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Alfred T. Hallock

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. . . DUTCHESS COUNTY. . . .

PAPER BY

HON. ALFRED T. ACKERT.

READ BEFORE

The Dutchess County Society, in the City of New York at its Third Annual Banquet, held at Delmonico's, Borough of Manhattan.

FRIDAY EVENING, FEB. 24. 1899,

Mr. President and Gentlemen:

Another year has passed into history since our last banquet—a year fraught with wonderful achievements in the advancement of our national prowess on land and sea.

The world has no record of a like success. From a Nation but little known to the people of the world, outside of the most enlightened, to-day we are the subject of consideration among all nations and peoples.

The very thoughts that press upon the mind in realization of what is our duty at this time, are bewildering in comprehension of the responsibilities resting upon us as a Nation.

"God works in a mysterious way his wonders to perform."

The ignorance, superstition and barbarism of this world I believe will yet be dissipated by the onward march of truth and justice, carried forward by us as a people to every land and over every sea beneath that emblem that personifies all that is good and brave and true—the flag of our Republic—and wherever that flag shall be raised there may it continue to wave, until another Republic, with a flag of its own, representing the same principles of liberty and truth, justice and mercy, shall take its place.

I will not trespass on what may be the thought and expression of others who are our guests. My province is to read a paper relative to the history of our native county.

The paper I had the honor and pleasure to read at our last banquet was a summary of provincial legislation during our Colonial period. To-night I desire to extend the same so as to cover a period under our Constitutional government.

The first and second sessions of the Legislature were not all that were held at Poughkeepsie. I find that the Legislature

convened there in 1780, 1781, 1782, 1788, 1789, and in 1795.

Poughkeepsie was then only a settlement within the town of that name. The village was formed March 27, 1799, and a special charter granted by the Legislature April 8, 1801.

In my paper of last year I referred to a statement made by Stone, in his History of New York, that rioting existed in Dutchess County in 1766, as having been started by some Indians, who were joined by worthless whites, and which extended to Albany County (now Columbia). That the Commander-in-Chief of his Majesty's forces in America, Gen. Gage, ordered up the 26th Regiment, lately arrived from England, to meet the insurgents, who were brought to reason, and the ring-leaders brought to New York.

I find in the New York Mercury, of the issue of Monday, July 28, 1766, this statement:

"The 19th inst. a company of the 26th "Regiment, now quartered here, with a "detachment of the train of artillery and "three field pieces, embarked at the North "River and sailed directly for Claverick, in "order, as 'tis reported, to settle some

"affairs there between some tenants and "their landlords."

"Friday morning last Hon. Daniel "Horfmanster and Robert R. Livingston, "Esqrs., two of the Judges of the Supreme "Court of this Province, with some of his "Majesty's Council and several gentlemen "of the law, sailed from hence for Pough-"keepsie, in order to try sundry people that "delivered themselves up there on account "of the late troubles in that county, and "Mr. Prendergrass, who delivered himself "up also on the same account, and was "lately brought to our goal, is gone up "likewise to take his trial for some mis-"demeanors laid to his charge."

(From the New York Mercury of the issue of Monday, August 18, 1766.)

"Letters from Dutchess County dated "one day last week advise that at the "special Court then sitting there, William "Pendergrass was found guilty of High "Treason after a trial of twenty-four hours, "and received sentence accordingly."

(From the New York Mercury of the issue of Monday, August 25, 1766.)

"From Dutchess County we learn that "Pindergast has been condemned for High

"Treason, and was sentenced to suffer "death for the same in six weeks. 'Tis said "it was proved to the jury that the said "Pindergast before the misdemeanor hap-"pened for which he was tried, was always "esteemed a sober, honest, and industrious "farmer, much beloved by his neighbors, "but stirred up to act as he did by one "Monro, who is absconded."

(From the New York Mercury of the issue of September 15, 1766.)

"On Monday, the first inst., his Excell-"ency, Sir Henry Moore, Bart., left Albany "for Crown Point, having before he set "out been pleased to send a reprieve to the "Sheriff of Dutchess County respecting the "execution of Wm. Pendergast until his "Majesty's pleasure should be known."

From these statements, published at the time, I am of the belief that these white persons and Indians, who were engaged in rioting, were not so worthless as some historians characterize them. They were, doubtless, honest, laborious farmers, goaded to revolt by the system of rent oppression, and these Indians claimed, no doubt, some rights to the soil also. Looking back nearly a century and a half, and consider-

ing the history and surroundings of these people, and the land system in vogue, do we wonder that so little opposition was made in the apparent attempt to drive the Indian from the homes of his ancestors and in oppressively taxing the new settler for the right to cultivate the earth.

Stage Through the County.

The Legislature by an Act passed April 4, 1785, granted unto Isaac Van Wyck, Tilmage Hall and John Kenney, the exclusive right of keeping stage wagons on the east side of Hudson's River, between the cities of New York and Albany, for the term of ten years from June 1, 1785. The Act states that they were to provide at least two good and sufficient covered stage wagons to be drawn by four able horses, and the price for each passenger was not to exceed four pence per mile, with the privilege of carrying fourteen pounds weight of baggage, and a like sum of four pence per mile for one hundred and fifty pounds weight, and a like proportion for any greater or less quantity—they were to start at least once a week from each city unless prevented by the badness of the road or some uncommon accident No other person or persons were allowed to erect, set up, carry on, or drive any stage wagon or

wagons, or any other carriage or carriages, for the like purpose, from said cities respectively, under a penalty of two hundred pounds, to be recovered by any person who shall prosecute the same, besides cost.

Division of State and Counties.

The Legislature on March 7, 1788, passed an Act dividing the State into sixteen counties. Dutchess was bounded as follows:

"All that part of this State bounded "easterly by the State of Connecticut, "southerly by the County of Westchester, "westerly partly by the County of Orange "and partly by the County of Ulster, and "northerly by the Manor of Livingston, "including the whole of the oblong to the "northward of the County of Westchester."

On the same day an Act was passed dividing the counties of the State into towns. The towns in Dutchess were named as follows:

Philips Town, Frederick Town, Southeast Town, Fishkill, Beekman, Pawling, Poughkeepsie, Clinton, Rhinebeck, Washington, Amenia, and North East Town.

"Another Act was passed April 3, 1801, dividing the State into thirty counties, the County of Dutchess to contain all that part

of this State bounded easterly by the east bounds of this State, southerly by the County of Westchester, westerly by the counties of Orange and Ulster, and northerly by a due east line drawn from the south bank of Sawyer's Kill on the west side of Hudson's River, continued due east till it meets with a line settled and established between Robert R. Livingston and Zachariah Hoffman, deceased, and others, as their mutual boundary, so far as it runs, and thence the same course continued to the southermost bend of Roeluff Jansen's Kill, and thence along the south and east line of the Manor of Livingston to the division line between the State and the Commonwealth of Massachusetts, including the whole of the oblong to the northward of the County of Westchester"

By an Act passed the same day Dutchess County was divided into fifteen towns, the boundaries of which are practically the same as in the Act of 1788. And it will be noticed in this Act that the westerly boundaries of the towns of Philips Town, now in Putnam County, Fishkill, Poughkeepsie, Clinton, now Hyde Park, Rhinebeck and what is now Red Hook, is to the *middle* of Hudson's River.

The Town of Stanford was created March 12, 1793.

The Town of Dover was taken from Pawling and created a town Feb. 20, 1807.

The Town of Red Hook was taken from Rhinebeck and created a town June 2, 1812.

The Town of Milan was taken from Northeast and created a town March 6, 1821.

The Town of Pleasant Valley was taken from Clinton and created a town January 26, 1821.

The Town of Hyde Park was taken from Clinton and created a town January 26, 1821.

The Town of Pine Plains was taken from Northeast and created a town March 26, 1823.

The Town of Freedom was taken from Beekman and Fishkill Feb. 9, 1821.

The Town of Union Vale was taken from Beekman and Freedom and created a town March 1, 1827.

The name of Freedom was changed to Lagrange in 1828.

The Town of East Fishkill was taken from Fishkill and created a town Nov. 29, 1849.

The Town of Patterson, organized as Franklin, now in Putnam County, was taken from Southeast and created a town March 17, 1795.

The Town of Carmel, now in Putnam County, was taken from Frederickstown and created a town March 17, 1795.

The Town of Kent, now in Putnam County, was taken from Frederickstown and created a town March 7, 1788.

The Town of Philips Town, now in Putnam County, was enlarged from Fishkill in 1806.

The Town of Southeast, now in Putnam County, was taken from Frederickstown and Southeast Town March 17, 1788.

The County of Putnam was created and taken from Dutchess June 12th, 1812.

Measure of Land in Dutchess.

An Act for ascertaining the measure of land was passed by the Legislature Feb. 7th, 1788, which required "that an acre of land shall contain one hundred and sixty square perches or rods, each rod being in length five yards and one half of one yard, each yard three feet, and each foot twelve inches, so that when an acre of land shall be sixteen rods in length it shall be ten rods in breadth.

Wolves and Panthers.

The Revolution had not driven wolves and panthers from the County, for by an Act passed April 3, 1790, the Supervisors were required to pay to *any person* who shall kill a wolf or panther the sum of three pounds, and for a wolf or panther under one year old thirty shillings, and if killed by an Indian, free negro, or mulatto or slave, the same compensation was directed, *but the master or mistress of the slave received the reward.* While the lawmakers had enlarged their liberality by making the reward the same in all cases, it is, nevertheless, curious that they had not yet advanced far enough in their conception of mankind to regard an Indian, free negro, mulatto or slave as a *person*, or it would not have been thought necessary to distinguish them in the Act.

A general law was passed Feb. 22d, 1799, giving to the Boards of Supervisors of the respective counties authority to give rewards for the killing of wolves or panthers, but the award was not to exceed the sum of ten dollars.

On Feb. 9, 1822, an Act was passed repealing all former laws respecting awards for the killing of wolves,

panthers and bears, and a bounty of ten dollars was authorized for killing a full grown wolf, and five dollars for each wolf's whelp, to be paid by the County Treasurer out of any moneys not otherwise appropriated. To obtain such bounty the person killing such wolf or whelp shall take the same or the head thereof, the skin and ears entire thereon, to a Justice of the Peace of the town in which such wolf was taken, and make oath and submit to an examination, and if the Justice was satisfied, the said Justice shall thereupon *cut off* and *burn* the ears and scalp of said wolf or whelp, and give a certificate without fee or reward.

And further, there shall be associated with such justice in all the duties required by the Act *one* of the Assessors or Overseers of the Poor, or Commissioner of Highways of said town, whose duty it shall be to attend when called on for that purpose, who shall also subscribe the certificate. But no bounty shall be paid to any person for taking such wolf or whelps, unless it shall appear on such examination that the mother of such whelp was not taken before she brought forth such whelp. The State was to pay half the bounty. It will be

observed that in this Act of 1822 the word *person* covers the killing by any one—*at this date an Indian, free negro, mulatto or slave had become persons.*

Slavery Abolished

By Act of March 31, 1817, every negro, mulatto or mustee within this State, who is now a slave, shall continue such, unless manumitted according to law. Every child born of a slave within this State after the fourth day of July, 1799, *shall be free*, but remain the servant of the owner of his or her mother, and the executors, administrators and assigns of such owner in such manner as if such child had been bound to service by the Overseers of the Poor, and shall continue in such service, if a male, until the age of twenty-eight years, and if a female, until the age of twenty-five years. And every child born of a slave within this State after the passage of this Act shall remain a servant as aforesaid until the age of twenty-one years, and no longer.

Highways

Public roads or highways in a new country is a matter of great importance to the new settler. By a general Act passed May 4, 1784, Commissioners and Overseers of Highways were authorized to be chosen by the freeholders and inhabitants of the

towns, and I believe that the present rules and regulations respecting highways have their foundation from this Act—the laying out of roads whereby several roads which had been used as public highways had been closed—it was enacted May 16, 1785, "that all public highways which have been "used as such for the space of twenty years "last past, shall be taken, deemed, and "adjudged in law to be public highways."

Turnpike Roads.

The first turnpike corporation in the county was created by Act of March 30, 1802, for improving and making a road called "the Quaker Hill turnpike road," from Quaker Hill, at the end of Connecticut, near the house of Jeptha Sabins to the foot of the mountain called Fishkill, near where the old road crossed, and from thence by the most convenient route to Peter Brills, in the Town of Beekman.

On April 2, 1802, another turnpike corporation was created for improving and making a road from the west line of the Town of Salesbury, in the State of Connecticut to the Susquehannah River; at or near the Town of Jericho—to commence near the house of Alexander Spencer, deceased, in the Town of Northeast; thence

by the Pine Plains to the ferry of John Radcliff and Moses Contine over the Hudson's River to the Village of Kingston, and by the nearest route to the Susquehannah River near said Town of Jericho. The legal title of this road was "The President, Directors and Company of the Ulster and Delaware Turnpike Road."

From reading the title of the Act it would not be conceived that it created a road through the present towns of Rhinebeck, Milan, Pine Plains and North East, but such, however, was the fact. Market street, in the Village of Rhinebeck, is a part of said turnpike road. The ferry mentioned ran from the present ice docks of the Consolidated Ice Company, called the Rhinebeck Long Dock and Kingston Point.

"The Dutchess County Turnpike Company" was created by Act passed April 5, 1802, for the purpose of making a road from the Court House in the Village of Poughkeepsie, to or near the house of Timothy Beadle, in the Town of Clinton, to pass through Pleasant Valley settlement, to be continued on easterly by the most convenient and direct route to the boundary line between the State of New York

and the State of Connecticut, to terminate in vicinity of the Town of Sharon or Salesbury, also to branch out from the most convenient part of said road to pursue generally as near as may be judged most conducive to the public good the then route, by Plymouth Hill to the Dover Road leading north and south at or near the house of Laurence Belding, to pass through the settlement known by the name of Mechanic.

The capital stock was to be two thousand shares of the value of thirty dollars per share, and in case more was required to build the road an assessment of fifteen dollars on each share was to be made.

The road was to be at least four rods wide, except where valuable buildings might interfere. Twenty-eight feet, at least, was to be bedded with stone gravel or other hard substance, at least one foot thick, and to be faced with gravel or stone pounded or other small, hard substance. An even surface rising towards the middle by a gradual arch, and not so steep as that a wagon or other carriage loaded with hay would be overturned by moving on any part thereof. The water ways on each side were to be constructed as that in times of

snow they would form a good path for sleds, and not so deep as to endanger the overthrowing of sleds going off said arched way into said water ways, and they were to be kept in good and perfect order.

Complaints were to be made to the Judge of Common Pleas, who had authority to appoint Commissioners to report on the condition of the road, and in case the road was out of repairs, the gates were to be opened, and not shut or toll collected until such repairs were made.

The westerly gate or turnpike on said road was to be fixed immediately below the road from Swego, which crosses the Wappenger's creek, near the house of Solomon Southerland, with said turnpike road. Two gates or turnpikes were to be between Poughkeepsie and Timothy Beadles, and two between Timothy Beadles and the town of Sharon or Salsbury, and one on that branch which would lead from the route before mentioned to Dover road.

The Company was authorized to appoint toll gatherers to collect and receive the toll from all and every person or persons using said road for any number of miles not less than ten, the following sums, and so in proportion for any greater or less distance:

For every score of sheep or hogs, 6 cents; and so in proportion for a greater or less number.

For every score of cattle 12½ cents; and so in proportion as aforesaid.

For every horse and rider, or led or drawn horse, 4 cents.

For every sulkey, chair, or chaise, with one horse and two wheels, 12½ cents.

For every chariot, coach, coaches or phaeton, 25 cents.

For every stage wagon or other four wheeled carriage *drawn* by two horses, and for every cart or wagon drawn by two oxen, 12½ cents; and three cents for every additional horse or ox.

For every sleigh or sled drawn by two horses or two oxen, 6 cents: and two cents for every additional horse or ox.

For every sleigh or sled drawn by one horse (commonly called a pung) 4 cents.

For every cart drawn by one horse, six cents; and for every additional horse three cents.

And it was lawful for the toll gatherer to stop any person or persons riding, leading or driving any horse, cattle, sheep, or hogs, sulkey, chaise, phaeton, chair,coach, wagon, cart, sleigh, sled, or other carriage of

burthen or pleasure, from passing through the said gates or turnpikes until such toll had been paid.

But said corporation or their toll gatherers were not entitled to ask or receive or take any toll from any person whatsoever from passing said gates, or either of them, who are going to or from *a funeral or election*, or who may have occasion to pass a gate for the common *business of a farm*, or who may be going to or from *public worship on Sunday*, or who may go to or return from *mill* with grain or flour for his *family use*; and wagons or carts, the wheels of which shall be made with felloes of the width of eight inches on the face or outside of them, could use said road and pass said gates free from any toll or expense whatever for five years after the gates were erected.

(I assume this was done to encourage a substitute for rollers for packing the roadway).

Mile stones were to be erected, one for each and every mile on said road from the Court House in Poughkeepsie to the eastern extreme thereof, and on each stone was to be legibly marked the distance the said

stone was from the Court House in Poughkeepsie.

A public list of rates of toll was fixed in a conspicuous place at each gate or turnpike.

Persons were to take the *right hand* part of the road, and in case of sleigh or sleds the *right hand waterway.* Any persons who should break, throw down, or deface any of the mile stones so erected for the information of "THE GOOD PEOPLE OF THIS STATE," were subject to a fine of fifty dollars, and not less than one dollar; and for turning out to pass the gates on adjacent ground to evade the toll, were to pay *ten times the amount* due for toll, to be recovered by suit, besides costs.

By Act of July 1, 1851, this Company was authorized to *plank* their road or part thereof. The road from the steel works in the town of Amenia on the Dutchess turnpike road to Hibernia mills, in the town of Clinton, authorized April 4, 1804, was by Act of April 11, 1808, *declared to be* a public highway.

"The Deep Hollow Branch Turnpike Road Company" was incorporated by the Legislature April 27, 1829. They were

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authorized to make a turnpike road commencing at or near the store of Northrup and Merritt on the Dutchess turnpike road, in the town of Washington, about twenty miles east of Poughkeepsie, and to run through that part of the county called Deep Hollow, and to end at or near the store and furnace of Reed, Griffin and Company in the town of Amenia.

The New Hamburgh Turnpike Road was declared a public highway April 16, 1830.

The Highland Turnpike Road was declared a public highway April 8, 1833.

The Dutchess Union Turnpike Company was incorporated April 9, 1813. The road to commence at a line dividing the States of Connecticut and New York, at the termination of a turnpike in said State of Connecticut, near Bull's Bridge, in the town of Kent, from thence to the house of Brice Shove, in the town of Dover; thence to or near the house of Jackson Wing, said town of Dover; thence to or near the house of Caleb Simpson, town of Beekman; thence to or near the house of Adam Crons, said town—thence to or near the house of Thomas Potter.

The Fishkill Mountain Turnpike Company was authorized by Act passed March

31, 1817, to run from the corner of the road near the house of Jonathan Squires, of the town of Patterson, Putnam County; thence westerly crossing the Philipstown turnpike near the house of Hezekiah Pecks, and thence to the house of Jacob I. Adreance, of the town of Fishkill, Dutchess County.

The Pawling and Beekman Turnpike Company was incorporated April 3, 1818, to commence at or near the house of Joseph Arnold, town of Pawling; thence westerly across the mountain to or near the house of Nathan Miller, Jr., town of Beekman.

The Dover and Union Vale Turnpike Road was incorporated April 19, 1828, to run from the State line between Connecticut and New York, near Bulls Bridge, in Dover, and thence through said town westerly to the Poughkeepsie market road, near the lands of Ephraim Duncan, in town of Union Vale.

The Dover and Union Vale Turnpike Road Company was incorporated April 23, 1835, the road to run from or near the house of Edward Ward, in the town of Dover, to or near the house of Caleb Simpson; thence to the clove road at or near the house of Andrew J. Skidmore, in the town of Union Vale. On April 26, 1836,

the law was amended extending the road from the house of said Skidmore to the corner of the road east of the meeting house near the dwelling house of William R. Potter, in the town of Union Vale.

On May 8th, 1835, an Act was passed appointing Commissioners to lay out a public highway of three rods wide from Main street, in the Village of Poughkeepsie; to the Village of Pine Plains. The expenses of the Commissioners were to be apportioned upon the towns through which said highway should pass. This Act was repealed April 5, 1836.

The Legislature on Feb. 17, 1848, authorized the Board of Supervisors to appoint inspectors of turnpike roads.

Horse Racing.

A society was authorized by an Act passed April 5, 1828, whereby a *Farmers' and Citizens' Association* could be organized for the purpose of improving the breed of horses, and to establish a market for their sale, the Society to have courses for trial of speed. Six days only, between the 10th of May and 10th of June, and between the 10th of October and 10th of November were allowed in each year.

No races were to take place on public

roads or highways, nor unless under the control and direction and upon the courses of said Society or Association.

No cards, dice, gambling tables or devices were to be suffered or permitted within two miles of said courses.

The Sheriff was directed by the Act to be in attendance, and to be paid by the Society three dollars per day for each day's attendance.

All races and matches in the county, other than authorized by said Act, were prohibited in said county.

The Act was amended April 20, 1829, and racing was limited to six days in each year.

The annual County Fair, which was held at Washington Hollow, Town of Washington, for many years, doubtless originated from this Act.

Whale Fishing.

Two companies were created by Legislative Act for the purpose of engaging in the whale fishing in the Atlantic and Pacific Oceans and elsewhere, and in the manufacture of oil and spermaceti candles.

The first passed April 20, 1832, called the "Poughkeepsie Whaling Company" to be located in the Village of Poughkeepsie.

The other passed April 30, 1833, called the "Dutchess Whaling Company," to be located in the Village of Poughkeepsie.

One provision of the law in each Act was that no foreigner should ever be a stockholder or in any way interested therein.

Historical Society.

On May 13, 1845, Robert G. Rankin, Charles Bartlett, Henry G. Ludlow, Abraham Bockee, Robert Wilkinson, John Johnston, Henry A. Livingston, John W. Knevels and Freeborn Garrettson and others, were created a body corporate by the name of the "Dutchess County Historical Society," for the purpose of collecting and preserving all matters and things in any way connected with or relating to the natural, civil, literary or ecclesiastical history of Dutchess County. I have not been able to learn when this corporation began to live or when it died. It certainly is not now in existence.

Population.

The growth in population has been slow and at times decreased.

In 1790 it was 45,266.

In 1800 it was 47,775.

In 1810 it was 51,434.

In 1820 it was 46,615, of whom 52 were lawyers. (Putnam County was not now

included).

In 1835 it was 50,704.

In 1840 it was 52,398, of whom 42 were lawyers, a decrease of ten in twenty years.

In 1845 it was 55,124.

In 1850 it was 58,992.

In 1855 it was 60,635.

In 1860 it was 64,194.

In 1865 it was 65,192.

In 1870 it was 74,041.

In 1875 it was 76,334.

In 1880 it was 79,184.

In 1890 it was 77,879.

Prominent Men.

In ancient and modern times were preserved in various ways by inscriptions on marble or bronze the names of those who were noted in the service of their State and country, and so in our own times do we recall from History the services of those who from our own native county have in many instances rendered conspicuous services to our State and Nation.

Men who represented Dutchess County in Independence Hall in Philadelphia, in the Continental Congress, in the Congress of the United States, who have represented us abroad, and who occupied other eminent station were the peers of any in the land.

We can recall the names of

Robert R. Livingston, Chancellor
Edward Livingston, Codifier of Laws.
Gilbert Benson, Attorney General.
Peter R. Livingston, Speaker.
Melancton Smith, Congressman.
Gilbert Livingston, Surrogate.
Morgan Lewis, Governor.
Philip Schuyler, General.
Ephriam Paine, Continental Congress.
Richard Montgomery, General.
Jacob Radcliff, Judge.
Zephaniah Platt, Constitutional Convention.
James Kent, Jurist.
John Armstrong, Secretary of War.
Abraham Bockee, Senator.
Charles H. Ruggels, Court of Appeals.
James Tallmadge, Lieutenant Governor.
Thomas Tillotson, Secretary of State.
James Emott, Judge.
John A. Quitman, General.
Samuel F. B. Morse, Philosopher.
Dr. Federal Vanderberg, Physician.
Benson J. Lossing, Historian.
Rev. Dr. Frederick H. Quitman, Lutheran Divine.
Rev. Dr. Horatio Potter, Bishop.
Rev. Dr. Alonzo Potter, Bishop.
Rear-Admiral John R. Worden, Hero.

What a galaxy of names made famous by great deeds and brilliant services.

In statesmanship—in the Judiciary—in war—in diplomacy—in the church—in medicine—they were unrivalled in their several vocations.

They were wise men. They helped to

shape and mould the government under which we live. They interpreted it when established.

They were conspicuous actors on the stage of life, in war and peace. Many of them are already commemorated in marble and bronze. Their epitaphs are inscribed on the pages of the world's history.

To properly present the life and character of each and every one I have named would require more evenings than I have mentioned names.

They are dead and yet live.

Let us honor their memory and strive to emulate their virtues,

and so live "that when thy summons comes "to join the innumerable caravan that moves "to that mysterious realm—where each "shall take his chamber in the silent halls "of death, thou go not like the quarry-slave "at night scourged to his dungeon, but "sustained and soothed by an unfaltering "trust—approach thy grave like one who "wraps the drapery of his couch about him "and lies down to pleasant dreams."

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