAAC HEATH                | 50 | harness-maker of Little<br>Amwell, Herts |
| Mrs. Elizabeth<br>Heath    | 40 |  |
| Elizabeth Heath            | 5  |  |
| Martha Heath               | 30 |  |
| ANTHONY FREEMAN            | 22 |  |
| Twyford West               | 19 | servant                                  |
| Henry Ticknall             | 15 | Plymouth                                 |

BLESSING, John Leicester, Master. She sailed in June with the following passengers 'to be transported to New England' and arrived at Boston in August.<sup>1</sup>

|                   |    |  |                  |
|-------------------|----|--|------------------|
| WILLIAM VASSALL   | 42 | of Stepney, county Middlesex, merchant | Scituate         |
| Mrs. Anne Vassall | 42 |  |                  |
| Judith Vassall    | 16 |  |                  |
| Frances Vassall   | 12 |  |                  |
| John Vassall      | 10 |  |                  |
| Anne Vassall      | 6  |  |                  |
|                   |    |  | Margaret Vassall |

<sup>1</sup> Public Record Office MSS.

MARSHALL Family

OCCGS REFERENCE ONLY

The Orange County California  
Genealogical Society

SEE BOOK SHELF 21.5.7E