The Gardner Annals

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I. Introduction

Vol. II, No. 1 of The Gardner Annals presents two articles from Gardner Research. Article II published in The Essex Genealogist (TEG), Vol. 35 (February) and provides a look at the genealogy of Benjamin Brown Gardner who was the grandfather of Frank A. Gardner, M.D. Given that Dr. Frank is the author of Thomas Gardner (planter) that was published in 1907 and other works, he seems a logical choice around which to frame research. His grandfather, Benjamin Brown Gardner, is #345 (Page 285) in the 1907 book. An earlier article (TEG, The Gardner Annals) considered the family of Lucy Foster Wilson (The Gardner Annals, Vol. I, No. 2, "Trials of the Wilson Family") who, as wife of Benjamin, was Dr. Frank's grandmother. Benjamin Brown Gardner and his heritage were featured in the 1907 book; this article offers more details about the collateral families. As well, a full ahnentafel for Benjamin Brown (and Lucy) can be found at the Thomas Gardner Society, Inc. website.

Article III, published in TEG, Vol. 35 (May), identifies the owner of the ship that wrecked along the Oregon coast in 1850. For years, a roadside marker mentioned that the ship that wrecked was owned by a Mr. Gardiner after whom the nearby town had been named. Who was Mr. Gardiner? This query came into Gardner Research. We knew through later research that Henry D. Gardiner was a Boston merchant. Also, the ship that he lost was the barque, Bostonian. This article provides more details about Henry and his ancestry. Too, there is a timeline from 1840 to the 1850 foundering for the barque, based upon records and newspaper archives. The article notes that questions remain; too, it suggests areas in which further research would be of interest.

II. Benjamin Brown Gardner

Frank A. Gardner, M.D. researched, and wrote about, Thomas Gardner of Salem and his descendants. In his first book (1907), Dr. Gardner documented his direct line to Thomas and described relationships to other families for some Gardners. Recently (2014), two TEG articles looked at the ancestry of Dr. Gardner's paternal grandmother and of his aunt. This article completes the series by detailing the ancestry of Dr. Gardner's paternal grandfather and by reintroducing an interesting ancestor who is worthy of further consideration, namely Nathaniel Eaton.

Introduction

In 1907, Frank A. Gardner, M.D. published *Thomas Gardner Planter (Cape Ann, Salem)* ... (Higginson, Salem, MA) as the first look at one of the families who came with the Cape Ann party in 1623/24 for the Dorchester Company's attempt at establishing a viable, economically productive, colony. Dr. Gardner's book provided details about Thomas Gardner and his children and included information about descendants who were still in the New England area. Too, the book provided the lineage from Dr. Gardner back to Thomas and Margaret. However, the book only makes brief mention of Dr. Gardner's paternal grandmother.

In August of 2014, The Essex Genealogist published an article about the ancestry of his paternal grandmother, Lucy Foster Wilson (TEG 34:155).² The article detailed the connections of the Wilson family with the trials of 1692 and after. Included was a four-page ahnentafel chart for Lucy with each ancestor documented in footnotes.

In November of 2014, The Essex Genealogist published an article (again, with a fully sourced ahnentafel) about John Sayward/Soward who was the grandfather of Susan Charlotte Graves.³ Susan was Dr. Gardner's aunt. The article provided details and discussion about John Sayward's birth in Gloucester, military service in Ipswich, marriage in Ipswich (two wives) and his children. John's daughter, Elizabeth, used the Sayward name and married John Graves of Ipswich.

Lucy and Susan are both mentioned in the 1907 book by Dr. Gardner.⁴ Lucy was the spouse of Benjamin Brown Gardner, the subject of this article. Susan was the spouse of Dr. Gardner's uncle, Joseph Dennett Gardner, who like Dr. Gardner's father was the son of Benjamin.

Note: Principal persons in the below text are referenced by their position in the accompanying ahnentafel relative to **Benjamin Brown Gardner** (A1 - see Annals/Research at ThomasGardnerSociety.org). Some details about births and deaths in the families will be found in the Ahnentafel chart.

As shown in the ahnentafel, the line from Benjamin Brown (A1) to Thomas Gardner (A64) is as follows: Jonathan (A2), Simon Stacy (A4), Abel (A8), Abel (A16) and Samuel (A32). This lineage is provided in the 1907 book. What is added here, and in the appendix, is detailed information about the family of the spouses. As well, in the book, Dr. Gardner provided information about his ancestors' wives, except for Rebecca Knapp (A5) who was the spouse of Simon Stacey Gardner (A4). This article takes a closer look at Rebecca's ancestry, in particular the family of Nathaniel Eaton (A84).

¹ Gardner, Frank A. (1907) *Thomas Gardner and some of his descendants*, Higginson Books, Salem MA

² Switlik, J.M. (2014) "Research in Progress: The Trials of the Wilson Family" The Essex Genealogist, v 34, p 155

³ Switlik, J.M. (2014) "John Sayward/Soward of Gloucester/Ipswich" The Essex Genealogist, v 34, p 197

⁴ Ibid, Gardner, 1907, p 286

Line for Frank A. Gardner, M.D.

The following lists the ancestral couples by generation, starting with Samuel Gardner who was a son of Thomas. For each of the spouses, the names of their ancestors were identified either by Gardner in his book or by later work.

Samuel¹ **Gardner** (A32) – Mary White (A33) -- she was step-daughter of Capt. George Corwin (see A67)⁵; her grandfather, John Herbert, was Mayor of Northampton.

Abel² Gardner (A16) – Sarah Porter (A17) -- she was grand-daughter of Major William Hathorne (A70) and of John Porter of Salem (A68).⁶

Abel³ Gardner (A8) – Priscilla Stacey (A9) – she was a descendant of Rev. William Worcester (A74), who was at Salisbury in 1639; Simon Stacey (A72), Ipswich, 1641; Zebulon Hill (A76), Gloucester, 1649; William Hersey (A158 – not shown), of Hingham, 1635; and Thomas Smith (A? – relationship not found), of Ipswich.⁷

Simon Stacy⁴ Gardner (A4) – Rebecca Knapp (A5) -- she was daughter of Nathaniel and Sarah (Hart) Knapp⁸; she was descendant of William Knopp (A80), Nathaniel Eaton (A84), Richard Kent (A92) and Edward Woodman (A94). See below section on **Eaton/Knapp**.

Jonathan⁵ **Gardner** (A2) – Rachel Brown (A3) – she was a descendant of George Frost, John Wakefield, Edmund Littlefield, Richard Kimball, Anthony Potter (A58), Joseph Hilliard (A30)⁹; she was descendant of Gregory Stone rather than John Whipple.¹⁰

Benjamin⁶ Brown Gardner (A1) – Lucy Foster Wilson-- she was a descendant of Roger Conant, Ezekiel Cheever, Robert Lord, Thomas Read, Rev. William Walton, William Adams, John Dane, William Warner, William Wilson, John Frye, John Aslett, Ralph Farnham, Nicholas Holt, Nathan Parker, Thomas Goldthwait, Thomas Dickinson and Giles Burley. 11,12

BENJAMIN⁶ **BROWN GARDNER (A1) and Lucy Foster Wilson** had seven children (four boys, three girls). Their third son, **Stephen**⁷ **Wilson Gardner**, b. 12 Jun 1835¹³ and d. ___, m. (1) Salem, 4 Oct 1800, **Marion Wallace Woods**, b. New Boston, NH, 1 Oct 1839. Marion was the daughter of Aaron Woods and Lydia (Wallace) Rogers.

⁵ Ibid, Gardner, 1907, p 87

⁶ Ibid, Gardner, 1907, p 131

⁷ Ibid, Gardner, 1907, p 158

⁸ Ibid, Gardner, 1907, p 196

⁹ Ibid, Gardner, 1907, p 283; see Ahnentafel, A52 through A63. William Frost (A52) is son of George Frost. Mary Wakefield (A53) was daughter of John Wakefield and granddaughter of Edmund Littlefield. Richard Kimball (A56) was of Richard Kimball and Ursula Scott.

¹⁰ NEHGS, errata et addenda, v8, n5 (Elizabeth Stone, not Elizabeth Whipple, was mother of the children)

¹¹ Ibid, Gardner, 1907, p 285

¹² Ibid, Switlik, v 34, p 161 (Ahnentafel)

¹³ Ibid, Gardner, 1907, p 286

FRANK⁸ **A. GARDNER**, son of **Stephen**⁷ and Marion, b. 7 Jan 1861, Salem, MA,¹⁴ m. (1) 15 Jun 1887, **Caroline L. Read**, of Salem, died 23 Apr 1902. Frank and Caroline had 1 daughter, Pauline, b. 9 Nov 1888;⁴⁰ (2) 31 Oct 1906, **Marion R. Fuller**, of Salem. Frank and Marion had 1 daughter, Dorothy, b. 19 June 1910. Frank worked as M.D. (surgeon) and author. Frank died before 1940.¹⁵

Eaton/Knapp

This section looks at material that is missing from the 1907 Gardner book. Perhaps, the omission may be attributable to the fact that Nathaniel Eaton is a forebear of Dr. Gardner. At the turn of last century, Nathaniel was, no doubt, vilified. Of late, additional information, and viewpoints, may exonerate the man or, at least, allow us a more full view. The story definitely bears another look or two, despite the yearly reenactment and other castigations that are associated with his name.

Nathaniel had two known marriages. The following looks at some of the descendants from the first marriage, in particular one line from Nathaniel's son, Benoni; later work will cover children from the second marriage.

NATHANIEL¹ EATON (A84) was born c. 1610 to Richard Eaton who was "vicar successively of Trinity parish, Coventry, and Great Budworth, Cheshire" ¹⁶ m. (1) Elizabeth. Nathaniel¹ and Elizabeth had four children (three boys and one girl). The third child, **Benoni²**, remained in Cambridge, MA and had issue. Nathaniel¹ m. (2) by 7 Oct 1642, Ann (Graves) Cotton in Northampton Co., VA and had further issue.¹ Nathaniel¹ died in England in King's Bench prison, Southwark, 1674.¹ 8

Comment: Nathaniel¹ was an interesting character who deserves more study. He was the brother of Theophilus Eaton (Deputy Governor of the Eastland Company) and of Samuel Eaton (A.B. Harvard 1649) and a scholar. He was the "first head of Harvard College; removed from office September 1639, fled to Virginia, ... took degrees of Ph.D. and M.D. at Padua in 1647" and was arrested for debt.¹¹ After the move to Virginia in 1640, he sent for his wife and kids; their ship disappeared, and they never arrived.²¹ Benoni² had been left behind in Cambridge under the care of Dea. Chesholme and the Church.²¹

The whole affair of Nathaniel¹ Eaton deserves another look^{22,23} and retelling from a perspective that considers what his life might represent for his time and now. For instance, Nathaniel was definitely above the norm in talent (his Padua degrees).

Benoni² EATON (Nathaniel¹) (A42) (maltster) married Rebecca ___ by 1667, in Cambridge, MA and had five children (two boys and three girls), including **Anna³**.²⁴

¹⁴ Who's Who in New England, 1916

¹⁵ U.S. Census, 1930, Salem, Ma, District: 0256, Age: 68, Household ID: 202, Line Number: 75 (not in 1940)

¹⁶ Morrison, S.E. (1935) *The Founding of Harvard College*, Harvard University Press, p 377

¹⁷ Dollante, S.J. (1991) Maryland and Virginia Colonials: Genealogies of Some Colonial Families ..., Genealogical Publishing Co., p 324; Ann Graves m (1) 10 Jul 1637, Rev. William Cotton and m (3) 8 Jun 1657, Rev. Francis Doughty. All three of here marriages were in Virginia.

¹⁸ Ibid, Morrison

¹⁹ Ibid, Morrison; some have indicated that the debt, in New England, had already been paid

²⁰ Savage, J. (1825/26) Winthrop's Journal "The History of New England" 1630-1649, p 186

²¹ Paige, L. R. (1877) History of Cambridge, Massachusetts, 1630-1877, H.O. Houghton & Co, p 539

²² Further research; see Wikipedia (Nathaniel Eaton).

²³ Crapo, H.H. (1912) Certain Comeoverers E. Anthony & Sons, p 776

²⁴ Ibid, Paige, 1877

Anna³ **EATON** (A21) (Benoni², Nathaniel¹) married Isaac Knapp (A20)(shipwright) by 1695, in Cambridge²⁵ and had eleven children (five boys and six girls), ²⁶ including **Nathaniel**⁴.

Nathaniel⁴ KNAPP (A10) (Anna³ Eaton, Benoni², Nathaniel¹) m(1) Sarah Hart (A11), 18 Sep 1734, in Newbury²⁷ and had twelve children (six boys and six girls),²⁸ including **Rebecca⁵**; m(2) Mrs. Elizabeth (Gerrish) Moody on 18 Sep 1754. Nathaniel⁴ was at the second siege of Louisbourg and kept a diary.²⁹

Rebecca⁵ KNAPP (A5) (Nathaniel⁴, Anna3 Eaton, Benoni², Nathaniel¹) married Simon Stacy Gardner (A4), 18 Nov 1764 in Salem, MA³⁰ and had four boys, including **Jonathan⁵** (master mariner) who was the father of **Benjamin⁶ Brown Gardner** (cooper).

Note: Benjamin Brown Gardner is the 2nd great-grandparent of Ann L. Gardner Switlik, Secretary / Treasurer of the Thomas Gardner Society, Inc. (TGS, Inc.). Ann's grandfather, Waldo Dennett Gardner,³¹ is first cousin of Frank A. Gardner, MD, author of Thomas Gardner, Planter (Cape Ann, Salem) and some of his descendants (1907). The research for this article was done under the auspices of the TGS, Inc. by John M. Switlik, President / Researcher. Material in this article was jointly published in The Essex Genealogist, Vol. 35 (2015), No. 1 (see Annals/Research at thomasgardnersociety.org).

²⁵ Torrey, C.A. (1985) New England Marriages Prior to 1700, p 19428

²⁶ Knapp, A.M. (1909) The Knapp Family in America, p 10

²⁷ VR: Salem Marriages v 3, p 400

²⁸ Ibid, Knapp, 1909, p 13

²⁹ Knap, N. (1895) *The diary of Nathaniel Knap of Newbury in the province of Massachusetts Bay in New England* ³⁰ Ibid, Knapp, 1909, p 14

³¹ Switlik, J.M. (2014) "Research in Progress: The Graves Family of Ipswich" The Essex Genealogist, Vol 34, p 92

III. Henry D. Gardiner (and Gardiner, OR)

A marker sits beside U.S. 101 in Gardiner, OR. The marker mentions that, at that spot on the Umpqua River, there had been a shipwreck in 1850. The town got its start, thereby. Cargo and the ship were salvaged and used for early buildings. The ship was owned by a Boston merchant, name of Mr. Gardiner. The marker provides other facts about the area. In 2014, Gardner Research received a query: who was Mr. Gardiner and what do we know about him? The article addresses that query.

Introduction

In 1850, there was a shipwreck along the Oregon coast involving a vessel that had come up from California with a load of cargo meant to be sold to prospectors and miners. The ship that wrecked was said to be owned by a Mr. Gardiner.³² At the point of the shipwreck, a town emerged which was named Gardiner, OR. Early dwellings of the town were constructed from the cargo which was salvaged or from pieces of the ship itself. Some of those on the ship remained in the area. A marker on U.S. Highway 101 commemorates the shipwreck and provides some historical notes about the town of Gardiner. This article looks at details about the ship that was lost and provides information about the unknown Mr. Gardiner.

The discovery of gold in California had a large effect in New England (121 ships went from there to California. There were "hundreds of abandoned ships, whose crews had deserted in San Francisco Bay in 1849–50, showed many thousands chose to do this."). 33 34 Many wanted to go to seize the opportunities. Basically, there were three ways for traveling to California from the eastern part of the U.S. One route was across land as the many Oregon pioneers had proven. 35 The trail as it approached Oregon (in what is now Idaho) split and went south. 36 The second means was to traverse the narrow part of Central America. This trip required a jaunt down the coast, say from Boston. Then, the journey required an arduous trip across land. This part was comparatively short but very difficult due to jungle, weather, and natives (the route involved "taking a ship to Colón, Panama (then called Aspinwall) and a strenuous, disease ridden, five- to seven-day trip by canoe and mule over the Isthmus of Panama before catching a ship from Panama City, Panama to Oregon or California." 37). Finally, after getting to the west side, another ship brought the travelers up the California coast.

The longest method was to go around South America ("The ... trip was the voyage of about 13,600 to 15,000 miles (21,900 to 24,100 km) on an uncomfortable sailing ship rounding the treacherous, cold, and dangerous Cape Horn between Antarctica and South America and then sailing on to California or Oregon. This trip typically took four to seven months (120 to 210 days) and cost about \$350 to \$500." 38)

This article shows that the barque, the Bostonian, took the long, southern route (see next section, barque Bostonian). As well, the article provides a timeline (see Appendix) for the Bostonian before the trip to California and between the first arrival at California and the shipwreck.

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³² Durbin, G. (1969) "The Gardiner That Was" Umpgua Trapper

³³ Crandall, R.J. (2000) "New England's Migration Fever" Ancestry magazine, NEHGS, v 19, n 4, p 19

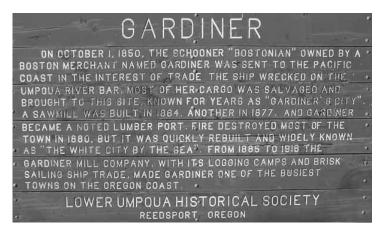
³⁴ Oregon Trail#Other Trails West, Wikipedia

³⁵ Oregon Trail, Wikipedia

³⁶ California Trail, Wikipedia

³⁷ Ibid, Wikipedia

³⁸ Ibid, Wikipedia



The following is the text that is on a marker (image) near the location of the shipwreck.

Marker Location: U.S. Hwy 101 in Gardiner, OR

Marker Text: On October 1, 1850, the schooner "Bostonian" owned by a Boston merchant named Gardiner was sent to the Pacific Coast in the interest of trade. The ship wrecked on the Umpqua River bar. Most of her cargo was salvaged and brought to this site, known for years as "Gardiner's City." A sawmill was built in 1864. Another in 1877. And Gardiner became a noted lumber port. Fire destroyed most of the town in 1880, but it was quickly rebuilt and widely known as "The White City by the Sea." From 1885 to 1918 the Gardiner Mill Company, with its logging camps and brisk sailing ship trade, made Gardiner one of the busiest towns on the Oregon Coast.

Marker sponsor: Lower Umpqua Historical Society, Reedsport, Oregon

In 1994, residents of the area submitted an application to be named a Historic Place.³⁹ The application process provided the opportunity to gather additional information. One new fact was that the owner was Henry D. Gardiner of Boston.

In 2014, Gardner Research received a query related to Mr. Henry D. Gardiner. Who was he? This article provides the research results concerning Mr. Gardiner and his life; as such, this article is a point in time summary that will generate additional research.

barque Bostonian

Note: All material in this section is covered in the Appendix: Timeline, barque Bostonian. Footnotes in the appendix provide the detail for most of the sources of this section.

Several ships have had the name, Bostonian, including a clipper (generally, a faster ship than the barque)⁴⁰ that was launched and named in 1854.⁴¹⁴² The later ship, clipper Bostonian, unfortunately,

³⁹ Young, E.M. (1994) "Gardiner Historic District" Application Form: National Register of Historic Places, US Department of Interior

⁴⁰ Ballantyne, R.M. (1863) *Man on the Ocean: A Book about Boats and Ships* chpt 11

⁴¹ Boston Daily Atlas, March 6, 1854 (built in East Boston by D.D. Kelley, owned by Geo. Callender & Co.)

⁴² Giffiths, Bates (1855) "Launches for the Past Month" *Monthly Nautical Magazine, and Quarterly Review, Volume* 1, p 303

met the same fate as the barque as it floundered on the way to London while trying to rescue the crew of another ship. These two ships remind us of the perils of nautical business and adventures.

The barque Bostonian was built before 1840, which is the date of the first record that was found in this research effort, and was involved in trade along the East Coast. In 1846, the barque travelled from Boston to Galveston in fourteen days which was considered a new record for the type of vessel. That same year, hostilities related to the Mexican-American War caused some ships to be caught in Galveston.

In 1847, the barque Bostonian was written up as confirming dangers at George's Shoal. In 1848, its cargo, namely over nine thousand gallons of liquor, was assessed duties in Boston.

In 1849, the barque Bostonian loaded up with rum, gin, and other spirits at the Custom House in Boston. In July of that year, it embarked with four passengers to California. After 173 days at sea, the barque arrived at San Francisco in January of 1850. In August of 1850, there were still sales of liquor going on at the Jackson Street Wharf. H. D. Gardiner was the proprietor.

Now, at this point, an interesting bit of data comes to fore. The Southern Cross reported that the barque Bostonian was in New Zealand in April of 1850, having come over from San Francisco in forty-five days. The reporter of the Southern Cross use delightful language to describe the growing trade between the gold seekers of California and New Zealand. Actually, the New Zealand area saw a needed jump in trade and was not unhappy.

The barque Bostonian was getting lumber, potatoes, and other gear that would be of use to the miners. Was that the load picked up in New Zealand on the ship at the time of the accident?

Most reports did not mention any casualties from the shipwreck. But, the owners (HD and his brother, CF) did incur a loss. We have not figured any amount of loss but have found records of nautical activity by the two after the 1850 shipwreck. One series of questions would look at that part of the story. Also, other types of ramifications need study. For instance, there was a passenger list report made in January of 1851 at San Francisco by the crew of the Kate Heath which had just returned from the Oregon Territory. The Kate Heath had been the first ship to come upon the shipwreck, ten days later. Until that time, the Bostonian crew had been busy saving the cargo; also, the crew had begun to dismantle the wreck. Heath passengers left stories with their kin. There were no deaths attributed to the shipwreck, but three men lost their lives in the area later.

Another series of questions involve George L. Snelling who was in charge of the ship at the time of the accident though he was not the Captain. George remained in the area and served as postmaster. The above-mentioned passenger report named Boyling as the Captain; others have mentioned Coffin. This is an open issue that bears more research.

Henry Dearborn Gardiner

Note: Many of the following items are sourced by the Eliza Barney database of the Nantucket Historic Society. 43

As the plaque noted, Mr. Gardiner, of Boston, was the owner of the ship that wrecked at the site in Oregon. Research in 1994 identified him as Henry D. Gardiner. Who was Henry?

Mr. Gardiner was born Silvester Henry Dearborn Gardiner⁴⁴ on 10 Feb 1814 in Pittston, ME which is near to Gardiner, ME (named for the 1st cousin, Dr. Silvester Gardiner, of Henry's grandfather, Gideon).⁴⁵

⁴³ BGR: Barney Genealogical Record, Nantucket Historical Association

⁴⁴ Robinson, C.E.R. (1919) *The Gardiners of Narragansett: Being a Genealogy of the Descendants* University of Virginia p 227

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Henry was born to John and Phebe Gardiner.⁴⁶ Phebe (d. 11 Oct 1834) was the daughter of Benjamin Cartwight (b. 27 Nov 1750, d. 23 Nov 1803) and Rebecca Luce.⁴⁷

Henry D. Gardiner married three times.

(1) Elisabeth Coggeshall (b. 7 Oct 1814, d. 18 Jan 1841), daughter of Peleg Coggeshall and Deborah Folger. One child: Sarah C. Gardiner (b. 10 Aug 1840).⁴⁸

Sarah Coggeshall Gardiner married Joseph Bensusan (b. 21 Aug 1832, Spain).⁴⁹ Their son, Joseph Henry Bensusan (b. 7 Nov 1862), changed his name to Henry Dearborn Gardiner, in 1888.⁵⁰

Mary Bensusan, born in Puerto Real, Spain, married John Edward Lambie. Mary is in the D.A.R. database, with ID 98209. Her patriot is Peleg Coggeshall (b. 1734 Newport, RI, d. 1813) who was a public officer of Nantucket during the American Revolution.⁵¹

- (2) Caroline C. Turner (b. 1821), daughter of Benjamin Turner and Rhoda Coggeshall.⁵² One child: Emily C. Gardiner.⁵³
- (3) Emily W. Sealy. No children.

Henry died 14 May 1878 in Marshfield, MA.⁵⁴ His death record identifies his parents and place of birth; he was sixty-four years old. At the time, he was the Treasurer of the Butter and Churn Association.

Henry's grandfather, Gideon, and Gideon's first cousin, Silvester, were born in South Kingston, Rhode Island. Their lineage goes back to George Gardiner⁵⁵ of Rhode Island through his son Benoni. The family book is *Gardiners of Narragansett*.⁵⁶ Silvester was a Tory during the Revolution.⁵⁷ This may account for why Henry dropped his first name.

Henry (HD) and his brother, Charles Frederick (CF) can be found in the U.S. Census, Massachusetts Census, and the Boston Directory. Their business was noted, several places, as being in lumber. However, they were ship builders, too.⁵⁸⁵⁹ It is unknown if they built the barque Bostonian. As of 1860, Charles Frederick Gardiner and Henry Dearborn Gardiner "were shipbuilders at Boston ... and were in the habit, in the course of their trade, of sending ships built by them to England and other countries for sale."⁶⁰ There are several records related to the later ships. For instance, the clipper Leaping Water was in Melbourne in May of 1860

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Hid, BGR, p 239
Ibid, BGR, p 330
Ibid, BGR, p 239
Ibid, BGR, p 239
Ibid, BGR, p 239
Mames of persons change by Court", General Index of the Laws of the State of New York, 1886-1896 p 728
The National Society of the Daughters of the American Revolution, v 99, p 66
Ibid, BGR, p 497
Ibid, BGR, p 822
Massachusetts Vital Records, 1841–1910, v 302, p 285
Ibid, Robinson
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⁴⁵ Ibid

Ibid, Robinson
 Smith, D.D. (2008) Gardiner Arcadia Publishing, p 9 (... remained loyal to the king of England)

⁵⁸ USS William G. Anderson (1859) built by C.F. and H.D. Gardiner (acquired by U.S. Navy, 23 Aug 1861)

⁵⁹ Executive Report, U.S. Congress, Patent #20606 (1858), C.F. and H.D. Gardiner, Propeller

⁶⁰ Robertson, M.A. (1867) English Reports Annotated, Pages 1-1616 Reports and Digest Syndicate, p 680

taking on passengers bound for London.⁶¹ Henry and his brother were purveyors of Gardiner's Rheumatic and Neuralgia Compound in 1861.⁶² CF and HD are reported as petitioners in bankruptcy court in Massachusetts in 1869.⁶³

Connection of two of Henry's wives to early New England and to Thomas Gardner of Salem

Both Elizabeth Coggeshall and Caroline Turner are descendants of Thomas Gardner of Salem in their longer lineages and are more closely related, first cousins, from their Nantucket connections. One of their common Gardner ancestries goes back through their grandmother, Sarah Fish,⁶⁴ to the two sons of Thomas who moved to Nantucket, Richard and John. Included in this line for Sarah Fish are the Folger and Arthur families. Richard Gardner married Sarah Shattuck who was the daughter of his father's last wife.⁶⁵ The family has a long history of Quaker activity. John Gardner married Priscilla Grafton.⁶⁶ Elizabeth and Caroline have other Salem Gardner connections.

A listing of families in Elizabeth's and Caroline's lines would include other Nantucket names: Brown, Bunker, Coffin, Coleman, Gorham, Howland, Hussey, Otis, Padduck, Pinkham, and more.⁶⁷.

The research for this article was done under the auspices of the Thomas Gardner Society, Inc. by John M. Switlik, President / Researcher. This "Research in progress" article presents research results so that the material may be used to support further work. Material in this article was jointly published in The Essex Genealogist, Vol. 35 (2015), No. 2 (see Annals/Research at thomasgardnersociety.org).

⁶¹ The Age, Melbourne, Saturday, May 12, 1860, Google News

⁶² Lewiston Daily Evening Journal, May 10, 1861, Google News

⁶³ (1869) The National Bankruptcy Register G.T. Deller, p 159

⁶⁴ Ibid, BGR, p 23

⁶⁵ Ibid, BGR, p 95

⁶⁶ Ibid, BGR, p 82

⁶⁷ Ibid BGR

Timeline, barque Bostonian

Before 1840, built and launched

Aug 1840, Newcastle⁶⁸

May 1841, New Orleans (8 passengers)

1846, The Galveston News reported the fastest trip from Boston to Galveston (14 days); caught in Galveston, MexAm War⁶⁹⁷⁰

1847, reported discovery of danger at George's Shoal.⁷¹

1848, March, duties in Boston on 9,594 ½ gallons of liquor⁷²

May 1849, San Francisco paper (see below) reported a liquor load picked up at Boston (goods were originally from St. Croix).73

22 Jul 1849, left Boston with four passengers bound for California.⁷⁴

Jan 1850, Port of San Francisco reported the arrival of the Bostonian with four passengers, 173 days from Boston.⁷⁵

Apr 1850, barque Bostonian reported by Southern Cross as being in the Bay of Islands; on the 23rd, the schooner Children reported that the Bostonian had been "forty-five days" from SF, having come to pick up lumber, potatoes, etc. ⁷⁶

Aug 1850, San Francisco paper reported the Bostonian selling its load at the wharf at the end of Jackson Street.⁷⁷

Oct 1850, shipwreck, Umpqua Bar⁷⁸

1851, Passenger list report showed that the Kate Heath, which was first on the spot after the shipwreck, had returned to SF; that report mentioned Captain Boyling as commanding the Bostonian; three men died after the shipwreck: William Bell, John T. Smith, Frederick Johnson; Kate Heath returned to SF with Mr Snelling, Col Winchester, and others.⁷⁹.

1889, History of the Pacific Northwest⁸⁰

1902, Lithograph of the barque given to the Bostonian Society.81

1969, Umpqua Trapper⁸²

1994, National Register of Historic Places (first identification of Mr. Gardiner as Henry D.)83

⁶⁸ New-York American, Saturday Evening, August 29, 1840 and May 15, 1841 (fultonhistory.com)

⁶⁹ The Liberator, Boston, MA, November 13, 1846 (newspapers.com)

⁷⁰ The Mexican-American War and the Media, 1845-1848, Tuesday, November 10, 1846 (history.vt.edu)

⁷¹ Sleeper, Cpt "Discovery of danger at George's Shoal" The Boston Mercantile Journal, Merchants' Magazine and Commercial Review, v 17, p 626

⁷² Reports (1857), The Court of Claims, House of Representatives, 34th Congress, p 88

⁷³ Daily Alta California, Vol 1, No 208, August 27, 1850 (California Digital Newspaper Collection)

⁷⁴ Haskins, C.W. (1890) *The Argonauts of California*, p 461

⁷⁵ Daily Alta California, Vol 1, No 16, January 14, 1850 (California Digital Newspaper Collection)

⁷⁶ The Southern Cross, Tuesday, April 23, 1850, Friday, April 26, 1850 (National Library of New Zealand)

⁷⁷ Ibid, DAC, Vol 1, No 208

⁷⁸ Durbin, G. (1969) "The Gardiner That Was" Umpqua Trapper (Douglas County Historical Society)

⁷⁹ Rasmussen, L.J. (2002) San Francisco Ship Passenger Lists Vol. II (1850-1851) Genealogical Publishing Co, p 85

⁸⁰ Evans, Elwood (1889) *History of the Pacific Northwest: Oregon and Washington* North Pacific History Co, p 379

⁸¹ Proceedings of the Bostonian Society, Annual Meeting, Volume 5, p 54

⁸³ Young, E.M. (1994) "Gardiner Historic District" Application Form: National Register of Historic Places, US Department of Interior