

He was educated at the district school and at the Framingham Academy. At sixteen years of age he left home to enter the employ of Addison Macullar in Worcester, as office boy, salesman, and book-keeper. The business was later removed to Boston, and Mr. Parker was admitted to the firm in 1860, the name becoming Macullar, Williams & Parker. Mr. Williams retired from the firm in 1879, and in 1895, after the death of Mr. Macullar, the firm became a corporation under the name of the Macullar Parker Company, of which Mr. Parker was president and which holds a leading position in the clothing business in Boston. He was also for many years president of the George's River Woolen Mills.

His interest in horticulture led him to acquire a vast amount of information on the subject, and at the election of officers of the Massachusetts Horticultural Society in 1911 he was elected its president for that year, and was reelected in 1912. He was a member of several patriotic societies, associations, and clubs.

He married first, at Chelsea, Mass., 30 November 1854, Mary Jane Schoff of Newburyport, Mass., who died 13 April 1899. Four children of this marriage are living: Mary, wife of Henry Taggard, Charles Schoff, Herman, and Ross. He married secondly, 8 October 1900, Morgiana Heath Schoff, who survives him.

AARON FERRY RANDALL of Boston, a resident member since 1903, was born at Chittenango, N. Y., 28 August 1831, the son of Aaron Ferry and Isabella Germaine (Sutherland) Randall, and died in Boston 26 January 1915. He traced his descent from John¹ Randall of Westerly, R. I., through Matthew,² Benjamin,³ David,⁴ and Aaron Ferry,⁵ his father.

His education in preparation for college was obtained largely at a seminary in Belvidere, Ill., under the charge of Rev. Arthur B. Fuller, a brother of Margaret (Fuller) D'Ossoli. In 1849 he attended the preparatory department of Beloit College, Wis., but illness prevented his entering upon a full collegiate course.

In 1855 he attended the Albany Law School, and was admitted to practice that same year in the Supreme Court of New York. In the fall of that year he opened a law office in Belvidere, Ill., where he continued to practise until 1862, when he entered the military service of the United States. He was commissioned a lieutenant in Company B, Ninety-Fifth Regiment Illinois Volunteer Infantry, and was active in recruiting for the regiment. In 1863, owing to failing health, he resigned and left the service. As soon as health permitted he was employed for several months in 1863 on the Board of Enrollment for the First District of Illinois. In February 1864 he was called to Washington, D. C., and appointed to a clerkship in the office of the First Auditor of the Treasury. On 15 March 1864 he was promoted to a second-class clerkship, and on 30 June 1865 was again promoted to a clerkship in the office of the Supervising Architect. This office, however, he held for only sixty days, when he was placed in charge of a separate division, that of Customs Administration. In May 1867 he was appointed supervising special agent of customs, and in the same month was ordered to Texas to

bring order out of the chaos following the War. He was on duty there for nearly a year, and then was assigned to duty on the northern frontier, continuing in service until December 1869. In that same year he entered into partnership with Alexander W. Randall, who had been Postmaster General in President Johnson's Cabinet, a partnership which continued until the death of the former Postmaster General on 22 July 1872. He continued in the practice of the law before the executive departments of the Government in Washington until November 1900, when, ill health compelling him to give up business, he removed to Boston, where he remained until his death, industriously engaged in genealogical research and the correspondence connected therewith.

He married at Belvidere, Ill., 14 July 1858, Almira Mixer, daughter of Horace and Electa Johnston (McCracken) Mixer, who survives him, together with six children: Charles Ferry Randall of Boston, Jessie Louise, wife of Victor Mindeleff of Washington, D. C., Estelle, wife of Asa E. Phillips of Takoma Park, D. C., Helen, a resident of East Woodside, Md., Arthur Frederick Randall of Somerville, Mass., and Louis Germaine Randall of Washington, D. C.

JAMES HEDLEY BREHAUT of Roxbury, Mass., a resident member since 1914, was born at Summerside, Prince Edward Island, 12 March 1864, the son of Henry Matthew and Sarah (Sencabaugh) Brehaut, and died at Roxbury 1 February 1915. He was sixth in descent from Pierre Brehaut of Guernsey, one of the Channel Islands, his line from Pierre leading through Henry, Capt. Henry, Henry, and James (all of whom were born in Guernsey) to his father, Henry Matthew, who was born at Murray Harbor, Prince Edward Island, 20 January 1836. The name of Brehaut appears frequently in Berry's "History of Guernsey," the earliest mention of it being in 1165. Henry Brehaut, the great-grandfather of the subject of this memoir, emigrated with his family from Guernsey to Prince Edward Island in 1806. His mother's grandparents, William and Ruhamey (Horton) Sencabaugh, were born in the Province of New York, but, being Loyalists, migrated in 1784 to Prince Edward Island, where they received a grant of land from the government.

His education was gained chiefly in the printer's office. In the spring of 1882 he came to the United States, and after working three years in the Middle West came to Boston. In 1885 he became a member of the *Boston Post* proof reading staff, and remained in that position to the time of his death. His interest in historical matters found expression in an account of the Brehaut family which he read at the dedication of a monument to his great-grandparents, marking the one hundredth anniversary of their migration to Prince Edward Island.

He was at one time president of the Franklin Typographical Union, and at the time of his death was a member of several Masonic organizations.

He married, 11 June 1889, Gertrude Maria Nourse, daughter of Byron Heywood and Maria Treat (Hamblen) Nourse, who, with one son, Henry Nourse Brehaut, A.B. (Harvard, 1911), survives him.

CHARLES TAYLOR LOVERING, A.M., LL.B., of Boston, elected a resident member in 1912, was born at Dorchester, Mass., 23 September 1846, the son of Joseph Swain and Mary (Taylor) Lovering, and died in Boston 9 February 1915. His grandfather was William and his great-grandfather was Joseph Lovering.

He was educated in Boston private schools and in the Boston Latin School, and was graduated at Harvard University, with the degree of A.B., in 1868 and at the Harvard Law School, with the degree of LL.B., in 1870. In 1871 he received the degree of A.M. from his *alma mater*.

He was admitted to the bar in Suffolk County in 1871, and in October of that year formed a partnership with Samuel Appleton Brown Abbott, Esq., and practised his profession at 42 Court Street, under the firm name of Abbott & Lovering, for a number of years. At the time of his death he was a director of the Boston Wharf Company. He was a member of the Somerset Club, the Country Club, the New Riding Club, the Eastern Yacht Club, and the Nahant Club.

He married, 14 November 1878, Marian Shaw Sears, daughter of Frederick Richard and Marian (Shaw) Sears, who survives him, together with their four children: Charles Taylor Lovering, Jr., Joseph Swain Lovering, Richard Sears Lovering, and Marian Shaw, wife of A. W. Reggio.

CHARLES FRANCIS ADAMS, A.B., LL.D., LITT.D., of Lincoln, Mass., a life member since 1891, was born in Boston 27 May 1835, the son of Charles Francis and Abigail Brown (Brooks) Adams, and died at Washington, D. C., 20 March 1915. He was a great-grandson of President John Adams and a grandson of President John Quincy Adams, who were descendants of Henry¹ Adams of Braintree, Mass. His father was minister of the United States to Great Britain from 1861 to 1868.

He prepared for college at Adams Academy, Quincy, Mass., and was graduated at Harvard in 1856. Two years after leaving college he was admitted to the Massachusetts bar. Shortly after the outbreak of the Civil War Mr. Adams was commissioned first lieutenant in the First Regiment of Massachusetts Cavalry. His regiment was sent to South Carolina and Virginia, and he was promoted to a captaincy in 1862. He served through the campaign of Gettysburg in 1863 and in the advance of 1864 upon Richmond, and in the autumn of the latter year was transferred to the Fifth Massachusetts Cavalry as lieutenant-colonel. He remained with that regiment at Point Lookout, Md., until January 1865, when he was ordered home because of failing health. While at home he was offered by Maj.-Gen. A. A. Humphrey, then assuming command of the Second Army Corps, the position of assistant inspector general on the staff of that corps, but he declined the appointment, because he was promoted to the colonelcy of the Fifth Massachusetts Cavalry, and considered himself under obligation to remain with his regiment. He entered Richmond at the head of his regiment 9 April 1865, but shortly afterwards resigned on account of broken health

and was mustered out of the service, receiving the brevet of brigadier-general.

Soon afterwards he turned his attention to questions connected with the development of railroads, and in 1869 was appointed a member of the Board of Railroad Commissioners of Massachusetts, then recently established. Having served upon this board by successive appointments until 1879—seven years of this period as chairman, he declined further service. In 1879 he was selected as a member of the Board of Arbitration of the Trunk Line Railroad Organization, and served either as chairman of the Board or else as sole arbitrator until June 1884, when he was made president of the Union Pacific Railroad Company, of which he had been a Government director since 1877. He held this position until 1890. In 1892 he was appointed a member and served as chairman of the advisory committee which planned the Metropolitan Park System; and a year later he was appointed chairman of the permanent commission which carried that system into effect. He resigned in June 1895. In 1897 he was made chairman of a temporary commission provided by the Legislature of Massachusetts to examine into the general question of the relations of street railway companies with municipalities, a subject which he investigated in Europe and in this country. The conclusions reached were embodied in a report submitted to the Legislature in 1898.

On Commencement Day in 1882 Mr. Adams was chosen a member of the Board of Overseers of Harvard University, and at the expiration of the term of six years he was reelected for another full term, which ended in 1894. He was then ineligible for further service on the Board until a year had elapsed, when he was elected for a third term (1895–1901) and again for a fourth term (1901–1907). He thus served the University as overseer for a quarter of a century, with the exception of the single year 1894–95. As a member of the Board he was active in modifying the classical requirements for admission to the undergraduate department of the University, and in reforming the methods of its English department. The degree of LL.D. was conferred upon him by the University in 1895, and he received the same honor from Washington and Lee University (Va.) in 1907 and from Princeton in 1909. In 1913 the University of Oxford bestowed on him the degree of Litt.D.

Mr. Adams contributed extensively to periodical literature through the pages of the *North American Review*, the *Forum*, and the *Nation*, and many of his writings were printed in the *Proceedings of the Massachusetts Historical Society*. In 1883 he delivered the Phi Beta Kappa oration at Harvard University, entitled "A College Fetich;" in 1902, an oration at the University of Chicago, entitled "Shall Cromwell Have a Statue?" and, in 1906, an oration at Columbia University, entitled "Some Modern College Tendencies." In conjunction with his brother, Henry Adams, he published in 1871 a volume of miscellaneous papers entitled "Chapters on Erie and Other Essays." In 1878 he published "Railroads, Their Origin and Problems," and, in 1879, "Notes on Railway Accidents." A biography of his father, which included a review of the diplomatic nego-