

# HARRIMAN FAMILY NEWSLETTER

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## FROM THE PRESIDENT'S DESK

Harold Harriman

It has been a rather cool winter here in Estero on the West coast of Florida and rather dry as usual, but not as dry as some winters. The newlyweds Haley and Max are settled in their new home in Milwaukee, Wisconsin, which is where Max came from. Haley is still based in Denver so, when she makes a flight for United, she has to fly to Denver first; she is awaiting a transfer to Chicago, which would be much closer for her.

The area that I live in is growing too fast for me with new construction all over the place, especially apartment complexes. The traffic is really bad especially during commuter hours. I can't wait for the tourist season to end, when it will let up a little, I hope.

One advantage to all this is the many new restaurants and stores that are open. Years ago we had to go to Naples for a good restaurant, but now there are many nearby.

Fort Myers Beach is still recovering from the hurricane damage and it is still amazing to see the sight of damage still there with whole areas empty that were once houses and businesses.

All in all, life in Florida is great and I wouldn't go back to Massachusetts. It helps that two of my daughters and four grandchildren are here too, so I keep busy with them and my friend Barbara.

## 2025 HFA REUNION IN SEPTEMBER

Tom and Lynne Christie will host our Harriman Family Reunion this year in Durham, New Hamp-

shire. Please mark your calendars now for Saturday, September 13th (2nd Saturday in September). More details will be posted to the website as they become available and in our July newsletter. Hope to see you in Durham!

Interesting fact about Durham, which was settled in 1635: As revolution was brewing in 1774, the King's Council prohibited the exportation of gunpowder and military stores to the American colonies. On December 14, 1774, 400 men led by the Hon. John Langdon overtook the five soldiers garrisoned at Fort William and Mary at the mouth of the Piscataqua River in New Castle. One hundred barrels of gunpowder were captured and delivered to Gen. John Sullivan in Durham. The raid was so successful that Gen. Sullivan returned the next day.

He said in 1875 in the *New Hampshire Mercury*, "I went down with a large number of men and in the night following went in person with gondolas, took possession of the fort, brought away the remainder of the powder, the small arms, bayonets, and cartouch-boxes, together with the cannon and ordnance stores; was out all night, and returned to Portsmouth the next day. The gondolas, with the stores, were brought to Durham, after several days spent in cutting the ice, the Durham river being then frozen over; the cannon, etc., was then deposited in places of security."

The spoils from these raids were later used at the Battle of Bunker Hill. While no blood was spilled in the raids, for the men who participated this was a very aggressive and public act of rebellion and even treason and failure would surely have led to the loss of their lives.

## NO LONGER WITH US

**Wilson F. “Bill” Harriman** passed away on December 23, 2024, in Aspen, Colorado. He was born on 17 October 1947 in Springfield, Vermont, to Bernard Wilson and Mary Laramie Harriman. His grandfather, Clarence Harriman, was adopted by Harvey and Lucretia Lucas between 1875 and 1880 and his ancestry is unknown. He was an avid skier and moved to Aspen, Colorado, in 1970. He coached the Aspen Ski Club and was named “chief of course” for the Aspen World Cup from 1981 to 1986.

**Phyllis Jean (Davis) Moore**, 93, Delphi, Indiana, passed away peacefully on January 21, 2024, at White Oak Health Campus in Monticello, Indiana.

We received word of Phyllis’s passing just after the November issue of our newsletter went to the printer.

Phyllis was born to Ernest Lester and Ruby (Harriman) Davis on July 22, 1930, in Clarks Hill. Phyllis married the love of her life, Don Moore, in 1947 in Rossville. He preceded her in death on Sept. 20, 2009. Phyllis and Don lived in Indiana for their whole lives.



Phyllis graduated from Monticello High School. After graduation, Phyllis was the Curator of the Carroll County Historical Society. She thoroughly enjoyed her work and attended several courses in museum management, computer technology, collection preservation, and genealogy research. Over the years, Phyllis planned and developed museum displays, trained staff and volunteers, and helped raise funds for projects. She was recognized for her hard work and received several awards during her career.

She was active in numerous clubs and organizations throughout Carroll County, including the Indiana Historical Society, Daughters of the American Revolution-Wea Lea Chapter, New England Women, Eunice Mather Chapter (President 2002 - 2005), Daughters of Colonial Wars, (Vice-President), and numerous other lineage societies and historical organizations and served as an officer of several of them. Phyllis truly had a passion for being involved in the community and she impacted the lives of many throughout her journey.

Phyllis is survived by her son, Don (Bonnie) Moore II; daughter-in-law, Connie Foreman; 15

great-grandchildren; five great-great-grandchildren; and niece; Kim Davis.

Preceding Phyllis in death were her husband, Don Moore; sons, Jackie Moore and Gary Moore; and granddaughters, Crystal Moore and Vanessa Roach.

Phyllis was buried with her husband and their families in Morning Heights Cemetery in Delphi.

## Memories of Phyllis

By Sue Bixby

Phyllis Jean (Davis) Moore loved history, especially family history. She was very dedicated in pursuing her Harriman ancestry and especially loved visiting the New Hampshire towns of Warner and Concord, where her mother, Ruby (Harriman) Davis, grew to womanhood. Although Phyllis lived in Indiana all her life, she travelled to several HFA reunions, most recently the 2014 HFA reunion at Rowley, Massachusetts, celebrating the 375th anniversary of the founding of Rowley. She was a tiny woman who made big waves in her hometown of Delphi, Indiana, as curator of the Carroll County, Indiana, Historical Society. I loved the many calls Phyllis made to me, filling me in on family life and updating what we knew about her lineage. At age 90, she was still trying to pin down the parents of her ancestor Ruth (Dow) Harriman. Still thinking of her New Hampshire roots, in 2022 Phyllis made a gift to the Warner Historical Society of the landscape painting “Springtime” by Ralph Farnham Pratt, a locally known artist. Her mother, Ruby, had received the painting as a wedding gift and Phyllis felt it was time to return it to New Hampshire. A woman who had overcome many personal tragedies, Phyllis was strong in her love of family and life, and will be missed.

**From the February 1995 Newsletter:** In 1987, Harold Harriman overheard someone talking with a librarian at the Haverhill, Massachusetts, Public Library about their Harriman ancestors. As Harold says, “I introduced myself to Mr. and Mrs. Don Moore of Delphi, Indiana.” They told Harold about the first meeting of Harriman kin held the previous June [in Indiana] - and the rest is history; Harriman Family Association history, that is!

The Harriman Family Association was formed that year and in 1988 Harold became its first (and only) President.

## INSPIRED BY FAMILY: UNCOVERING A HARRIMAN LEGACY IN THE CIVIL WAR

By Lori Townsend

### Part 2. The Courageous Journey of the *USS Metacomet*: A Civil War Legacy

Named for Metacom, second son of Massasoit, known in English as King Philip, the wooden side wheel steamer *Metacomet* played a significant role in the Union Navy's efforts during the Civil War. On January 4, 1864, with James H. Jouett in command, The *USS Metacomet* joined the West Gulf Blockading Squadron, tasked with enforcing a blockade of Mobile Bay, a key strategic point for the Union forces. The ship quickly proved its worth by capturing the British blockade runner *Donegal* on June 6, 1864.

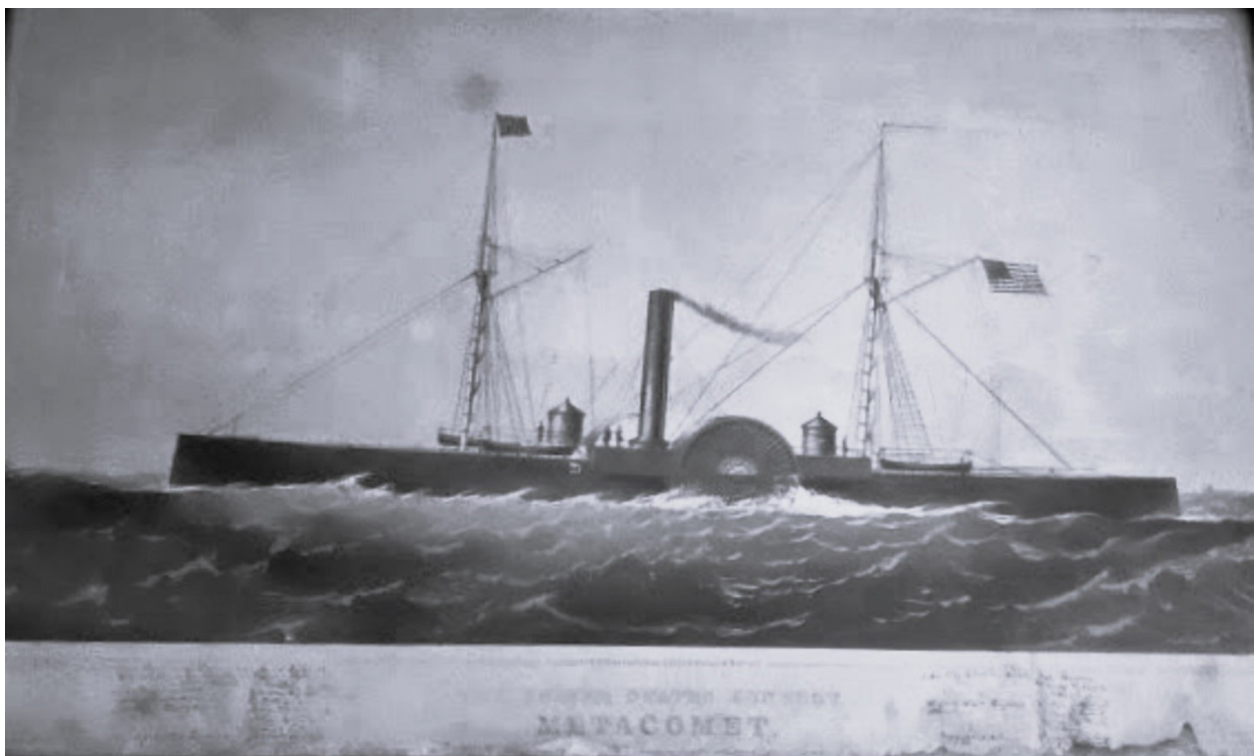
Later that month, *Metacomet* and another Union vessel, *Monongahela*, attempted to destroy a Confederate blockade runner, the *Ivanhoe*, which had run aground near Fort Morgan on Dauphin Island, Alabama. Despite their long-range bombardment, the fort's guns protected the stranded ship. Admiral David Farragut ordered a daring nighttime raid. Under the cover of darkness, boats from *Metacomet* and *Kennebec* approached the shore undetected and set the *Ivanhoe* ablaze, completing their mission.

Mobile Bay was one of the last open Confederate ports. Its defenses included a series of forts, mines (called torpedoes at that time), and obstructions, making it hard for any Federal force to attack

the bay. By 1864, David Farragut was tasked with capturing the bay and closing the port.

The *USS Metacomet* is best known for its pivotal role in the Battle of Mobile Bay on August 5, 1864. While not a widely recognized battle like Gettysburg or Antietam, it holds a prominent place in naval and Civil War history. It was a major naval engagement and one of the most important Union victories, noted for Admiral David Farragut's famous command, "Damn the torpedoes! Full speed ahead!" In this critical engagement, *Metacomet* and a fleet of Union ships broke through Confederate defenses to secure a decisive victory. The vessel distinguished itself by capturing the formidable Confederate ram *CSS Tennessee* and the gunboat *CSS Selma*, as well as by rescuing survivors from the sunken Union monitor *Tecumseh*. This act of bravery earned six of *Metacomet*'s sailors the Medal of Honor. Following the battle, *Metacomet* transported wounded soldiers from both sides to safety. Its actions at Mobile Bay significantly contributed to the Union's success and by boosting morale in the North, bolstered President Abraham Lincoln's chances for reelection.

With Mobile Bay secured, cutting off Mobile from open trade, *Metacomet* turned its attention to the Gulf Coast of Texas, capturing the blockade runner *Susanna* off Campeche Banks on November 28, 1864, and two other vessels, the *Sea Witch* and *Lilly*, off Galveston shortly thereafter. Even after the fall of Mobile, the waters remained perilous with hidden mines (torpedoes). From March 9 to



April 12, 1865, *Metacomet's* crew bravely swept Mobile Bay and Blakely Channel to clear these deadly devices.

After the war's end, the *Metacomet* returned north, decommissioning at Philadelphia on August 18, 1865. It was sold later that year, its service in the Civil War forever marking it as a vessel of courage and determination. The legacy of the *Metacomet* and its crew lives on as a testament to those who served on the front lines of naval warfare.

This is a lithograph of the *USS Metacomet* that belonged to my great grandfather and was signed by the crew.

Next: Horace Marshall Harriman's role as Acting Assistant Paymaster on the *USS Metacomet*.

## SARAH EVANS HARRIMAN OF WARNER

By Stephen Gauss

Walter Harriman wrote that "Asa Harriman, at the age of 18, went to live with his uncle, Capt. Benjamin Evans, of Rock Hill, Salisbury, Mass. He there married his wife, and in 1787, at the age of 21, settled in Warner [NH]."<sup>iii</sup> The name of his wife is not given, but we know that he married Sarah Evans in Salisbury on 20 April 1786<sup>ii</sup> and the cemetery monument in Warner shows her death date and age. She was the grandmother of Walter Harriman, general, governor and historian and he would have known her, as he was 39 when she died.

It has been unclear who Sarah Evans was, as there were at least three Sarah Evans' born in Salisbury in this time period and the last name was spelled Evans, Eveines, Eveins, Evens, Evines and Evins in the records. Clearly she was connected to Benjamin

Evans of Salisbury.

The death date of March 9, 1856, and age of 92 carved onto the large



<sup>i</sup> Harriman, Walter, *The History of Warner, New Hampshire for one hundred and forty-four years 1735-1879*, (Concord, N.H.:Republican Press Association, 1879), p. 93. [reprint of 1993 by WHS and Picton Press]

<sup>ii</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, (Topsfield, Mass.:Topsfield Historical Society, 1915), p. 388. [at americanancestors.org]. [Asa Harriman]

memorial monument in Pine Grove Cemetery in Warner for Sally, wife of Asa Harriman, puts her birth at 1764.<sup>iii</sup> While this may not be completely reliable, the same monument contains a death date for Asa of March 9, 1794, at an age of 28,<sup>iv</sup> which does agree with the records. This then correlates with the Salisbury birth record of

"Sarah Evins d. David and Eleanor, Dec 5, 1764",  
rather than of

"Sarah Evins d. Thomas and Lydia, Feb 10, 1766".<sup>v</sup>

Benjamin Evans died 21 May 1808 and his wife, Jane Harriman, sister of Asa's father, died on 9 July 1814.<sup>vi</sup> His will was made on 2 April 1806 and it implies that he had no children. He left property to the children of his brother, Ezekiel Evans, and to his sister, Sarah Evans, although she was married to Dudley True at the time. He named as executors Capt. John Flanders, the husband of Betty Lunt Harriman, sister of Asa, and Benjamin Evans, Jr, probably the son of his brother, Ezekiel.<sup>vii</sup>

The mother of Capt. John Flanders, born 14 October 1768<sup>viii</sup> and died 29 January 1810<sup>ix</sup> in Salisbury, was Elizabeth Silley/Cilley/Selley,<sup>x</sup> sister of Lydia Silley, who was married to Thomas Evans, born 15 October 1725 in Salisbury.<sup>xi</sup> They were married on 11 May 1765<sup>xii</sup> and were the parents of the Sarah Evans, born 10 February 1766.<sup>xiii,xiv</sup> But this Sarah Evans married Curtis Felch and moved to

<sup>iii</sup> Memorial stone photographed by S. Gauss in Pine Grove Cemetery, Warner, N.H., on 14 July 2003.

<sup>iv</sup> Memorial stone photographed by S. Gauss in Pine Grove Cemetery, Warner, N.H., on 14 July 2003.

<sup>v</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, (Topsfield, Mass.:Topsfield Historical Society, 1915), p. 89. [at americanancestors.org].

<sup>vi</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 555-6.

<sup>vii</sup> Will of Benjamin Evans, "Essex, Massachusetts, United States records," images, FamilySearch, image 588 of 878, found with full text search.

<sup>viii</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 96.

<sup>ix</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 559. [Capt. John, age 41y]

<sup>x</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 355.

<sup>xi</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 89. [Thomas Evins.]

<sup>xii</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p.348. [Thomas Evins and Lydia Silley]

<sup>xiii</sup> Cilley, Jonathan Prince, *Cilley Family*, (self:Augusta, ME, 1877). [at archive.org]

<sup>xiv</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 89.

Weare.<sup>i</sup> As we see, there were many names of Thomas, Ezekiel, Benjamin, and Sarah Evans. To make things a little clearer, here are the lines, all from Thomas Evans and Hannah Brown. Thomas and Hannah Brown were married in Salisbury about 1686.<sup>ii</sup> Their son Thomas, was born 24 March 1703 in Salisbury and married there Dorothy Stockman on 14 December 1721.<sup>iii</sup> Their son, David, was born on 7 May 1736<sup>iv</sup> and married Mrs. Eleanor True on 31 July 1760.<sup>v</sup>

Thomas Evans m. Hannah Brown  
Thomas m. Dorothy Stockman  
Thomas m. Lydia Silley  
Sarah m. Curtis Felch  
David m. Eleanor True  
**Sarah m. Asa Harriman**

Ezekiel m. Judith French  
Ezekiel m. Sarah Carr  
Benjamin m. Rebecca Young  
**Benjamin m. Jane Harriman**

Benjamin Evans was one of the early proprietors of Warner, New Hampshire. Warner has a convoluted history.<sup>vi</sup> The land was located in areas being disputed between Massachusetts and New Hampshire. In order to solidify their claim, Massachusetts granted land to men from Massachusetts, hoping that the territory would be part of Massachusetts by default. In 1735 Warner was granted to sixty men from Amesbury. (Note that the distinction between Amesbury and neighboring Salisbury was not always clear. Salisbury was split into Old Town and New Town, which in 1667 was named Amesbury). During the 1740s proprietors came and went to Warner. Saw mills were built and then burned down as were some houses. Few people came to settle, due to constant conflict over ownership among Massachusetts, New Hampshire, and the heirs of John Mason, the original owner of the land, as well as the renewal of the French and Indian Wars. Grants were given for land already granted to others

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<sup>i</sup> Little, William, *The History of Weare, New Hampshire, 1735-1888* (Lowell, Mass.: S. W. Huse & Co., 1888), p. 846 [at archive.org]

<sup>ii</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 348.

<sup>iii</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 348. [Thomas Eveins and Dorothy Stockman]

<sup>iv</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 88.

<sup>v</sup> *Vital Records of Salisbury, Massachusetts, to the Year 1850*, p. 346.

<sup>vi</sup> Cogswell, Mary, *The Problems of Settling Warner, N.H.*, manuscript of 1970 supplied by Rebecca Courser, Warner Historical Society.

and, because of so much uncertainty, there were few actual settlers. Finally, in 1762 the first settlers arrived in Warner to occupy grants from the proprietors of Amesbury. Both Benjamin and Ezekiel Evans are named as proprietors at that time.<sup>vii</sup> It is quite likely that Benjamin Evans gave or sold his land in Warner to his nephew, Asa, at the time of Asa's marriage to the daughter of his uncle Benjamin's cousin.

## HERRIMAN WITH FIRST US ASTRONAUT

From the 11 May 1961 issue of the Dallis City [Ill.] Enterprise newspaper, pg. 1, col. 1:

"Jay Herriman on Ship Recovering Astronaut... Participating in recovery operation for Navy Commander Alan Shepard, first U.S. astronaut, Friday, was the aircraft carrier *USS Champlain*.

"Serving aboard the carrier was H. Jay Herriman, airman, USN, son of Mr. and Mrs. Edwin D. Herriman of Dallas City [Ill.]. He arrived home Sunday on a two week leave.

"The Navy recovery force, composed of both surface and air units, was deployed down the flight path from Cape Canaveral and was prepared to recover the spacecraft wherever it landed.

"Actual recovery was made by a Marine helicopter which lifted Cdr. Shepard out of the water in less than five minutes and transported him to the deck of the aircraft carrier *USS Champlain*, flagship of the down range recovery force.

"Jay said he was among those on the flight deck who saw the capsule descend by parachute, and he was able to take some pictures as the helicopter landed with Cdr. Shepard."

In 1962 he was sent to Antarctica to spend a year at McMurdo Sound.

## OLD YES-SIR

Submitted by Sue Bixby

From White Mountain Reporter (Conway NH), 13 May 1971 issue, pg. 13 [refers to Charles Pleaman Thurston, TMG 6373, and his wife, Viola, who married first to Damon Kenison].

"Inklings, by Sally Mander. -- Several weeks ago, Harold Bent... mentioned some names that rang a bell...

"Another person Harold mentioned was the widow of Damon Thurston[sic - Kenison]. I knew

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<sup>vii</sup> Harriman, Walter, *The History of Warner, New Hampshire for one hundred and forty-four years 1735-1879*, p. 133. [reprint of 1993 by WHS and Picton Press]

that Damon Kenison was the son of one of my great-aunts, and I had heard stories ....

“Great-aunt Sarah [Nute Kenison] usually referred to Charles [Pleaman] Thurston as 'That good-for-nothing shanghai'd rooster; and my grandmother called him 'old Yes-sir' because of the way he always talked: 'My wife died in mud time, Yes sir, yes sir. Couldn't 'a died at a worse time. Yes, sir, yes, sir. Couldn't take the hearse out. Yes, sir, yes, sir...' Viola [Hawkins Thurston], his wife, had to work hard to support her children, and great-aunt Sarah voiced strong disapproval of her spending so much money on a big tombstone for Damon...”

“Lycurgus Pitman, who opened a drug store in North Conway in 1870 and founded Pitman's Pharmacy on the corner of Main and Seavey Streets in 1872, was a very influential man in the town. It so happened that he was very fond of Limburger cheese. When he was in Portland one day he brought a good sized piece of it and put it on the pantry shelf. The next day he decided to eat some of it -- but could not find it. He asked his wife what she had done with it, and she replied that she had not touched it but perhaps Viola Thurston, who had been doing some cleaning that day, might have moved it. When questioned, Viola said she knew nothing about any cheese. Lycurgus told her he had left it in a certain place in the pantry. 'Oh,' said Viola, 'I smelled something there that stunk so I took the fire tongs and shovel and carried it out and buried it in the garden.' She showed Lycurgus where she had buried the package, he dug it up, unwrapped it, and ate the cheese...”

### **The Scorecard**

Charles Pleaman Thurston was the son of Oliver Thurston and Betsy Harriman TMG 14628.

Charles was married to three women: Harriet Downs in 1867, Viola Hawkins in 1893 and Mary Darling in 1917.

Viola was married to three men: George Nute in 1870, Damon Kenison about 1878 and Charles Thurston in 1893. Damon Kenison was the son of James Kenison and [great-aunt] Sarah Nute.

## **ON THE 18<sup>TH</sup> OF APRIL IN '75**

*Hardly a man is now alive*

*Who remembers that famous day and year.”*

Written in 1860 by Henry Wadsworth Longfellow, it is possible that boys who had served as couriers or messengers were still alive. There were several soldiers, though, who served later in the war and were alive in the 1860s. We find several Harri-

mans and husbands of Harrimans who served 250 years ago next month at Lexington and Concord or in June at the Battle of Bunker Hill. Their stories, along with source citations, can be found in our on-line database, so here is a short summary.

Moses Harriman, TMG 289, voted as part of a committee to formulate a plan “To give encouragement to such men as incline to enlist as minutemen.” He is on the muster roll of Capt. Nathaniel Gage's company of Minute-men, Lexington alarm, April 19, 1775. They marched to Cambridge; time: 7 days.

Edward Hazen, TMG 308, and Samuel Hazen, Jr., sons of Samuel Hazen and Sarah Harriman, TMG 93, daughter of Jonathan Harriman. They served with the U.S. military during the Revolutionary War and marched in response to the Lexington Alarm, April 1775, and other service.

Ensign Ebenezer Harriman, TMG 320, had served with Rogers' Rangers in the French and Indian Wars. He may have been at Bunker Hill. He and three others petitioned the town of Henniker to pay soldiers who were there.

John Hugh, husband of Anne Harriman, TMG 223, was born in 1737 and impressed at the age of 16 from his home in Scotland onto a British warship. The ship sailed for Boston and once there, he escaped and fled to New Hampshire. In Plaistow he was taken in by Abner Harriman, Anne's father, TMG 56. He was in the War of the Revolution, and fought at the battles of Bunker Hill, Bennington, and Ticonderoga.

David Merrill, TMG 734, husband of Molly Harriman, TMG 232, daughter of Leonard Harriman, Jr., a private in the New Hampshire line “for 15 mo & 20 dys”; he enlisted in the army in the summer of 1775 “at or near Cambridge” serving two months, including at the Battle of Bunker Hill.

Jonathan Plummer, husband of Mehitable Harriman, TMG 286, daughter of Lt. Nathaniel Harriman, TMG 91. He fought in the French and Indian Wars and "Responded to the Lexington alarm from Newburyport" where he was on a visit to his sons.

Joseph Harriman, TMG 1032, enlisted for 9 months in the Revolutionary War, but served an extra 3 months by special request of his officers. In May 1775 he enlisted in Capt. Brown's (7th?) Company, Col. Nixon's Regt., Mass. Line, took part in the Battle of Bunker Hill in June and was fired on by a ship lying in Charlestown Harbor, forcing a retreat to Prospect Hill, Cambridge, until May or June 1776.

Joseph Marsh, TMG 1063, husband of Mehitable Harriman, TMG 1062, daughter of Ensign Ebenezer Harriman, TMG 320 (see above) served during the Revolutionary War. He arrived at Lexington in response to the call to arms on 20 April 1775.

John Palmer, TMG 1889, husband of Sarah Harriman, TMG 854, daughter of Lt. Moses Harriman, TMG 289 (see above), was a soldier of the Revolutionary War. He “turned out at the Lexington Alarm from Bradford as minute man in Capt. Nathaniel Gage's company, Frye's regiment.”

On the list of men at the Bunker Hill is William Harriman from Hampstead, New Hampshire, in Hutchins Co., Reeds Reg. He may be TMG 247.

## THOUGHTS ON MY GRANDMOTHER

Stephen Gauss

My grandmother was the gr-granddaughter of Nancy Harriman of Warner, New Hampshire, and my grandfather was the gr-grandson of Stephen Gauß, a sailor from Croatia. Born in 1889, my grandparents were children knowing that human flight was impossible and people traveled by foot or by horse and lived to see passenger jets flying overhead and driving their own car. At the turn of the century they were 11 years old. They had probably never seen an automobile. The streets would have been full of horse droppings. There was no radio or television, but by their teens, movie theaters had begun to appear. The old lamplighter was still illuminating the way, but the Salem Electric Light Company was not far from their house and in 1886 the city had begun installing electric street lights. Houses were lit by gas. They lived where their fathers could walk to work, although there were large public stables nearby. Although his grandfather had operated a stage coach line between Salem and Boston, by 1900 horsedrawn street cars were in use and were being replaced by electric trolley cars. When they were just 13, the first powered airplane took to the sky. Imagine what it was like to hear about that, although it was another 30 years before passenger planes became viable.

As so often happens, I never talked to my grandparents about these things. I wish I had.

## FUN STORY – NOT HARRIMAN

In January 1900 “The Sydney Morning Herald” reported that *Warrimoo* captained by J.D. Phillips, crossed the Equator on 30 December 1899.

On the last day of 1899 the passenger and cargo liner *S.S. Warrimoo* was approaching the equator. The navigator realized an opportunity and the captain changed course slightly and slowed so that the ship crossed both the equator and the International Date Line at midnight. For a few minutes at midnight on 31 December 1899 her bow was in the Southern Hemisphere in summer on 1 January 1900 and her stern in the Northern Hemisphere in winter on 31 December 1899. She would therefore have been simultaneously in

- two different seasons (winter and summer),
- in two different hemispheres,
- on two different days,
- in two different months,
- in two different years,
- in two different decades,
- in two different centuries.

While the *Warrimoo* was near the equator and International Dateline at the time, the navigator would have to be accurate to within her 345-foot length – almost impossible at the time. But a fun story, nonetheless. And a reminder that many of us have now lived in two centuries.

## CIVIL WAR HEROICS

From the 18 May 1914 issue of the Daily Kennebec Journal, pg. 3, col. 3: Chronicling America, LOC

“Captain Miles S. Weston, who recently died in East Friendship [Me.], received his title in the Civil war. When a lieutenant, in command of the *U.S.S. Ashland* and carrying 1,500 soldiers and marines to the Gulf, he was ordered during a storm, by a superior officer to change the vessel's course, which he did, under protest. The steamer soon went ashore, as he had warned the officer but Lieut. Weston safely landed every man. He was court-martialed but was exonerated and promoted to captain, while the other officer was reduced in rank. Captain Weston was sent to Washington, where he was complimented and thanked by Pres. Lincoln and invited to attend the theater with the presidential party, but declined in account of other engagements, thus escaping being in the president's box when he was assassinated.”

Much later in 1890 Miles and his brother, Alden, invented the lobster car, a cage for keeping lobsters fresh while waiting to be taken ashore.

Miles S. Weston, TNG 44053, was the son of Margaret J. Harriman, TMG 1186, and her husband, Edward Weston.

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## HELLO 2025

Yes, it has been a quarter of a century since Y2K, when all computers were going to crash and we would be back to the Stone Age. People born then are now marrying and having children who, most likely, will live to 2100, only 150 years before *Star Trek* and *Forbidden Planet*. This year George Jetson will be 3 years old. People are still alive who lived through World War II, but not World War I. It is over half a century since the first person walked on the moon. Most people saw it live on black and white television. Many of us could live to see a helicopter fly on Saturn’s moon, Titan, but not see a human land on Mars – much more difficult. The Voyager 1 spacecraft launched a half century ago is still sending and responding to signals from 15 billion miles away. And, yes, thanks to intensive planning and preparation we survived Y2K.

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