

Yes, the nineteenth century was a period of triumph, trial, and tragedy for every American family. It was also an era of ambiguity...

First, there is Jacob Dunbaugh's testimony, as he recounts his fateful trip down the Mississippi with the recently disgraced former vice-president, Aaron Burr.

Then, there is the question of what actually happened on that night Charles Cottesworth Pinckney Dunbaugh hosted future president, Abraham Lincoln.

Third, how many times did Frank Montgomery Dunbaugh go head-to-head with New York City's biggest "robber baron" family, and win?

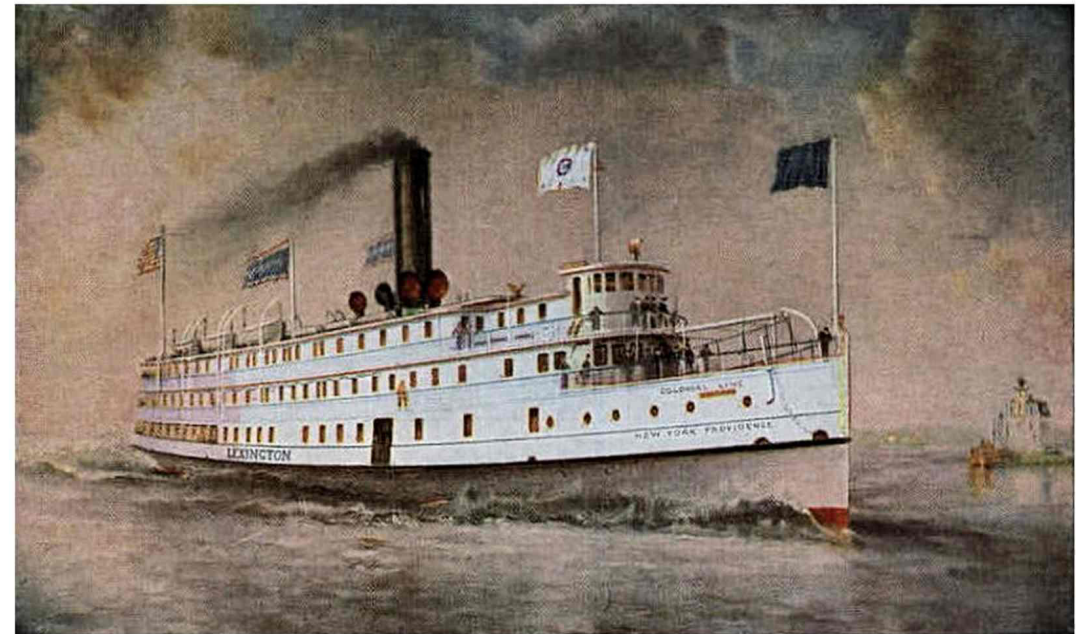
These questions (along with others concerning the redemptive nature of the Independent Order of Odd Fellows) will probably not be answered herein.

P.D.S.



Dunbaugh Sources: A Collection of Genealogical Fragments and Sketches

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collected and annotated by
Peter Dunbaugh Smith
2016

JACOB¹ DUNBAUGH was born September 14, 1779 in Lancaster, PA, and died November 06, 1819 in Athens, OH. He married (1) MARY JOHNSTON August 19, 1810 in Athens, OH. She was born December 20, 1788, and died June 08, 1815 in Athens, OH. He married (2) (POLLY) MARY LUCRETIA BOBO March 05, 1818 in Athens, OH. She was born October 03, 1795 in Allegany Co., MD.

Children of JACOB DUNBAUGH and MARY JOHNSTON are:

- i. GEORGE WASHINGTON² DUNBAUGH, b. August 27, 1811, Athens, OH; d. May 31, 1848, Maysville, Mason Co., KY.
- ii. CHARLES C. P. DUNBAUGH, b. November 03, 1812, Athens, OH; d. November 26, 1882, Graneros, CO.

Child of JACOB DUNBAUGH and (POLLY) BOBO is:

- iii. RODNEY LEE² DUNBAUGH, b. September 23, 1818, Athens, OH; d. December 14, 1843, Lacon, IL.

CHARLES C. P.² DUNBAUGH (*JACOB*¹) was born November 03, 1812 in Athens, OH, christened Charles Cotesworth Pinckney Dunbaugh, and died November 26, 1882 in Graneros, CO. He married (1) CLARISSA ELLEN BIGGER March 12, 1835 in St. Marys, OH, daughter of ROBERT BIGGER and ELIZABETH MONTGOMERY. She was born February 07, 1821 in Piqua, OH, and died June 15, 1862 in Joy Prairie, IL. He married (2) GERTUDE ADRIAN Abt. 1870.

Children of CHARLES DUNBAUGH and CLARISSA BIGGER are:

- i. MARY CAMPBELL³ DUNBAUGH, b. January 11, 1839, St. Marys, OH; d. August 29, 1924, Humboldt, KS.
- ii. MARGARET HELEN DUNBAUGH, b. September 09, 1841, St. Marys, OH; d. January 05, 1923, Kansas City, MO.
- iii. CHARLES BIGGER DUNBAUGH, b. February 17, 1844, Lacon, IL; d. February 07, 1881, Graneros, CO.
- iv. EDWARD PAYSON DUNBAUGH, b. October 08, 1846, Jacksonville, IL; d. August 15, 1886, Glenwood Springs, CO.

- v. GEORGE JOHNSTON DUNBAUGH, b. September 01, 1849, Virginia, IL; d. December 13, 1929, Chicago, IL.
- vi. WALLACE DUNBAUGH, b. May 16, 1852, Beardstown, Cass Co., IL; d. October 08, 1854, Beardstown, Cass Co., IL.
- vii. FRANK MONTGOMERY DUNBAUGH, b. August 03, 1856, Beardstown, Cass Co., IL; d. February 21, 1939, Miami, Dade Co., FL.

Children of CHARLES DUNBAUGH and GERTUDE ADRIAN are:

- viii. MAY DUNBAUGH, b. Graneros, CO.
- ix. HARRY PINCKNEY DUNBAUGH, b. Graneros, CO.
- x. EVA DUNBAUGH, b. July 1871, Pueblo, CO; d. San Diego, CA.

FRANK MONTGOMERY³ DUNBAUGH (*CHARLES C. P.², JACOB¹*) was born August 03, 1856 in Beardstown, Cass Co., IL, and died February 21, 1939 in Miami, Dade Co., FL. He married SALLIE ETTA BENNETT September 18, 1889 in Pueblo, CO. She was born February 25, 1868 in Port Royal, Westmoreland, PA, and died November 11, 1958 in Mt. Vernon, Westchester Co., NY.

Children of FRANK DUNBAUGH and SALLIE BENNETT are:

- i. JOSEPH BENNETT⁴ DUNBAUGH, b. August 24, 1890, Pueblo, CO; d. October 1971, Palm Beach, Palm Beach Co., FL.
- ii. HELEN DUNBAUGH, b. October 04, 1892, Pueblo, CO.
- iii. FRANK MONTGOMERY DUNBAUGH, JR., b. September 13, 1895, Pueblo, CO; d. March 24, 1976, Miami, Dade Co., FL.

LETTER TO PRESIDENT THOMAS JEFFERSON
FROM GENERAL JAMES WILKINSON (excerpt)

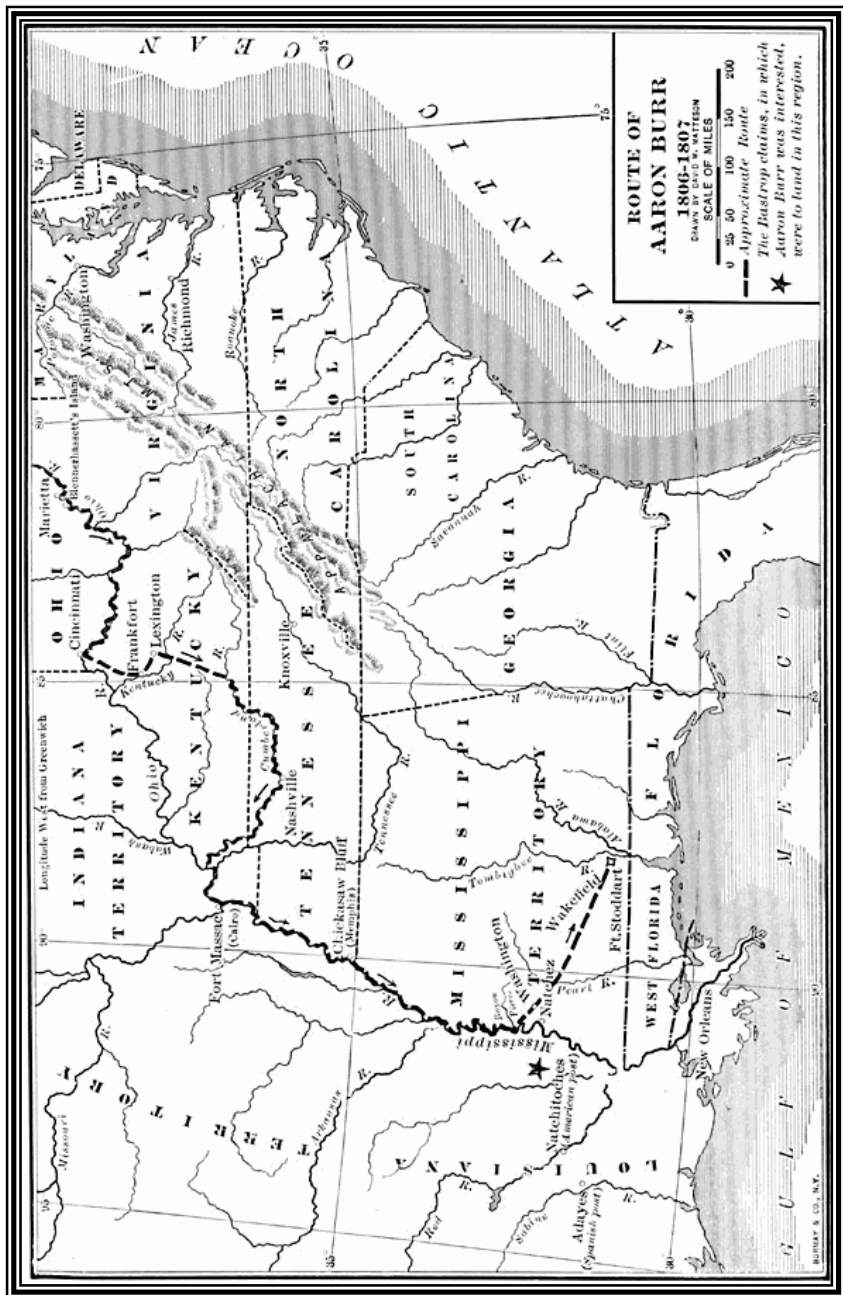
New Orleans. April 15, 1807.

Sir,

...I tresspass the inclosed deposition on you, under the same motives which have heretofore governed me, in Cases where exparte Testiamony has gone to criminate the Characters of Men of respectability; In this case Capt. Bissell & Judge Bruin are deeply implicated, & I fear on strong grounds, because I have in my possession Bissells furlough for the twenty Days in his own Hand writing, indorsed by the Pen of Judge Bruin which is familiar to me; It is proper however to remark, that Captain Bissell has reported Dunbaugh as a Deserter, & it is due to Justice for me to declare, that I have found Him one of the best officers of his Grade—Yet the Mans [*Dunbaugh's*] reputation is pure & his Testimony carries with it strong Marks of truth, to convict Mr. Burr of infamous Conduct in the Eyes of Morality, & of high misdemeanors in the Eye of the Law—I shall keep this person in safety & subject to the Orders of the Secy. of War—The Information of [. . .] has not yet been taken, but I shall endeavour to have it ready for the ensuing Mail.—

Your faithful & obliged

JA: WILKINSON



LETTER FROM PRESIDENT THOMAS JEFFERSON
TO GEORGE HAY (excerpt)*

Washington May 20, 1807

Sir,

...some other blank pardons are sent on, to be filled up at your discretion if you should find a defect of evidence, & believe that this would supply it, avoiding to give them to the gross offenders unless it be visible that the principal will otherwise escape. I send you an affidavit of importance received last night. if Genl. Wilkinson gets on in time I expect he will bring Dunbaugh on with him. at any rate it may be a ground for an arrest & commitment for treason. Accept my friendly salutations & assurances of great esteem & respect.

Th: Jefferson

*George Hay (1765-1830), as U. S. Attorney for the District of Virginia, prosecuted former vice-president Aaron Burr (1756-1836) for treason before Chief Justice of the United States, John Marshall (1755-1835). Burr was eventually found not guilty. General James Wilkinson (1757-1825), a former hero in the American War for Independence, was later revealed to be a paid agent for the Spanish at the time. *PDS*

LETTER TO PRESIDENT THOMAS JEFFERSON
FROM GEORGE HAY

Richmond June 17, 1807

Sir,

In a former letter you stated that you had directed several blank pardons to be prepared and sent to me. I received but one in addition to that sent for Bollman. This I believe I shall give to Dunbaugh: but he is not the only man, who ought to be placed in a state of intire Confidence and Security. There are about three others, whose evidence would be very important, if they did not shelter themselves under the plea of not accusing themselves.

The grand Jury are still engaged, and certainly attend to that part of their oath which enjoins them to keep their own and their fellows counsel Secret.—No time should be lost in forwarding the Pardons—

With the highest respect

Geo: Hay

LETTER TO PRESIDENT THOMAS JEFFERSON
FROM SERGEANT JACOB DUNBAUGH

Richmond Oct. 4th 1807

Sir,

Although extremely unwilling to intrude upon your precious time, or to call off your attention from the great concerns in which you are engaged, to the affairs of an obscure individual, being only a Sergeant in the Army of the United States; yet my present dangerous situation, produced by the evidence which my duty compelled me to deliver in the case of Mr. Burr, will justify me in seeking for your protection against the oppression with which I have been menaced in consequence of that evidence.

The substance of my testimony has been published and I presume has reached your eye, and although I am conscious that ^{it} contain nothing but ^{strict} truth, which my oath obliged me to deliver, yet as some parts of it appear to affect Captain Bifsel, who is my superior officer, he has threatened me with severe punishment, which have no doubt but he will inflict whenever I am within his power of influence. Under these apprehensions I have written to the Secretary at War, requesting my discharge from the service on condition of my providing a suitable person to supply my place, should I fail in this application, my situation will be extremely perilous; and I do most firm believe that my life will be in great danger from the

resentment of Capt. Bifsel or some others under his influence. But I should not be apprehensive of any danger in continuing in the service for the remainder of my time, which is little more than two years, provided I could be so stationed that I should be constantly within the ^{immediate} protection of the Government.

I have thus Sir, stated to you my present situation and apprehensions, fully satisfied that it is sufficient for you to know them in order to my procuring the relief or protection which may be the most proper in the case.

With Humble respect
our Obt Sevt.

Jacob Dunbaugh

10th Congress.] No. 230. [1st Session.
Burr's CONSPIRACY—TRIAL
AT RICHMOND, VIRGINIA.
COMMUNICATED TO CONGRESS, November 23, 1807.

Examination of Jacob Dunbaugh.

SATURDAY, September 19.

Mr. Hay. Will you describe the situation of the party at the mouth of the Cumberland river?

Witness. Am I to be confined to the Cumberland river?

Mr. Hay. You may go down to the Chickasaw Bluffs.

Mr. Botts. Go down to the Mississippi river, and whether you are to go further the court will instruct you.

Some desultory conversation here ensued on this point, after which the witness proceeded.

On the 26th December, 1806, very early in the morning, a small skiff, with four men and a Mr. Hopkins, arrived at Fort Massac. Some time after the arrival of this skiff, Captain Bissel, (commanding at the fort) detailed me for command to go to the mouth of Cumberland river to purchase a beef for him.

Question. What were you?

Answer. I was, and am still, sergeant in the army of the United States. He told me I was to call on

Colonel Burr with his compliments; and if Colonel Burr wanted my assistance, that I was to furnish it. Captain Bissel told me this Mr. Hopkins, who came in the skiff with four men, was going up with me. When we got half way up the Cumberland river, we stopped, and I asked Mr. Hopkins his business at Fort Massac, and he said it was to ask Captain Bissel whether he would oppose Colonel Burr's passing by the fort. I got to the mouth of Cumberland, about half an hour before sunset on the 26th December, and landed; Colonel Burr was then encamped on Cumberland island. After I had crossed over to the island, I saw Col. Burr, and delivered Captain Bissel's message. Colonel Burr said he was much obliged to him, and that Captain Bissel was very good; Col. Burr asked me "is not this my old friend?" I had seen him before. He said he believed I drank no brandy, and asked me if I would not have a glass of wine. When I drank I said "here's success to Col. Burr and his undertaking;" and Mr. Blannerhasset (this was the first time I ever saw him) stamped his foot and said "Amen." Colonel Burr told me I must take breakfast with him next morning; I replied that I would. On the 27th I saw Colonel Burr, and told him I was going to the garrison. He told me to bear his compliments to Captain Bissel, and asked me if I could take a barrel of apples to him; I told him I would. Whilst they were getting the apples on board, the wind sprung up very fresh, and I was not able to start. In the course of that

day I crossed him several times over to the Kentucky shore, and several of his men. During that day, Colonel Burr asked me how I would like to go down the river with him; I replied very well, if I could obtain the consent of my general; he said that would make no odds; he would fix it without. This was on the 27th, and on the 28th I called on Colonel Burr, and told him I was going to Fort Massac; he sent his compliments to Captain Bissel, but said he expected he would get there before me; I told him that he might man his barge as well as he could, I would arrive there before him. I arrived in the garrison some time in the afternoon.

Mr. Botts. There you may stop. It is impossible to progress without running into some impropriety, unless we ascertain the limits within which the witnesses are to be confined.

Mr. Hay observed that he did not mean to prove any *acts* at Fort Massac.

After some conversation, the examination proceeded.

Mr. Hay. Did you see any military parade?

Answer. I saw the men drawn up at the mouth of the Cumberland.

Question. How many men?

Answer. I did not count them; but I suppose there were about one hundred.

Question. What kind of men?

Answer. Generally, young men.

Mr. Wirt. Did they look like hard laborers?

Answer. The principal part did not.

Question. How drawn up? Were they drawn up in a line?

Answer. No; they were drawn up in three wings.

Question. What do you mean by three wings!—divisions?

Answer. [the witness here described their position, by drawing a figure on the floor with his foot.] They described three sides of a square; Colonel Burr was introduced by Colonel Tyler, beginning at the left; the party gradually fell in, and formed a circle.

Mr. Hay. How introduced?

Answer. He went round and shook hands with every man.

Mr. Hay. Did you not see some chests of arms?

Mr. Burr objected to this manner of putting the question.

Mr. Hay admitted he had put the question inadvertently; he merely wished Mr. Dunbaugh to state what he knows of the chests of arms.

Mr. Botts. State what you know of any chests of arms within the United States.

Witness. I did not see more than a few rifles at the mouth of Cumberland.

Mr. Hay. I think the court yesterday decided that we were at liberty to state any circumstances out

of the United States which were explanatory of the acts done within the United States.

On this topic a long and desultory discussion ensued. The Chief Justice at length decided, that if an overt act be laid at the mouth of the Cumberland river, if a military assemblage was said to be there assembled, that evidence beyond the limits of the States might be produced to show the military attitude of the party; that, with respect to this particular question, if the witnesses could show that no other arms were put on board, and if certain arms were put on board at a certain place, it was some presumption that these arms had been at the mouth of Cumberland river; and that he understood it was the intention of the prosecution to show that this party were in such a state at such a place, that they might be able to infer that the party were in a similar state at the mouth of Cumberland. In this point of view he conceived that such evidence was admissible.

Mr. Hay. State then, Mr. Dunbaugh, what you know on this subject. Did you leave Fort Massac with Colonel Burr?

Answer. I overtook him at New Madrid on the 1st of January.

Question. Did you then go down the river with him?

Answer. Yes; in his own boat.

Mr. Wickham repeated his objections to this kind of evidence. How was the witness to know

whether arms might not have been subsequently put on board the boats? He was not always in Colonel Burr's boat, nor was Colonel Burr's boat with the rest. Can this be good testimony?

Chief Justice. The attorney is to show that hereafter; he is to show that there was no connexion between the boats and the shore.

Mr. Wickham. But suppose he has no testimony to that effect?

Chief Justice. Whether arms were subsequently introduced is a mere matter of inference, dependent on the whole of the evidence on both sides. It depends on a variety of circumstances, such as the situation of the shore and the country, &c.

Mr. Hay. State then, Mr. Dunbaugh, what you know about the arms on board the boats?

Witness. Some time in January we left Bayou Pierre, and descended to Petit Gulph, three miles below, on the opposite side; Colonel Burr went ashore, and returned to the Petit Gulph; the boats all shoved off at once; Colonel Burr's was rather behind. The night we left Petit Gulph, Colonel Burr and Wyllie went into the bow of the boat for an axe, auger, and saw; they went into Colonel Burr's private room and began to chop; he ordered no person to go out, but I did go out; I saw a skiff lying aside of Colonel Burr's boat. After they had done chopping, a Mr. Pryor and a Mr. Tooty got out of the window; I got on the top of the boat, and saw two bundles of arms tied up with

cords, and sunk by cords going through holes at the gunwales of Colonel Burr's boat; I observed to Mr. Pryor that he must be careful to bring up the boat, or else it could not get close to shore.

Mr. Hay. How many arms were there?

Answer. There were about forty or forty-three stands I saw, besides pistols, swords, blunderbusses, fusees, and tomahawks.

Mr. Wirt. Is not the coast opposite to New Madrid a part of Tennessee?

Answer. No; it is the Indiana Territory.

Question. Were you on board any of the other boats? *Answer.* Several.

Question. Did they keep together?

Answer. They did when they could.

Question. Did you see arms in the other boats?

Answer. I saw several stands of arms, that is, muskets with bayonets, in Floyd's boat, and about twelve rifles.

Question. Were you near enough to Colonel Burr, at the mouth of Cumberland, to hear his observations to his party?

Answer. I was; he said there were then too many bystanders to divulge his plans.

Question. Were any men obtained, after you joined them?

Answer. One, who got aboard at New Madrid.

Question. Were you commissioned by Colonel Burr to obtain men?

Answer. No, not citizens.

Question. What do you mean by the word “citizens?”

Here Dunbaugh was stopped by the opposite counsel, and his examination proceeded no further on this day.

Conclusion of Jacob Dunbaugh's evidence.

MONDAY, September 21.

Mr. Hay. State what passed between Colonel Burr and yourself, about your getting people to join him?

Witness. I stopped before with saying that Colonel Burr had not spoken to me to engage citizens, but he had spoken to me about soldiers. On the 30th of December, after Colonel Burr had obtained Captain Bissel's consent for me to go with him, I went to Colonel Burr, where he was encamped, about a mile or two below the garrison at Fort Massac, on the Indiana side; Colonel Burr asked me into his cabin, (a private room he had,) and asked me if I could not get ten or twelve of the best men in the garrison to go along with him; I asked him how it was to be done; he said, “get them to desert;” I told him no; he asked me if I could not steal out of the garrison arms, such as muskets, fusees, and rifles; I told him that I would not, if I could, for him or any other man on earth; that I had always been well treated by the officers of the

army; I told him that I had a rifle of my own, and he told me to bring it with me, and he would pay me for it. ...I started then to the garrison, and prepared myself to go; that was, after Colonel Burr had obtained liberty of my captain.

The counsel for the accused contended that this kind of testimony was not at all relevant to the subject. After some discussion, the examination proceeded.

Witness. At the mouth of Cumberland, Walter Davidson engaged a man by the name of Casey.

Question. On what terms? *Witness.* I do not particularly recollect.

Question. How do you know that Davidson was the agent of Col. Burr?

Witness. He belonged to the party, and told me he was an agent for Col. Burr. The substance of the engagement was, he was to receive \$12.50 per month for six months, clothes and victuals for six months, and 100 acres of land, to fight against all opponents. This Mr. Davidson, Plumb, and Andrew Wood, were sent to New Madrid to enlist more men.

[The witness here returned to that point in his narration at which he had been interrupted on his former examination.]

When I returned to Fort Massac, on the 28th December, I gave Col. Burr's compliments to Capt. Bissel, and told him that Col. Burr had sent him a barrel of apples. The next day (29th) this Mr.

Davidson, Plumb, and Andrew Wood, came to the garrison very early in the morning, in a skiff, this was the time when they told me they were going to enlist more men for Col. Burr. They bought a skiff of me, that was left with me to sell by a Mr. Cutler, a surveyor; their own skiff was afterwards carried off by Col. Burr's party. That evening, after sundown, a barge came down to Fort Massac with twelve men in it; Col. Tyler and Major Hill were in it, and I think also Major Smith. They went up to Capt. Bissel's quarters, where they stayed about twenty minutes, and I then heard Col. Tyler tell the boat's crew to return to where Col. Burr was encamped, with some other instructions that I did not hear. Between 12 and 1 o'clock that night Col. Burr's boats passed by the fort, and landed about one or two miles below the garrison.

[*Mr. Hay.* How many men were then in the garrison? *Answer.* Forty four men. *Question.* Was that the usual complement of men? *Answer.* No; some of the troops had gone to Newport, and some to other places. *Question.* Was there any artillery? *Answer.* None. *Question.* How wide is the river at that place? *Answer.* About a mile wide.] Next morning Capt. Bissel told me to get six men, with the Clinker boat, to take him down the river a small piece. While the men were getting ready, a Mr. Fort, (perhaps his christian name was John,) who had been lying there several days, asked me how I would like to go along. I told him I should like it very well, if I

could get leave to go. He told me he had been speaking to Capt. Bissel the evening before, and that Capt. Bissel had consented to let me go. While the boat was getting ready, Capt. Bissel, Col. Tyler, Major Hill, and I believe Major Smith, came down. Capt. Bissel got into his own boat, the rest pushed off in the boat that had been lying there several days, and fell down in company with him to where Col. Burr was encamped. Capt. Bissel went into Col. Burr's boat, and, while there, Col. Burr asked him to let me go with him. I heard it, because though I was not in the same room, there was a thin partition between us, and I heard him ask Capt. Bissel: I did not hear Capt. Bissel's answer. Capt. Bissel came out, got into his own boat, and, after going one or two hundred yards, we landed and walked up to the garrison. On 30th December, while I was in the military store, a man came in, who brought two letters from Col. Burr, he gave Capt. Bissel one and the other to me. Capt. Bissel went out, and after I had done in the store he called me, took me through the sally port to the back of the garrison, and asked me whether Col. Burr had been speaking to me about a furlough. I told him no. He asked me whether I wanted a furlough to go. I told him, with his approbation and advice, I would take one. Capt. Bissel said he would not advise me, but if I wanted one for 20 days, he would give me one. He told me before the 20 days were out I should see the general. He asked me if Col. Burr had told me any

secrets, and, if he had, that I must keep them to myself. I accepted of Capt. Bissel's offer, and he told me to get ready to go with Col. Burr. I then went and saw Col. Burr, and the conversation passed about the men and arms, which I have already related. That evening (on the 30th December) Capt. Bissel sent for me to his quarters, and told me he was going to advise me what I was to do; he advised me never to forsake Col. Burr, that he would do something for me; he told me that if ever Col. Burr got on a field of battle, never to leave him on the ground: at the same time he made me a present of a silver breastplate. That evening I went to Capt. Bissel's for my furlough; he gave me a furlough, with a letter to Gen. Wilkinson, to be delivered by Col. Burr. Col. Burr had then started, and I was to give him the letter as soon as I overtook him. On the 31st December, being the day for muster and inspection, I asked Capt. Bissel if I was to show my clothing; I said they were all packed up and on board. He told me I must borrow some for inspection; which I accordingly did, agreeably to his orders. Whilst the men were on parade, I went to his lady's quarters to take my leave, and, on my return, Capt. Bissel having brought the men to a ground, he told me, "Dunbaugh, I wish you success, let you go where you will." I wanted to see Dr. Tuttle before I went, and Capt. Bissel told me if I had no particular business I had better go on, and if any one asked me where I was going, I was to say I was only going a

few miles down the river, and that I was coming back again. There was one of Col. Burr's boats with eight hands to take me to him.

We overtook Col. Burr on the 1st January, at New Madrid; I handed him the letter for Gen. Wilkinson, and he broke it open. I told him the letter was for Gen. Wilkinson. He asked pardon, took me into his cabin, and sealed it up. I asked him what boat I was to go in, and he said in his own, as its accommodations were better than in any other. We left New Madrid about 11 or 12 o'clock that day, (1st January.) Andrew Wood remained at New Madrid, and Plumb and Walter Davidson, who had been sent on to enlist men, got on board the boats, and Mr. Hopkins was left in their places to enlist. After we got into the stream, a keel boat came alongside, and took Col. Burr into another boat some hundred yards off. I saw him on the bow of that boat, giving some instructions, but I could not hear him. Maj. Floyd had charge of this keel boat and crew, and I understood they were instructed to be at Natchez in four days. When we got within 45 miles of the Chickasaw Bluffs, Col. Burr asked me if I would go ahead with him to Chickasaw Bluffs, in a small boat, as I was acquainted with the river. I told him I would. We got into a small boat with twelve more men, and he gave general orders to the other boats to follow on, so as to reach the Bluffs early next morning. We got there between 12 and 1 o'clock that night, (3d January.)

After we landed, Col. Burr told me I must go up to the garrison, and ask the commanding officer if he could not get quarters that night for himself and men. When I arrived at the garrison, I was conducted to Lieut. Jackson's quarters; he returned his compliments, and said he would furnish them with lodgings. Col. Burr went up with some of his men and supped. The next morning Col. Burr asked me if I was acquainted with the men in the garrison. I told him I was. He asked me if I could not get ten or twelve of the best men to desert. I told him I would not. He then said he would speak to them himself, and get two of the best men, and asked me to name them, which I did. [Upon being interrogated, the witness said there were nineteen men in the fort, few pieces of cannon, and the river about as wide as at Fort Massac.] Some time in the afternoon, I asked Col. Burr if he had got the men to go with him. He said he had. Some time that evening, he told me that Lieutenant Jackson and the other men would follow in a few days. That day Col. Burr employed a man, one Skinner, to run him some musket balls. He run him 600, for which Col. Burr paid him one dollar. He bought three dozen tomahawks out of the factory which Col. Burr distributed among his men; some he had helved. That day all the boats landed at the Bluff, and on the 5th they all started, except a small boat left for Col. Burr. He soon overtook us, and got into his own boat. No one came from the garrison with him. We proceeded

to a place called Palmyra, 35 miles above Bayou Pierre, on the 10th January. Col. Burr again asked me if I would go to Bayou Pierre with him.

Mr. Wickham asked the court whether the witness should proceed? How was this kind of testimony calculated to prove the overt act? How was it relevant to the charge? Was it not better for gentlemen to extract whatever they deemed material out of the witness by putting interrogatories?

Mr. Wirt. The witness was just coming to certain declarations of the accused, which directly related to the objects of this expedition; when he has arrived at Bayou Pierre, and is about to tell something that is important, he is stopped.

Chief Justice wished the attorney to put interrogatories.

Mr. Hay. Did you ever get out of Colonel Burr's boat to go into another?

Answer. Never, except at Chickasaw Bluffs and Bayou Pierre, when I went with Colonel Burr, at his particular request?

Question. Did you go ashore at Judge Bruin's? and state what happened there.

The counsel for the accused objected to this general interrogatory.

Chief Justice. Ask him whether any thing happened there respecting this expedition?

Mr. Hay. Perhaps the witness may omit facts, because he deems them unimportant, which I may

consider extremely relevant. Did any thing happen at Judge Bruin's respecting a publication? and state what it was.

Witness. On Sunday, the 11th January, while we were three or four hundred yards from the shore, Colonel Burr told me to arm myself with a rifle, and conceal a bayonet under my clothes; he told me he was going to tell me something I must never relate again; he then told me that General Wilkinson had betrayed him; that he had played the devil with him, and had proved the greatest traitor on the earth. I told him I could not believe it, and asked him how he knew it; he said he had seen published in a paper a letter, which he had some time before written to General Wilkinson in ciphers; he mentioned that General Wilkinson had made oath to this letter before the court, or in open court, I do not recollect which; he then told me he was fearful of being injured or taken; that I must keep a good look out about Judge Bruin's. Colonel Burr went into Judge Bruin's to breakfast, and I went into the cotton gin that was near the house; a boat came, and he told me to take a spy-glass and see whether it was his boat; I could not determine; he then directed me to go down, and, if it was his boat, to fire a musket.

Question. Where is Judge Bruin's?

Answer. About a mile and a quarter below Bayou Pierre.

Mr. Wirt. Where did he say he had seen the

paper?

Answer. The paper had been handed by Judge Bruin to Colonel Burr the evening before.

Question. What was the conversation at Judge Bruin's?

Answer. Colonel Burr asked him if he had any papers; he handed him this paper, and, after reading it fifteen or twenty minutes, he rose up, and said he must go to the boats.

Mr. Hay. Did the troops from the boats land there? *Answer.* Yes.

Question. With what view did the men go ashore below the mouth of Bayou Pierre?

Answer. They landed about two or three miles below, in the Louisiana Territory.

The opposite counsel objected to these questions, but were overruled by the court.

Mr. Hay. State what happened at the landing of the men.

Witness. Some days after the men landed, (they all landed,) Colonel Burr ordered ground to be cleared for a parade ground, for the purpose of exercising the men; I never saw the ground myself, nor the men exercising. Some of the men, however, are here; Dr. Menholland is one of those men who assisted in clearing off the ground. There was a guard of twelve men paraded at this place; Wyllie, for one, had a rifle and sword.

Mr. Wirt. Were there any Indians at that place?

Answer. None.

Question. What produced this guard?

Answer. They understood that the militia were coming to take Colonel Burr, and these twelve men were placed to alarm the boats.

Question. Was this before or after sinking the muskets? *Answer.* It was before.

The witness, upon being further interrogated, deposed: That a Mr. Lemaster had taken out of a hogshead, then in Mr. Blannerhasset's boat, a barrel of potatoes, with which he said he was going to fill the box of arms, so as to make it appear like a box of potatoes; that he was asked, in the presence of Colonel Burr, to go and help to clear the ground; that Colonel Fitzpatrick came to take an inventory of all the goods and arms that he could see; but that he did not see Colonel F. search for the arms.

Mr. Burr. Where was I all this time?

Answer. I know not, but I saw you handing two or three muskets out of the cabin window of your own boat into Mr. Blannerhasset's boat. The witness further stated that the arms which were sunk were sunk between Petit Gulph and Cole's Creek; that Colonel Burr was looked upon as the commander-in-chief of the expedition; that, in the night, his boat was distinguished by two lanterns, placed one above another, whereas the rest had but one; and that, in the day time, handkerchiefs were hoisted in some of the boats, by way of flag.

Cross-examined.

Mr. Burr. You say your furlough was for twenty days? *Answer.* It was.

Question. After the expiration of this furlough, were you not advertised as a deserter? *Answer.* I was.

Question. Were you taken up. *Answer.* I was not.

Question. When you got to Baton Rouge, did you write to General Wilkinson? *Answer.* I did.

Question. What did you write?

Answer. That my furlough had been taken from me; and that, if he would send me a furlough or a pardon, I would come on in three days.

Question. Did you promise to give any information against me? *Answer.* I did not.

Mr. Wirt observed that he was authorized by General Wilkinson to say that he had the original furlough given by Captain Bissel.

Mr. Martin. Did he send you a pardon?

Answer. General Wilkinson wrote to me to come down.

Question. Have you that letter?

Answer. No; it was taken from me at Baton Rouge; Governor Folk has it at this moment.

Question. Did you write to Captain Bissel?

Answer. I did; I mentioned to Captain Bissel that, as both of us might be injured by this transaction,

if he would say that he had sent me as a spy, it would clear both him and myself.

Question. When were you discharged from the army?

Answer. I was not discharged in 1805, when I travelled with you.

Question. Why were you discharged? show your hand to the court.

Answer. There is my hand, (one of the fingers appeared to have been injured;) I can show my discharge; I procured a substitute, and many have liberty to procure them.

Mr. Hay. Hand me the discharge. [The witness accordingly presented it.]*

Mr. Burr. Did you come round with General Wilkinson? *Answer.* I did.

Question. Were you subpoenaed? *Answer.* I did not know I was.

Question. Who requested you to come round from New Orleans?

Answer. I came by request of General Wilkinson.

Question. Did he say for what? *Answer.* He said as a witness.

Question. You gave a deposition in New Orleans? *Answer.* Yes.

* The discharge states that, "having served three years and six months, and being permitted to procure a substitute in his place, J. D. is hereby discharged."

Question. At whose request? *Answer.* At General Wilkinson's.

Question. When I came down the Mississippi in 1805, by whose orders did I have the men?

Answer. I thought by General Wilkinson's.

Question. Had they arms? *Answer.* I think not.

Question. Had they colors? *Answer.* They had, and they were flying every day.

Question. Did you not tell me you expected your discharge? *Answer.* Yes.

Question. Do you not know that the soldiers at Chickasaw Bluffs wanted to go with me, and I refused them?

Answer. I recollect that you wanted me to get them to go, but I refused.

Question. Did you not tell me that some of them wanted to go? *Answer.* I mentioned one or two.

Question. Did any go! *Answer.* No.

Question. Why? *Answer.* You told me that the lieutenant and all would follow in a few days.

Mr. Wirt. This previous voyage you took the year before. Were they not troops of the United States?

Answer. They were. *

Question. These soldiers; were they going where their company was?

Answer. The whole company were going to New Orleans; and this barge, with ten men, was sent on ahead.

Question. And this flag belonged to them?

Answer. It did.

Mr. Wickham. Were they regimental colors!

Answer. They were colors made for the barge.

Chief Justice. Did you tell Captain Bissel that Colonel Burr had applied to you to get the men to desert?

Answer. I did not.

Mr. Wirt. Did you not reject the proposition?

Answer. I did.

At the request of the Chief Justice, the witness here described the particular manner in which the arms were sunk. He said that they were so deep in the water as to prevent the boat from going within fifty yards of the shore. He also related his visit to Judge Bruin's, where Colonel Burr got the newspaper. He also stated, at the request of the court, the contents of his letter to General Wilkinson; that if he would send him the furlough, which Lieutenant Rodney had taken from him, or a pardon, he would be there in three days. General Wilkinson informed him that he had behaved very wrong in leaving the man he was going down with; but if he would come down, he should not be molested.

Mr. Wirt. Where did the party break up!

Answer. A few miles below Cole's creek.

Question. How far is Cole's creek from Bayou Pierre? *Answer.* About twenty-five miles.

Question. When was it that this parting speech

was made at Cole's creek?

Answer. About the 6th or 7th of February.

TUESDAY, September 22.

Jacob Dunbaugh was re-examined. He stated there were two keels and four batteaux; that Mr. Burr had told him, between Chickasaw Bluffs and Bayou Pierre, that his first object was to seize Baton Rouge, and make that his home until he could collect his forces, which he expected would amount to 10 or 12,000; he stated that Mr. Blannerhasset told him that Governor Folk, of Baton Rouge, would order the men to take the flints out of their guns; he said that some of the men went up the Red River.

Upon being cross-examined, he stated that he had made a deposition at New Orleans at the request, but not compulsion, of General Wilkinson; that he was well acquainted with the construction of batteaux; that they could go up stream, and that they were built for that purpose.

Deposition of Matthew Ellis.

SATURDAY, October 3.

Mr. Burr. What do you know of Dunbaugh? Did you see him at Baton Rouge?

Answer. I did. He told me that he had just got out of prison for debt, by paying part of the debt, and

giving bail or the rest.

Question. But what passed between you?

Answer. When I met him I was surprised to see him; he said he had been arrested in Natchez by Lieutenant Romney.

Question. For what cause? *Answer.* As a deserter.

Mr. McRae. At what time did you see him at Baton Rouge.

Answer. On Sunday, the 28th of March.

Mr. Burr. What further account did he give of himself?

Answer. He said that he had been sent down the river, that he had made his escape, and had demanded protection of Governor Grandpré at Baton Rouge. He said that he intended to stay there till he got his pardon from Gen. Wilkinson, which he had written for.

Mr. Burr. His pardon for what?

Answer. For desertion. He told me he had descended the river with you at Captain Bissel's request; and that he had written to General Wilkinson, that if a pardon was sent to him he would come down and give information of all that he knew against you. He also put a letter into my hands for Captain Bissel.

Question. What was the purport of that letter?

Answer. To inform him that he repented leaving the garrison at Fort Massac in that manner, and to request him to support the statement he had

made about leaving the fort. When he gave me that letter, he requested me to put it in the nearest post office, and not to let Lieutenant Romney have it.

Question. What did he propose to Captain Bissel in that letter?

Answer. I did not see that letter; and I know only what he told me. He told me that his letter to Captain Bissel corroborated that to General Wilkinson.

Cross Examination (excerpt)

Mr. Hay. Had you any previous acquaintance with Dunbaugh?

Answer. No, but I had seen him once before.
Mr. McRae.

Question. Were you never requested by any one to converse with Dunbaugh? *Answer.* No.

Question. Were you acquainted with none of the party before you saw them at the mouth of Cumberland? *Answer.* None, I believe.

Question. How came it to pass that you had the conversation with Jacob Dunbaugh?

Answer. It was accidentally. He came into the tavern where I was...

Deposition of Captain Daniel Bissel

SATURDAY, October 3

Mr. Burr. How came Dunbaugh to go?

Answer. After breakfast, while I was at my ice

house, Dunbaugh came and asked for a furlough for twenty days. He had previously asked me for a furlough to go down the river to do business. After a short time I agreed that he should go; this happened while on parade, and not at the back of the fort, as his testimony states. It is proper to mention that a boy had come up with two billets, one for Dunbaugh and the other for me. Here is mine. When I was in Colonel Burr's boat, he had asked me if I knew of any opportunity to send to St. Louis by the way of the lead mines, and whether he could procure an express. I told him that I had reviewed my garrison, and that I had thought of sending a messenger, and Dunbaugh to be that messenger, as he had a good horse; that if he would bear his expenses, Dunbaugh might go.

Mr. Burr. Is it not impossible to get an express in that part of the country?

Answer. It is. There is no population in the neighborhood of the garrison. The Indian title is just extinguished. They are just surveying the land, but it is at present a mere military post.

[Here Mr. Wickham read the letter in the following terms:]

SIR:

JANUARY 30.

If you will give Sergeant Dunbaugh a furlough for twenty days, I engage that he shall conform to the terms of it. In this case, he will not go to the lead mines.

Very respectfully, your obedient servant,

A. BURR.

Mr. Burr. Was Dunbaugh inspected?

Answer. He was, and mustered too.

Question. Did he show his clothes?

Answer. He did.

Question. Did you tell him to borrow any clothes in which he was to appear on parade?

Answer. I did not. His own clothes were then there, and are now in his own box at Fort Massac. He wanted to carry his clothes, but I forbade him. I gave him this furlough, with a pointed order to return at the end of twenty days.

FORT MASSAC, *December 31*, 1806.

Sergeant Jacob Dunbaugh, of my company, has leave of absence for twenty days from date, at which time he is to return to this garrison.

D. BISSEL,

Captain 1st Regt. U. S. infantry, comm'g.

Endorsement.

BRUINSBURG, *January 23*.

Sergeant Jacob Dunbaugh having expressed a wish to return to his company at Fort Massac, and there being no regular officer at this place, I have, from a respect to the public service, on his application, to request that he may be permitted to

join his company.

BENJAMIN BRUIN.

Endorsed: “on hour way to Pety Gulph directed to Joseph Calverts too miles from the gulph.”

When I handed him this furlough, I also delivered him a small billet for Gen. Wilkinson, informing him of what I had done: here is a copy of that letter.

FORT MASSAC, *December* 31, 1806.

SIR:

Sergeant Jacob Dunbaugh, of my company, having solicited the indulgence of a furlough for twenty days, and Col. Burr pledging himself that Dunbaugh should conform to the terms of it, I have thought proper to grant the indulgence, and hope it may meet your approbation. Col. Burr will inform you how I am and how situated. Mrs. Bissel is still confined to the house, but I think recovering.

I am, respectfully, your obedient servant,

DANL. BISSEL, Captain.

Gen. WILKINSON. (per Col. BURR.)

Mr. Burr. Do you remember sending me any message by Dunbaugh, to the mouth of Cumberland?

Answer. I remember well that I sent him to buy a beef, and told him, if he saw Col. Burr, he was to

present my compliments to him; but I did not tell him to proffer my services to Col. Burr, nor to any one else; I am an officer of the United States only; that part of his evidence is false.

Mr. Burr. Did you receive a letter from Dunbaugh while he was at Baton Rouge?

Answer. Yes. On the 11th of June I received a letter which he wrote me from Baton Rouge. There is no date to it; the post-mark is Washington, Miss. Ter. I received it with other letters from New Orleans.— Captain Bissel then read the following letter:

HONORED SIR:

With sorrow I take Pen in hand to inform you that I had to tell the officers that you sent me as a Spy against Col. Burr and had to make out of what I new againg him I wrote that you sent me on that Purpes the thought My Capt. was interrested I told them that he did not knew what Burr's mening was to take some men down the River with him. My Capt. thought as I had been down with him before that I cold find out what his intention was. Lieut. Roney took me up as a Diseerter and put me on board of the Schooner Revenge to send me to New Orleans but I did not go he tuck my furlow from me I told Him if He would give me my furlow that I would go to the General but he would not.

I should be thankful if my Capt. would send me some money if their is any for me and my Boots if my

Detes air paid. I wishd more than A thousand times I
had staid at Fort Massac I have nothing more But still
remain your humble Serv't

J, DUNBAUGH Sergt.

(In the margin.) John Preehard is in due me 3 Dollars.
DAN'L BISSEL *Capt. Commanding.*

*I am at Baton Rouge and will Remain untill I Get a
pardon.*

Mr. Burr. Had J. Dunbaugh been discharged
from service the year before?

Answer. Dunbaugh had been a faithful
sergeant, but I represented to General Wilkinson the
propriety of permitting him to find a substitute, who
could do more service, as he had lost the use of one of
his fingers. This defect is mentioned in the
advertisement of him as a deserter.

Mr. Burr. Has he been tried yet for desertion?

Answer. No: I have not yet preferred a charge
against him.

Question. Is he liable to a prosecution?

Answer. Yes, I suppose so.

Question. Did you ever make him a present of
a breastplate?

Answer. I did, but not at the time he has stated.
It was one day when I lost a son. Mr. Owens was
about leaving the garrison at that time, and presented

me with a very handsome breastplate. I gave my old one to my sergeant. This was about the last of October, or the beginning of November.

Question. Did you make a report to the Government, which has been published?

Answer. I think a letter of mine to the Secretary of War has been published, with a letter of General Jackson's.

Cross-examined.

Mr. Hay. Is this the furlough that you gave?

Answer. It is; but there is some endorsement on it, of which I know nothing.

Mr. Hay. Ay, that is some writing of Judge Bruin's.

Mr. Burr. Have magistrates a right to enlarge furloughs?

Answer. I know of no such thing in the articles of war.

Mr. Hay. Had you any previous acquaintance with Colonel Burr?

Answer. Yes. I had seen him at Fort Massac, in General Wilkinson's quarters.

Question. Did you know that Dunbaugh was going down the river?

Answer. Yes; I gave him permission; and such had been my confidence in Col. Burr, and such my ignorance of the movements in the Western country, that had he asked me for a sergeant and six men, I

should have indulged him.

Question. When you gave him his furlough, how far down the river did you expect him to go?

Answer. I supposed not farther than Madrid. However, I do not recollect that I gave him any particular injunction as to that point, because he was to return any time within twenty days.

Mr. Hay. You say that he was your confidential sergeant?

Answer. He was. I had raised him from a first corporal. He was illiterate, and I had requested him to learn to write. Perhaps I had set copies for him myself.

Question. You had a good opinion of him, then, till lately? *Answer.* I had.

Mr. Wirt. You said that Col. Burr wanted a messenger to go to St. Louis? *Answer.* I did.

Question. Do the lead mines lie on a land route to St. Louis? *Answer.* They do.

Mr. Wirt. I see, in Burr's letter, that Dunbaugh was not to go by the lead mines. Did you understand that he was going by them?

Answer. Oh! no; I supposed that he was going down the river to New Madrid; perhaps to bring back letters. I knew nothing of Col. Burr's movements.

Question. Did you conceive that Col. Burr guaranteed his return?

Answer. I had but a short conversation with Col. Burr, for I was at that time busy. Dunbaugh

applied to me for a furlough, but he had before applied to me for one to go to New Madrid.

Question. Then I understand you did not rely on Burr's guaranty?

Answer. I cannot say. When this billet was put into my hands, I was engaged on parade; and I believe I told Dunbaugh that I would see about it.

Mr. McRae. I think you said, that you knew nothing of this expedition!

Answer. I had heard that Col. Burr had been tried and acquitted in Kentucky, and I had heard it from travelling, ignorant people, who could not give me much information.

Question. Then you had received no such information as induced you to question the propriety of his movements?

Answer. None. I was acquainted with his standing, when he left the Senate of the United States. I respected him as a former Vice President of the United States, and I felt disposed to treat him with all the civility which was due to his rank.

Question. When you granted this furlough to Dunbaugh, did you not advert to his engaging in Burr's service, and exhort him to obey his orders?

Answer. I did not. I only granted him a furlough for twenty days.

Question. Did you speak at all with Dunbaugh when he applied for the furlough?

Answer. I recollect to have told him that

Colonel B. had also applied for him to go. I always speak to my men when they go on furlough, to enjoin on them propriety of conduct. I did not call him to my room and give him any private instructions, as his testimony states. I might have called him before me, and told him to treat Col. B. with politeness. I so felt towards him both at that time and in 1805.

Mr. Burr. Have you the advertisement of desertion?

Answer. Yes; it is filed in court. It was read.

TEN DOLLARS REWARD.

FORT MASSAC, *January 19, 1807.*

Deserted, on the 19th of January, 1807, when on the indulgence of a furlough, Jacob Dunbaugh, sergeant in Captain D. Bissel's company, 1st United States' regiment of infantry. He is of a Dutch descent, and is about twenty-eight years of age, five feet one and a half inches high, brown hair, blue eyes, fair complexion. He is by trade a hatter. He has lost the use of one of his fingers on the left hand, which stands crooked inward. Whoever will take up said deserter, and deliver him up to any military officer in the United States, shall receive the above reward and reasonable expenses.

DANIEL BISSEL, *Capt. com.*

[Endorsement.]

I do hereby certify that the within advertisement, among several others of the same tenor and date, was handed to me by Captain Daniel Bissel on the morning of my departure from Fort Massac, 1st of February last; which advertisements I distributed in the Territories of Mississippi and Orleans. I do further certify, that Captain Bissel requested me to make use of every exertion in my power to have the within mentioned deserter apprehended.

Given under my hand, this twenty-eighth day of July, at Nashville, in the year 1807.

THOS. A. CLAIBORNE.

When Dunbaugh overstayed his time, I wrote to some of my friends, among the rest to Lieutenant Hughes, requesting him to report to General Wilkinson the desertion of Dunbaugh; I expressed the great confidence I had in him, my anxiety lest he should have been deluded away by the followers of Colonel Burr, or lest he should be sick. If he was sick, I requested Mr. Claiborne to furnish him with some money; if he was not, to advertise him as a deserter.

Mr. Hay. Have you any objection to produce that letter?

Answer. I will look at it, and then determine. I presume it would be unnecessary to state the

civilities which have passed to and from Colonel Burr. On Butler's trial I was frequently with him in the morning. He had been acquainted with Mrs. Bissel from a child. He had sent her a barrel of apples from the mouth of Cumberland; and she had returned some little thing or other, such as preserves...

from "*Records of Men Enlisted in the U. S. Arm Prior to the Peace Establishment, May 17, 1815.*"

...No. 2401; Name, Dunbaugh Jacob; Rank, Serg.; Company Commander, Capt. Lockwood; Enlisted, Aug. 11, 1805; Five Years. Remarks: G. O. St. Louis, Jany 24/06 transferred to Capt. Daniel Bissel's Co. M. R. Capt. Danl Bissel's Co, June 30/06, Present. Letter Dated May 15/09, to be discharged the service at the expiration of 3 month confinement by sentence of C. M. Drumming out remitted.

from “Roster of *Ohio Soldiers In The War Of 1812.*”
(excerpt)

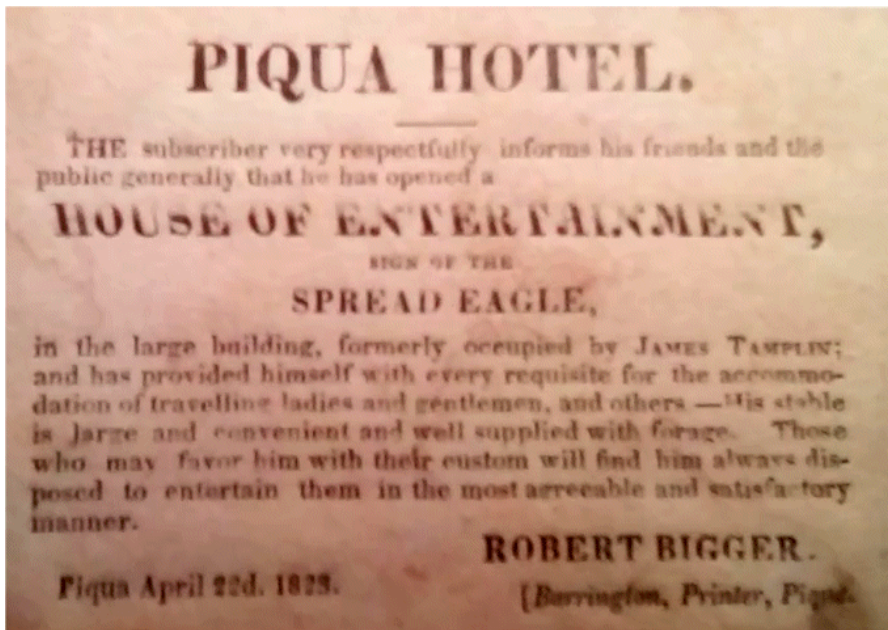
...Served from July 28 until September 3, 1813.
Capt. Jehiel Gregory, Lieut. Jacob Dunbaugh...

from the *War of 1812 Journal of Nathan Newsom*, as
cited in, “*The Ohio.*” by R. E. Banta, 1998.

“Most of our officers as well as the men are as yet destitute of the qualifications requisite in military life. Tho we had a capable adjutant who left us on the banks of the Mad River. The causes he left us is by some to be, that he found his necessary expenditures nearly to amount to his income; and that he was dissatisfied with some of the officers. His name is Jacob Dunbaugh—as a disciplinarian he is exemplary, as a gentleman and officer highly respectable having merited the approbation and confidence of the soldiers, they viewed his departure with the utmost regret.”

from the "*History of Athens County, Ohio*," by Charles M. Walker.

...In 1815 Judge Barker moved to the town plat and took the "Dunbaugh House," which stood where the "Brown House" now stands, and which had been kept for a few years by one Jacob Dunbaugh. Mr. Barker kept tavern here till 1818, when he bought the lot where he now resides...



PIQUA HOTEL.

THE subscriber very respectfully informs his friends and the public generally that he has opened a

HOUSE OF ENTERTAINMENT,

SIGN OF THE

SPREAD EAGLE,

in the large building, formerly occupied by JAMES TAMPLIN; and has provided himself with every requisite for the accommodation of travelling ladies and gentlemen, and others — His stable is large and convenient and well supplied with forage. Those who may favor him with their custom will find him always disposed to entertain them in the most agreeable and satisfactory manner.

ROBERT BIGGER.

Piqua April 23d. 1823. [Barrington, Printer, Piqua.]

advertisement for the Piqua Hotel in Piqua, Ohio, run by Robert Bigger (1794-1833).

from “*The Sauks and the Blackhawk War: With Biographical Sketches, etc.*,” by Perry A. Armstrong, 1887. (excerpt)

Fifth Regiment — Col. James Johnson.

Capt. John G. Adams' Company, from Tazewell county; Lieutenants B. Briggs and Jno. O. Hyde; Sergeants M. Reeder, James Wright, Seth Wilson and Jno. Ford; Corporals H. Cline, C. Rhodes, H. Hartside and D. Hanger.

Privates — D. Alexander, David Alexander, P. Berry, J. Ballard, Thos. Briggs, E. Bemis, S. Baxter, Jno. M. Barlow, Redick Council, Green Cullum, Wm. Cline, Jno. Coffey, O. Craig, Jas. Conner, D. Carter, Jas. W. Crain, P. Dunbaugh...

from the “*Journal of the House of Representatives of the State of Ohio*; Being the First Session of the Thirty-ninth General Assembly Held in the City of Columbus and Commencing Monday, December 7, 1840, and in the Thirty-ninth Year of Said State.” (excerpts)

EXTENSION MIAMI CANAL

Contractor’s Name: C. P. Dunbaugh
Date of Certificate: March 8
Amount of Certificate: \$226.00
Date of Check: --
Amount of Check: --
Amount Retained to Insure Completion: \$298.00

Contractor’s Name: C. P. Dunbaugh
Date of Certificate: June 8
Amount of Certificate: \$884.00
Date of Check: June 3
Amount of Check: \$1,000.00
Date of Certificate: October 16
Amount of Certificate: \$952.00
Date of Check: October 16
Amount of Check: \$790.00
Amount Retained to Insure Completion: --

from “*Documents, Including Messages and Other Communications Made to the Forty-Fourth General Assembly of the State of Ohio,*” Volume X, Part II, 1846. (excerpt)

SECTION 53 AND EAST ST. MARY’S

...It appears, from the papers of E. R. Mahin, on his application for and additional compensation for the construction of section No. 53, as found in volume 3 of the records of the Board of Public Works, at page 197, that this section was originally let to C. P. Dunbaugh, who employed E. R. Mahin to superintend the work upon the same. Mr. Mahin says that it was the intention to have finished the work the first season, but that, at the request of Mr. David Bates, the engineer, and who said the balance of the section could not be laid out at that time, he, (Mahin,) bought out Dunbaugh, and suspended the work, on a pledge from Mr. Bates, that the State would indemnify him. A basin was laid out, upon this section, on the lands of David Bates, the engineer, for the accommodation of warehouses, to be built upon the same; and the earth taken from the canal and basin, was deposited upon the land of said Bates, for the purposes of filling up, and leveling the inequalities of the same, so that lots and streets could be laid out, on what would, otherwise, have been uneven ground...

from “*Historic Morgan and Jacksonville,*” compiled in 1884-'85 by Charles M. Eames, editor and proprietor of the Daily and Weekly Journal. (excerpts)

...Kibbe & Lathrop (groceries and dry goods) hold forth under the Morgan House, (afterwards Mansion and now Park Hotel)...

...C. P. Dunbaugh keeps the Morgan House...

from: *Grand Lodge of Illinois, Independent Order of Odd Fellows.* (excerpt)

...1853 Charles P. Dunbaugh, Deputy Grand Master Odd Fellows Lodge 16...



Clarissa Ellen Bigger



Charles C. P. Dunbaugh

from “*Reports of Cases Determined in The Supreme Court of the State of Illinois from November Term, 1856, to April Term, 1857, Both Inclusive.*” Volume XVIII, by E. Peck, Counselor at Law, 1869.

**Decisions of the Supreme Court of the
State of Illinois December Term, 1856**

MURRAY MCCONNEL, Appellant, v. THE DELAWARE
MUTUAL SAFETY INSURANCE COMPANY *et al.*,
Appellees. (excerpts)

APPEAL FROM CASS.

...On the 10th of August, 1853, complainant filed his bill in chancery, in the Cass Circuit Court against the Delaware M. S. Insurance Company, Peter Sweat, David Logan, John Q. Van-Ness, Benjamin E. Roney and Charles P. Dunbaugh...

...One C. P. Dunbaugh is illegally in possession of certain trunks containing jewelry, etc., claiming to retain them, under Sweat, for the same object the goods mentioned in the assignment are held...

...J. GRIMSHAW and M. MCCONNEL, for Appellant.
A. LINCOLN and H. E. DUMMER, for Appellees...

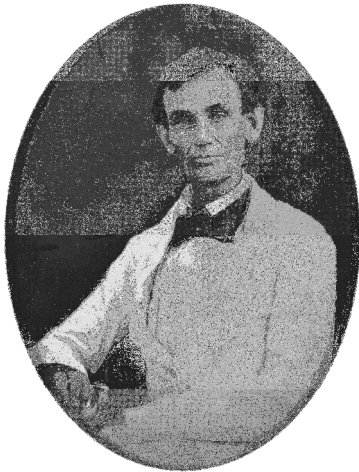
*...decree affirmed**

* The court decided the case in which Sweat (acting as agent for the

from “Illinois Historic Marker Project” (excerpt)

Inscription from Beardstown, IL historic plaque.

“Abraham Lincoln had just won an acquittal for his client William Duff Armstrong in what is now known as the celebrated Almanac Trial of May 7, 1858. At the conclusion of the trial, held on the second floor of the Cass County Courthouse in Beardstown, a young entrepreneur named Abraham Byers invited Lincoln to walk to his nearby studio for a short photography session. No doubt, Lincoln was tired and perhaps looked forward to supper and then retiring to his room at the Dunbaugh House...”



Delaware Mutual Safety Insurance Company) sold a policy to Roney, who set fire to his place of business and claimed loss of goods greater than what was actually destroyed. Acting for Sweat, Logan & Van-Ness took a trunk of goods Roney claimed to have lost, which included jewelry, etc., then stored it at Dunbaugh's. Justice John D. Caton delivered the decision, upholding Sweat's claim to ownership. PDS

from “The Patriotism of Illinois: A Record of the Civil and Military History of the State in the War for the Union,” Volume II, by T. M. Eddy, 1866. (excerpt)

THIRD ILLINOIS CAVALRY

The Third Cavalry was organized at Camp Butler, and was mustered into the three years' service on the 26th of August, 1861. The following is the original roster:

*Colonel, Eugene A. Carr; Lieutenant-Colonel, Lafayette McCrellis; 1st Major, Thomas Hamar; 2d Major, James M. Ruggles...
...Co. C—Captain, Charles P. Dunbaugh; 1st Lieutenant, David Black; 2d Lieutenant, Augustus W. Tilford....*

from “*Roster of Company ‘C’ Third Illinois Cavalry*”
(excerpt)

...DUNBAUGH, Charles P., Captain, Beardstown,
August 21, 1861, Resigned May 16, 1862...

The Pleasant Weekly Leader
Pleasant Hill, Missouri
September 3, 1869

**LEONARD,
DUNBAUGH
& COMP'Y,
BANKERS,**

And Dealers in

FOREIGN AND DOMESTIC EXCHANGE.

Interest allowed on time De-
posits.

Liberal accommodation ex-
tended to regular customers.

Government, State, County,
and other Securities
bought and sold.

OFFICE in new Brick on Wyoming-st.

PLEASANT HILL, MO.

(1871)

The Daily Chieftain
Published by Lambert & Co.
Pueblo, Colorado, Friday, June 7, 1872

109 17

HOTELS.

CHILCOTT HOUSE.

PUEBLO, COL.

C. P. DUNBAUGH, Prop.

This well known and popular hotel has just been

RENOVATED THROUGHOUT!

The table is always supplied with the best the market affords, while every attention is paid to the comfort and convenience of guests. The patronage of the public is respectfully solicited.

Attached to the hotel is an elegant

BAR AND BILLIARD ROOM,

and the best Wines and Liquors kept constantly on hand.

may27dtf

The Daily Chieftain
Pueblo, Colorado
Sunday, August 25, 1872

The social skip in order of Tom Bradford, Clay Chilcott, and Scott Chilcott, at the Chilcott house the other evening, was the most social sociable we ever attended. The proprietors, Messrs. Dunbaugh Brothers, kept open house free of expense, and used their utmost endeavors to make everyone happy. The boys intend to leave for Lancaster, Pennsylvania, this morning, and much as we regret this, hope that they will have a pleasant time, and come back loaded with collegiate honors.

New York Times
New York, New York
November 7, 1872

**A Burglar Hung by a Mob—His Jailer Dies from
Heart Disease.**

From the Denver (Colorado) News, Nov. 2

The *News* announced, a few days ago, the arrest of a person named White for burglarizing several rooms at the Chilcott House, Pueblo. Sheriff Cook, who made the arrest took the prisoner to Pueblo and turned him over to the authorities there. He was

examined and bound over in the sum of \$8,400. With the most audacious cheek he pleaded not guilty, alleging that the property found in his possession was handed to him by another party in Denver, and that he was entirely ignorant of receiving stolen goods. It will be remembered that he confessed to Sheriff Cook having taken the watches and the money from the Chilcott House. His ride to Pueblo made him forget this circumstance. After his examination he was remanded to jail.

During the night of Tuesday, several parties—as yet unknown to the general public—took it into their heads to dispose of White's case in the most summary manner. Going to the jail they effected an entrance by some means, and bound and gagged the jailor, after which they took White from his cell and led him to a telegraph-pole about 200 yards from the Court-house, and there hung him. The body was discovered dangling, bareheaded, barefooted, and with no clothes except pantaloons and shirt. The corpse hung there until noon, when it was cut down and interred. The rope used was a common clothes-line.

One of the most singular features of this tragedy is yet to be recorded. The jailor, Mr. Briggs, who was in charge of the jail, and who was bound as above stated, died on yesterday, within ten hours after White was taken from the jail. It is said that his death was caused by heart disease, superinduced by the excitement attending the night before.

Colorado Daily Chieftain
Pueblo, Colorado
March 22, 1873

Personal

There is a rumor to the effect that Mr. C. P. Dunbaugh has sold his furniture and lease of the Chilcott House to Mr. R. L. Hatten, of Denver.

LINDELL HOTEL.

G. C. NOBLE. GEO. T. BREED

LINDELL HOTEL.

EVERYTHING FIRST CLASS
in each of the various
DEPARTMENTS.



THIS HOUSE
has been refurnished with
New and Elegant Furniture.

Santa Fe Avenue and Fifth St. PUEBLO, COLORADO.

This house is now open, and public patronage is solicited. We
guarantee it first-class in every particular.

July 9, '75-dtf NOBLE & BREED, Managers

Colorado Chieftain
Published by Lambert & Co.
Pueblo, Colorado, May 7, 1874

FROM THE GREENHORN.
**The Greenhorn River—Scenery—Soil—
Farming—Water—Etc., Etc.**
(Correspondence of the CHIEFTAIN)
GREENHORN, April 29, 1874.

EDITOR CHIEFTAIN:--A man who has been a diplomat and representative of this glorious union in "Merrie England," an inn keeper on the "Muddy" and a cow herder on the "Apache" as well, as a really efficient editor of the popular CHIEFTAIN is or should be an appreciative admirer of beautiful scenery—whether this be painted by an accomplished scenic artist or by the grand and wonderful pencil of nature—and a lenient critic of a correspondent who has to attempt to gather items of interest from the regions from around about Greenhorn Crossing. Taking it for granted that you are all that you should be with your varied experiences, your correspondent has the nerve to inflict upon you a very dull letter, hoping that some of your readers may find something in it that may be of interest to them, provided you give it a place in your valuable and usually interesting columns.

THE GREENHORN RIVER,

A glance at the map of Colorado will reveal the fact that the Greenhorn River is a southern tributary of the St. Charles river, which is a southern tributary of the Arkansas, and that it arises in the Greenhorn range of mountains and flows in an easterly and northerly course to its confluence with the St. Charles. Following the meanderings of this stream, the distance from its source to its mouth is about thirty miles, and its valley, which is remarkably beautiful and fertile, varies in width from one quarter to one and a half miles. The main tributaries of Greenhorn are the "Muddy," on the north, the source of which is in the Greenhorn range, not over two miles from that of the Greenhorn and the Graneros, which also rises in the Greenhorn range south of the Greenhorn, and flows east and north until it joins that stream about ten miles from its mouth. The valleys of this river and its tributaries are among the best agricultural lands in Colorado. The soil is a dark alluvial deposit, made up of a rich black and gray loam mixed with sufficient sand to give a genial warmth and sufficient silica to insure strength to the fibre of the straw of the smaller cereals and of a depth nearly equal to that of the delta land of Louisiana. From this description it can be seen that the ground of these valleys, must be exceedingly productive, providing the climate is favorable for agricultural purposes and facilities for irrigation sufficient. In this connection, your correspondent can write knowingly, as he has not only

interviewed the oldest and wisest inhabitant, but has traveled these from very near their sources to their mouths and noted carefully the condition of things in this respect at a very unfavorable season. The result of his observations and inquiries is that nearly every variety of vegetables and cereals that is cultivated in the western, middle and eastern states, can be cultivated successfully and profitably in these delightful valleys. It is also a patent fact that the yield from all vegetable or grains planted and properly cultivated and gathered in these, is unusually large. The shrubberies and trees of these valleys, are mainly the willow, cottonwood, scrub-oak, wild plum, wild cherry, wild rose, and wild current. Luxurious grasses which afford abundant crops of hay when properly protected from stock, abound almost everywhere and already hay is one of the paying productions of this region. Between these valleys, are extensive mesas which are covered with grasses that afford grazing for great herds of cattle which are living treasures to their fortunate possessors. Near the mountains these mesas become elevated table lands covered with pine and pinon forest and scrub oak groves as well as excellent grasses, and nice lumber and fuel wood are among the staple productions of the Greenhorn country. The source of the Greenhorn and its tributaries being in a mountain range, which, at points reaches an elevation of over twelve thousand feet and where the snow fall is very considerable every winter, these streams are

never dry, and even when droughts prevail in many parts of the country, they afford sufficient water for all irrigating and domestic purposes. The advantages that this favorable section of Southern Colorado afford, have not been overlooked by the pioneer settlers of this country, and already nearly the entire extent of the valleys in question are possessed or claimed by actual settlers. Already many fine ranches are cultivated and fairly improved. Among these, the Hicklin ranch is the largest and most productive, and that of C. P. Dunbaugh the most expensively and skillfully improved. Your correspondent has had the pleasure of visiting and inspecting this fine farm which is located about four and half miles below the crossing of the Greenhorn, through the kindness of its courteous owner, and knows whereof he writes. This letter has already assumed proportions beyond the average limits, still it cannot be concluded without a brief notice of SEAR'S STATION at the crossing of the Greenhorn. This comfortable country inn, with its ample stables its trading store thoroughly stocked with general merchandise and grain and feed of all kinds, its surrounding fields well cultivated and the delightful and beautiful scenery which make its surrounding attractive and lovely is centrally located in this beautiful valley, and is a central and important feature of the section. The Greenhorn post-office is located at this point, the headquarters of the Greenhorn precinct is here and here travelers can

always find abundance of feed and good stabling for their teams and excellent meals and comfortable accommodations for themselves. The proprietor of this station Mr. George Sears and his estimable wife attends personally, to the wants of their patrons.
B.



Old Greenhorn

Colorado Chieftain
Published by Lambert & Co.
Pueblo, Colorado, Wednesday, August 11, 1875

Greenhorn

Democratic Primary Convention

EDITOR CHIEFTAIN: According to previous notice, the democracy of this precinct, No. 7 met at two o'clock this evening, and was duly called to order by Capt. C. P. Dunbaugh, of the county democratic committee, who nominated Samuel Edwards, Esq., as chairman of the meeting; Mat Riddlebarges was chosen secretary. The object of the meeting having been stated, Mr. C. W. Goss, moved that a committee of three be chosen to report a full and complete list of names of the democratic voters of this precinct. John Warner, C. W. Goss, and Robt. McCollum; were elected as such committee. Twenty-eight names were reported as being present and entitled to vote. It was moved by John Waldron, and carried, that the two delegates from this precinct be voted for on one and the same ballot. The motion was discussed by Messrs. Waldron, Dunbaugh, Col. Hicklin, John Warner, and others. Mr. McCollum placed in nomination John. M. Waldron and C. W. Goss as delegates, there being no other candidates. On motion of Capt. C. P. Dunbaugh, Messrs. Waldron and Goss were declared elected by

acclamation. Samuel Edwards and Mat Riddlebarger were nominated for justices of the peace, John Frink for constable, and C. W. Goss for road overseer. The meeting then adjourned.

SAMUEL EDWARDS, Chairman,

MAT RIDDLEBARGER, Secretary

GREENHORN, August 8th, 1875

from the "*Odd Fellows Companion: Devoted to the Interests of the Independent Order of Odd Fellows and General Literature – Friendship, Love, and Truth.*" Volume XVIII, 1876.

THE NEWS.

RECEPTION TO THE GRAND BODIES.—At nine o'clock this morning, the Odd Fellows Of Denver left the Lodge-room, on Lawrence street, for the purpose of receiving the Grand Lodge and Grand Encampment of Colorado. The division was under command of D. J. Cook, Chief Marshal, A. W. Hogle, Aid, and headed by Prof. Osten's Centennial Band. Following the band were the officers of Germania Lodge, No.14, Denver Lodge, No. 4, and Union Lodge, No. 1, with Wm. Wise as Marshal. Following these was the battalion of armed Patriarchs, under command of I. N. Rogers, Captain. The Patriarchs turned out in full uniform, and

in large numbers, thereby not leaving so large a representation for the Lodges as there would otherwise have been. Arriving at the Inter-Ocean Hotel, the Grand Encampment, (J. M. Fowler, Grand Patriarch), the Grand Lodge, (C. P. Dunbaugh, Grand Master), the two Grand Bodies being under command of J. L. Bell, acting Grand Marshal, was received, and the division marched through the principal streets. Arriving at the Lodge-room at half-past ten, Grand Representative Elder, P. G. M., in behalf of the Denver Odd Fellows, welcomed the Grand Bodies. Mr. Elder alluded to the fact that Denver was the nucleus of Odd Fellowship in the entire Rocky Mountain region, and that the several Lodges and Encampments always work in harmony together. He also alluded to the amount of work done in assisting strangers—scarcely a Jurisdiction in this country, in Europe, or other foreign countries, but whose records speak of the liberality of the Brothers in Denver. To the Grand Bodies now in session, a tree use of Lodge and Encampment properties was freely offered. Grand Master Dunbaugh responded in behalf of the Grand Lodge; and, at the request of the Grand Patriarch, O. O. Kent, P.G.M., made the response in behalf of the Grand Encampment, at the close of which the Grand Lodge went into session.—*Times*, October 16.

Colorado Chieftain
J. J. Lambert – Publisher
Pueblo, Colorado, Thursday, November 30, 1876

Greenhorn Notes
GREENHORN, Nov. 23

Capt. C. P. Dunbaugh is still confined to his room. He has been very low, but under the skillful treatment of Doctors Pollock and Litteral he is improving fast. The old gentleman says the election of Tilden was good medicine.

Colorado Chieftain
J. J. Lambert – Publisher
Pueblo, Colorado, Thursday, March 1, 1877

AN ODD FELLOWS LODGE was instituted at Graneros, on the 22nd instant, called Ark lodge, No. 28—Charles Sears, N. G. The members of the order in attendance from this city who assisted at the institution, consisting of William Cochrane, D. D. G. M., Gen. G. W. Morgan, C. C. Dunbaugh, Capt. W. H. Conner, John McCormick, Henry Iles, H. R. Francis and C. S. Whipple, returned last evening. The new lodge was instituted under the most favorable and encouraging circumstances, and the “Boys” evidently

had a good time, as is always the case with all who are so fortunate as become the guests of those princes of good fellows, Capt. Dunbaugh and Charley Sears.

From Graneros

GRANEROS, February 23. – The weather is delightful and the farmers and stockmen are preparing for the opening of spring. Plowing has already been commenced and every one is in high spirits.

C. P. Dunbaugh keeps the thirty-one mile house and a better place for travelers to stop at could not be found anywhere.

A new Odd Fellows lodge was instituted on the 22d, and named Ark Lodge No. 28, I. O. O. F. A number of members from Pueblo Lodge No. 8 were in attendance to assist in the dedication, consisting of Messrs. Cochrane, Morgan, Dunbaugh, Conner, McCormick, Francis, Whipple and Iles. The lodge room is over Sear's store and is comfortably fitted up. The members from Pueblo during their stay were the guests of Capt. C. P. Dunbaugh and Mr. George Sears, and they thoroughly appreciated the kindness extended them.

In the evening a good old fashioned country dance was given at the school house near the residence of Mrs. Frink. Frank Dunbaugh and Johnny Frink were the managers of the affair. About twenty-five couples were present, including several from Pueblo, and dancing was kept up until daylight. A splendid supper

was provided at the residence of Mrs. Frink, whose hospitality is too well known to need any recommendation. The music was excellent, and taken as a whole it was undoubtedly the most pleasant party we have attended for some time, and in conclusion I would say to all, if you wish to enjoy yourselves attend one of these dances.

H.

Colorado Chieftain

J. J. Lambert – Publisher

Pueblo, Colorado, Thursday, August 23, 1877

Personal

...Frank Dunbaugh, Esq. from the Graneros Store, is in town...

Colorado Chieftain

J. J. Lambert – Publisher

Pueblo, Colorado, Thursday, October 25, 1877

I. O. O. F.

The tenth annual session of the right worthy grand lodge of the State of Colorado closed its labors on Thursday last. An unusual amount of business was transacted, and nearly every lodge in the state

represented. A recapitulation of reports exhibited a flattering increase in membership, and the order is reported in a prosperous and flourishing condition. Captain C. P. Dunbaugh is one of the nominees for representative to the grand lodge of the United States. Wm. Cochrane was chosen grand herald, and Captain W. H. Conner received the appointment of deputy grand master for this (Eighth) district.

Colorado Chieftain

J. J. Lambert – Publisher

Pueblo, Colorado, Thursday, January 3, 1878

Just as we go to press, we learn that Capt. C. P. Dunbaugh's residence, on the Graneros, including nearly all the contents, was destroyed by fire on Dec. 30. A little child was nearly burned.

Colorado Chieftain
J. J. Lambert – Publisher
Pueblo, Colorado, Thursday, January 10, 1878

FIRE ON THE GRANEROS

Burning of Captain Dunbaugh's Residence— Narrow Escape of a Little Child.

Our correspondent at the Greenhorn, under date of December 31st writes as follows:

“One of the worst calamities that has ever befallen our community was the almost complete destruction with all its contents, of the residence of Captain C. P. Dunbaugh. It happened yesterday about noon. The houses were entirely consumed, together with all the contents. When first discovered by little Eva, her mother being occupied in another room, the flames had taken possession of the sitting room, where lay the babe and pet of the household. When the cry of alarm was given by Eva, in rushed the mother, and fighting the fire fiend rescued the child, with her cradle clothes on fire. The little innocent has to bear with a burnt hand and arm. With the destruction of the buildings and contents went memorials and relics of a long life, gathered from the past. To those who lose these treasures comes a feeling of sorrow second to no other. The family apparel, precious mementoes, and all—all went in a few moments. We may say to the readers of the CHIEFTAIN that the captain has

raised himself above this sad calamity, and has already gathered himself and will wrestle with coming time. The buildings were of pine and contained eleven rooms, and for miles around the flames were seen by many willing hands, but ere their arrival all was in ruins.

Before closing I am requested by Captain Dunbaugh and wife to return their warmest and most sincere thanks to the kind friends who so nobly and continually labored to save their property. All worked and did their very best.”

The buildings occupied by Captain Dunbaugh were those formerly owned by Charles Johnson, Sr., and known as the Graneros stage station. They were constructed partly of frame and partly of logs, and the destruction must have been very rapid. The CHIEFTAIN extends its heartfelt sympathies to Captain Dunbaugh and family, in which we will be joined by their many friends in Pueblo.

GREENHORN

**Christmas Festivities – Marriage Bells – Etc.
GREENHORN, December 29—Merry Christmas to
all of the CHIEFTAIN boys, is the wish of their
numerous Greenhorn friends. (excerpts)**

From Christmas day until the present has been one continued round of fun and enjoyment, and as your valuable paper likes to send forth all of its friends the

news of the country, we will try and give the general news from here...

...A splendid and magnificent supper was prepared under the supervision of Capt. Dunbaugh and lady. The vast crowd on announcement of supper passed from the hall to the residence of Capt Dunbaugh, and seating themselves around the well-prepared table; talk, jest and enjoyment for the time and then a grand rush for the ball took place, dancing again commenced and was continued until the broad daylight told the happy and wearied folk that home and its duties called them away.

I must tell your readers that a finer appearing company could not be found in any part of our pleasant Southern Colorado. Among them we noticed Mrs. and Miss Dunbaugh, Mrs. Howard, Mr. Caveness and lady, Miss Allie Meredith of the Grenaros neighborhood. From Greenhorn, Mrs. E. Hicklin, Mr. Alex. Kicklin and lady, Miss Helm, Miss Frink, Mrs. John Austin, Miss Rose and Delphia Sheets. From the mountains came Miss Allie Doze, Mrs. Wm. Fisher, Miss Mattie Miller, the Misses Butler and Walters. From the Apache we noticed the pleasant Mr. and Mrs. Childs with the charming Miss Chase, Briggs Whitman, Ham Pope and others; Miss Lucretia and Sarah Williams, daughters of our county commissioner, John Williams, from the Lower Graneros. Among the gentlemen we noticed the venerable and majestic Rev. E. M. Beckwith, Messrs.

Miller, Marshal, Dunbaugh, Parsons, Tom Hicklin, George Dotson, Lycurgus Williams, Wm. Sherman, Tim Howard and others. All passing away from this pleasant time will gladly remember this our Christmas of 1877.

Arrangements having been contemplated before the close of festivities, the people of our community agreed to have another general good time at the same place on New Year's day. Everything promises to be what this people will have—a regular good time.

The excellent music furnished must be remembered. It was presided over by Profs. T. C. Howard, whom your correspondent lately lost in the Huerfano Cañon; Wm. Fisher, recently lariatied in matrimony by one of the best girls in our Greenhorn land, and Thomas Austin, a favorite with all the young and old folk—especially the girls. Our young and enterprising friend Doc Walters done the calling, and Frank M. Dunbaugh acted as floor manager.

T.A.M.

A public installation and ball took place on Saturday evening last at the hall of Ark Lodge, I.O.O.F., on the Graneros. A lecture appropriate to the occasion was delivered by Captain Dunbaugh, which was well received. The attendance was large.

Colorado Chieftain
J. J. Lambert – Publisher
Pueblo, Colorado, Thursday, March 21, 1878

GREENHORN

Meeting of Cattle and Sheep Men.

GREENHORN, March 19—According to a call for a meeting of the representatives of the cattle and sheep interests so far as the Apache creek is concerned, a large and peaceable meeting was held on Saturday at the Graneros store. Our friend J. J. Thomas was elected chairman, and B. Whitman, Esq., secretary, but he declined.

The object of the meeting was explained by C. W. Goss, Esq., and Mr. Whitman spoke of the sheep owner's rights. The chairman made some remarks, Captain Dunbaugh followed, and all urged that the question of just and fair rights of the two different interests should be talked over in a brotherly manner, and a satisfactory solution given.

A committee was appointed consisting of H. Pope, H. Caveness, B. Whitman and Mr. Morse, to which on motion of the chairman of the meeting was added, to report.

The committee being unable to agree, the meeting without adjournment, took upon itself the appearances of a considerable lobby, reminding the quiet looker on of election times.

Another committee, composed entirely of citizens of the Apache country was, on motion of Captain Dunbaugh, nominated, and after a short time reported the following, to-wit:

The boundary line to commence at the big arroya one mile south of the Apache, on the Del Norte road, running with the same north of the Apache two miles; thence east to the stage road, thence south with the said road to the Apache, thence east with the creek to the western line of W. Davis' upper ranch, thence coming on the eastern boundary of W. H. Davis' lower ranch, from that running north of the Mustang, and down the Mustang to the railroad.

The committee recommended that the sheep shall be herded on the south side of the said line, and further that a committee of three be appointed to notify the sheep owners now on the range north of said line to comply with this resolution.

SAML. PATTERSON,
Chairman of the committee.

W. H. DAVIS,
Secretary of the committee.

Robert Caveness, Hamilton Pope and John Palmer were appointed to notify the sheep owners of the above resolution.

There were several of the sheep men of the Apache who did not attend the meeting, and those present were not enthusiastic or active, however there was a general good feeling. All appeared in perfect

good humor, and after Jack Thomas and others “set 'em up” for the boys eighteen or nineteen times all of them were as happy as a “big sun flower.”

John Warner took good care of the Upper Greenhorn representatives.

Your correspondent left the boys enjoying themselves and on the following day (Sunday) when we thought they were at church interested in other things pertaining to their hereafter, they passed slowly homeward as though they were following a funeral train.

M.

Colorado Weekly Chieftain
Pueblo Colorado
May 23, 1878

Greenhorn Notes (excerpts)

GREENHORN, May 12th, 1878—

...There have been in the neighborhood several social parties of late, and we learn from Frank Dunbaugh that the one given last Thursday at the McCollum school house, was one of the finest and most entertaining of the season. It was got up for the farewell entertainment of a couple of our young men, previous to their departure for the Grand Canon to assume hostilities for the party that pays the most.

We ought to be a good set of people up here by the mountains, as we have church service almost every Sunday, and, in fact, the court record will show that we are decidedly a peaceful nation...

...Great sorrow and suffering was experienced at the Graneros Store for a time on and after the first of May, owing to the fact that George Sears' license for the further sale of liquors expired on the last day of April, and with the license disappeared the ardent.

You will remember that there was quite a large number of the Greenhorn boys in attendance at court, and while they made model jurymen and witnesses, they managed to punish considerable beer, old whisky and other mild drinks, proud of the manner in which

they had discharged their duties, and glad to return home to the bosoms of their families and many friends, and they as a matter of course felt happy—filling themselves pretty full before leaving town, and armed with from one to four pints each, they arrived safely, but rather wearied. You will remember the dispersion of the juries was the commencement of some rough weather, whether the fault of the court or jury I cannot say. Well, the first of May came bright and beautiful, and as one after another of these boys appeared at the store and found nothing with which to cool their parched throats, sighs both loud and long were heard. One individual was doctored by Frank Dunbaugh with ten quarts of cider, with no more effect than that much water, for the chances are that the fellow had never tasted either. You must forget that your correspondent was of the party.

Jim Howard, Frank Chandler and your correspondent are only awaiting the assistance of Capt. Dunbaugh before we proceed to inaugurate an unearthly Murphy movement which will cause drinks plain to come down to ten cents a drink...

Colorado Chieftain
J. J. Lambert – Publisher
Pueblo, Colorado, Thursday, September 4, 1879

Personal

Capt. C. P. Dunbaugh came in from the foothills yesterday.

LADIES ATTENTION!

**Pertaining to Hymen and Low-men as Well
For those who have “No One to Love, None to
Caress” (excerpts)**

For some time past it has been the intention of one of our reporters to give for the benefit of the young ladies in Pueblo, a list of the many gentlemen who form the “society” of the city, so that if any of them are matrimonially inclined, they may know whom to choose...

...Geo. Dunbaugh may be reckoned one of the handsomest men in Pueblo, and will be charming as a partner...

...In at Orman & Martin's comes another trio—Alden, Price, and Dunbaugh. Alden is a stranger, but has gained the admiration of more than one lady. Surely there is a girl who will be unhappy without money and without Price. Oh that someone would be *Frank* enough to pop the question to Dunbaugh...

Colorado Chieftain
J. J. Lambert – Publisher
Pueblo, Colorado, Thursday, September 11, 1879

Personal

...Capt. C. P. Dunbaugh left for Baltimore yesterday to attend a meeting of the grand lodge of Odd Fellows...

The Sierra Journal
Rosita, Custer County, Colorado,
Thursday, December 14, 1882

...Capt. C. P. Dunbaugh, one of the most prominent Odd Fellows in the west, lately died at an advanced age, at his home, at Graneros, in Pueblo county...

New York Times
New York, New York
July 14, 1888 (excerpt)

A PLEASANT ISLAND RESORT

**SEA BREEZES, GOOD FOOD,
AND VERY GOOD HOTELS**

CANONICUT ISLAND, R. I., July 13

...Among the arrivals at the hotel at Cononicut
Park are the following: J. A. Joy, Denver; F. M.
Dunbaugh, Mrs. George Dunbaugh, Miss Edith Van
Fassen, Pueblo, Colo...



Sallie Francis Bennett



**Frank Montgomery
Dunbaugh**

from "*The Iron Age*." Volume 45, June 5, 1890.

Papers of incorporation were filed May 15, in Pueblo, Col., by the Columbia Screw Company, with a capital stock of \$200,000, all paid. The parties interested in this concern are Franklin MacVeagh, of Chicago; Ex-Gov. Alva Adams of Pueblo; M. D. Thatcher, one of the leading capitalists and bankers of Colorado; Chas. L. Dimon, Jr., Jno. C. Adams, Jas. A. Joy, Frank M. Dunbaugh and David P. Johnston, of Denver. We are advised that arrangements have been made to locate the plant in Pullman, Ill. The object of the incorporation is to manufacture gimlet pointed wood screws. A large contract for screw making machinery has been given to the Dimon and Johnston Mfg. Company, of Denver, which concern is largely interested in the new organization. It is claimed that the new machinery will be of new and improved designs, and that screws of exceptional quality can be put on the market at a less cost than now possible. It is expected that the plant will be in operation by October 1.

The Aspen Daily Times
Aspen, Colorado
Saturday Morning, May 13, 1893

INVITATION TO THE PEOPLE.

Pueblo Will Entertain Her Friends Next Week.

A well attended meeting of citizens was held at the office of the secretary of the board of trade yesterday, says The Pueblo Chieftain of Thursday, to discuss the matter of having a Denver day during the department encampment of the G. A. R. After a full consideration of the matter it was unanimously resolved that the secretary extend an invitation to the citizens of the state of Colorado and Wyoming to visit Pueblo Wednesday, May 17, to witness the grand parade of the old soldiers of the department of Colorado and Wyoming, and that the secretary acquaint the public with the fact that admission to the mineral palace during the G. A. R. encampment will be reduced from fifty to twenty-five cents.

It was advised by the meeting that the following proclamation be made by Mayor Strait, F. M. Dunbaugh, chairman of the citizens' committee, and A. E. Graham, president of the board of trade:

To the Citizens of Pueblo: We the undersigned, representing in our respective official capacities the city government and commercial organizations of Pueblo, desire to enlist the hearty co-operation of all

our people with the local Grand Army posts in the entertainment of the delegates to the Grand Army encampment of the department of Colorado and Wyoming with their friends, which encampment will meet in our city the 10th, 17th, and 18th, of this month.

Therefore, we do hereby earnestly request our citizens to decorate their places of business and residences as liberally as possible in honor of the visiting Grand Army comrades and so to testify their appreciation of this city being selected as the place of this encampment.

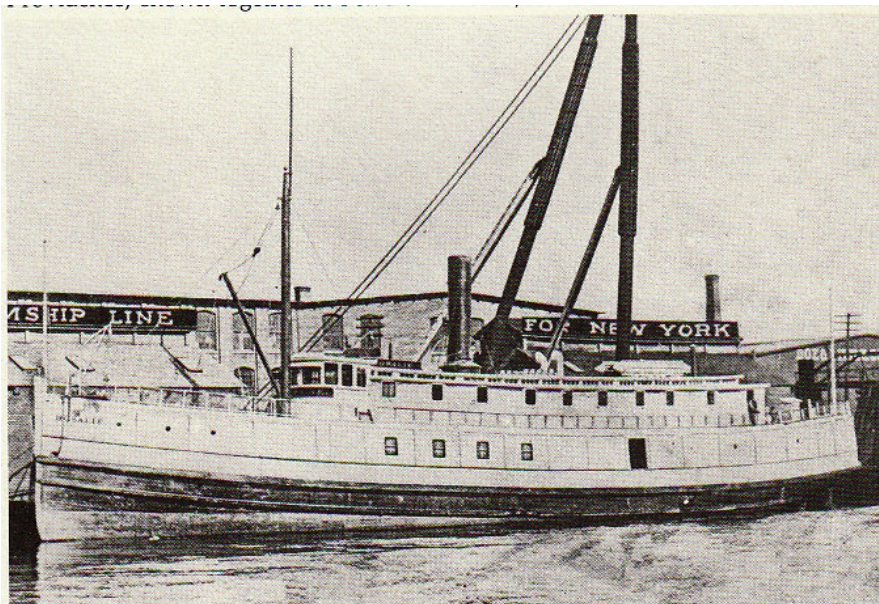
from “*The Era of the Joy Line: A Saga of Steamboating on Long Island Sound*” by Edwin L. Dunbaugh, 1982. (excerpts)

...One reason why the little *Rosalie* dared buck such a formidable opponent as the New Haven Railroad’s transportation monopoly was that her new owners, J. Allan Joy, Frank M. Dunbaugh, and Charles L. Dimon, had only recently arrived from the West, knew little if anything at all about Long Island Sound steamboating except that it looked lucrative, and were still innocent of much understanding of New York business practices. Frank Dunbaugh and Allen Joy were cousins who had started their careers in Pueblo, Colorado. By the mid-nineties they had relocated in Chicago. It was here that they encountered Charles L. Dimon, one of those men who always seemed to be able to put one hand on a good deal and the other on the shoulder of the right investor. Dimon’s steamboating career had started in San Francisco where in 1893 he had built a small steamer (136 feet long and also named the *Rosalie*) to engage in the excursion business around the bay area...

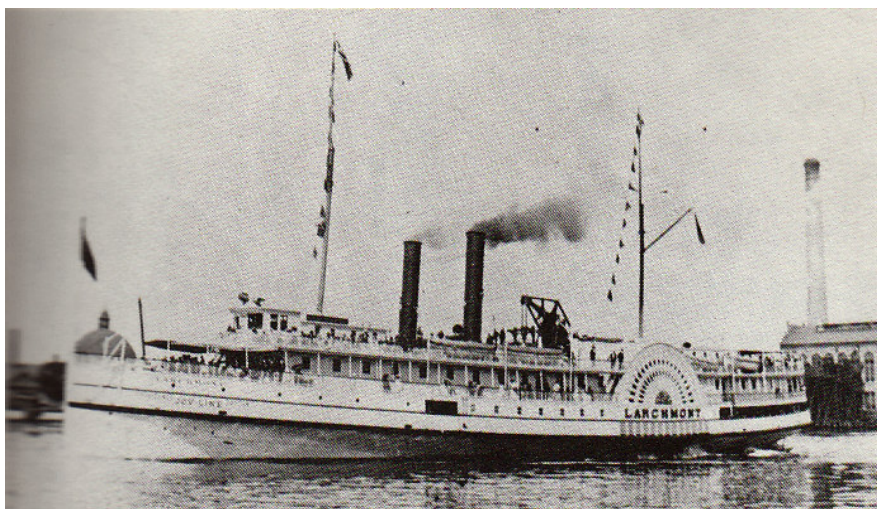
...Looking for ways to invest the gains from the sale of his steamer, Dimon discovered that meat was bringing high prices in Alaska, since the arrival there of the hordes of speculators had more than doubled the population of the area without increasing the food

supply. It was in the process of organizing this venture that Dimon was introduced to Dunbaugh and Joy, who had contacts in the wholesale food business and were always interested in a lucrative venture. Somehow Dunbaugh, Joy, and Dimon procured a load of sheep and got them to Seattle, where they chartered a barge and a tugboat, loaded the sheep on the barge, and sent them off to Alaska. The voyage reportedly was a rough one, and the sheep arrived in Alaska in a decidedly disgruntled state of mind, but whatever their disposition on arrival, they sold at highly inflated prices.

Fly-by-night as this project may seem in retrospect, and undoubtedly was in reality, it proved very profitable. In company with Charlie Dimon, whom they always admired, but never quite trusted, Dunbaugh and Joy now began to look for a new business in which to invest their gains. It was apparently Dimon's suggestion that a low-rate steamship line on Long Island Sound might be a profitable venture, so the three partners traveled east to New York to start the Joy Line. The Joy Steamship Company was incorporated in the state of New Jersey on February 25, 1899, with a capital stock of \$100,000. Frank Dunbaugh was president, J. Allan Joy was secretary and treasurer, and Charles L. Dimon was general manager...



The "*Rosalie*"



The "*Larchmont*"

New York Times
New York, New York
September 28, 1906

DUNBAUGH AUTO WRECKED

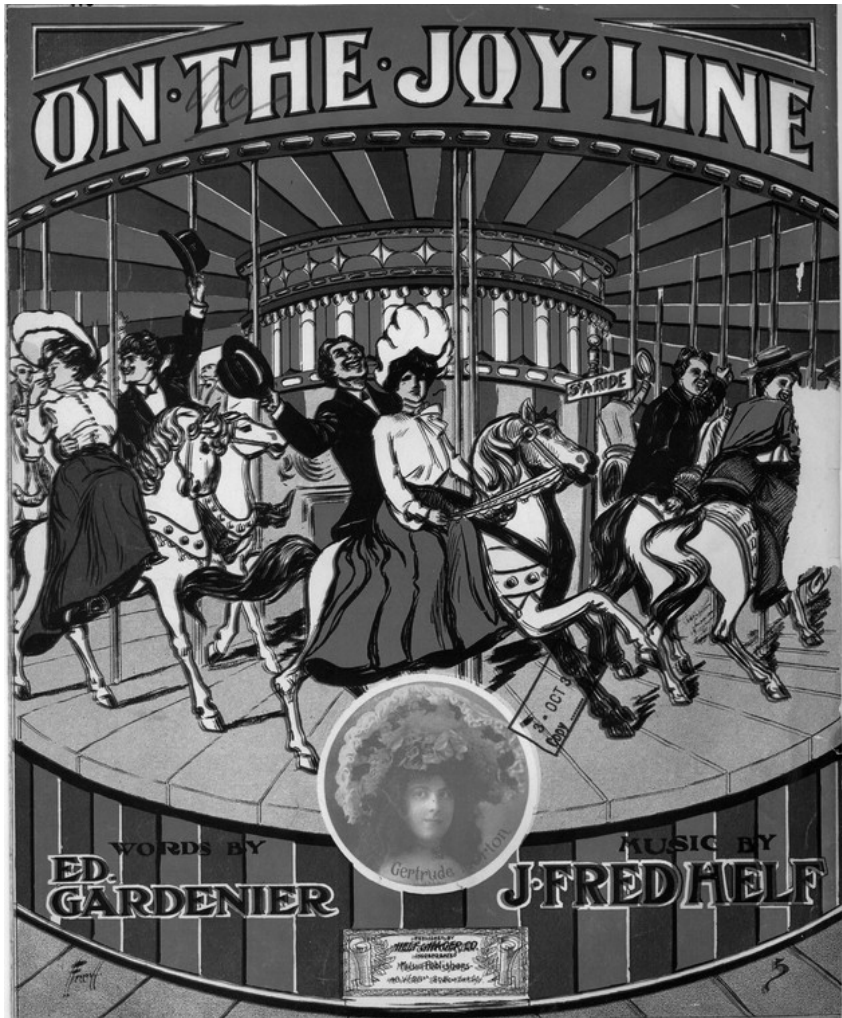
**Chauffeur Went Whizzing Along with
Wire Serving as a Nut.**

An automobile belonging to S. I. [sic] Dunbaugh of New York, President of the Joy Line Steamship Company, was wrecked in Yonkers Avenue, Yonkers, early yesterday morning. Automobile men who viewed the machine said the wreck was beyond repair. The body was smashed, the chassis was bent and broken, the axles smashed, and the radiator reduced to a mass of flattened metal. The tires were torn from the rims and the wheels ripped to pieces.

Three weeks ago Mr. Dunbaugh engaged Edward Sheenan as chauffeur. It is alleged that on Wednesday night Sheenan took the automobile out without permission and went for a trip with a friend. The latter's name has not been learned. They were in this city and had trouble. A nut came off one of the axles. A wire was rigged so as to hold the wheel on, a resource often used in order to reach a repair shop. Instead of going for a new nut, the men were speeding across country, when they had to turn out of the

trolley tracks. That strain was too great for the wire, and the wheel came off.

The men were thrown out and rolled along the pavement. Sheenan escaped serious injury. His friend's right arm was fractured.



New York Times
New York, New York
February 14, 1907

CAPTAIN'S BOAT FIRST IN WATER

**But McVay Says He Was Not the First to Leave the
Sinking Larchmont.**

75 BODIES RECOVERED

Survivors Land at Providence and are Greeted by a
Great Crowd.

Special to the New York Times.

PROVIDENCE, R. I., Feb. 13.—The steamship Kentucky reached here from Block Island this evening with 18 survivors of the wreck of the Joy Liner Larchmont. The nineteenth survivor, Miss Sadie Gallup, was in such a serious condition that it was not deemed advisable to remove her from the island. The Kentucky also brought 49 bodies. Several more bodies were picked up at sea or were washed ashore to-day, bringing the total of those recovered up to 75. Of these 40 have been identified. 93 more are listed as missing.

Captain's Boat First In Water.

In explaining his departure from the ship,

Captain McVay dictated the following statement tonight:

“I believe I got my boat away as quickly as any other boat because I had a good crew. My boat got down first but did not leave the ship first. Although I think my boat was probably the first to strike water, I did not let go of the steamer until I found that there were no passengers on our side. Then I decided to move around to the other side where I knew there were passengers.

“I know that six boats got away, and I believe that all of the eight lifeboats and four rafts got away. It was utterly impossible for me to see aft of the wheelbox. After giving the men of the other boats orders to lower their craft I went and lowered mine with my crew. I was on the windward or lower side. The steamer had a bad list to starboard.”

“As soon as we reached the water I attempted to move around the bow of the steamer and go up on the other side; where I knew passengers would be. The gale was terrific, and in spite of our utmost efforts with the oars we could not go there. We were forced to drift at the mercy of the wind and the sea and so we continued until we reached Block Island, fifteen miles away.”

Survivor Accuses Captain.

One of the passengers of the Larchmont, Frank Hiergesell, an eighteen-year-old boy of Brooklyn, made a statement today accusing Capt. McVay of

cowardice. He asserted that the Captain got away in the first boat that left the sinking vessel; that women making piteous appeals for help were left to their fate; that some of the ship's employes filled the boats to the exclusion of the passengers, and that at least one boat was without oars when it was put over the side.

“My stateroom was almost at the point of collision on the port side of the steamer,” said the boy. “I was in bed with my clothes on, and when I rushed on deck I found the officers reassuring the passengers and telling them that they were in no immediate danger. The Captain left his steamer in the very first boat. I cannot be mistaken as to his identity, for I saw him on the Kentucky as we came over to Providence this afternoon, and he is the same man who stepped into the first boat launched from the sinking vessel. The second boat was taken possession of by a gang of negro waiters. These men seemed to have lost their heads and so many of them crowded into the boat that it capsized as soon as it struck the water and I believe that all of them were lost.

“It was an awful sight on the hurricane deck of that steamer. I saw a lot of women running around helplessly calling for life preservers and begging that they may be directed to the lifeboats, but no one paid any attention to them, and they were absolutely neglected. I did not see many life preservers around.”

Hiergesell's statement was not confirmed by any other survivor, but notwithstanding the fact that

there was none to corroborate him, he held steadfast to his story. It appears that he ran away from home a year ago and is on his way back.

Capt. Frank T. Haley of the Harry Knowlton, the schooner which sank the Larchmont, in a sworn statement made to-day to Capt. W. E. Withey, United States Steamboat Inspector, says that an unknown steamer was in the vicinity of the wreck and after showing her lights, veered off and kept on her course without offering any assistance to the victims of the collision.

President Dunbaugh issued a statement tonight in defense of his officers and crew. He said:

“The schooner was responsible for the collision. The officers and crew of the Larchmont are not to blame in any way. In view of the horrible conditions which prevailed immediately after the accident, I am satisfied that the men did all in their power to meet the situation as conscientious and honorable men. It appears from my investigation that the schooner luffed right into the Larchmont and caused the accident which resulted in such great loss of life.

“The fact that the steamer sank so soon after the crash, the fact that so many were unable to reach the boats even after they were put out, is to my mind, sufficient proof that the crew acted bravely and did all in its power to aid the passengers who were able to reach the deck.”

Louis McFarland, a colored waiter on the

Larchmont, gave a version of the departure of the Captain's boat which was entirely different from that given by Hiergesell. He said that when he reached the Captain's boat, to which he was assigned, he found Capt. McVay there. The Captain ordered that the boat be swung outward, ready to lower, calling to the passengers at the same time to step into the boat.

The passengers, McFarland said, seemed afraid to do so, and as the steamer was going down fast Capt. McVay ordered that the boat be lowered. When it reached the water, however, a rope fastened to the ring bolt and attached to the davit above became caught, and those in the boat were in danger of being dragged down with the steamer when Boatswain Andrew Tobesen, who was on deck, saved their lives by cutting the rope.

Two thousand persons had assembled along the water front as the Kentucky came slowly up the Providence River. The Kentucky, which is apparently an old vessel, held in reserve by the Joy Line officials presented a somewhat unusual spectacle as she steamed slowly to her berth. Her sides, below the deck railing were yellow with rust, her paint, once white, was dirty and faded, and so generally battered and decrepit was her appearance that she truly looked like a ship of death.

Along her lower deck on the starboard side lay forty-nine bodies, all covered with white sheeting. Inside, in the best staterooms on the boat were

eighteen survivors of the accident.

A curious throng of people stood outside the Joy Line dock when the steamer tied up to her wharf, but a large detail of police held the crowd in check, and no difficulty was experienced in carrying the survivors to ambulances which were waiting to convey them to the Rhode Island and East Side Hospitals.

The dead, still frozen in curious positions, were placed in undertakers' baskets and carried to a near-by morgue, where they were arranged so that all who desired might endeavor to identify them.

A statement was made by Fred Hiergesell, an eighteen-year-old survivor, who was returning to his home at 120 Linden Street, New York, after having been a runaway for nearly a year, contained the first direct charges against Capt. McVay and his crew. Hiergesell asserts that Capt. McVay's boat was the first one which left the sinking steamer. He said that he saw many women on the hurricane deck rushing about helplessly and begging for life preservers. Many of these women pleaded with panic-stricken passengers and crew to direct them to the life boats, but their prayers were unheeded.

Miami News
Miami, Florida
March 25, 1914

MUSCALE AT RAMBO HOME PLEASANT EVENT

In honor of Mrs. Vaughan of Chicago and Mrs. Clara Kinston Street for years active in Cincinnati society, Mrs. Elizabeth Rambo entertained at a delightful musical last night at her home in Fort Dallas Park. Arthur H. Curtis of Boston, assisted by Miss Helen Dunbaugh, of Mount Vernon, N. Y., furnished the program which was of exceptional merit. Miss Dunbaugh is the possessor of a sweet, well cultivated soprano voice which was heard to good advantage in a group of songs which included "Beauty's Eyes," by Tosti; "To You," by Speaks, "Love's Retreat," by Hablehurst, and "My Dear," by Ball.

Mr. Curtis played several selections from Chaminade and also some Bach numbers in splendid style. His technique is particularly good.



Egypt 1909

*Mrs. Spenser, Helen, Aunt Mamie, Papa, Alice
Spenser, Leeda Ramsey, and Hussein
(inscription by Frank jr.)*

New York Times
New York, New York
November 6, 1915

INSISTS NEW HAVEN TREATED HIM FAIRLY

**Dunbaugh Testifies He Made a Satisfactory Deal
for Sale of Joy Line Steamers.**

MELLEN MADE NO THREATS

**Counsel for Accused Railroad Officials Admit
They Lobbied to Kill Charter for Rival**

Counsel for the defense in the trial of William Rockefeller, Lewis Cass Ledyard and nine other ex-directors of the New York, New Haven & Hartford Railroad Company before Judge Hunt in the Federal Court on the charge of violating the Sherman anti-trust law professed themselves as well satisfied with the course the proceedings took yesterday. Frank M. Dunbaugh, ex-President of the Joy Steamship Line, was on the stand and was questioned by James W. Osborne of counsel for the Government with the idea of showing the ruthlessness with which the New Haven crushed a weaker competitor and captured its business.

Mr. Osborne did succeed in showing that the New Haven had for a couple of years continued to run

the line ostensibly as an independent, but he could not prevent Mr. Dunbaugh under cross-examination from destroying much of the effect created by his examination in chief. Under the quiet questioning of Charles F. Choate of Boston, the steamship man showed that he felt no animosity against the New Haven. He left the impression that he had been a keen competitor of the railroad as long as he could hold out and had rather enjoyed the fight, but when he was forced to capitulate he had managed to obtain fairly good terms for himself and was not disposed to accuse the New Haven Directors of any hard treatment.

Made Terms with Mellen.

Mr. Osborne began the examination of Mr. Dunbaugh by asking him about the sale of the Joy Line to the New Haven, which took place in December, 1905.

“President Mellen,” he said, “sent for me about the end of November, 1905, and asked me what I’d sell the Joy Line for. I named a figure, which he said was entirely too much. We argued back and forth for an hour, and in the end I agreed to take \$775,000 for the controlling stock. There were some additional payments, which brought the sum up to \$809,000.”

“What happened after that?” asked Mr. Osborne.

“Mr. Mellen said I was to continue as President and General Manager at \$12,000 a year.”

“Were you to keep the sale of the line secret?”

“When that matter came up, I told Mr. Mellen that I did not see any reason why all the world should not know of the deal. Mr. Mellen, however, said” ‘I think the less you say about the sale at this time, the better.’ I said: ‘But suppose somebody asks me if the New Haven has got the Joy Line?’ ‘In that case,’ said Mr. Mellen, ‘we don’t expect you to lie.’”

Osborne Catches a Tartar.

“I went on running the Joy Line as an independent. I had been giving the people of New England freight rates at water points from 10 to 20 per cent. lower than the all-rail route, and I continued to do so. I shouldn’t have kept the management of the line under any other conditions.”

Mr. Osborne then turned to the Enterprise Transportation Company, which began to operate steamships in 1905 between New York, Providence, Fall River, Narragansett Pier, and Newport, and was one of the companies which the Government has alleged the defendants drove out of business by the concealed ownership of the Joy Line.

“What became of the Enterprise Company?” asked Mr. Osborne.

“Why, it failed,” replied the witness innocently.

“Well, how did it fail?”

“Well, it was this way. In the first place the line was started by a man by the name of Whitcomb, who didn’t know the first thing about the steam-boat business—”

“I move to strike that out,” interrupted Mr. Osborne, and the defense laughed at his discomfiture.

When Charles F. Choate of Boston began his cross-examination he took the witness for a time through a maze of intricacies about freight rates, and then gave him permission to tell in his own fashion the story of his agreements with the New Haven. Mr. Dunbaugh insisted that he had worked in harmony with Percy R. Todd, Vice President of the New Haven, and said:

Says New Haven Was Fair.

“I want to say this to the jury that there may be no misunderstanding about it: I was absolutely fair to the New Haven, the road was just as fair to me. If we had some little thing that annoyed one party or the other, Mr. Todd and I talked it over amicably and worked it out.”

Then Mr. Dunbaugh described how he started in 1910 the Colonial Line, with which he is still connected, and how he discussed it with Mr. Mellen.

“I talked it over with him,” he said, “and he said we had always been friends and he was sorry to see me start in such a hazardous undertaking. ‘Of course I’m President of the New Haven,’ he said, ‘and must protect our interests, but no matter how you come out, I wish you luck personally.’ Well, I’m in business yet. There was room for an independent line, you see.”

“Did Mr. Mellen threaten to put you out of business?” asked Mr. Choate.

“Never a threat,” was the steamboat man’s answer.

Mr. Dunbaugh received as his own share of the money given for the Joy Line \$125,000. Then he went on to tell why in his opinion the Enterprise Line had been a failure. He told his story in such an animated way that William Rockefeller left his seat and strained to catch every word he said.

“I don’t think,” he said, “the Enterprise people knew anything about the business. You’ve got to know something about steamboats to run them successfully. My father was a steamboat Captain, and I was brought up on a boat. But those folk began all wrong. We used to charge 25 cents a hundred between New York and Providence, but they began to cut the rate to 5 cents. Of course that didn’t pay, and they got their docks choked with freight they couldn’t handle, so that no one could find his shipments.

New Haven Admits Lobbying.

“Then their boats hadn’t any speed, and they had to fill their passenger decks with ‘paper,’ that is, passes. They made no net profits from freight or passenger business, and they bought the wrong kind of boats for the Sound. There was the Kennebec. With the wind, she would come down in fine shape to New York, but without the wind she wouldn’t come at all. She was built for European traffic.”

In redirect examination Mr. Osborne tried to show that with the absorption of the Joy Line the old

steamboat freight rate of 20 per cent. less than the all-rail rate had been abolished.

“I don’t know,” said Mr. Dunbaugh slowly, “that this jury has to know what is the rate that we charge now, but I will say that it is substantially the same.”

The Government returned to the reading of documents and Directors’ minutes. Many of the letters referred to the activity of the New Haven in 1897 to prevent the grant of a charter by the Connecticut Legislature to the Montville Electric Railway, which it feared would parallel its line.

As this series of letters was read John G. Milburn protested against their intolerable length and Richard V. Lindabury said:

“We acknowledge that our clients tried to obstruct the building of the road because it paralleled our lines. We wrote to lots of legislators openly and aboveboard to safeguard our interests. We might tell of the real lobbying that went on for that road by those that supported it. We protest against further letters being read. They are only cumulative.”

The court said he did not wish to say that any unfavorable inference could be drawn from these letters, but if there could be any he though enough had been put in to show it.

The trial will be resuming at 10:30 o’clock on Monday morning.

New York Times
New York, New York
January 9, 1916 (excerpts)

NEW HAVEN JURORS STILL DEADLOCKED

**All but Two or Three Said to be for Acquittal—
Locked Up for Second Night.**

CALL FOR MANY EXHIBITS

**Indications That Issue of Debate Bears
Particularly on the Steamship Deals.**

ROCKEFELLER LETTER READ

**Court Hopes Verdict Will Be Eventually
Reached—All the Defendants but One In Court.**

...Then, the jury also wanted the evidence of John [*sic*] M. Dunbaugh, who had been connected with the Joy Steamship Line and was bought out by Mr. Mellen, but continued to run the steamboats under New Haven auspices, as well as the Northern Securities case opinions, of which both sides made a good deal during the trial...

...In the end he [Judge Hunt] decided that the jury might have the Rockefeller letter, even if it were written by President Hall and not Mr. Mellen, but if

they wanted to get the Dunbaugh testimony they must come and have it read to them. There was evident fear that if too much printed testimony was permitted in the jury room, the debate upon it would make the proceedings interminable...

...Some curiosity was expressed by the counsel, as they saw from what the jurors asked for that their minds were running on the steamboat deals. The defense has always considered that Mr. Dunbaugh's evidence made quite as much for an acquittal as a conviction, inasmuch as cross-examination had brought it out that when Mr. Mellen bought out Mr. Dunbaugh he drove a good bargain for the New Haven, but left no ill-feeling on the part of Mr. Dunbaugh, in that he at once offered to retain him as the manager of the Joy Line. Still the feeling seemed to be that there would be more chance of a quick verdict if the jurors had concentrated their efforts on the railroad situation...



S. S. "ARROW" and S. S. "COMET"
Twin 330 foot, triple screw turbine, steel hull steamships, sail every night of the year between New York and New England.

COLONIAL LINE
THE "PUBLIC BE PLEASED" ROUTE

New York Evening Post
New York, New York
Saturday, January, 27, 1923 (excerpt)

Big Country Club Dance at Miami

**Many Yachts Arrive in Biscayne Bay on South
Florida Coast**

**New Yorkers Reach Miami for Winter Stay—Polo
Players Out in the Field**

(Special Correspondence of the Evening Post)
MIAMI, Fla., January 25.—The attractive rooms of the Country Club, decorated with yacht pennants and filled with beautifully gowned women, handsomely dressed men, and uniformed officers, presented a brilliant and artistic picture on the opening night when the Biscayne Bay Yacht Club entertained its member, and friends at a supper dance...

...Going immediately to their yacht after arriving in Miami yesterday, Mr. and Mrs. Frank M. Dunbaugh of New York City are here to spend the winter on *Salfran*, which is tied up near the Biscayne Bay Yacht Club. With Mr. and Mrs. Dunbaugh is their daughter Helen, who will remain with her parents on the yacht for a number of weeks...

The Key West Citizen
Key West, Florida
Wednesday, December 18, 1935

**F. M. DENBAUGH [sic]
FINISHES SURVEY ON STEAMER HERE**

**RETURNING TO NEW YORK TO POSSIBLY CONCLUDE
PLANS FOR PURCHASE OF GOVERNOR COBB**

Negotiations are being carried on between F. M. Denbaugh, head of the Colonial Navigation company of New York, and the P. and O. S. S. company, for the purchase of the Steamship Governor Cobb.*

Mr. Denbaugh arrived Sunday on his private Yacht Salfran, and since that time has been making a complete survey of the vessel which is berthed in the slip of the P. and O. S. S. company.

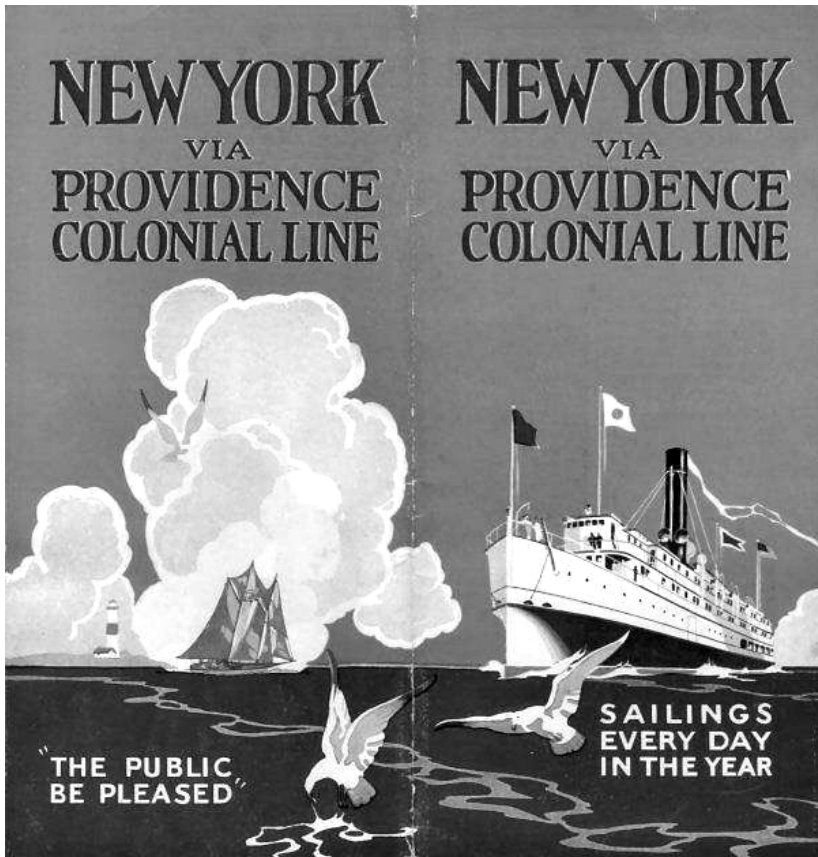
This survey and investigation of the ship was completed yesterday and Mr. Denbaugh planned to leave this morning on the Salfran for Miami and there take passage to New York to possibly conclude the negotiations.

While he is absent Captain G. A. Cobb, master

* He may have remembered this ship (named for Georgia governor and ex-President of the Provisional Confederate Congress, Howell Cobb) from its successful runs to New England on the International Line, although it appears he chose not to complete this deal. Purchased by the Romance Line in 1937, after failing inspection it was acquired by the U. S. Coast Guard and extensively modified into the USGC Cobb (1944 WPG-181), the pioneering helicopter carrier.

of the Navigation company's vessels, will remain in Key West awaiting the final decision of the company.

In the event the purchase of the Governor Cobb is consummated, the ship will be taken to New York, renovated and placed in first class condition for service between New York and Providence, R. I.



Lewiston Daily Sun
Lewiston, Maine
February 23, 1939

**COLONIAL NAVIGATION CO.
HEAD, DUNBAUGH, DIES**

New York, Feb 22 – AP – Frank M. Dunbaugh, 82, whose career included grocery clerking, cattle raising, making nuts and bolts and organizing steamship companies, died last night at Miami Beach, Fla., after a two-year illness.

Dunbaugh's last creative work was founding the Colonial Navigation Co., operator of the Colonial line between New York and New England ports. He formerly was in the wholesale grocery business in Colorado, raised cattle in Arizona and sold sheep in Alaska during the gold rush days of 1899.

A native of Beardstown, Ill., he is survived by his widow, two sons, Frank, Jr., of Mount Vernon, N. Y., and Joseph, of Greenwich, Conn., and a daughter, Mrs. Helen Smith of Rye, N. Y.

Sunday Morning Star
Wilmington, Delaware,
Sunday, December 15, 1940

**Dale Carnegie's
Advice on Winning Success**

Many years ago a young business man, named Frank M. Dunbaugh, left Pueblo, Colorado, for a trip to New York. As one of the partners of a wholesale grocery firm, he had spent his life traveling about Colorado. He had thousands of friends all over the state. Even when he entered a strange town in the West, he soon made dozens of new friends. But New York was different. He didn't know any one and after having lived all his life in the friendly West, he missed not having some one speak to him. In New York, in those days, no one would think of speaking to a stranger.

One day Frank Dunbaugh saw a sign announcing a trip on a steamboat. He had never been on a steamboat in his life. Just what he wanted. He would have the time of his life. So he bought a ticket, walked up the gangplank and started out for his first boat ride.

The employees on the boat paid not the slightest attention to him; so far as they were concerned he might have been a piece of baggage. He stood about hoping the purser, or one of the officers, would speak to him; none did. It was an overnight trip and when

morning arrived not a single representative of the boat had spoken a word to him. Instead of having the good time he had looked forward to, he had had a flat time.

The idea occurred to him that if he missed having some one speak a friendly word to him, others must feel the same way. Why couldn't the employees treat a passenger as a human being? That idea changed his life and made him a rich man.

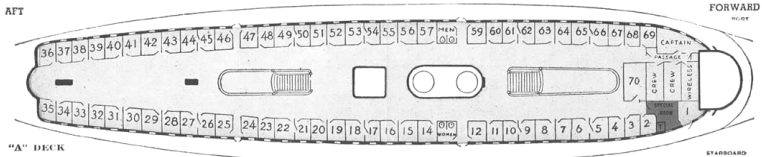
He sold the business he was connected with and came to New York where he started what is now the Colonial Steamship Line, running between New York and Providence, Rhode Island. He didn't know anything about running a steamship company, but he knew human nature and he wanted to try out the friendly policy. So he drilled all the employees from captain to dock worker to take a personal interest in the traveling public, to make the people feel they were honestly welcome.

Did it pay? Well, when he started there were three steamship lines competing with his. One by one the others failed but not the Colonial 'Steamship Line. Today this line is the only one running between New York City and Providence, Rhode Island. Consideration for others, the basis of true politeness, always pays! Not merely in running a steamship company, but in any kind of business. Why—Oh why!—can't people understand this? Do YOU realize it? Are YOU practicing it? If you haven't been doing so, start now and check up on your results and I'd be

glad to have you write to me about them.

DALE CARNEGIE, Author of
 "How to Win Friends and Influence People"

DECK PLANS OF COLONIAL LINE SHIPS s.s. ARROW and s.s. COMET
 Between NEW YORK and PROVIDENCE



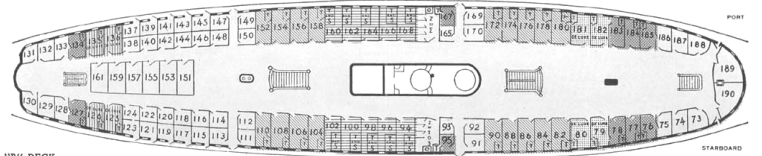
"A" DECK

■ \$5.00—Special Room with Bed, Pullman Upper and Toilet

"A" DECK STATEROOM RATES

\$1.00—Inside, No. 70 (Upper and Lower Berth)
 \$1.50—Outside, Nos. 22, 23, 24, 25, 26, 27, 28, 29 (Upper and Lower Berth)
 \$2.00—Outside, Nos. 14 to 31 inclusive, and 40 to 57 inclusive (Upper and Lower Berth)

\$2.50—Outside, No. 1 (Room with Bed)
 \$2.50—Outside 2 to 12 inclusive and 53 to 59 inclusive (Upper and Lower Berth)
 \$5.00—Outside, Special Room (Room with Bed, Pullman Upper and Toilet)



"B" DECK

■ \$3.00—Rooms with Upper and Lower Berth and Toilet. ■ \$3.50—Rooms with Bed and Toilet. ■ \$4.00—Rooms with Bed, Shower and Toilet. ■ \$4.00—Rooms with Bed, Pullman Upper and Toilet. ■ \$4.50—De Luxe Rooms with Bed, Pullman Upper and Toilet.

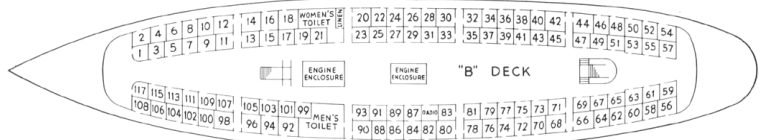
"B" DECK STATEROOM RATES

\$1.00—Inside, Nos. 92, 93, 112, 114, 115, 118, 120, 122, 124, 138, 143, 142, 144, 146, 148, 150, 157, 159, 161, 165, 170 (Upper and Lower Berth)
 \$1.50—Outside, Nos. 81, 111, 113, 115, 117, 119, 121, 123, 129, 130, 131, 132, 137, 139, 141, 143, 145, 147, 149, 169 (Upper and Lower Berth)
 \$1.50—Inside, Nos. 151, 153, 155 (Upper and Lower Berth)
 \$2.00—Outside, Nos. 73, 74, 75, 128, 133, and 186, 187, 188 (Upper and Lower Berth)
 \$2.50—Outside, 189-190 (Upper and Lower Berth)

\$3.00—Outside, Nos. 76, 77, 78, 95, 127, 134, 167, 183, 184, 185 (Upper and Lower Berth and Toilet)
 \$3.50—Outside, Nos. 82, 84, 86, 88, 90, 104, 106, 108, 110, 152, 154, 156, 158, 172, 174, 176, 178, 180 (Rooms with Bed and Toilet)
 \$4.00—Outside, Nos. 24, 26, 28, 100, 102, 160, 162, 104, 166, 168 (Bed, Shower and Toilet)
 \$4.00—Outside, Nos. 152, 156, 158, 186 (Bed, Pullman Upper and Toilet)
 \$4.50—Outside, Nos. 73, 69, 181, 182 (De Luxe Rooms with Bed, Pullman Upper and Toilet)

* With exception of room Nos. 91, 111, 113, 129 to 182 inclusive, 147, 149, and 169, all doors open on outside deck.

DECK PLANS OF s.s. METEOR — Between NEW YORK and NEW BEDFORD



"B" DECK

STATEROOM RATES

Rooms at \$1.50 each—1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 87, 89, 91, 93, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119. Rooms at \$2.00 each—2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190. Rooms at \$3.00 each—151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 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2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 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APPENDIX I

The Black Hawk War: Battle of Stillman's Run Dixon's Ferry, Illinois, May 14, 1832

from "The Sauks and the Black Hawk War: With Biographical Sketches, etc." by Perry A. Armstrong, 1887. (excerpts)

*Two yoke of oxen, slowly dragging
Two barrels of whisky in a wagon;
Three hundred men, with throats a-parching.
Through the woods and prairies marching;
The wagon in the quick-sand sinking,
The whisky must be saved by—drinking.*

...We now come to the most humiliating, and, to the Illinois militia, disgraceful, transaction thus far presented—"Stillman's Run"—so called on account of the speed with which some 275 militia, under Maj. Stillman, retreated from Black Hawk, at the head of about forty Indians...

...Without seeing or hearing of an Indian or meeting with any mishap, they reached the end of their first day's journey, and encamped for the night near the dividing line between what are now Lee and Ogle counties. Between story telling, song-singing, and a good time generally, they retired late and slept late the next morning, and therefore were late in

starting the next day. Start they did, but ere they reached what was then called Hickory Creek, (miscalled Sycamore by some writers) but now called Stillman's Run, they struck swampy land, of that decidedly treacherous character known as quick sand, where their supply-wagon sank down to the axles, and there it persisted in remaining. They were in a decidedly bad box. Their provisions they could carry, but their precious whiskey they could not, and it must not be left to tickle the thirsty throats of the savages. Canteens or other conveniences for carrying it with them they had not. Some of them had tin cups which afforded goblets to drink from, but they could not carry the liquor in these. Ever equal to the emergency, these mounted volunteers determined to save their liquor, and at the same time preserve their spirits by turning spirits down, and therefore proceeded to carry their whiskey in their stomachs. In this way they emptied the barrels and filled their stomachs with the vile stuff, which maddened their brains and robbed them of their reason and prudence. There were, of course, many exceptions to this general condition. Some there were among them who neither touched, tasted or handled the soul-damning stuff.

A considerable number, however, were decidedly demoralized, if not shamefully drunk, and alike reckless of what they did or said. Having disposed of the whiskey, they proceeded on their march up Rock river in a wriggling kind of serpentine line, until they

arrived at a small run or creek taking its rise in White Rock township, in Ogle county, running thence north about ten miles, thence east to Rock river, slightly above the present village of Byron. Reaching this small creek about sun-set, Maj. Stillman, finding wood, water and grass, pitched his camp on the small strip of bottom land on its north bank. Both sides of this creek were lined and studded with small trees and hazel brush, with larger trees on the bottom land. Here these raw militia fastened their horses to stumps, stubs, and trees, and commenced to kindle camp fires to cook their suppers, unmindful that they were in danger of an attack from the ever watchful Black Hawk, whom they were seeking, and to their sorrow found. ..

from "Military History," Vol. 23, No. 1, March 2006, p. 38.

Stillman's Run, Militia's Foulest Hour: A Militia Debacle Led to the Start of the Black Hawk War of 1832. by Scott D. Dyar. (excerpts)

...Around noon the men decided to empty some of the wagons to lighten their loads. The volunteers descended upon the wagon bearing the ammunition, powder and whiskey. Subsequently one man present explained; "One barrel of whisky was therefore

unheaded and all our canteens filled. A quantity was still left which could not be lost, and was finally saved in a summary way." While many sources maintain that Stillman's entire command became raucously drunk, that seems unlikely. Given the testimony of several other participants it seems much more probable that while the command continued on its trek toward Old Mans Creek most of the troops were sober, though there were a few who were well on their way to being "corned pretty heavily..."

...According to the emissaries, one volunteer was found who could speak some of the Sauk language, and they informed him that Black Hawk had "given up all intention of going to war." Near the end of the talks—which, given the linguistic limitations, understandably took quite a while—the men who had gone out to catch the Sauk observers came racing into the camp. Some yelled, "Parade, Parade," while most simply tore through the camp and kept on riding. The camp, now lit only by flickering fires and pale moonlight, became a scene of utter disarray as officers shouted orders, men desperately attempted to find their horses or even their guns, and the panic-stricken troops continued to pour through the camp. The hysteria quickly spread to the rest of the men, and suddenly it seemed to them that, as one observer noted, "as if by magic, each tree and stump appeared to send out a band of savages." The militiamen, now sure that they had been led into a trap by the three

parleying Sauk, turned on them. In the camp, someone yelled out to "kill those damned Indian prisoners," and before the Sauk emissaries could defend themselves, they were fired on. One of them fell dead, and the other two escaped in the confusion and darkness...

...As some of the men shouted useless orders like Stillman's, others who could not locate their horses called out, "For God's sake don't leave us." However, some individuals, such as Private James Phillips, distinctly remembered well after the battle that at least one man, Captain John G. Adams, seemed bent on fighting the oncoming Sauk, shouting, "Damn it, stop and fight!" even while his men streamed by him. Adams vainly tried to stop the flight of his men but was soon cut down by either the Sauk or his own troops...

...The Sauk were right in leaving when they did, as General Whiteside and his army arrived at the battlefield the evening of May 15. They had come to bury the 53 men feared dead, but all they found were nine disfigured troopers (two more would be found later) and no dead Sauk. After burying the bodies and spending an uncomfortable night in the field, Whiteside's men (including a future president, Captain Abraham Lincoln) paraded on the morning of the 16th in an effort to draw the Sauk out, which of course was useless...

...As Zachary Taylor, a participant in the Black

Hawk War of 1832, would write, “I am decidedly of opinion that that attack made on the Indians brought on the war.”



APPENDIX II

Auction Item Description

Lot 317: **Brevet Brigadier General James M. Ruggles, 1st & 3rd Illinois Cavalry, Civil War Archive.** 6/21/2012 - American History, Including the Civil War. [Sold] <<http://www.cowanauctions.com/auctions/item.aspx?id=106977>>.

The Ruggles' command was no Shangri-la appears in four documents, beginning with a manuscript transcript of charges and specifications leveled against officers in the 3rd. The first, a 7pp cites Captain Charles Dunbaugh for cowardice, among many other things. The incidents detailed include Dunbaugh running away to the rear of the Battalion after a picket was fired upon, leaving shamefully abandoning his post as commander of the company to which he did not return until some time after firing commenced); breaking down in tears when separated from his son and cried and bellowed shamefully saying "My Georgy is lost," – "we are in an enemy's country" – "it will kill his mother"...; and shameful behavior at the Battle of Pea Ridge where he was so much under the influence of fear, from the fire of the enemy, that he repeatedly called upon the commander of the Battalion to move the command out of the range of the enemy's guns... The charges go on

to include malingering with an allegedly injured foot, neglect of duty, conspiracy and disrespect against his superiors, drunkenness, conduct unbecoming (falsely reporting himself wounded, visiting a house of ill fame occupied by degraded and abandoned prostitutes, repeatedly), and more. As might be expected, the list of witnesses to the charges is nearly a page long (and a long page at that). As if that were not enough, paired with Dunbaugh's charges are charges against Capt. James Nichols for violating military orders and discipline, leaving his command without authority in Nov. 1861, going AWOL, insubordination, conspiring with Dunbaugh to undercut Ruggles' authority, and conduct unbecoming an officer. Perhaps as evidence, the collection also includes a fascinating letter written to send to Gen. Siegel, but apparently not sent, relating to an expedition under Dunbaugh that tore down a secession flag at a court house near Springfield, Mo., that was appropriated by the Major in charge and not returned to the men who took it down.

APPENDIX III

Leonard, Dunbaugh & Co. Bank*

Pleasant Hill, MO (1866-1870)

I have received information to the effect that Charles Bigger Dunbaugh (1844-1881) opened a bank in Pleasant Hill, Cass Co., MO in the Fall of 1866. Charles B. Dunbaugh was the oldest son of Charles C. P. Dunbaugh (1812-1882) and Clarissa Ellen Bigger (1821-1862), and a brother of my grandfather, Frank M. Dunbaugh (1856-1939). It was the first known institution to do a regular banking business in Pleasant Hill, MO. Apparently, his partners in this venture were John S. Fulks, James Leonard, and Charles' younger brother George J. Dunbaugh (1849-1929), all of whom had come to Pleasant Hill from Beardstown, Cass Co., IL. In October 1870, the bank was closed depriving depositors from making any withdrawals. It was alleged that Charles B. Dunbaugh absconded with from \$60,000 to \$100,000 from the bank.

Copied below are the texts or excerpts or synopses of the various source documents that provide some evidence of the Dunbaughs who were in Missouri in 1870, their involvement with the bank, and their assets after leaving Missouri:

1. Missouri Census for 1870. The 1870 Census for Missouri shows:

* research notes by Frank Montgomery Dunbaugh III, *PDS*

(a) Charles B. Dunbaugh, a banker, and his family living in Pleasant Hill, the Town of Pleasant Hill, Cass Co.

(b) Charles P. ("C.P.") Dunbaugh, no occupation given, and his family living in Harrisonville, Grand River Township, Cass Co.,*

(c) Edward Dunbaugh, a grocer, aged 21, born in IL, living alone in Butler, Corporation of Butler, Bates Co., and

(d) George Dunbaugh, a cashier, aged 25, born in IL, living alone in Bates Co.†

According to this 1870 census, which was taken in June (Cass Co.) and September (Bates Co.), the Dunbaughs reported the following values of real and personal property owned by them, which amounted to \$45,500 in total:

<u>Name</u>	<u>True Age</u>	<u>Real Property</u>	<u>Personal Property</u>
Charles B.	26	\$10,000	\$5,000
C.P.	57	4,000	3,000
Frank	14	4,000	3,000
Edward	23	3,500	---
George	21	10,000	3,000

* This entry shows Charles P., aged 57, born in OH, Gertrude, 33 AR (she was born in Alabama) and Frank, 14 OH (he was born in IL). *FMD*.

† It is curious that Edward gave his age as 21 and George gave his as 25. In fact, George was 21 and Edward was 23 at the time of the census. *FMD*.

2. **Letter dated 5/25/2002 from the Curator of the Pleasant Hill Historical Society Museum to Sharon Dunbaugh Allen.** The bank was located at what is now 117 Wyoming Street, Pleasant Hill. A fire in 1971 destroyed the building. Enclosed is an undated news article about the bank failure and an excerpt from Marjorie Pearce Buckner's book "Grandfather" in which she relates what her grandfather told her about the bank.
3. **Undated news article (post 1988) entitled "The Leonard Dunbaugh story."**

"Approximately September 1, 1866, Leonard, Dunbaugh and Company opened a private bank in a building which stood at what would later be 117 Wyoming; the first known institution to do a regular banking business in Pleasant Hill. Until 1920 this bank had the distinction of having had the notable - if not the only - bank failure of Cass County. The "smashing" of the bank, as reviewed in the **Pleasant Hill Times** on February 20, 1920 created a great furor and badly upset the town when Dunbaugh simply closed the bank on an evening in October of 1870, taking approximately \$100,000 of the bank/s money with him.

"In the 1920 **Times** account of the incident, as recalled by James A. Henley and T.H. Cloud, Sr., it seems there were only two or three people got a cent of their money back, and then only by "taking the bull

by the horns." One of these was Dave Cantrell, a stock buyer who had moved here from Tennessee and was often out of town several days at a time on stock buying trips. The story of how he got his money back, as told in the **Times**, reads:

"It was only upon his return one evening after an absence of three days that Cantrell learned the bank was closed - the bank in which reposed his capital of \$5,000. But Cantrell, who was a man of nerve and decision, did not debate his course of action a moment. Instead he 'went to it.'"

Dunbaugh was living in the brick house on what was then well known as "Quality Hill" (now 602 Pine) and thither Mr. Cantrell journeyed with blood in his eye. Mrs. Dunbaugh answered his sharp rap.

'Is Mr. Dunbaugh at home,' he queried?

'Yes'

'Where is he?'

And then Cantrell stuck his foot in the door as Mrs. Dunbaugh tried to close the door.

'He's upstairs,' replied the woman. 'I'll go up and tell him you wish to see him.'

But Cantrell told her she need not trouble. He would go up himself. He stalked into Dunbaugh's room. Dunbaugh was in bed. Cantrell locked the door and pulled out his navy 'Six.'

'Mr. Dunbaugh' he said, 'I've come to get my money. You have \$5,000 of mine. Give it to me now or you are a dead man.'

Dunbaugh saw the force of the argument as the reminiscence ran, so he went to a bureau, pulled a roll from a drawer and counted out \$5,000 without a word of protest.

James Henley said Cantrell had a partner by the name of Calkington who also went after Dunbaugh roughshod and got his money. Dunbaugh and Leonard were both from Illinois; Leonard no relation to the Zenas Leonard family here in the 1800's. A man by the name of Hendricks was cashier of the bank and thought to be a confederate of Dunbaugh's in the looting of the bank.

Deposits were accepted by the bank up to the very evening of its close."

1988 Photo of house at 602 Broadway courtesy **Pleasant Hills Times**.*

4. Excerpt from the book "Grandfather" by Marjorie Pearce Buckner.

[Describes the "Dunbaugh Bank Building" which at the time of the story was owned by Frank Little and housed the Odd Fellows Lodge on the third floor and Tom Hayes' saloon on the first floor. It was

* The photo shows a modest two-story house. Is 602 Broadway the same as 602 Pine? *FMD*

a brick building with handsome grilled-iron shutters.]

"Father told me it was built in 1866, the year he built our house, by Acanthus Hinchman before Mr. Hinchman moved to Waco, Texas. Most folks think Leonard and Dunbaugh built it because it is known as the Dunbaugh Bank building and is where the bank was when they went bankrupt in 1870."

"How do you and your father happen to know so much about that building?" Minnie asked.

"Oh, Father remembers who built most of the old buildings during the first years of the railroad boom, when the town moved from Old Town to New Town -- and he knew well the four men who had the bank. They were John S. Fulks, Charles and George Dunbaugh and James Leonard, and they were all from Beardstown, Illinois where Mother's people were and where Father and Mother lived after they were married. Father was in the milling business there with a man named Fred Rearick, and Nell and Lide and Jess were born there."

Bert continued with a twinkle in his eye. "You know, Miss Minnie Shaw, we might never have met if that bank had not failed!" "Why Bert, how in the world could what happened to that bank more than twenty years ago make a change in our lives?"

"Well, Father thought he could make a better living if he was in business for himself, so Mr. Leland, who was his partner, bought him out and Father took

the check he was given, which was written on the Dunbaugh Bank, and went to Nevada, Missouri to look for a location. But he found nothing to his liking and returned to Pleasant Hill where he discovered, in his absence, that the bank had failed and the check Mr. Leland had given Father was no good! Leland and Pearce continued in business in Pleasant Hill until Theodore Leland decided to try his luck in Colorado, and sold his interest in the store to Father. So you see, if the bank had not failed, Father might have gone somewhere else in 1870, and we would never have met!"

5. Article in the Pueblo (Colorado) Chieftain dated March 30, 1871.

This article reflects that a new hotel to be called the **Chilcott House** is to open in Pueblo and that it will be run by Capt. C.P. Dunbaugh, "late of Jacksonville, Illinois." "We are informed by Mr. George J. Dunbaugh that the house will be newly furnished throughout with every modern appliance for convenience and luxury and that no expense will be spared in arranging everything in first class style, so that it seems we are to have a hotel that no town need be ashamed of."

6. Chattel Mortgage dated April 4, 1871.

This document shows that C.P. Dunbaugh purchased two 5x10 rosewood carom billiard tables for the hotel from Julius Balke, billiard table

manufacturer of Cincinnati, Ohio, for \$550. The tables were mortgaged to secure C.P.'s two notes for \$275 each.

7. Article in the Rocky Mountain News (Denver) dated Wednesday, May 5, 1871.

This article, headed "**Dunbaugh's Peccadillos**", repeats a report of the bank incident as reported in the *Democrat*, a newspaper published in Bates Co., Missouri. The report is as follows:

"The Bates county, Missouri *Democrat*, of the 20th instant, has an item regarding the doings of a set of men reported to have turned up in Denver. Whether they are here or not, is more than we can positively state, but we venture to say that no person of the name of Dunbaugh is keeping a hotel here, and as for the banking business, it probably isn't of the National kind. We receive the item in question from the most reliable authority, which vouches for the truthfulness of the "operations" of the individuals mentioned. Says the *Democrat*:

"We are reliably informed that the Dunbaugh family -- of banking and *bilking* notoriety -- that figured so conspicuously in this section of country not long since, have turned up in Denver city, Colorado. The old gentleman, father of Charles B., George J. and Edward P. Dunbaugh, has opened a hotel, on a large scale, in that city, having been in St. Louis a few weeks since purchasing billiard tables for the saloon

attached to his establishment. His three sons are engaged in the *banking* business, under the name of Edward P. Dunbaugh, and if the two former are as successful in their new field of operations as they were in Bates county, in the line of *thieving*, they will undoubtedly reap a rich harvest.

"Leaving here a few months ago as *bankrupts* after having robbed this community of over \$60,000, they suddenly 'hove in sight' in Denver city, one branch of the family running an extensive hotel, the other branch engaged in the *banking* business. People may say what they choose concerning "faro banks," but we will take our chances in the most villainous "hog" game that ever was "dealt" in America before we would in any exchange *bank*, into whose coffers the Dunbaugh's had an opportunity of dipping their mucilage covered fingers.

"If it be true, and we have little reason to doubt it, that Chas. B. Dunbaugh is engaged in the banking business in Denver city, we hope and trust the good people of that community will keep a watchful eye upon him. We assure them that his manner of conducting -- or rather misconducting -- the banking business in this country, would render a visit to these parts very unhealthy for the gentleman. Watch them - - they need it."

8. Article in the Pueblo Chieftain dated May 4, 1871.

This article is headed, "The News versus -- Dunbaugh" and reads as follows:

"The *News* has gone out of its way to make an unjust and, at all events, indiscriminate attack upon the "Dunbaugh Family." Capt. C.P. Dunbaugh has settled in Pueblo and has rented the Chilcott Hotel. What has he done to anybody that he should be attacked? Has *he* failed? Is it a crime to settle in Pueblo and open a hotel? His sons Charles G. (sic) and George J. Dunbaugh failed as bankers, their assets were turned over to an assignee, and the proper tribunal will examine and pass judgment thereon. We do not say, we do not know, the cause of their failure. Does the *News*? When a man fails in business, should he therefore be attacked by the press? If so, the *News* will find employment enough among its own citizens. Instead of employing its facile pen on the "Dunbaugh Family," let it commence on the publisher of a newspaper in Denver, who had some hand in selling out all the southern stockholders of the Denver and Santa Fe telegraph line, to the Western Union Telegraph Company. Will the *News* tell us who made something out of it? We can tell who did not.

We have purposely, for six months past, refrained in all ways from saying anything against Denver or its citizens, and we merely make these remarks, so that the *News* might know that the little squibs that it gets off now and again do not hurt Pueblo or the Chilcott Hotel very much."

9. Articles in the Pueblo Chieftain dated June 1 and June 8, 1871.

These articles report the planned opening and the actual opening on June 1st of the Chilcott Hotel, including a detailed description of the expensive furnishings. C.P. Dunbaugh had a three-year lease on the hotel with a two-year renewal option. The lease called for rent of \$4,500 for the first year and \$5,500 per year thereafter. The hotel building was located on the corner of 5th Street and Santa Fe Avenue, and it was owned by George M. Chilcott, William H. Chapman and Joshua R. Lampkin.

10. Chattel Mortgage entered into on March 29, 1873.

In March of 1873, C.P. Dunbaugh sold his lease to R.L. Hatten, who took over as proprietor of the hotel on April 1, 1873. By the end of the year, Hatten had changed the name of the hotel to the Lindell Hotel. C.P. Dunbaugh apparently moved full time to his ranch and lived there until his death in November 1882. The Chattel Mortgage, filed in the Pueblo County records, reflects that C.P. Dunbaugh sold all of the furnishings and inventory to Robert L. Hatten for \$3,044.05. He took back a mortgage to secure the payment of this sum in four installments of \$600.90 (due 5/1/1873), \$169.81 (due 6/1/1873), \$833.34 (due 8/1/1873) and \$1400.00 (due 9/1/1873). Attached is a detailed inventory of the items covered, room by

room, and includes the billiard tables.



Santa Fe Avenue in Pueblo Colorado, c. 1870



Santa Fe Avenue in Pueblo Colorado, c. 1890

APPENDIX IV

from "The Annual Report of the United States Life-Saving Service, for the Fiscal Year Ended June 30 1907"

THE LARCHMONT DISASTER, FEBRUARY 11, 1907

The marine casualty known as the *Larchmont* disaster, in which the passenger steamer *Larchmont* was sunk on the night of February 11, 1907, in Block Island Sound in collision with the schooner *Harry P. Knowlton*, occurred outside the field of operations of the Life-Saving Service. The case was not, therefore, subject to official investigation by this bureau under the requirements of the act of June 18, 1878. The services of the life-saving crews on Block Island (upon which upward of 100 of the victims of the catastrophe drifted ashore aboard the *Larchmont's* boats and life rafts) in caring for those who were so fortunate as to get to land alive, and in recovering from the surf the bodies washed up on the island beach, are, however, considered of such signal merit as to call for more than incidental notice.

The names and post-office addresses of those whose lives were saved or sacrificed are given in every instance possible in order to amplify and complete the record of one of the world's great sea

tragedies. What follows is compiled from a report made in the case by Captain Herbert M. Knowles, superintendent of the Third life-saving district (embracing the coast of Rhode Island), and from reports of the employees of the Service under whose personal supervision the rescue and relief work of the life-saving crews was carried on. Captain Knowles, by whose direction the reports of his subordinates were prepared, spared no pains to make the record of events that took place on the island in connection with the disaster as complete as possible and in thorough accord with the facts.

The *Larchmont* was a Joy Line, side-wheel, single-deck, two-masted steamer, plying between Providence, Rhode Island, and New York City. She registered 1,605 tons and was 252 feet long, with 37 feet beam. She was built in Bath, Maine, in 1885. She left Providence on her fatal trip at 6.30 p. m. of February 11, 1907, in command of Captain George W. McVey, with Robert Gay, chief engineer, and a crew of 30 or 40 men (the actual number is not known). The number of passengers on board is also a matter of doubt, but it was probably somewhat near 150. Captain McVey, who escaped with his life, estimated the number to have been 50 or 75, but the purser of the steamer, who also survived the disaster, placed the figures at from 125 to 150, and most of the ship's crew who reached land alive were inclined to agree with him. While the exact number of fatalities will also

doubtless ever remain a mystery, the magnitude of the calamity may be comprehended by the small number of survivors only 17 out of a possible 200 persons on board.

The schooner *Harry P. Knowlton* was a vessel of 317 tons, hailing from Eastport, Maine. She was commanded by Captain Frank T. Haley and carried a crew of 7. When the collision occurred she was on her way from South Amboy, New Jersey, to Boston, with a cargo of soft coal. She had been ice-bound at the head of Long Island Sound, and had gotten free early in the day of the 11th, and in order to make up for lost time was carrying considerable canvas. She was built for the South African trade, and for this reason, it is stated, was faster than the average vessel of her class. As the wind was blowing a gale on the night of the 11th she was therefore doubtless going along at a pretty good clip when she rammed the *Larchmont*.

The weather could scarcely have been better calculated to make the impending collision of the most terrible consequence. The night was clear, but the temperature was only 2° or 3° above zero, and the wind, which swept furiously across the Sound from the northwest, sent the seas clear over the laboring steamer, the water freezing as it fell and leaving a coating of ice upon everything above deck. The two vessels came together about 10.45 p. m. 3¼ miles SSE. of Watch Hill light, and almost due west of the

northernmost point of Block Island, lying 10 miles from the mainland.

While the stories of the two commanding officers do not agree with regard to the movements of their respective vessels just before the collision occurred, the recitals by the survivors from both vessels as to what took place afterwards are in substantial accord. The *Knowlton* struck the steamer on the port side forward of her paddlebox, carrying away all the head gear of the first-named vessel back to her knightheads. The speed of the *Larchmont*, however, carried her clear of the schooner, and the latter fell off to leeward. Captain Haley says that he signaled the *Larchmont* for help, but getting no response, and finding his vessel rapidly filling, he realized that his only hope of safety lay in getting ashore. He therefore hauled up to northward for the nearest land, but his vessel was so badly injured that the crew had to take to the ship's yawl while still a mile and a half off the beach and about the same distance from the Quonochontaug life-saving station. The schooner and her small boat were both discovered offshore about 1.30 a. m. by Surfman Charles G. Eldridge, of the station named, while making the west patrol. He burned a Coston signal, and when the men in the boat struck the beach he assisted them to land. They were taken to the station, where they were cared for three days. They informed the station keeper of the collision, but it appears that they were in

ignorance of its tragic outcome, having expressed to the keeper the opinion that the steamer had gone on her way. The seriousness of the disaster was not known on the land until the forenoon of the 12th, when the living and dead began to drift ashore on Block Island. After the schooner was abandoned it continued to drift shoreward, and took bottom on the beach about three-fourths of a mile west of the Quonochontaug station, becoming a total loss.

Following the collision, the *Larchmont* continued ahead for a short distance with all her lights extinguished by the shock, the water pouring in through the gaping hole in her side, and the steam from the pipes broken asunder by the schooner's prow filling her superstructure. Many of those on board had probably retired, as it seems was customary for persons taking passage on this boat to do after passing Beaver Tail, where the ocean swell is first encountered. Such as had done so were of course totally unprepared to face the awful situation with the presence of mind necessary to make the most of it, and in the short 12 minutes that ensued before the vessel went down had no chance, in the darkness, choking steam and general confusion, to get to that part of the steamer where the crew were trying to lower the boats and life rafts. The work of getting the boats and rafts over the side and safely afloat was an almost impossible undertaking owing to the terrific onslaughts of the seas, the fierceness of the gale, and

the crowding of the terrified passengers. While the operation was going on a number of the passengers jumped, or fell, overboard in their eagerness to leave the ship, and were of course drowned. At least half of those on the vessel succeeded, however, in getting safely away, and there is little doubt that, but for the rigorous weather, the larger part of them would finally have reached land by their own efforts with little discomfort, or been picked up by passing vessels.

Owing to the direction of the wind, the boats and wreckage from the steamer were swept toward Block Island, and the majority of those, living and dead, that reached the island came ashore near the Sandy Point life-saving station, situated near the island's northernmost point. Some of the imperiled people missed the island altogether and were carried on seaward, as was the case with the eight survivors picked up by the schooner *Elsie* several miles northeast of the island. The first news received by anyone connected with the Life-Saving Service bearing upon the fate of the *Larchmont* reached the Sandy Point station by telephone from the keeper of the Sandy Point light about 6 o'clock on the morning of the 12th, the lightkeeper having informed Surfman Charles A. Mitchell, who was temporarily in charge of the station during the keeper's absence on account of disability, that a boy had come to the light-house nearly frozen to death.

Thinking that a boat might have come ashore,

Mitchell sent one of the station crew to the beach to investigate, and taking the rest of his men, except one who remained behind to prepare breakfast, went to the light-house. The life-savers at once set to work to revive the boy, and when he had recovered sufficiently to talk he told them that he was one of several persons who had drifted ashore in a boat.

Leaving a surfman to look after the boy, Mitchell and the rest of his men hastened to the beach. In the meantime the surfman who had gone to the beach direct from the station had found a boat bearing the number 8 broadside on the beach full of water, with the surf breaking over it, and a man, barely alive, lashed to a thwart, his form scarcely discernible through a covering of ice. This man proved to be Anton Razukiewiz, of Central Falls, Rhode Island. The surfman tried to get him clear, but was unable to do so until his comrades came to his aid. The life-savers carried him to the light-house (which was nearer than the life-saving station), where they wrapped him in blankets, after which they bore him to their station, and there applied the treatment prescribed by the Service for frostbite. They then turned him over to the care of Doctor Larrabee, a local physician, for whom they had telephoned, and went down to the beach to look for the other occupants of the boat. Three bodies were picked up, and one man was found who showed signs of life. The latter died, however, before they could get him to the station.

While searching for survivors from the first boat that came ashore, one of the life-savers, who had gone some distance ahead of his comrades along the beach, observed several persons staggering toward the station. The surfman ran to meet them, and, catching hold of two, who were in advance of their fellows, helped them as rapidly as possible on their way. They proved to be Captain McVey, of the *Larchmont*, and Quartermaster James Staples, of the same vessel. While escorting these two men to the station the surfman met Surfman Streeter leaving the light-house and informed him that there were others coming along behind. Streeter continued on down the beach in the direction indicated, and about 150 yards from the life-saving station discovered a man prostrate, face down. On turning him over the surfman found signs of life in him, and seeing that the men whom he had come to assist would be able to get to the station unaided he took the man in his arms and carried him to the light-house. With the help of the light-keeper's daughter and others he cut off the man's clothing and applied the usual restorative measures, but the man died in their hands.

While efforts were being made to restore the man picked up by Streeter another man reached the light-house, who proved to be Purser Oscar Young, of the *Larchmont*. About this time also John Tolan and Martis Liebert, firemen from the *Larchmont*, were found on the beach by acting keeper Mitchell and

assisted to the life-saving station. When these two men were safely under shelter Mitchell again went up the beach and found two more nearly frozen men trying to get to the station. He secured a team from a resident of the neighborhood and hauled them in. Their names were James Vann, of Wilmington, North Carolina, and James L. McFarland, of Brooklyn, New York.

Until the arrival of Captain McVey at the Sandy Point station the Block Island life-savers had had no definite information of the disaster of the previous night. Upon learning something of the nature of the casualty their vigilance was redoubled, and with the spreading of the terrible news a number of private residents of the island came to the station with proffers of assistance. By mid forenoon the mist, which had hung heavily over the water since dawn, began to lift, making it possible to get a view offshore, and disclosing a boat drifting in. The team that had been previously used in the rescue work was brought to the beach, in readiness to carry the occupants to the station when they should land. The boat was found to be No. 6. It contained one live man and 9 frozen bodies, one of those on board having committed suicide while drifting in the Sound. Oliver Janvier was the name of the survivor. The suicide was identified as John Marcario. Another of the bodies proved to be that of James B. Harrison.

Soon after the landing of boat No. 6 an empty

raft came ashore, those it supported having evidently been washed away. Following this raft another was sighted, which, on nearing shore, was seen to support 6 persons, only one of whom appeared to be living. This raft turned over in the surf and all who were on it were swept away, but the lone survivor fortunately managed to get hold of the lifeline attached to it, and was rescued by surfmen Mitchell, Steadman, and Northup, who secured him by rushing waist deep into the water. This man was named Mohammed Omar. Shortly afterwards a fourth raft was seen coming in. Two or three of the surfmen waded out to meet it, and found upon it 5 frozen bodies.

As soon as Acting Keeper Mitchell learned from Captain McVey of the seriousness of the disaster, and realized the character of the work probably in store for him and his men before the close of the day, he telephoned to Keeper A. N. Littlefield, of the New Shoreham station, situated near the southeasterly end of the island, to come to his assistance. Keeper Littlefield promptly responded, taking with him several of his crew and the station cart loaded with clothing, blankets, medicines, and other supplies useful in succoring the shipwrecked. In his report of the day's work Keeper Littlefield says:

We reached the Sandy Point station about 10 a. m. and found the life-saving crew there busily engaged looking after the survivors, caring for the dead, of which there were then 12 at the station, and

taking others from the boats and surf. My men at once went to work stripping wet and frozen clothing from the survivors and assisting the physician present in caring for them, while others of my crew went to the beach and brought in dead bodies.

About the time of the arrival of the New Shoreham station crew another raft came ashore empty. It was followed by boat No. 5, containing one body. A little later boat No. 7 came ashore one third of a mile south of the station with 3 bodies. These were all carried to the station by Mr. A. N. Sheffield's ox team, along with several other bodies which had washed up on the beach and been placed by some of the surfmen out of reach of the surf.

From noon of February 12 to noon of the 13th 4 men of the Sandy Point station, assisted by 2 surfmen from the Block Island station, maintained a constant patrol along the beach, while other surfmen of the Sandy Point crew were at the station ministering to the survivors and caring for the dead. As fast as bodies came ashore they were carried to the station and tagged and numbered by Doctor John C. Champlin, of the Public Health and Marine-Hospital Service, whose station is on the island. Doctor Champlin's work was as thorough as possible under the circumstances and greatly facilitated the later work of identification at Providence, to which place the bodies were taken from the island.

On the morning of the 13th A. N. Sheffield

discovered a body in the surf about three-fourths of a mile southeast of the Sandy Point station. With the assistance of another man Sheffield recovered it and laid it on the beach. It was later carried to the station, where it was identified as Reverend Philip Manfre, of Providence.

About noon of the 12th, while the men of the New Shoreham station were assisting the Sandy Point crew, word was received that the Block Island schooners were bringing survivors and dead from the *Larchmont* into Old Harbor, near the New Shoreham station. Thinking that the services of himself and crew might be needed at Old Harbor, Keeper Littlefield returned with his crew to his station, where they round the citizens at Old Harbor caring for the 8 survivors and 7 dead picked up by the schooner *Elsie*. (As previously mentioned, this vessel had rescued 8 persons several miles at sea, the only survivors picked up offshore by any vessel.)

The schooner *Clara E* also brought into Old Harbor 13 bodies; the schooner *Edward H. Sneed*, 3; the schooner *Wm. Talbot Dodge*, 1; the schooner *Little Fred*, 6; and the yawl *Theresa*, 7, making, all told, 8 survivors and 37 bodies. Four of the survivors and 13 bodies were cared for at the life-saving station on the night of the 12th. On the 13th the living and dead so far brought ashore at Old Harbor, numbering 21, were conveyed by team across to New Harbor, on the western side of the island, and placed aboard the Joy

Line steamer *Kentucky*, which had come to carry them to Providence. The *Kentucky* was then piloted upshore by a surfman from the New Shoreham life-saving station, and took from the Sandy Point station the survivors and dead being cared for at that place. Later in the day 22 more bodies, brought into Old Harbor by the fishing vessels above referred to, were left at the New Shoreham station, and on the following day two more bodies were added to the number. The Joy Line sent the tug *Roger Williams*, to New Harbor to receive these, and 23 of them were carried across the island by the lifesaving crew and placed aboard that vessel. One body, that of Harry L. Eckles, a resident of the island, was interred in the Old Harbor burying ground.

On the night of the 25th, two weeks after the disaster, a body was found by Acting Keeper Mitchell on the beach a short distance from the Sandy Point station. By means of papers found on the clothing the dead man was identified as Julian Klimaslewski, of Providence, Rhode Island.

From the foregoing it appears that 20 survivors and 75 corpses from the *Larchmont* came ashore on Block Island, namely: 1 survivor, succored at the Sandy Point light station; 11 survivors and 38 bodies, cared for at the Sandy Point life-saving station; and 8 survivors and 37 bodies, brought into Old Harbor by Block Island schooners. These, with 2 bodies that came ashore on No Man's Land, and which were

recovered by the crew of the Gay Head life-saving station, make 97 victims accounted for. The bodies last referred to were identified as the remains of Joseph P. Gightman, of Lebanon, New York, and Frederick H. Mooney, of East Providence, Rhode Island.

Of the 20 persons who reached land alive, one died on the island and two succumbed after reaching Providence, leaving only 17, so far as can be ascertained, who survived the terrible exposure of that winter's night.

One fact developed in this case was the failure of both vessels involved in the collision to burn rockets or make other distress signals. This omission on the part of the *Larchmont* was doubtless due to the great confusion on board and the rapidity with which the stricken vessel went to the bottom, leaving no time for concerted or effective action of any character by her officers. Moreover, the fatally injured *Knowlton* drifted away after the impact totally unaware of the seriousness of the injury she had inflicted on the *Larchmont*. The scene of the collision was not more than 3 or 4 miles from the mainland, which, the records show, was patrolled by members of the Life-Saving Service. As the night was clear and an extended view offshore possible, some of them would certainly have observed any signals burned by either of the vessels, in which event many of those who succeeded in escaping to the boats and life rafts might

"have been picked up by craft putting out from the shore, hours before they began to drift on Block Island.

The services of the life-saving crews on Block Island, while not taking them away from the shore, were extremely heroic and self-sacrificing. During the entire day of February 12 several of them remained in the open on the beach in a heavy gale of wind, with the temperature near zero, their clothing frozen stiff, and their grewsome task of recovering bodies frequently taking them shoulder deep into the surf. To quote from the report of the district superintendent, "they resembled statues of ice more than human beings." Nor was their work ended with the close of the day immediately following the disaster. Throughout the night of the 12th and until noon of the 13th they remained on the beach without sleep, and with little refreshment, ready to give aid to, or recover any living or dead that the turbulent waters might cast upon the shore. Following is a letter addressed to the keeper of trie Sandy Point station by the president of the Joy Steamship Company, expressing his appreciation of the services of these men:

On behalf of our company I want to thank every man in the life-saving organization on Block Island for their efforts in caring for the living and dead from the disaster to our steamer Larchmont on the 11th

instant. From all reports that I have received nothing was left undone by the station crews that could have been done. Hoping you will convey the thanks of the company to each of the men, and that they may know that their work has been, in a small measure at least, appreciated, we remain,

Very respectfully,

F. M. DUNBAUGH, *President.*

The Service desires here to acknowledge the great assistance rendered the life-saving crews on this occasion by private citizens of Block Island, as follows: Walter R. Littlefield, Elwin A. Perry, Roy Payne, H. Ansel Ball, Thaddeus A. Ball, S. Martin Rose, Samuel L. Hayes, Seymour Hayes, Charles Littlefield, Ira II . Littlefield, Charles Smith, Arthur N. Sheffield, John G. Sheffield, John Hayes, and Oscar H. Willis. Side by side these men worked on the beach with the surfmen, picking up bodies and hauling them to the Sandy Point station with teams furnished by themselves.

It is considered proper here to refer to the efficiency of the Service telephone system in this instance. As the stations on Block Island are connected by wire with "half-way" houses, the men on the beach and at the stations were able to keep in constant and ready communication with each other, thereby greatly facilitating the work in hand.