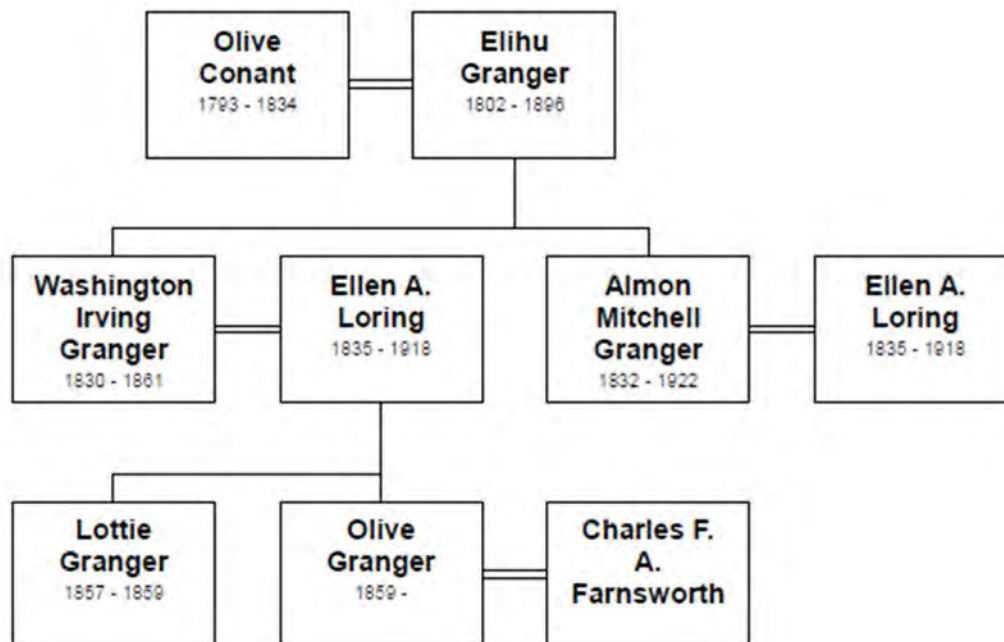
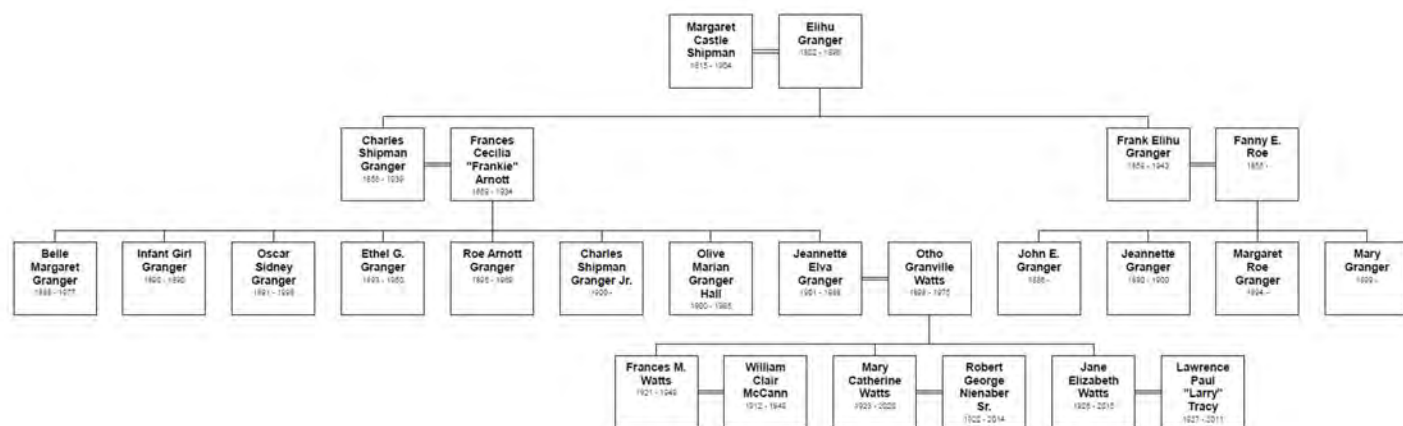
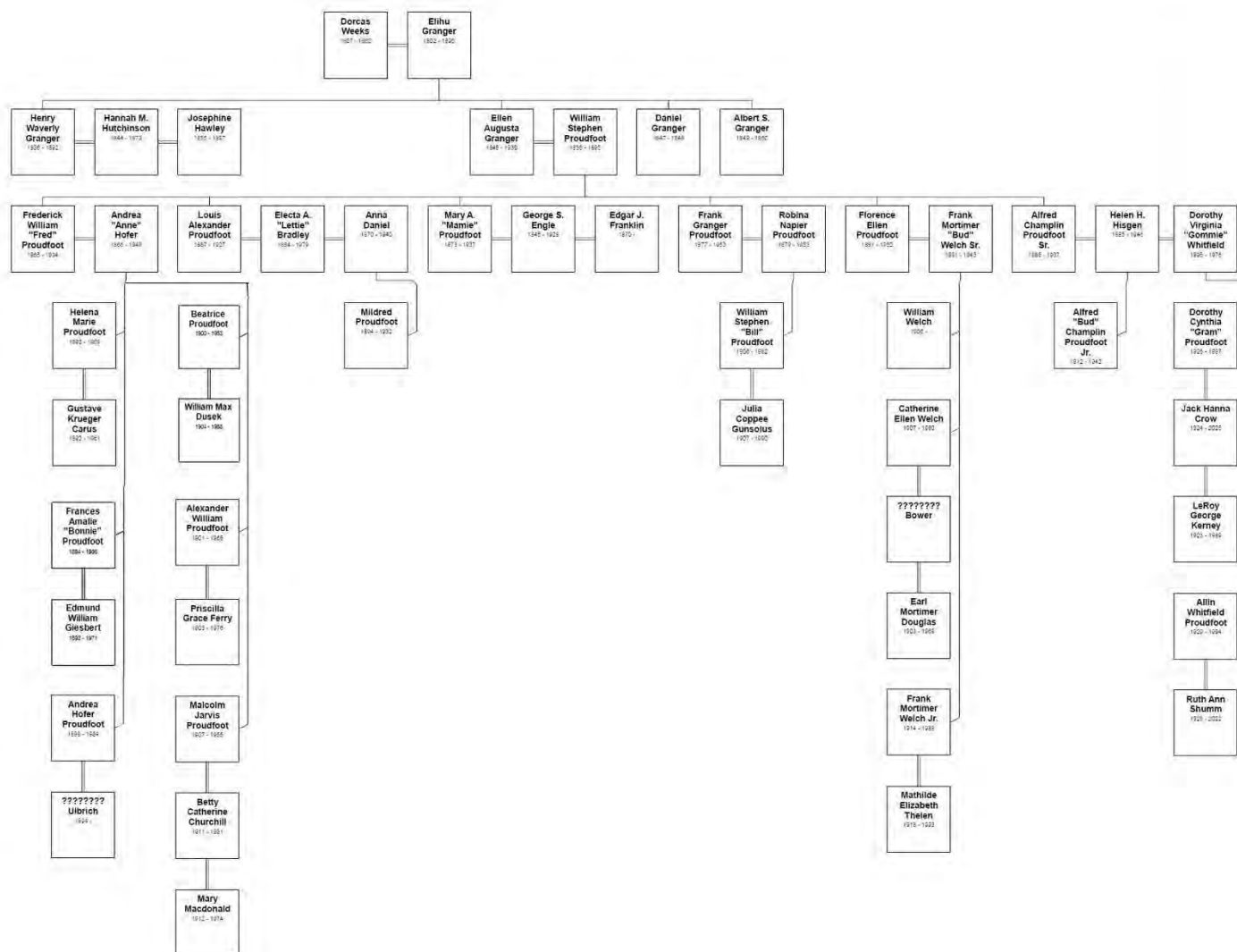


AN AUTOBIOGRAPHY OF ELIHU GRANGER AN OLD SETTLER OF CHICAGO, ILL.

Elihu Granger (1892-1896) dictated his autobiography through the time of the Civil War around 1879-1880. Then after being lost for forty years his youngest son Frank Elihu Granger (1859-1943) got them typed. The attached scans are of a typewritten 1932 document passed along by my grandmother Dorothy Virginia Whitfield (Proudfoot) (1896-1976) who received them as noted in the May 23, 1938 letter from her nephew Malcolm Jarvis Proudfoot (1907-1955).

Elihu is a biblical name from Book of Job. The next pages of family trees outline where he fits in my family and Elihu's family through his three wives. Elihu's grandfather Jonathan Granger (1743-1805) was a Revolutionary War Patriot (DAR A046945). Elihu ancestors on last 10-pages of this document.





DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
WASHINGTON

May 23, 1938

Dear Dorothy:

At long last I am returning Great-grandfather Grainger's autobiography. I am likewise sending you a carbon copy, which you may wish to forward on to some other relative or keep for your children.

Some day I hope to make a few searches among the records for additional genealogical data about the various ancestry. You may be sure that anything that I find will be sent on to you.

Thanks again for sending me this autobiography.

Most sincerely,

Malcolm

**Your Census Reports are
CONFIDENTIAL**

Acts of Congress make it unlawful to disclose any facts, including names or identity, from your census reports. These laws are strictly enforced. Only sworn census employees can see your statements. Data collected are used solely for preparing statistical information concerning the nation's population, resources, and business activities. Your Census Reports Cannot be Used for Purposes of Taxation, Regulation, or Investigation.

AN AUTOBIOGRAPHY OF

ELIHU GRANGER

AN OLD SETTLER OF CHICAGO, ILL.

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ELIHU GRANGER
AN OLD SETTLER OF CHICAGO, ILL.

PREFACE
TO
AUTOBIOGRAPHY OF ELIHU GRANGER
BY
FRANK ELIHU GRANGER, HIS YOUNGEST SON.

* * * * *

As the following pages relate the life history of Elihu Granger only to the time of the Civil War, I will here make a short statement of the balance of his life, to the time of his death which occurred in December 1896, he having reached the age of nearly 95 years.

After the war he lived in Chicago up to the time of the great fire, October 9, 1871, with his wife and two sons, Charles Shipman and Frank Elihu, born in 1856 and 1859.

After the fire the family lived for several years in Englewood, Ill., and then moved on to a farm near Kaneville, Ill., and in the year 1884 moved to a farm at Scatterwood Lake, South Dakota, where he died.

While he was living at Kaneville in the years 1879 and 1880, he dictated the following autobiography to Fanny Roe. I can certify to that fact because I was present and heard a large amount of the dictation.

The manuscript from that dictation was lost and for about forty years I endeavored many times to find it. Finally it was found a short time ago, and I have personally made seven typewritten copies which I expect to send to some of the descendants of Elihu Granger and others who may be interested.

Therefor it must be borne in mind when reading the following pages that they were written over fifty years ago.

Dated at Aberdeen, S. D. this 28th. day of August 1932.

(Signed)

Frank E. Granger

AN AUTOBIOGRAPHY OF ELIHU GRANGER

AN OLD SETTLER OF CHICAGO, Ill.

I was born April 3rd., 1802 of humble parentage, at Westmoreland, N. H. in the Northern part of the town, at a place called "Granger Mills".

My father, Eldad Granger, the owner of the Mills, was a self made mechanic and millwright. He was a native of Suffield, Conn., a son of one of two brothers who settled at Suffield at an early day (Gideon Granger a son of the other brother, cousin and playmate of my father, was Ost-master General under Jefferson. My mother, whose maiden name was Sarah Holmes, was a native of Chesterfield, N.H. I come of a long lived family, my mother dying at the age of eighty-four and my father at the age of ninety-nine years, and three hundred and fifty days.

I am the eighth of fifteen children, eleven of whom lived to mature years. When ten years old, I went to live on a farm at Keene, five miles from home where I remained three years. The following two years I spent with an uncle, Cap't. John Wheeler, a large farmer in Concord, Caledonia County, Va. Being a great distance from school, my early education was neglected. At the age of sixteen I became apprenticed to my father and brother in the carpenter and millwright business. At nineteen I bought my time of my father in order to work with more expert millwrights. I perfected myself in the trade and at twenty-one I superintended the completion of a mill at Waterford, Va. on which I had worked as journeyman. During the next five years, I superintended the building of various mills, custom grist mills chiefly, but also three or four saw-mills and thirteen clover Mills in various towns in the Northern parts of Vermont and New Hampshire.

During this time I made application for admission to Mount Moria Masonic Lodge, at Canon N. H. near Lyme, nine miles from Dartmouth College. After six months probation, being a stranger to most of the Lodge, I was admitted. The six months delay was due to the precaution taken in those days in admitting members to the Masonic Fraternity. At the time of the Morgan affair, I had taken the degree of Master Mason. During that excitement the Lodge to which I belonged, surrendered her charter.

At twenty-seven years of age, I went to Watertown, Jefferson Co., N. Y. and worked in George Golden's Machine Shop, until I became somewhat acquainted in the county. I then built a flouring mill with three run of stone at Belleville Elisburgh, in the same county for a man named Woodard. During the following eighteen months spent in building and repairing mills in Jefferson County, I purchased land and built a house at Felts Mills, on Black River. At the end of that time I returned to Lyme, Vermont, and was married to Olive Conant. We came to our home at Felts Mills, where I continued to follow my trade. Here there were born to us, two sons.

In the spring of 1832 I became interested in a foundry and finishing shop at Sacketts Harbor, where, in the summer, I moved my family. In August of the same year, during the first scourge of cholera in America, my wife died leaving me Washington Irving, age two years, and Almon Mitchell, age three months old. I took my children to Romin, N. Y. where my mother's sister, the wife of Capt. Smith, took Irving and a woman named Holm cared for Almon. During this time I built a very extensive flouring mill on the river Tay, at Perth Canada for a man named Haggert. I also built several other flouring mills in Jefferson County.

In January, 1835, I married Dorcus Weeks at Watertown, N. Y. from which we removed to Rodman where I had purchased a home.

I continued my trade for seven months when having made a contract with Lyman & Gage to build a flouring mill in Chicago, and having previously shipped my tools on a small schooner, I started the first day of August 1836 from Rodman, N.Y. on horse-back for the west. I went by way of Auburn, where at the State Prison I selected the iron machinery for the mill I was to build. From thence I went to Buffalo, and shipping my horse on board the steam-boat I came to Detroit. Remounting my horse I travelled across the territory of Michigan. He being a hard riding animal, I frequently jumped off to rest myself by walking. Late one night I stopped about eight miles from St. Joe to water my horse at a little running stream. Going on, just over the hill, beyond the stream; learning there was no other stopping place that side of St. Joe, I concluded to stay there the rest of the night. Being very tired, I gave directions for the care of my horse and retired. During the night there was a rain-storm and I awoke in the morning to find my horse dripping wet, and so badly foundered that he could hardly walk out of the leaky shed where he had been stabled. Leading my lame horse, I walked to St. Joe, reaching that place just before night fall on the seventeenth of August, where I shipped my horse on a small schooner and rolling myself up in a sail on deck, fell asleep. I awoke the next morning and found myself in Chicago.

During the ensuing Fall, and early Winter, I superintended and completed the flouring mill for Lyman & Gage on the West bank of the Chicago River, at what is now the West end of Van Buren Street Bridge. I boarded at Kinzie Hall, called the Green Tree House on the corner of West Lake and Canal Streets, it being at that time the only comfortable boarding place.

During this fall there were about Four Thousand Indians in Chicago, assembled to receive their last payment from the Government before being removed across the Mississippi River. Near the place where I crossed Randolph Street, to and from my work, I passed the stand where the government officers and Indian Chiefs held their consultation. I was frequently amused by listening to the interpreter as he presented the Indian Chiefs shrewd objections to being removed across the Mississippi, as it was claimed by the government officers they had agreed to in their treaty. At this time there were more Indians than Whites in Chicago. They finally concluded to comply with their agreement, and the government employees removed nearly all of them that fall, beyond the Mississippi.

While I was building the mill, Mr. Gage built a small tenement near the crossing of Canal and Van Buren Street, and during the latter part of my work on said mill, I boarded with him.

At various times, during the fall, the prairie west of us was burned over by running fires, which on dark nights so brilliantly lighted up the streets or paths rather, that one could see to pick up a pin. While I was boarding with Mr. Gage the wolves ran at large over the same territory, and frequently approached the houses so closely as to frighten the family.

While building this mill I became acquainted with William Gooding, afterward Chief-Engineer of the Illinois and Michigan Canal, who was very solicitous that I should interest myself in the work on the canal which was commenced in 1836. He introduced me to some of the contractors who had then commenced work. In the latter part of February 1837, having fulfilled my mill contract, I was employed by Mr. Dodson who held a contract, and was at work on sections forty-nine and fifty to build a large four horse power pump and cranes.

This engaged me up to the time of the second letting of contracts in May 1837. Merrill Coburn and myself together bid for a section of rock work and we were awarded section 46, in the bottom of the Aux Plaine River. Our section consisted of stratified lime rock which required heavy cranes, horse power, drills and steam engines for pumping water, etc., the rock having to be deposited outside of the tow path and fifteen feet clear on the Burmbank side. The cut we contracted to make was one hundred and twenty feet wide at the bottom and had an average depth of twenty-two feet. Our work consisted wholly of deep cut rock work, except a little soil surface. During the summer we worked a force of fifty to a hundred men. The nature of the work required a very expensive outfit in building machinery, teams and so forth. Not having an abundance of capital we suffered great inconvenience for the first year or two of our work for want of provisions and supplies which were very scarce and high priced. At the end of three years, the Commissioners failed to pay us specie according to the contract. In 1840 the State became financially unable to continue the enterprise and went into bankruptcy. The opinion prevailed at this time among the contractors and public generally that the undertaking could be finished with the appliances provided, at much less than the contract price, and the contractors were extremely anxious to consummate the enterprise and the contractors received in payment canal scrip and certificate of state indebtedness, and state bonds, with which we ~~represented~~ prosecuted the work up to the end of four years, when the State, thru the Commissioners, refused to pay us anything more, consequently we were obliged to discontinue the work, with all our fixtures and buildings on our hands. During the time from the last payment in money, up to the discontinuance of the work, the Canal Commissioners had paid to the contractors about \$2,500,000 in canal scrip and State certificates, my firms share being about \$50,000. This amount we were obliged to dispose of at a very great sacrifice and for some of which we could get only about fifteen per cent. The whole amount of canal scrip and indebtedness, which we received, averaged us only about 22 per cent. In 1843 State canal bonds sold at 11 percent. When we suspended work, the engineers made a final estimate of what was due the contractors including reserved percentage on contracts. Our firm received \$11,000 in State bonds, and we realized but a trifle therefrom.

In about the year 1839 I dissolved partnership with Coburn and took Col. Wm. Smith as partner to complete the work. At the termination of the work, Wm Smith, having obtained an appointment as Clerk of the Circuit Court in Will County, left me with all the debts and concerns of the firm on my hands, with but a few hundred dollars in scrip to pay off all indebtedness. Subsequently, he wrongfully obtained all the State bonds for the reserved per cent awarded us by the engineers in the final estimate. During the time of this work on the canal, we had on an average, about one hundred men upon our pay rolls. A large portion of them had their families in small shanties in the neighborhood of our main head quarters, or "Big Shanty".

The canal ran thru the valley of the Aux Plaine River, and in the year 1838 we were afflicted with a vast amount of sickness, caused by the miasma arising from the swamps. Some of the time in our vicinity, there were as many as three or four deaths a day. Prior to the time of the termination of our work, the legislature had passed an act authorizing the pre-empting of canal lands by persons concerned in the canal, by their settling upon them and paying the appraised value thereof, consequently, after I closed up canal interests, I moved on the canal property in the city of

Chicago, to wit, a square of land on the North side of the Chicago River, in Block Four, Original Town, and established a small foundry and finishing shop, which afterwards enlarged to quite a considerable establishment, and which I carried on very successfully for several years. During this time the Legislature had passed an act ceding all the canal lands to trustees of the original canal bondholders, for the completion of the canal on high level. Those trustees, subdivided the canal/ lands, or lots, on which I was located and disputed my right to pre-empt that land, for which I had tendered them, according to law, their appraised value, which was about \$11,400 in gold. The question was tried in the Supreme Court, and having employed I. N. Arnold, as my attorney at the commencement, depended upon him to defend my claim. During the pendency of the case, I found that he was engaged by the Canal Trustees, which placed me in a very awkward position. I employed another attorney, a stranger to the case, and it was tried at Ottawa at the time when I was absent from the State. A decision was obtained against me, by a majority of the court, while Judge Canton dissented. This decision was disastrous to me financially, compelling me to move to a location which I purchased on the corner of Franklin and Indiana streets.

About 1853, I sold out all my interest to my two sons, Irving and Almon. They carried on the business very successfully until about 1857. During the time of their operations they were too credulous and trusted out large amount of machinery which they made and delivered. I had assisted them materially, in various ways, by not calling upon them for the amount of purchase money at all, and giving them the privilege of raising money upon my endorsement, and in the fall of 1856 I gave them a credit at Swift's Bank of \$10,000 more which I afterwards had to pay.

In the Spring of 1857 I called upon them to exhibit their account to me. Having engaged for several years in the City's interest, I had not a correct knowledge of the standing on their books. I came to the conclusion that they must make an assignment. After preparing their books, accounts, debts and dues, they made an assignment of their whole interest, for the benefit of their creditors, to myself and George Dole, as trustee. I found assets amounted to about \$100,000, the debts amounting to about \$90,000. I advised them to put my name not in the first, but in the second class, which turned out to be a very wrong thing, for me to do, but, from the appearance of things at that time, I was induced to think that I could so manage as to restore them to business, but, as it will be remembered, there was a general financial crash all over the country in 1857, consequently I was unable to collect but a small portion of the amount due them, and I lost nearly all that portion of the assets. I carried on the work the first year, working up the stock on hand and paying off the first class or creditors. The amount I paid them, together with the expenses of carrying on the business that year amounted to \$110,000. I thought I should be able to collect out of the business due, sufficient to redeem my real estate which had been pledged by them to raise money to pay myself, but, about the time I had closed out the first class of creditors, there seemed to be a dead stop to collecting anything. Many of the heavy debtors took the benefit of the bankrupt law, leaving me a great loser. I lost a large amount of real estate by its being forfeited for money which they had used. That, and all other losses that I sustained in consequence of the operations, was not less than \$125,000.

From 1843 to the spring of 1856, I served the city as alderman and in the year 1856 I served as Superintendent of Public Works. During the time of public service, I projected and introduced a great many of the improvements of the city, nearly all of which are in use at the present day.

Although it may appear egotistical, I will here name some of the improvements of which I was substantially the originator and through much opposition succeeded in accomplishing.

One of the first pieces of work was to cause the construction of a great many sidewalks which were very much needed, When I first went into the council and the repairing of many impassable street. At this time there were no parks in the city. I examined the records and map of the first plat of the North Division.

I found there was one block in addition that had been donated by the original owners to the city, with a promise that it should be received and improved by the city within a given time. That time would have elapsed within two weeks. I proceeded immediately to obtain the necessary legislation to fence and improve it, otherwise the land would have been forfeited, and reverted to the heirs of the donors. That square has since been improved, and is now called Washington Park.

I also found that the city was greatly in need of a school house in the North Division, there being none in this part of the city. I found and purchased for the city the property where the Kinzie School now stands. I also succeeded in obtaining the necessary legislation for the contracting and building of the school house. At the time I made a strenuous effort to purchase a square of ground just west of the school-house, of Walter Newberry, for the play ground for said school, but failed to prevail upon him to dispose of any of it at any price.

I also spent considerable time in connection with Wm. B. Ogden in obtaining the site where the Franklin School now stands, and labored strenuously until I succeeded in having the building erected. These lots for each of these schools I purchased for the city of Wm. B. Ogden. At a subsequent time I spent many days in purchasing of Mr. Burch the two lots where the North Side court house and jail now stands, on which we built a market place. I also purchased for the city of Walter L. Newberry, a lot on the corner of Wells and Kinzie Streets for Engine Company No. 3 for which I paid my own money, some six hundred dollars, the city being somewhat embarrassed. The city having had the use of it for one year, I asked for the return of my money, and Walter L. Newberry, then a member of the council, was so penurious he objected to my receiving interest.

Prior to the time, about 1845 I introduced a resolution to the council to locate a bridge across the main river on Wells street and after a great deal of scuffling, there being great opposition in the council to that location, heavy interests on Franklin Street and other personal interests interfered with that location which made it very difficult to engineer the resolution thru the Council. I finally succeeded and then obtained a contract with Derastus Harper to build the bridge. Being the only mechanic in the Council, the duties of such improvements and the manner of their construction were heaped upon me, consequently occupying a great deal of my time outside of ordinary Council duties.

At a subsequent time I prepared and introduced into the Council an ordinance allowing the Chicago and Galena Railroad to cross the North Branch of the river, east of the alley, between North Water and Kinzie Streets.

Also all papers, resolutions and ordinances relative to widening said alley, and occupying the same by the railroad, many days and weeks of my time were devoted to this enterprise. I was also chairman of a committee whose duty it was to lay out, survey and locate the north side of the Chicago River for the purpose of widening the same to $\frac{1}{2}$ its present width, making it nearly twice as wide as before. Much of my time was occupied in this improvement, by reason of my having to superintend to a great extent the large amount of excavation and dredging. Also many days and months of my time in Council and on Committee, of which I had generally to be chairman, in the important improvement of raising the grades of the streets, it being an enterprise strongly urged by others, it was difficult thing to get the grades up as fast as the public interests required. After the river was widened, as stated above, it became necessary to build a second bridge at Wells Street. We had, prior to this, used float bridges.

I now conceived and introduced a plan of a center pivot bridge, elevated high enough for most boats without masts, to pass under. After much labor and time spent in constructing the same, I succeeded in making a contract with Derastus Harper to build the first high pivot bridge that was ever built in Chicago. After this, all bridges that were put across the main river, were constructed upon this plan. Soon after this, we built a similar bridge at Lake Street, also Randolph Street. We also built an iron bridge at Madison Street. This bridge occupied a large portion of my time, it being the first iron bridge with stone abutments and center pin. The iron work was constructed by Mr. Mosely from Cincinnati.

During the last of my service in Council, I succeeded in obtaining the necessary legislation for the location and construction of an iron bridge at Rush Street, and the building of the same was awarded to Derastus Harper. In addition to all above mentioned, very much of my time was occupied in supervising the construction of other bridges. One at Kinzie, across the North Branch, one at Erie, one at Chicago Avenue, all high bridges except Kinzie, and also one at Indiana Street; the cost of which cost me several hundred dollars in money. Indiana Street not having been previously laid out from Kingsbury Street, to the river, across a piece of property owned by C. Miers, I inadvertently became able to pay him a certain amount which the city refunded.

I also had constructed under my direction, ~~EVERY~~ several float bridges on the South Branch, namely, Polk Street, one at Twelfth St. and one on what was then called Old Street (I think it is now called Eighteenth Street). Much had been said and many experiments tried relative to the paving of streets and also sewerage.

During the time, the Council organized sewerage commissioners and referred the subject to them. This enterprise being placed in the hands of their engineer, Mr. Vhesborough, we were materially aided in raising the grades of the city. It appeared to be absolutely necessary for the proper drainage that the grades should be much higher than had before been contemplated. This being a very important subject, there were almost as many plans suggested as there were people concerned. About this time I made a tour to the East at my own expense and examined a great many kinds of pavements in New York, Philadelphia and Boston. I observed a small portion of Nicholson pavement near South Boston bridge and also a little on Boston neck.

These were the only pieces of that kind of paving which I found anywhere. A small portion of that near South Boston Bridge had been in use several years, giving me an opportunity, as a small portion of it had been ripped up for some street improvement, to judge of its durability. After a thorough investigation of the subject, I became satisfied in my own mind that the Nicholson pavement was the kind that Chicago must have for soft and newly filled streets. On my return I introduced measures in the Council for its adoption. After much labor and hunting about, I found two men who opined with me, viz: William B. Ogden and Mr. Robbins, who were owners or controllers of the whole property extending from S. Water to Lake Street on Wells. I succeeded in getting them permission from the council to pave that block at their own expense under the city's supervision; also in getting a contract between them and S. S. Greeley, city surveyor, to perform the work under my supervision. That block was paved with oak blocks. Having the supervision of it myself, I had it laid in what I conceived to be a permanent manner. It proved so to be, having lasted for nine years without requiring any repair, and then, with slight repairs, for several years longer. This pavement won the favorable opinion and had been adopted to considerable extent throughout Chicago. Subsequently the competition by contractors was so intense that the character of the work so deteriorated that its adoption was less rapid than it would have been had it been faithfully laid. It may be well to mention that I, in various ways, spent a great deal of time in laying out and opening new streets among which I will mention the extension of Clark Street from Madison to the Southern boundary of the city, also to lay out Wabash Avenue from River street to the southern boundary of the city, also Michigan Avenue.

I remember well that the extension of Clark street was a great offense to Col. Walter, who was owner of considerable property through which the proposed extension was passed. He took occasion to persecute me severely for my efficiency in perfecting the enterprise and even assaulted me in Judith Steel's restaurant on Clark Street which affrey cost him about fifty dollars. I also obtained the necessary legislation for the opening of many other streets and alleys: Mohawk Street, Granger street and the extension northward of Sedgewick street. I remember the widening of a nine foot alley to eighteen feet wide. This alley extends through from Clark to LaSalle street and is now called Arcade Court. This enterprise was attended with considerable difficulty, there being heavy brick buildings on Clark street. It would have been too expensive to have opened it entirely through to Clark Street. The committee had several consultations relative to what should be done. I remember that Woodworth, afterward alderman, saying he would with-hold his opinion and wished me to report according to my own judgement. My report was unanimously adopted by the council. It recommended the opening of the alley from LaSalle street to the rear of those buildings to its present width, leaving the nine foot alley the balance of the distance to Clark street.

The above duties upon streets and alleys were laid upon me, I being their chairman of the committee on the streets and alleys of the whole city. Since that time there has been appointed each year a committee on streets and alleys for each division.

During the time I was servant in the Council, I acted as Chairman in various important committees, viz; on harbor and bridges, fire and water, streets and alleys, wharfs and public grounds, wharfing privilege and police.

At an early day of my service in Council, it became necessary to locate a cemetery. The burning of the dead, prior to this had been in various places, principally along the Lake Shore in the vicinity of the present water works. The committee passed resolutions and purchased a few acres of what is now the south end of Lincoln Park and laid it out into lots, leaving a potters field on the east side.

During the time I was in the city's service, I strenuously labored together with S. S. Hayes to obtain the legislation in relation to the ~~purchase~~ purchase and appropriation of grounds for the West Side Union Park.

I perfected a negotiation with Sylvester Lynn for the exchange of a piece of ~~ground~~ ground on what was termed the river levee or wharfing privilege ground, just north of the east end of Randolph Street bridge, where the Lynn block now stands, for a three cornered piece of ground between Lake and Randolph Streets, in front of the old Saginaw Hotel, since occupied by the Wigwam. This was formerly used by Sylvester Lynn for a lumber yard. By this exchange we were enabled to open and widen Market Street between Lake and Randolph, which proved to be of great importance to the city.

I also spent much time in getting the grounds and line established for the excavation of a point of land where the old light house used to stand, between what is now River street and the River. We wished to straighten the River, widening it to its present width. The south abutment of Rush street bridge is on this ground, which used to be the north end of the parade ground of old Fort Dearborn.

I found when the ground was properly excavated that we came to what is termed blue quick sand and it became necessary to drive piles and timber the foundation all over to secure the stone work from settling. In furtherance of this enterprise, in 1856, while I was superintendent of Public Works, I superintended this excavation and also the construction of the sea wall along the south line of this excavation as it now stands. I remember while this work was in progress, we discovered many relics of the old Fort Dearborn Garrison, among them was a planked subterraneous passage from the old parade ground of the Fort to the edge of the river. I also found some ammunitions of war, quite a number of canister shot deeply imbedded in the ground. While doing this work I employed as my superintendent of teams, Mr. Jacob Rehm.

In the spring of 1856 at our municipal election a singular little episode occurred. There were two candidates for Mayor, viz; Thomas Dyer and C. Sherman, both democrats. Thomas Dyer had the majority. I had been a member of the Council and my time expired that Spring. Before the dissolution of the old Council and the organization of the new I was besought by the enemies of Mayor Dyer to use my influence to change the result of the election, when it should be declared by the Council. It was claimed by them that there was illegal proceedings in my ward and if I could get that thrown out by the voice of the Council, it would show a majority for Sherman.

There was a meeting of several gentlemen who were favorable to that project and they sent to me for consultation. They desired that there should be a committee appointed and that I should serve upon it, to investigate the returns of the election and report to the Council, favorable to the discarding of the vote of the old seventh ward. It will be remembered that the Council under Mayor Boone was what was called the "no nothing Council". The element of no-nothingism being opposed to Dyer.

I, being opposed to the no-nothing element, although I had voted at the election for Sherman, knowing the fact that those gentlemen who met and solicited my attendance thought, if they could get me to agree to a report in favor of throwing out the vote of the seventh ward, they were sure of accomplishing their object, I refused to act in the matter, but told them I was in favor of appointing a committee to investigate the vote with power to send for persons and papers and if such committee found the frauds alleged, existed, I would then vote in Council to throw out the vote of the seventh ward and not otherwise. I would not serve upon such committee but would make the motion in council to appoint such committee in as much as there were reports in circulation, that one of the gentlemen then present who was an alderman, should serve as chairman. I assisted them in making the investigation although I was not a member of the committee, as I had agreed. No serious frauds were discovered and the committee so reported, consequently the act of the Council declared Thomas Dyer, Mayor. I merely mention the circumstances to show the reason why the Dyer administration, as will be remembered, was severely criticised and in many instances denounced by the enemies of Thomas Dyer. Among the most prominent ones was John Wentworth who was so bitter as to denounce and publicly ridicule most of the acts of Mayor Dyer, and the officers of his administration, especially myself who was acting under him as City Superintendent of Public Works. After much blowing during the year of Dyer's administration Wentworth ran himself as Mayor at the next municipal election. Being an educated editor and having control of the "Chicago Democrat" for many years, he was somewhat noted for wielding public opinion nolens volens.

At the commencement of Dyer's administration he nominated me as City Superintendent of Public Works, and although a majority of the Council then stood opposed to me in politics, the appointment was confirmed by the Council.

I immediately entered upon the duties of that office which consisted of every branch of duty now performed by the Board of Public Works, except sewerage and water works, which at that time were under separate commissions appointed by the Council. During my term of office, as City superintendent, I performed some of the duties before alluded to.

Many of the duties of my office conflicted with private individual interests. One instance will be remembered by the old settlers.

After the construction of several of the high bridges there were quite a number of tugs in use having smoke stacks so high that they could not pass under the bridges. I suggested to the tugman that the smoke stacks might be jointed so as to turn down when passing under the bridges. They objected, saying it could not be done. I insisted upon the provement and proposed several ways of accomplishing the object. They still resisted the order. After a consultation with the Mayor, we concluded to force them to do it by holding the bridges closed against them in all cases where they had not mast vessels in tow. They still resisted which brought on what was called "The Tug War".

They refused to run at all, and discommoded the vessel owners in order to set them as a body against us. In order to accommodate the vessel owners, and let the tug men hold out, we employed a tug which did not belong to the ring, which ran for a while. But we soon found out that the tug owners had combined to deter our tug boat from affording the proper accommodations.

In the meantime, however, the tug owners commenced to importune the Mayor to revoke the order which had been given to the bridge tender, they knowing that he was a little weak minded on that subject, thought they could prevail upon him so to do. They came in a body to the Mayor's office, with all their arguments to induce him to believe that the proposed project could not be accomplished.

At one of the meetings with the Mayor, They were headed by Redman, Prindiville, who was a large owner in the tug companies. At this time the Mayor sent for me. They began to make their objections, saying it was impossible to make a jointed smoke stack that would work. I told them positively that it was useless for them to make such arguments. I could describe to any mechanic, eight or ten different ways that it could be done, some of them very cheap and convenient. I also agreed that it was more for their benefit than for the City's, although it was vastly for the interest of the city then, and was growing more so every year. After arguing with them in that strain for a while, they still persisiting in their pretense belief, I left the office. The Mayor followed me and asked me if I did not think we sholud be obliged to yield. I replied, "If we hold them to it, it will be but a few days before you will see all the tugs with their smoke stacks, so that they could pass under the bridges, but if you feel disposed to comply with their request, I say to you now, that it will be an act against the interest of the City, and if you do you must accept my resignation immediately".

The result was, he told the tug owners, that under no circumstances would he give the counter-order. In less than five days, the tugs appeared with jointed smoke-stacks. Some of the owners afterwards acknowledged that the change was much to their benefit.

While I was Superintendent I received an order from the Mayor to examine Levi J. North's old wooden balloon theater, which was reported to be dangerous.

The audience room was located on the ground floor and had but one exit. On one side was an alley and on the other a vacant lot. I ordered the proprietor to saw through the walls on both sides for a large opening, and suggested that they paper over the crevice or saw seam, so as to make it air tight, and yet so frail that a push from the inside would throw open these large spaces.

I will here relate ~~WAKE~~ what was to me an unfortunate circumstance. At the time of my appointment as Superintendent it was then the custom of the city government to pay such public officer two thousand dollars per annum. I entered upon the duties with the expectation of that amount and was paid accordingly by the month, but during the winter of 1857 the Council voted just previous to the expiration of my term of office an increase of one thousand doolars per year.

On account of the unfriendly feeling of Wentworth and his friends after the commencement of his administration, they made an effort to counteract the intention of the former Council. They found that the ordinance passed by the Council in regard to my salary had by accident not been signed by the Mayor. By order of Mayor Wentworth they commenced suit against me to recover what they claimed was over pay. I had waived waived three thousand dollars, and they found that a portion of my salary which had been paid during the past winter

was paid to me as it was collected, from subscriptions by private individuals for the Rush Street Bridge, by order of Mayor Dyer, without being paid into the Treasury, although the Treasurer credited the subscriptions and charged the same to me on my salary. In the suit instigated against me by Lay John, they even attempted to make it appear that I illegally converted that money to my own use. They also found that at this time, and for some years before the Superintendent of Public Works had been paid their salaries without a strictly legal ordinance, there ~~having~~ being an old ordinance passed the first year that a Superintendent was appointed, fixing the salary at Eight Hundred Dollars, and they claimed and the Court so decided that my salary should only be that amount, and I was obliged to pay back to the city Two Thousand Dollars or over. Hence it will be seen that I was made the sufferer by reason of unfriendly feeling between Mayor Wentworth and Ex-Mayor Dyer.

I will refer back to a few more incidents which occurred while I was Alderman. In an early part of my service in that capacity, I spent considerable time in and out of Council in organizing and assisting our first police force. We commenced, I think, with three policemen, besides authorizing and requiring by ordinance, all police, constable and alderman, and other conservative officers to act as policemen when occasion required. By another ordinance all Aldermen were made fire-wardens.

About the year 1840 we had, as will be remembered by many of the old citizens, a great flood in the main river and south branch caused by severe winter followed by a powerful thaw and rains which swept out all the vessels and bridges.

The water craft was piled up at a short turn of the river just above the place where Rush Street bridge is now located. The jam was so dense as to stop and resist a;; floating objects and canal boats would keel up and dive under. We were without any means of crossing the main river and south branch, except a foot path over the jam and by ferry boat. We were therefor obliged to establish rope and flat boat ferries at many of the street crossings. This answered our purpose until we were able to build bridges.

About this time the Lake was doing a great damage along Michigan Ave., so that it became necessary to erect a break-water a long ~~and~~ distance southward from South Pier, where the I.C.R.R. is now located. The superintendence of the work devolved upon me.

There were extensive sand bars at the mouth of the river, which obstructed navigation to a great extent. The City knowing that the General Governor would not act until after a long period of time, and this obstruction having greatly increased by reason of the recent flood, decided to do the work itself, and the Council ordered me to make soundings to ascertain the depth of the mouth of the river. I found the depth so shallow that it was necessary to dredge a channel. The City having no dredge of its own, we applied to the Government for theirs, and a old fashioned chain there lying sunk in Racine Harbor. We raised the dredge and after considerable ~~exp~~ repairs it became serviceable and the work was successfully completed.

In the Fall of 1850 the Council resolved to revise the City Charter and re-divide the City into wards, making nine wards instead of six. This enterprise required a great deal of labor, the Council sitting nearly every day for three successive weeks.

For this purpose we employed George Manier (afterward Judge for many years) to sit with us in council. It was intended to submit the revised charter to the people, but it was so late when we completed it we were afraid it could not be laid before the Legislature which was then in session, before its adjournment. I was appointed to go to Springfield and secure its passage, if possible.

After my arrival at Springfield, I received a telegram not to introduce it to the legislature until the Chicago people could consider it in mass meeting.

At such a mass meeting, George Manier read the charter and there were appointed a committee of thirteen private citizens to examine the same and make a report thereon at a second mass meeting, which accepted the charter with the few amendments suggested by the committee. The amended charter was then forwarded to me, nearly three weeks after my arrival at Springfield. I finally succeeded in obtaining the attention of our Senator, Norman B. Judd and our assembly men, Mr. Maxwell and Mayor Dyer, towards the last days of the session, when I gave the roll to Senator Judd to be introduced into the Senate, stating to him its history. He immediately moved its reference to the proper committee, asking the Chairman to report as soon as possible, which report was made the next morning. The Senate passed the charter without it being opened, and Senator Judd then took it before the House, where it was filed. After urging our Assembly men to have the matter called up out of its order as it was of great importance to our city to have it acted upon at the session, they succeeded in doing so, and it was passed that afternoon I think. During its first reading, several ~~tenac~~ tenacious temperance members inquired if the charter contained any clause authorizing the sale of spirituous liquors. As they were about to enter upon a long discussion which might defeat the passage of the bill we decided to answer their inquiry in the affirmative, and move that the section be stricken out. This was done and the house passed it without further trouble. My expenses in this matter were paid by myself personally.

About this time the business in which I was engaged was so affected by the great crash throughout the country that there was nothing to be made by continuing it. Consequently I relinquished the business and for a year I rented the establishment. My tenants however failed to pay me anything. At about this time I had an application and through the advice and representations held out to me by E. H. Castle and one Col. ~~Mass~~ Adams, then engaged in building a railroad from the little village of Canton, Mo., on the Mississippi River, twenty miles above Quincy, westward through the North Counties of Missouri, I was induced to ship the machinery and fixtures of the foundry and machine shop to that point for the establishment of the same business there in connection with the building of the railroad. By the time it was shipped the Rebellion broke out, and our railroad enterprise failed after about ten miles had been completed.

Castle and Adams, the proprietors and principal operators abandoned it, and sold out to the government, leaving me with all the property I had moved there, disregarding the agreements and encouragement they had given me.

I used a part of the machinery in the flouring mill I built at that place and was successful for a while. I finally sold the mill taking part of the pay in real estate and about \$1,500 in cash. The remainder of the machinery and fixtures I moved back to Chicago where I disposed of them.

This was not the first time I was swindled by E. H. Castle. The first time was about 1855 when he solicited and I was weak enough to give him the use of my name as a partner, together with Joe Wilkins to open a commission store in Chicago. I took no part in their transactions being much absorbed in my own business, and not thinking they could harm me, especially as they took into their ~~concern~~ concern as auctioneer and I supposed partner, a man by the name of Phillips from New Orleans. I supposed then that my name was omitted in their business, and gave the matter no thought (not having received or paid a dollar relative to their operations) until I was served with process in a suit brought by one Bullard against the firm for goods fraudulently obtained by Castle. Castle repeatedly told me the claim was of no account and neglected to give me the particulars and I therefore thought no more of it until I learned that Bullard had obtained a judgement against the firm for a large amount. About this time Wilkins had died insolvent, while I had supposed him to be wealthy from representations made by Castle and as Castle had no property, the payment of the judgement devolved upon me.

Castle had employed Hugh D. Dickey as attorney and they persuaded me to advance the expenses necessary to take the case to the Supreme Court of the United States, both saying that there was such flagrant injustice done that the court would undoubtedly reverse the judgement, but it did not do so and I was made to suffer to the extent of about \$7,000 and at a time when I was in great trouble and financial embarrassment on account of the failure of my sons.

After the failure of the railroad affair in 1860, Castle and Adams being in St. Louis, sent me word that they were in the employ of Gen. Fremont who intended to construct a railroad for military purposes through the city of St. Louis, and that they could give me a lucrative position in the construction. I was unable to go immediately, but did so in a few days, and found that the position had been given to another, but during my stay there, the General, thru Castle, requested and authorized me to take a squad of about fifty men and proceed down the Iron Mountain R. R. to prepare the way across Deep River, where the R. R. bridge had been burnt down by the rebels for the passage of a regiment of artillery, which were in pursuit of a band of rebels consisting of several companies who were committing depredations in that vicinity. I worked a road down a steep bank and across the river, some rods below the burnt bridge, and had the road in condition for the passage of the troops within twenty-four hours, when the regiment arrived in charge of Col. Scoville (afterward Gen. Scoville) they passed over successfully.

Pedigree Chart for Elihu Granger

Elihu Granger
b: 03 Apr 1802 in Westmoreland, Cheshire, New Hampshire, USA
m: 19 Jan 1835 in , , Michigan, USA
d: Dec 1896 in Scatterwood, Lake, Faulk, South Dakota, USA
Burial: United Cemetery, , Faulk, South Dakota, USA; Plot: Lot 2 Block H

Eldad Granger
b: 17 Mar 1766 in Suffield, Hartford, Connecticut, USA
m: 1786
d: 02 Mar 1866 in Alstead, Cheshire, New Hampshire, USA
Burial: North Cemetery, Westmoreland, Cheshire, New Hampshire, USA

Jonathan Granger
b: 19 Oct 1743 in Suffield, Hartford, Connecticut, USA
m: 12 Sep 1765 in Suffield, Hartford, Connecticut, USA
d: 1805 in Marlboro, Windham, Vermont, USA
Burial:

Abiah Halliday
b: 20 Jul 1744 in Simsbury, Hartford, Connecticut, USA
d: Marlboro, Windham, Vermont, USA
Burial:

Benjamin Granger Sr.
b: 15 Jan 1708 in Suffield, Hartford, Connecticut, USA
m: 11 Jul 1733
d: 13 May 1786 in Suffield, Hartford, Connecticut, USA
Burial:

Martha Granger
b: 16 Jan 1708 in Suffield, Hartford, Connecticut, USA
d: 28 May 1753 in Suffield, Hartford, Connecticut
Burial:

William Halliday
b: 13 Oct 1709 in Suffield, Hartford, Connecticut, USA
m:
d: 24 Dec 1766 in Suffield, Hartford, Connecticut, USA
Burial:

Anne "Amey" Moses
b: 13 Sep 1713 in Simsbury, Hart...
d: 08 Mar 1786 in Simsbury, Hart...
Burial: Old Wintonberry Cemeter...

Sarah Holmes
b: 10 Oct 1771 in Woodstock, Windham, Connecticut, USA
d: 25 Oct 1852 in Westmoreland, Cheshire, New Hampshire, USA
Burial: North Cemetery, Westmoreland, Cheshire, New Hampshire, USA

Thomas Holmes
b: 1756 in Woodstock, Windham, Connecticut, USA
m:
d: Wethersfield, Hartford, Connecticut, USA
Burial:

Hannah Harris
b:
d:
Burial:

Name:
b:
m:
d:
Burial:

Name:

Name:
b:
m:
d:
Burial:

Name:



Benjamin Granger Sr.

b: 15 Jan 1708 in Suffield,
Hartford, Connecticut, USA
m: 04 Jun 1730
d: 13 May 1786 in Suffield,
Hartford, Connecticut, USA
Burial:

Abraham Granger

b: 17 Apr 1673 in Newbury, Essex,
Massachusetts, USA
m: 17 Apr 1706 in Suffield,
Hartford, Connecticut, USA
d: 08 Nov 1754 in Suffield,
Hartford, Connecticut, USA
Burial:

Launcelot Granger II

b: 25 Jun 1637 in Shillington,
Bedfordshire, England
m: 05 Jan 1654 in Newbury,
Litchfield, Connecticut, USA
d: 03 Sep 1689 in Suffield,
Hartford, Connecticut, USA
Burial:

Joanna Adams

b: Abt. 1634 in Devon, England
d: 03 Sep 1701 in Suffield,
Hartford, Connecticut, USA
Burial:

Launcelot Granger I

b: 1609 in Shellington, Bedfords...
m: 1629 in , Bedfordshire, England
d: 17 Feb 1687 in Shellington, B...
Burial:

Eleanor Wilmot Granger

b: 1609 in , Bedfordshire, England
d: 17 Feb 1687 in , Bedfordshire,
England
Burial:

Robert Adams Jr.

b: 10 Oct 1602 in Lymington, So...
m: 28 Mar 1632 in Great Cheste...
d: 12 Oct 1682 in Newbury, Esse...
Burial:

Eleanor Wilmont

b: 1605 in Hunting Field, Suffolk,
England
d: 12 Jun 1677 in Newbury, Essex,
Massachusetts, USA
Burial:

John Hanchett Sr.

b: 01 Sep 1649 in Wethersfield,
Hartford, Connecticut, USA
m: 06 Sep 1677 in Westfield,
Hampden, Massachusetts, USA
d: 23 Oct 1744 in Suffield,
Hartford, Connecticut, USA
Burial:

Esther Pritchard

b: Nov 1647 in Ipswich, Essex,
Massachusetts, USA
d: 29 Nov 1711 in Suffield,
Hartford, Connecticut, USA
Burial:

Hannah Hanchett

b: 07 Dec 1683 in Westfield,
Hampden, Massachusetts, USA
d: 18 Jan 1708 in Suffield,
Hartford, Connecticut, USA
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

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1

Martha Granger

b: 16 Jan 1708 in Suffield,
Hartford, Connecticut, USA
m: 11 Jul 1733
d: 28 May 1753 in Suffield,
Hartford, Connecticut
Burial:

Thomas Granger Jr.

b: 01 Jan 1684 in Suffield,
Hartford, Connecticut, USA
m: 22 Aug 1707
d: 10 Sep 1755 in Suffield,
Hartford, Connecticut, USA
Burial:

Thomas Granger

b: 13 Nov 1656 in Newbury, Essex,
Massachusetts, USA
m: 14 Nov 1683 in Newbury,
Essex, Massachusetts, USA
d: 14 Mar 1729 in Suffield,
Hartford, Connecticut, USA
Burial:

Mindwell Taylor

b: 05 Nov 1663 in Windsor,
Hartford, Connecticut, USA
d: 1770 in Suffield, Hartford,
Connecticut, USA
Burial:

Launcelot Granger II

b: 25 Jun 1637 in Shillington, Be...
m: 05 Jan 1654 in Newbury, Litc...
d: 03 Sep 1689 in Suffield, Hartf...
Burial:

Joanna Adams

b: Abt. 1634 in Devon, England
d: 03 Sep 1701 in Suffield,
Hartford, Connecticut, USA
Burial:

Stephen Taylor

b: Abt. 1622 in Spreyton, Devon,
England
m:
d:
Burial:

Elizabeth Newell

b: Abt. 1630 in Windsor, Hartford,
Connecticut, USA
d:
Burial:

John Allen Sr.

b: 29 Apr 1659 in Ipswich, Essex,
Massachusetts, USA
m:
d: 11 May 1704 in Deerfield,
Franklin, Massachusetts, USA
Burial:

Elizabeth Prichard

b: 1654 in Ipswich, Essex,
Massachusetts, USA
d: 1704 in Deerfield, Franklin,
Massachusetts, USA
Burial:

Elizabeth Allen

b: 04 Nov 1686 in Suffield,
Hartford, Connecticut, USA
d: 26 Apr 1751 in Suffield,
Hartford, Connecticut, USA
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

7

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Thomas Moses

b: 08 May 1685 in Simsbury,
Hartford, Connecticut, USA
m: 05 Jan 1709 in Simsbury,
Hartford, Connecticut, USA
d: 1759 in Simsbury, Hartford,
Connecticut, USA
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Anne "Amey" Moses

b: 13 Sep 1713 in Simsbury,
Hartford, Connecticut, USA
m:
d: 08 Mar 1786 in Simsbury,
Hartford, Connecticut, USA
Burial: Old Wintonberry Cemetery,
Simsbury, Hartford, Connecticut,
USA; until 1933 Old Bloomfield
Cemetery, Simsbury, Hartford,
Connecticut, USA

Name:

b:
d:
Burial:

John Alderman

b: Abt. 1620 in Dorchester,,Engl...
m:
d: 1657 in Salem,,Massachusett...
Burial:

Jane ???????? (Alderman)

b:
d:
Burial:

William Alderman

b: 1640 in Windsor, Hartford,
Connecticut, USA
m: 1679 in Simsbury, Hartford,
Connecticut, USA
d: 01 Aug 1697 in Farmington,
Hartford, Connecticut, USA
Burial:

Mary Case

b: 22 Jun 1660 in Windsor,
Hartford, Connecticut, USA
d: 22 Aug 1725 in Simsbury,
Hartford, Connecticut, USA
Burial:

John Case

b: 1616 in Gravesend,,Kent,Engl...
m: 1657 in Windsor,Hartford,Con...
d: 21 Feb 1704 in Simsbury, Hart...
Burial:

Sarah Spencer

b: 1636 in Simsbury, Hartford,
Connecticut, USA
d: 03 Nov 1691 in Simsbury,
Hartford, Connecticut, USA
Burial:

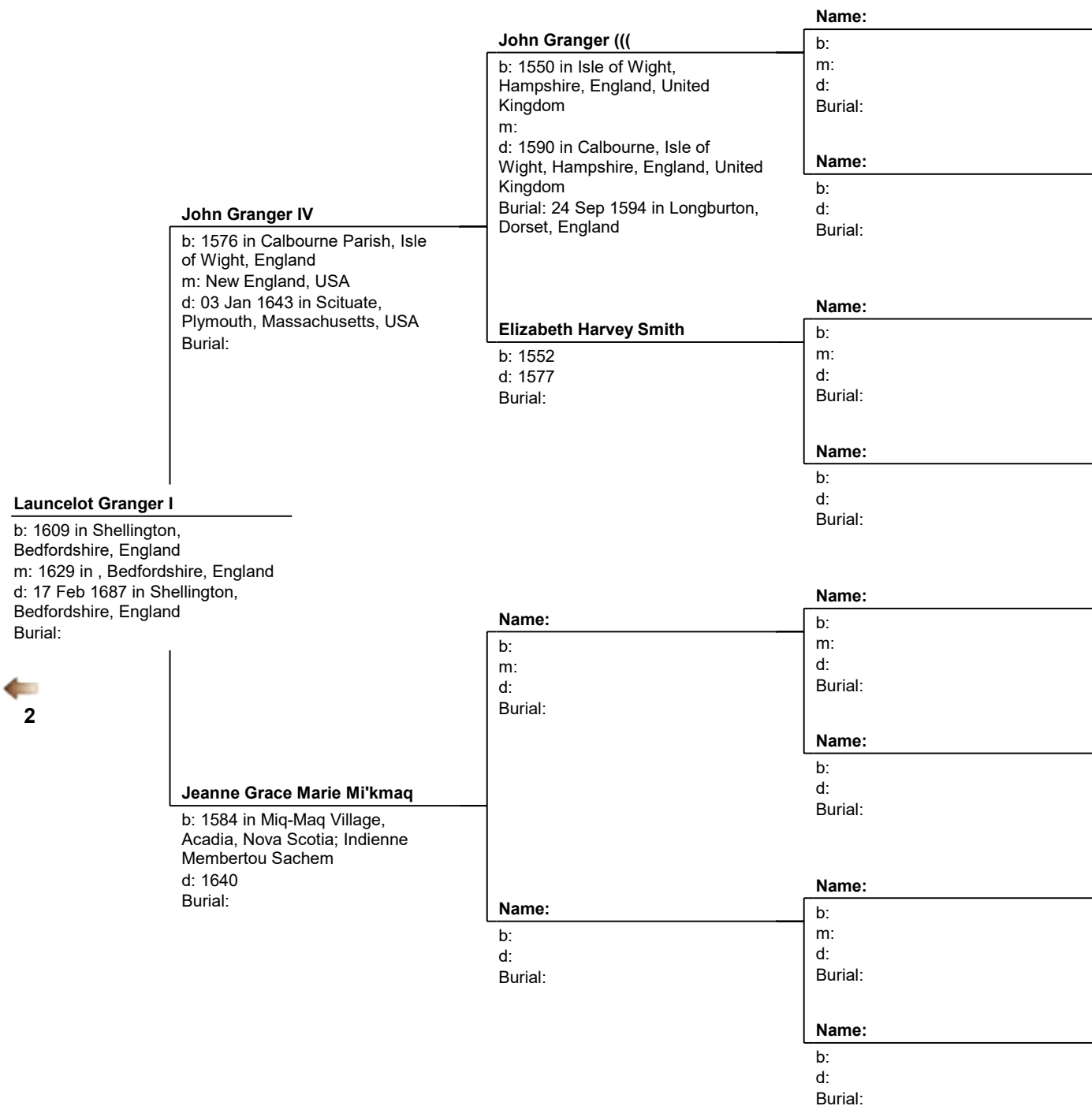
Sarah Alderman

b: 1691 in Simsbury, Hartford,
Connecticut, USA
d: 16 Jan 1718
Burial:

9

1

10



Robert Adams Jr.

b: 10 Oct 1602 in Lymington,
South Hampton, England
m: 28 Mar 1632 in Great
Chesterford, Essex, England
d: 12 Oct 1682 in Newbury, Essex,
Massachusetts, USA
Burial:



Elizabeth Sharlon

b: Abt. 1570 in Devonshire,
England
d:
Burial:

Richard Adams

b: 1530 in Barton, David,
Somersetshire, England
m:
d: 19 Mar 1602 in St. David,
Somerset, , England
Burial:

Margaret Armager

b: Barton, St. David, Somerset, ,
England
d: 19 Mar 1604 in Barton St.
David, Somerset, , England
Burial:

John Adams III

b: 1502 in Beverston, Gloucester...
m:
d: 1557 in David, Somerset, , En...
Burial:

Margery Squier

b: Abt. 1504 in Barton, David,
Somersetshire, England
d: 1572 in St. David, Somerset, ,
England
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Launcelot Granger I

b: 1609 in Shellington,
Bedfordshire, England
m: 1629 in , Bedfordshire, England
d: 17 Feb 1687 in Shellington,
Bedfordshire, England
Burial:

John Granger IV

b: 1576 in Calbourne Parish, Isle
of Wight, England
m: New England, USA
d: 03 Jan 1643 in Scituate,
Plymouth, Massachusetts, USA
Burial:

Jeanne Grace Marie Mi'kmaq

b: 1584 in Miq-Maq Village,
Acadia, Nova Scotia; Indienne
Membertou Sachem
d: 1640
Burial:

John Granger (((

b: 1550 in Isle of Wight, Hampshi...
m:
d: 1590 in Calbourne, Isle of Wig...
Burial: 24 Sep 1594 in Longburto...

Elizabeth Harvey Smith

b: 1552
d: 1577
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Eleanor Wilmot Granger

b: 1609 in , Bedfordshire, England
d: 17 Feb 1687 in , Bedfordshire,
England
Burial:

Joanna Adams

b: Abt. 1634 in Devon, England
m: 05 Jan 1654 in Newbury,
Litchfield, Connecticut, USA
d: 03 Sep 1701 in Suffield,
Hartford, Connecticut, USA
Burial:



3

Robert Adams Jr.

b: 10 Oct 1602 in Lymington,
South Hampton, England
m: 28 Mar 1632 in Great
Chesterford, Essex, England
d: 12 Oct 1682 in Newbury, Essex,
Massachusetts, USA
Burial:

Robert Adams Sr.

b: 1568 in Trent, Somersetshire,
England
m: Abt. 1601
d: 1602 in Lymington, South
Hampton, England
Burial:

Elizabeth Sharlon

b: Abt. 1570 in Devonshire,
England
d:
Burial:

Richard Adams

b: 1530 in Barton, David, Somer...
m:
d: 19 Mar 1602 in St. David, So...
Burial:

Margaret Armager

b: Barton, St. David, Somerset, ,
England
d: 19 Mar 1604 in Barton St.
David, Somerset, , England
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Eleanor Wilmont

b: 1605 in Hunting Field, Suffolk,
England
d: 12 Jun 1677 in Newbury, Essex,
Massachusetts, USA
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

John Alderman
b: Abt. 1620 in
Dorchester,,England
m:
d: 1657 in
Salem,,Massachusetts,USA
Burial:

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4

John Alderman
b: 1589 in
Malmesburg,,Wiltshire,England
m: 1610 in
Malmesbury,,Wiltshire,England
d: 1657 in
Salem,Essex,Massachusetts,USA
Burial:

Alice Williams
b: 1590 in ,,England
d: 05 Mar 1657 in
Essex,,Massachusetts,USA
Burial:

John Alderman
b: 1569 in
Devonshire,,Somerset,England
m:
d: 18 Jul 1629 in
Devonshire,,Somerset,England
Burial:

Jone Marshall
b: Abt. 1569
d:
Burial:

???????? Williams
b: Abt. 1568
m: 1593
d:
Burial:

???????? ???? (Williams)
b: Abt. 1572
d:
Burial:

John Alderman
b: 1550 in Thorpe, , Northampto...
m:
d: 1622 in Thorpe, , Northampto...
Burial:

Elizabeth ????????

b: 1550
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

Gerard Spencer

b:
m:
d:
Burial:

William Spencer

b: 11 Oct 1601 in
Stotfold,,Bedfordshire,England
m:
d: 04 May 1640 in Hartford,
Hartford, Connecticut, USA
Burial:

Alice Whitbread

b:
d:
Burial:

Name:

b:
m:
d:
Burial:

Name:

b:
d:
Burial:

John Whitbread

b:
m:
d:
Burial:

Eleanor Radcliffe

b:
d:
Burial:

Sarah Spencer

b: 1636 in Simsbury, Hartford,
Connecticut, USA
m: 1657 in
Windsor,Hartford,Connecticut,USA
d: 03 Nov 1691 in Simsbury,
Hartford, Connecticut, USA
Burial:

John Harris

b: 1534 in
Barnstaple,,Devon,England
m:
d: 23 Feb 1591 in ,,Devon,England
Burial:

Bartholomew Harris

b: 1560 in
Barnstaple,,Devon,England
m: 18 Jan 1586 in
Braunton,,Devon,England
d: 10 Oct 1615 in
Barnstaple,,Devon,England
Burial:

Ann Beckett

b: 1524 in
Corthither,,Cornwall,England
d:
Burial:

Agnes Harris

b: 06 Apr 1604 in
Barnstable,,Devon,England
d: 1680 in Hartford, Hartford,
Connecticut, USA
Burial:

Elizabeth Collamore

b: 02 Sep 1566 in Bishops
Tawton,,Devon,England
d: 07 Dec 1647 in
Barnstaple,,Devon,England
Burial:

Henry Collamore

b:
m:
d:
Burial:

Margaret Blight

b:
d:
Burial: