

ZIEGLER SARGENT, EDITOR; AGNES W.B. SARGENT, ASSISTANT EDITOR

JAMES C. SARGENT, SON OF MURRAY SARGENT, ON AUGUST 1 JOINED THE LAW FIRM OF SPENCE, HOTCHKISS, 40 WALL ST., NEW YORK. JIM AND BECKY WITH THEIR THREE CHILDREN ARE LIVING DURING THE SUMMER IN STAMFORD, THEIR ADDRESS BEING R.F.D. 3, HIGH RIDGE ROAD (TELEPHONE 2-1779). THEY HAVE PURCHASED A HOUSE, 310 EAST 84TH STREET, NEW YORK, WHICH IS BEING RENOVATED AND IN WHICH THEY EXPECT TO MOVE SOME TIME IN THE FALL.

PRIVATE JOSEPH P. LORING, SON OF SUZANNE BAILEY LORING, IS IN THE ARMY, STATIONED IN OR NEAR PUSAN, KOREA. HIS ADDRESS IS PVT. JOSEPH P. LORING, U.S. 51267471, 501 TH/c CO., A.P.O. 59, c/o POSTMASTER, SAN FRANCISCO, CALIFORNIA.

LIEUT. (J.G.) HORACE PETTIT, JR., SON OF MILLICENT LEWIS PETTIT, WROTE FROM NORFOLK, VA., ON JULY 26: "ON JULY 28TH I WILL BE DETACHED FROM THE STAFF OF COMMANDER AIR FORCE, U.S. ATLANTIC FLEET, AFTER 26 MONTHS OF DUTY. I PLAN TO SPEND A FEW DAYS IN MAINE WITH MOTHER, AND THEN REPORT ABOARD THE USS BENNINGTON, WHICH IS IN THE SHIPYARD IN NEW YORK UNDERGOING EXTENSIVE REPAIRS. ROSEMARY AND BRADFORD (HIS WIFE AND SON) ARE GOING TO STAY IN NORFOLK UNTIL OUR HOUSE HERE IS SOLD."

SARGENT & COMPANY'S UNION LABOR CONTRACT WAS RENEWED AS OF JULY 1ST WITHOUT A WAGE INCREASE BUT WITH SO-CALLED "FRINGE" BENEFITS SUCH AS GROUP INSURANCE ESTIMATED TO COST THE EQUIVALENT OF ABOUT ONE CENT AN HOUR.

THE FOLLOWING FROM THE DIARY OF LIEUT. COL. JOSEPH SCRANTON TATE, JR., SON OF ALICE SARGENT TATE, IS A CONTINUATION OF THE ACCOUNT IN SARGENTRIVIA OF JULY 20 OF HIS FIRST COMBAT MISSION ON OCTOBER 9, 1942. HE PILOTED A B-24 LIBERATOR AND AT THE TIME WAS A FIRST LIEUTENANT.

"ABOUT THIS TIME ANOTHER PURSUIT FLIGHT OF THREE ME109'S ATTACKED FROM ABOVE AND MOSE AND SOUTH COLLABORATED TO SEND DOWN OUR THIRD ENEMY SHIP. WE WERE PEPPERED WITH FLAK FOR A WHILE AND MACHINE GUN BULLETS AND THEN ANOTHER 20MM HIT US IN THE RIGHT WING AND CUT THE AILERON TRIM TAB CABLE AND FRAYED THE MAIN AILERON CABLE, TORE UP THE RIGHT FLAP AND BLEW A WING SPAR TO PIECES. A BLAST OF MACHINE GUN BULLETS HIT THE SAME WING DAMAGING THE FLAPS AGAIN, FLATTENING THE RIGHT MAIN GEAR TIRE AND CARVING THE #2 FLAP PULLEY INTO TWO PIECES. FOR OUR FIRST TIME OUT WE WERE REALLY CATCHING HELL. THE NEXT EVENT OF ANY IMPORTANCE CAME WHEN I SUDDENLY NOTICED 'THE WHITE CLIFFS OF DOVER' FAR AWAY AND DOWN TO OUR LEFT. THEY SEEMED TEN THOUSAND MILES AWAY—MIND YOU WE WERE STILL OVER FRANCE AND GOING BACK WE HAD A 60 MPH HEADWIND TO BUCK. EVERY NOW AND AGAIN I'D GLANCE OUT TO SEE IF THE CLIFFS HAD MOVED ANY CLOSER BUT THEY NEVER DID. I THOUGHT THOSE DAMN GERMANS WOULD NEVER CEASE TO MOLEST US RIGHT IN THE MIDST OF ALL THIS GOING ON IT SEEMED TO ME THAT IT WAS GETTING DARK AS HELL OUT, AND I KNEW IT COULDN'T BE LATER THAN NOON—AND I BEGAN TO THINK I WAS FAINTING BECAUSE I WAS SO SCARED! I BEGAN TO CUSS MYSELF OUT FOR A YELLOW SO AND SO WHEN SUDDENLY I NOTICED OR FINALLY THOUGHT OF OXYGEN AND SURE ENOUGH MY GAUGE READ ZERO! I BEGAN TO GET WEAK, AND JUST BEFORE PASSING OUT MOTIONED TO ALFRED THAT I WAS OUT OF OXYGEN AND HE GAVE ME A BAILOUT BOTTLE TO SUCK ON. A COUPLE OF WHIFFS OF THIS BROUGHT ME BACK TO LIFE AND ON WE WENT. ABOUT THIS TIME WE HIT THE FRENCH COAST AGAIN ON THE WAY OUT AND SOME SPITS CAME IN AND THE PURSUITS LEFT US ALONE, BUT THEY LED US RIGHT OVER DUNKIRK ON THE WAY OUT AND WE CAUGHT THE FLAK AGAIN. WHILE I WAS PASSING OUT—THE RIGHT SIDE OXYGEN SUPPLY WENT UP FIRST—HUFF WAS PASSING OUT IN THE NOSE TOO. FLUBBER WAS TRYING TO NAVIGATE, FIRE THREE GUNS AND BRING HUFF TO WITH THE 'WALK-AROUND BOTTLE' WHICH HE EVENTUALLY SUCCEEDED IN DOING. BOOKER ALMOST PASSED OUT TOO BUT CAME OUT OF IT OKAY. BOTH BOOKER, EICHMANN, THE LEFT WAIST GUNNER AND THE TUNNEL GUNNER, DID A DAMN GOOD JOB OF KEEPING THOSE BOYS AWAY FROM US ALTHOUGH NEITHER OF THEM WAS ABLE TO CLAIM A VICTIM. BOOKER HAD ONLY TWELVE ROUNDS OF AMMO LEFT. THE GERMAN FLAK SHIPS IN THE CHANNEL GAVE US A FEW BURSTS ON THE WAY OVER BUT IT WAS WAY SHORT. ABOUT THIS TIME THE GAS FUMES WERE VERY BAD AND THE VAPOR FUMES GAVE OFF A TRAIL OF SMOKE BEHIND US WHICH APPEARED AS IF THE PLANE WAS ON FIRE. WE KEPT IN CLOSE FORMATION UNTIL WE HIT THE MIDDLE OF THE CHANNEL AND THEN STEW BEGAN TO LET DOWN BELOW THE GROUP FORMATION—WE ALMOST GOT HIT BY SOMEONE SALVOING HIS BOMBS INTO THE CHANNEL BUT THEY MISSED US! WE WERE NOT SURE THAT WE WEREN'T ON FIRE, SO ALFRED GAVE THE ORDER TO PREPARE TO ABANDON SHIP AND AS WE HIT THE ENGLISH COAST I DROPPED OUT OF THE FORMATION AND DESCENDED TO RELIEVE THE OXYGEN WANT WHICH HAD THE WHOLE CREW GROGGY. ALFRED WENT BACK TO CHECK THE FIRE THEORY AND FOUND THAT WE WEREN'T ON FIRE BUT FOUND MOSE, WHO HAD GOT DOWN OUT OF THE TOP TURRET WHEN WE HIT SAFE TERRITORY, BACK IN THE BOMB BAY SICK FROM LACK OF OXYGEN AND GAS FUMES, BLINDED BY GAS IN HIS EYES AND SATURATED WITH ESCAPING GAS WHICH WAS IN HIS OXYGEN MASK, WITH HIS HANDS FROZEN TO THE GAS LINES WHICH HE WAS TRYING TO PLUG. HUFF CRAWLED BACK THROUGH THE NOSE AND RELIEVED MOSE AND I ATTEMPTED TO CALL THE CREW TO TELL THEM THAT WE WERE NOT GOING TO JUMP RIGHT AWAY, BUT MY THROAT MIKES WERE SHORTED OUT, SO I DIDN'T GET THROUGH. ALL THE CREW KNEW WE WERE OKAY EXCEPT FLUBBER UP IN THE NOSE WHO THOUGHT WE HAD DESERTED HIM. HE CALLED OUT AND I COULD HEAR HIM BUT HE COULDN'T HEAR ME AND HE WAS JUST ABOUT TO JUMP I GUESS, WHEN HE DECIDED TO COME UP TO THE FLIGHT DECK TO SEE AND WITH FULL PARACHUTE, FLYING CLOTHES, LIFE VEST (WHICH HAD BECOME INFLATED) AND AN OXYGEN MASK THAT FAT LITTLE BOY CRAWLED FRANTICALLY UP TO SEE. HE WAS REALLY MAD. WE ALSO HELPED RELIEVE THE WORK ON THE GAS LINE—AND BY THE WAY IT HAD ONLY BEEN A MERE 30 BELOW ZERO AT 24 OR 25 THOUSAND FEET AND ALL THAT GAS VAPOR HAD FROZEN IN THE BOMB BAY. IT LOOKED LIKE THE ANTARCTIC! WE WERE LOSING GAS RAPIDLY AND THE GAUGES WERE KNOCKED ABOUT A BIT, ASIDE FROM BEING NO GOOD ANYHOW, SO WE HAD NO IDEA HOW MUCH WE HAD LEFT. WE DECIDED TO LAND AT THE NEAREST AIRPORT WE COULD FIND OR ELSE HAVE THE CREW BAIL OUT AND I WOULD LAND IT IN THE THAMES ESTUARY ABOVE WHICH WE WERE FLYING NEAR THE SOUTH BANK. I WAS AFRAID IF WE LANDED WE

MIGHT CATCH FIRE — JUST THEN I SAW A FORMATION OF B-17s RETURNING FROM THE RAID AND KNOWING THAT THEY HAD A FIELD NEAR LONDON, I DECIDED TO FOLLOW THEM IN AND LAND! HOWEVER JUST THEN WE PASSED OVER A LARGE PURSUIT FIELD WITH NO RUNWAYS SO I DECIDED TO LAND THERE. I WASN'T TOO SURE ABOUT THE WHEELS BUT I THOUGHT THE RIGHT MAIN TIRE WAS FLAT ALTHOUGH I WASN'T SURE. THE HYDRAULIC SYSTEM HAD JUST ENOUGH OOMPH IN IT TO GET THE FLAPS AND WHEELS DOWN, AND I PICKED THE LONGEST LENGTH OF THE FIELD AND BROUGHT HER IN. IT WAS A GOOD LANDING IF I DO SAY SO. AS WE HIT THE GROUND I KNEW THE RIGHT MAIN WAS FLAT SO I GAVE HER A STIFF SHOT ON THE RIGHT OUTBOARD TO SWING IT AROUND AND AT THE SAME TIME TAPPED THE LEFT BRAKE LIGHTLY AND HELD THE NOSE UP AS LONG AS POSSIBLE. WHEN THE NOSE WHEEL CAME DOWN I KNEW THAT WAS FLAT TOO AND EXPECTED IT TO FOLD AND TEAR UP THE NOSE, BUT IT DIDN'T AND WE SLID TO A STOP, CUT THE ENGINES AND GOT THE HELL OUT OF IT. I GOT OUT THROUGH THE TOP HATCH WITH CHUTE, VEST AND ALL AND NEVER NOTICED IT. TALK ABOUT NERVOUS RELIEF, I WAS ALMOST HYSTERICAL TO SEE THE GOOD EARTH AGAIN. SO WERE WE ALL. THE FIRST GUY TO SPEAK TO ME SAID SOMETHING IN A FOREIGN TONGUE AND FOR A SECOND I ALMOST THOUGHT I HAD TIED UP AND LANDED IN OCCUPIED TERRITORY — . BUT IT TURNED OUT TO BE POLISH SO WE WERE OKAY. I REPORTED TO OPERATIONS AND CALLED HUNTINGDON AND REPORTED WE WERE OKAY — THEY TOLD ME TO STAND BY FOR INSPECTIONS, SO I WENT BACK AND SENT THE CREW TO EAT AND GUARDED THE SHIP TILL THEY CAME BACK. ALFRED AND THE CREW CAME BACK A LITTLE FRIED AND ALFRED AND I WENT TO DINNER WITH WING CO THACKERY, SOME POLES AND ENGLISH — WHERE SCOTCH AND WATER FLOWED — PORT WINE WAS POURED AND MANY A TOAST WAS DRUNK. WAAFS WAITED ON TABLE AND LIFE WAS A THING OF BEAUTY AND A JOY FOREVER. ALL GOOD THINGS MUST END, HOWEVER, AND SOON A CALL CAME FOR US AND WE WERE TOLD THAT A TRANSPORT PLANE WOULD PICK US UP. WE GOT EVERYTHING MOVABLE OFF THE SHIP POSTED AND RAF REGIMENT GUARD AROUND HER, TOLD THEM WE'D BE BACK AND TOOK OFF IN THE C-50 THEY SENT AFTER US. THEY FLEW US TO DETLING TO PICK UP THE CREW OF A 17 WHICH HAD COLLIDED WITH ANOTHER ONE OVER DUNKIRK, BUT THEY HAD ALREADY BEEN PICKED UP. THE SHIP WAS STILL THERE AND A MESS TOO. WE WENT FROM THERE TO BOVINGDON (AND I WAS AIRSICK ALL THE WAY) WHERE WE WERE FORCED TO STAY ALL NIGHT AS THE WEATHER GOT BAD. MOSE WAS SICK SO AFTER TAKING HIM TO THE DOCTOR AND GETTING BEDS AND MEALS LINED UP FOR THE CREW, I ATE MYSELF AND FELL IN THE BED AT 11 PM SLIGHTLY LESS THAN COMPLETELY POOPED. THIS MIGHT BE CALLED THE ROUGHEST DAY OF MY YOUNG LIFE. I'M GLAD YOU'RE READING THIS LATER MARGIE, SO YOU WON'T BE WORRYING."

JOSEPH BRADFORD SARGENT (1822-1907), GRANDFATHER OF YE EDITOR'S GENERATION, WROTE THE FOLLOWING LETTER TO HIS WIFE, WHO WAS VISITING MR. AND MRS. JUSTUS HOTCHKISS, HER BROTHER-IN-LAW AND SISTER, AT PAUL SMITH'S IN THE ADIRONDACKS. THE LATTER PART OF THE LETTER HAS CONSIDERABLE FAMILY NEWS: ABOUT HIS DAUGHTERS, LAURA AND MAY, SONS EDWARD AND JOHN AND H.B.S., HIS NIECES, MRS. GUDE, JEAN BOGGS, AND MRS. THOD HAMMOND, AND FLORENCE'S BROTHER-IN-LAW AND NIECE, MR. BALDWIN AND MRS. GILMAN.

"NEW HAVEN SEPT 6 1904"

DEAR FLORENCE:

I RECEIVED TWO LETTERS FROM YOU YESTERDAY. IN ONE OF THEM YOU WROTE THAT I SAID I WOULD GO TO MR. HOTCHKISS' CAM 'AS SOON AS THEY WERE READY FOR ME'. THAT IS A MISUNDERSTANDING ON YOUR PART. I HAVE NEVER DEFINITELY FIXED UPON A TIME OR DATE WHEN I COULD GO. BUT I HAVE ARRANGED ALL MY USUAL BUSINESS MATTERS SO THAT SO FAR AS REGULAR BUSINESS HAS ANY EFFECT I COULD HAVE GONE LAST WEEK.

QUITE UNEXPECTEDLY AFTER I HAD SOLD SOME NEW BRITAIN LAND I FOUND ON PREPARING THE DEED, THAT THE CITY WATER COMMISSIONS OF THAT CITY HAVE BEEN OCCUPYING A CORNER ON ONE SIDE OF IT FOR MORE THAN TEN YEARS AND DECLINE TO VACATE. THIS HAS DELAYED ME IN THE CONCLUSION OF THE SALE, AND I HAVE BEEN WAITING FOR THE CORPORATION COUNSEL OF THAT CITY TO RETURN FROM HIS VACATION. HE HAS NOW RETURNED AND I AM HAVING TITLE SEARCHES AND SURVEYS MADE TO SUBSTANTIATE MY CLAIM, AND TO SHOW THEM TO THE CORPORATION COUNSEL. I MADE AN ENGAGEMENT TO MEET HIM AT NEW BRITAIN TOMORROW, BUT THIS FORENOON I TELEGRAPHED TO HIM THAT I CANNOT GO TILL DAY AFTER TOMORROW.

I CANNOT BE ENTIRELY A MASTER OF MY OWN TIME AND REMAIN PLEASANTLY IN ACTIVE BUSINESS AND ATTEND TO NECESSARY CONFERENCES. I AM NOT SURE WHEN I CAN LEAVE FOR THE CAMP, BUT I INTEND TO GO AS SOON AS I CAN, IF THE CAMP REMAINS OPEN.

YOU ALSO SENT THE HALF ON ONE SIDE, OF THAT BELT CLASP, WRITING IN YOUR LETTER THAT 'IT HAS BECOME UNSOLDERED AGAIN.' THE PART YOU SENT HAS NEVER BEEN SOLDERED BY S & CO. I HAD IT SOLDERED TO-DAY AND RETURNED IT TO YOU WITH SOME DOOR CHAIN-FASTENINGS FOR MR. HOTCHKISS. FACTORY WAS CLOSED ALL DAY LAST SATURDAY, SUNDAY AND MONDAY (LABOR DAY) AND TODAY IS THE FIRST WORK DAY SINCE LAST FRIDAY.

YOU ALSO WROTE FOR 'ABOUT THREE DOZEN CUP HOOKS', WITHOUT STATING SIZE OR STYLE OR SHAPE, NOR WHETHER TO BE MADE OF BRASS WIRE, IRON WIRE OR CAST BRASS OR CAST IRON. WE MAKE AND KEEP ON HAND ABOUT A DOZEN DIFFERENT SHAPES OR STYLES AND IN CAST IRON, IRON WIRE, CAST BRASS AND BRASS WIRE, AND OF THE THIRTY OR FORTY VARIETIES IN SHAPE AND IN MATERIAL, WE MAKE AS MANY AS SIX SIZES OF EACH.

I WAS SOMEWHAT 'AT SEA' AS TO WHAT I SHOULD SEND ON YOUR CUP-HOOK ORDER, AND PARTLY SO WHEN I WONDERED WHAT YOU WANTED IN SCREW EYES. BUT I COULD GUESS RIGHTLY PERHAPS AS YOU TOLD ME THE USE TO WHICH FANNY IS TO PUT THEM. I SENT AN ASSORTMENT, AND IF THEY DONOT 'FILL THE BILL' YOU CAN RETURN TO ME ONE OF THEM AND EXPLAIN HOW DIFFERENT THEY MUST BE FROM THE ONE YOU RETURN.

LAURA'S COOK GAVE US FOR A DESSERT LAST EVENING AT TEA SOME COFFEE JELLY. IT WAS GOOD AND SWEET AND THE COFFEE IN IT WAS STRONG BUT DISGUISED BY THE SWEETNESS OF IT. LAURA WAS LAVISH IN HELPING IT TO ME AND I WAS THOUGHTLESS OF THE CONSEQUENCE OF EATING IT. I WAS UNUSUALLY TALKATIVE DURING THE EVENING AND IN NO HURRY TO RETIRE TO MY BEDROOM TILL 10 O'CLOCK. I PULLED THE BED CLOTHES AROUND ME AND SHUT MY EYES FOR SLEEP TO COME. I PATIENTLY WAITED FOR MOMUS TILL THE CITY CLOCK STRUCK ELEVEN — TWELVE — ONE, TWO, AND I DONOT KNOW WHAT STRUCK TILL FIVE — AND WIDE AWAKE THEREAFTER TILL NOW — NINE P.M. MRS. GUDE AND JEAN ARE STILL WITH US BUT JEAN RETURNS TOMORROW TO BROOKLYN AFTER A THREE MONTHS SUMMERING IN VARIOUS PARTS OF MASSACHUSETTS AND NEW HAMPSHIRE. MRS. GUDE WILL REMAIN A FEW DAYS LONGER.

MAY AND HER DAUGHTERS IS TO RETURN TOMORROW, EDWARD AND FAMILY HAVE RETURNED FROM THE SHORE AND DINED WITH US YESTERDAY. JOE & FAMILY WILL REMAIN AT PINE ORCHARD A WEEK OR MORE, TILL MIDDLE OF SEPT<sup>R</sup> OR LATER.

MR. FENN SR. TOOK MRS. GUDE, JEAN AND LAURA OUT TO A DRIVE THIS AFTERNOON, TAKING IN THE TOP OF EAST-ROCK.

OUR MARGARETT (WAITRESS) IS NOT RETURNED TO DUTY YET.

I AM HAVING THE GREEN HOUSE THOROUGHLY OVERHAULED AND THE OLD PUTTY IN THE GLASS ROOF REMOVED AND NEW PUTTY PUT IN AND ALL THE WOODWORK PAINTED. LOT OF PAINT, PUTTY AND PAINTERS & GLAZIERS.

I HEAR OF FEW OF THE SUMMERERS RETURNING. A FEW —

LAURA AND I MADE A CALL ON MR. BALDWIN AND MRS. GILMAN A FEW EVENINGS AGO. BOTH WERE APPARENTLY IN GOOD HEALTH AND SPIRITS.

EVERYTHING IS AS USUAL. ALL ARE WELL.

YOURS AFFECTIONATELY,

J.B. SARGENT

MRS. THOD HAMMOND WENT DIRECT FROM RYE BEECH TO NO. 2 WEST 50TH ST. TO WHICH PLACE THEY AND BRO. GEORGE INVITED ME TO TAKE DINNER (MIDDAY) WITH THEM LAST SUNDAY. I HAD GUESTS HERE AND COULD NOT ACCEPT.

JOHN CAME TO N.H. FRIDAY EVENING BUT I DID NOT SEE HIM. HE RETURNED FROM HIS SAILING MONDAY P.M. AND LEFT IMMEDIATELY FOR NEW YORK.

MRS. H.B.S. WILL RETURN THIS WEEK. ELIZABETH & RHODA ARE AT HOME.

SHALL PROBABLY NOT WRITE YOU TOMORROW NOR NEXT DAY —

J.B.S."

#### BIRTHDAY ANNIVERSARIES

- SEPTEMBER 1 — JENELLA TAYLOR McCANCE, WIFE OF PRESSLEY FORBES McCANCE  
(1ST) BRUCE KENNETH DEMING, SON OF WILLIAM ACKER RICE DEMING  
3 — MARY SARGENT BUMGARDNER, DAUGHTER OF F. HOMER SARGENT  
(7TH) JOHN HOTCHKISS SARGENT, SON OF DAVID COLLIER SARGENT  
5 — (6TH) MARY STUART FITZHUGH, DAUGHTER OF MARY CUMMING FITZHUGH  
7 — MARIAN RUPERT HOLLAND, DAUGHTER OF LEICESTER BODINE HOLLAND  
8 — WILLIAM PARKER SARGENT, JR.  
11 — RUSSELL SARGENT FENN, JR.  
(25TH) JOSEPH DENNY SARGENT, SON OF THOMAS DENNY SARGENT  
12 — ELIZABETH COLLIER SARGENT, DAUGHTER OF HENRY BRADFORD SARGENT  
(4TH) WILLIAM JOSE CASANOVA, SON OF MARGARET SARGENT WILLIAMS CASANOVA  
17 — (3D) BREHON HOLLAND ODRONIC, SON OF ELEANOR HOLLAND ODRONIC  
18 — HENRY JAMES WISER, HUSBAND OF DOROTHY SARGENT WISER  
19 — BARBARA SARGENT MOOREHEAD, DAUGHTER OF RUSSELL SARGENT  
THOMAS COLLIER BABBITT, SON OF MARGARET (PEGGY) FISHER BABBITT  
20 — JOHN MOFFAT SARGENT, SON OF MURRAY SARGENT  
DOROTHY SARGENT BAUER, DAUGHTER OF CHARLES FORBES SARGENT  
23 — (25TH) ELAINE McEACHERN WISER, WIFE OF THOMAS HUNTINGTON WISER  
27 — MARY PULFORD GREGORY, STEPDAUGHTER OF CATHERINE RICE PULFORD  
28 — (3D) KEVIN MARLIN GOSNER, SON OF LINDA DEMING GOSNER  
29 — LIEUT. GEORGE (JIMMY) SARGENT GROVE, U.S.N., SON OF BARBARA SARGENT MOOREHEAD  
30 — (3D) WILLIAM ARTHUR GOELLER, SON OF ELIZABETH (BIBBY) DEMING GOELLER  
(2D) PETER BALDWIN SARGENT, SON OF LAWTON GRISWOLD SARGENT, JR.

#### WEDDING ANNIVERSARIES

- SEPTEMBER 1 — (20TH) BARBARA SARGENT AND LUDWIG K. MOOREHEAD  
5 — (24TH) LUCY HOLLAND AND GEORGE P. PUTNAM  
8 — (3D) MARY PULFORD AND CHARLES N. GREGORY, JR.  
9 — (4TH) JEAN SARGENT AND ROBERT G. BUSHNELL  
12 — (1ST) DEBORAH PETTIT AND RODNEY P. COOKMAN, JR.  
25 — (6TH) LINDA DEMING AND KENNETH L. GOSNER, JR.  
27 — (2D) FREDERIC H., III, AND DOROTHY BROWN SARGENT  
29 — (26TH) LOUISE SARGENT AND J. WILLIAM HINKLEY  
(21ST) SYLVIA TILNEY AND HARRY HARLAND SKERRETT, JR.



AT THE LEFT IS A FACSIMILE OF THE FRONT COVER OF SARGENT & COMPANY'S CATALOGUE ("PRICE LIST" AS IT IS TITLED) OF 44 PAGES, 9 X 5 3/4 INCHES IN SIZE, DEVOTED ONLY TO FURNITURE AND COFFIN HARDWARE. THE SALES OFFICE AT THAT TIME WAS LOCATED AT 70 BEEKMAN STREET, NEW YORK. THE "WORKS" WERE AT NEW HAVEN, AS STATED. THIS IS THE COMPANY'S FIRST SEPARATE CATALOGUE OF COFFIN OR CASKET HARDWARE, AND REPRINTS, BUT RENUMBERS, PAGES 93 TO 132, INCLUSIVE, OF THE LARGER BOOK. THE ILLUSTRATIONS ON THE COVER ARE SAMPLES OF THE ILLUSTRATIONS APPEARING ON THE APPROPRIATE PAGES OF THE CATALOGUE, AND ARE OBVIOUSLY NOT ON THE SAME SCALE. FURNITURE HARDWARE OCCUPIES ONLY 13 PAGES IN THE CATALOGUE, AND WAS INCLUDED BECAUSE MANY COFFIN HARDWARE CUSTOMERS WERE ALSO MANUFACTURERS OF FURNITURE.

AGAIN IT IS NECESSARY TO CORRECT THE INFORMATION GIVEN AS TO WHEN WOMEN WERE FIRST EMPLOYED BY SARGENT & COMPANY IN NEW HAVEN. THE EARLIEST CASH BOOK THAT SEEMS TO HAVE BEEN PRESERVED COVERS THE PERIOD FROM JULY 1, 1867, TO NOVEMBER 30, 1868. IT SHOWS A NUMBER OF PAYMENTS TO GIRLS IN THE PACKING ROOM, THE EARLIEST MENTIONED BEING TO KATE O'CONNELL ON JULY 10, 1867, FOLLOWED BY ONE TO MARGARET COSGROVE ON AUGUST 2, THOUGH RATES OF PAY ARE NOT MENTIONED. IN SARGENTRIVIA OF MAY 24 IT WAS REPORTED THAT ACCORDING TO THE LATEST RESEARCHES THE EARLIEST DATE OF EMPLOYMENT OF WOMEN BY THE COMPANY WAS IN MARCH 1875. THE INFORMATION CAME FROM A PAYROLL BOOK. YE EDITOR SUSPECTS THAT WOMEN WERE EMPLOYED IN THE PACKING ROOM WHEN THE COMPANY FIRST BEGAN OPERATIONS IN NEW HAVEN IN MAY 1864, AND THAT THEY MAY EVEN HAVE BEEN EMPLOYED EARLIER IN NEW BRITAIN. ACCORDING TO FRED L. BREWSTER THE FIRST GIRL TO BE EMPLOYED BY SARGENT & CO., NEW YORK, WAS MISS ALICE TOLLEY ABOUT 1900. SHE LATER BECAME THE WIFE OF EUGENE S. MASSEY, FOR YEARS ONE OF THE FIRM'S LEADING SALESMEN.

GEORGE HENRY SARGENT (1828-1917), MANAGING PARTNER OF SARGENT & CO., THE NEW YORK SALES ORGANIZATION, HAD A HABIT ON SATURDAY AFTERNOONS OF WITHHOLDING THE PAY OF THE EMPLOYEES WHO HAD BEEN LATE OR ABSENT DURING THE WEEK UNTIL THEY HAD GIVEN HIM SATISFACTORY EXPLANATION. FRED L. BREWSTER TELLS HOW ONE SATURDAY AFTERNOON HE LINED UP WITH OTHERS AT G.H. SARGENT'S DESK. WHEN THE LATTER ASKED HIS EXCUSE FOR A ONE DAY ABSENCE, HE WAS TOLD THAT IT WAS BECAUSE OF THE BIRTH OF HIS FIRST CHILD. HE ASKED BREWSTER IF HE HAD NAMED THE CHILD FOR HIM, BUT BREWSTER SAID THAT WAS NOT POSSIBLE FOR IT WAS A GIRL. AND THEN CAME THE QUESTION: "COULDN'T YOU CALL HER GEORGIETTA HENRIETTA?"

EDWARD RUPERT SARGENT, SON OF JOSEPH BRADFORD SARGENT, AS A BOY OF 11 WORKED IN THE PACKING ROOM OF SARGENT & COMPANY, PROBABLY ON SATURDAYS OR DURING THE SCHOOL VACATION. THE COMPANY CASH BOOK SHOWS A PAYMENT TO "NED SARGENT" OF \$1.25 ON MAY 1, 1869. ON MAY 15 HE WAS PAID 50 CENTS FOR "1 DAY", AND ON JULY 3 HE WAS PAID 20 CENTS.