

ELIZABETH MCKEAN SARGENT, DAUGHTER OF JOSEPH WEIR, JR., AND ANNE WEBB SARGENT, WAS BORN ON WEDNESDAY, MARCH 9, AT 10:15 A.M. IN THE GREENWICH HOSPITAL. SHE IS THEIR SECOND CHILD; MELISSA THEIR FIRST IS TWENTY MONTHS OLD. NAN HAS ALSO A SON BY A PREVIOUS MARRIAGE, WILLIAM L. MEFFERT, III, AGED 14. THE BABY WEIGHED 8 LBS., 14 OZ. SHE IS A GRANDDAUGHTER — THEIR FOURTH — OF JOSEPH WEIR AND PHEBE MCKEAN DOWNS SARGENT, A GREAT-GRANDDAUGHTER OF JOSEPH DENNY SARGENT (1860-1936), AND THE 70TH GREAT-GREAT-GRANDCHILD OF JOSEPH BRADFORD SARGENT (1822-1907). WEIR, JR., WROTE ON MARCH 10: "BOTH NAN AND THE BABY ARE IN FINE HEALTH AND WE HOPE SOON TO BE HOME." THEIR HOME IS AT 10 RICHMOND DRIVE, OLD GREENWICH, CONN.

HENRY JAMES WISER, HUSBAND OF DOROTHY SARGENT WISER, DIED ON MARCH 11 IN HIS 62D YEAR. AFTER A LONG PERIOD OF INVALIDISM AND SEMI-INVALIDISM WITH NUMEROUS OPERATIONS HE LOST HIS PLUCKY FIGHT TO REGAIN HIS HEALTH.

HE WAS BORN IN PRESCOTT, ONTARIO, CANADA, SEPTEMBER 1, 1893, THE SON OF ISAAC AND BERTHA JAMES WISER, WHO HAD TWO OTHER CHILDREN. HE ATTENDED FAY SCHOOL AND THE HILL SCHOOL BEFORE ENTERING YALE IN 1911. HE COULD NOT AVOID THE NICKNAME OF "BUD". HIS INTERESTS AT YALE WERE MANY — THE FRESHMAN AND LATER THE UNIVERSITY FOOTBALL TEAM, SECRETARY OF THE DRAMATIC ASSOCIATION, EXECUTIVE COMMITTEE OF THE YALE HOPE MISSION, AND BERKELEY ASSOCIATION. HE WAS A MEMBER OF PSI UPSILON AND WOLF'S HEAD SOCIETIES. WHEN HE GRADUATED FROM YALE IN 1915 WORLD WAR I HAD BEGUN, AND CANADA OF COURSE WAS A BELLIGERENT. BUD IMMEDIATELY ENLISTED, AND HAD A DISTINGUISHED WAR RECORD, REPORTED BY HIM IN HIS CLASS HISTORY, PUBLISHED IN 1930: "BEFORE THE WAR I WAS A LIEUTENANT IN THE 13TH SCOTTISH LIGHT DRAGOONS. THROUGH THIS UNIT I ENLISTED IN THE 207TH OTTAWA CARLTON BATTALION, C.E.F. INFANTRY. THIS BATTALION WAS KNOWN AS THE ATHLETES BATTALION. I ENLISTED IN 1915, AND IN 1916 I TRANSFERRED TO THE ROYAL NAVAL AIR SERVICE — LAND MACHINES. I RECEIVED MY TRAINING AT CRYSTAL PALACE, LONDON, AND VENDOME, FRANCE. I ESTABLISHED A RECORD AT THAT TIME BY LEARNING TO FLY WITH ONLY FIFTY-SIX MINUTES' INSTRUCTION. I SERVED IN FRANCE UNTIL JANUARY 1918, AND ALSO INSTRUCTED FOR SIX MONTHS. DURING 1918 I SERVED IN ITALY AND THE EAST, EVENTUALLY BECOMING SQUADRON COMMANDER OF THE 222D SQUADRON OF THE ROYAL AIR FORCE. I WAS ON ACTIVE SERVICE IN SEVEN DIFFERENT COUNTRIES DURING THE WAR. I ORGANIZED AND LED WHAT I BELIEVE WERE THE LONGEST BOMBING RAIDS CARRIED OUT DURING THE WAR, FROM THE ISLAND OF LEMNOS IN THE AEGEAN SEA TO CONSTANTINOPLE. I WAS THE FIRST ALLIED OFFICER TO LAND ON TURKISH ENEMY SOIL WHEN TURKEY SURRENDERED. I WAS RECOMMENDED FOR THE DISTINGUISHED SERVICE ORDER, WAS MENTIONED IN DISPATCHES, AND WAS DECORATED BY THE PRINCE OF WALES WITH THE DISTINGUISHED FLYING CROSS. ON MY RETURN I WAS APPOINTED MAJOR, SECOND IN COMMAND, OF THE 56TH LISGAR RIFLES. (I WAS IN COMMAND OF THE ALLIED AIR SQUADRONS THAT FLEW INTO CONSTANTINOPLE NOVEMBER 8, 1918.)"

HE MET DOROTHY SARGENT, DAUGHTER OF GEORGE LEWIS SARGENT, WHILE IN COLLEGE, AND THEY WERE ENGAGED WHILE HE WAS IN THE SERVICE, BUT THE MARRIAGE DID NOT TAKE PLACE TILL FEBRUARY 15, 1919, IN NEW HAVEN. THEY HAVE THREE CHILDREN, ALL BORN IN OGDENSBURG, N.Y., AND ALL MARRIED: JAMES SARGENT, THOMAS HUNTINGTON, AND DOROTHY JOAN (WIFE OF DUNCAN LYALL MACDOUGALL). THEY HAVE SIX GRANDCHILDREN.

AFTER HIS DISCHARGE FROM SERVICE JULY 15, 1919, HE BECAME SECRETARY, LATER PRESIDENT, OF THE FAMILY BUSINESS THEN KNOWN AS WISER'S DISTILLERY, LTD., MANUFACTURERS OF INDUSTRIAL ALCOHOL. WITHIN A FEW YEARS THE BUSINESS WAS SOLD. HE THEN "DEVELOPED A PROCESS THAT TOOK THE WASTE AND REFUSE WOOD FROM SAWMILLS AND THE SLIVERS FROM PAPER MILLS AND MANUFACTURED THIS BACK INTO AN INSULATING LUMBER, WHICH HAS NOW BECOME A NECESSITY IN THE BUILDING TRADE. MY BUSINESS NOW (1930) IS CAPITALIZED AT OVER FIVE MILLION AND HAS BECOME AFFILIATED WITH THE INTERNATIONAL PAPER COMPANY. BUT DURING THE EARLY STAGES MY PLANT WAS WHOLLY DESTROYED BY FIRE, AND ON ONE OCCASION BLEW UP. AT ONE TIME IN ORDER TO KEEP GOING, I HAD TO BORROW TWO LOCOMOTIVES FROM THE CANADIAN NATIONAL RAILWAY AND COUPLE THEM TO THE PLANT FOR TWO MONTHS TO GIVE ME STEAM. THE VAGARIES OF WAR ARE ONLY EQUALLED BY THOSE OF PEACE." HE LATER DISPOSED OF HIS INTEREST IN THIS BUSINESS.

DURING WORLD WAR II HE SERVED AS DIRECTOR OF AIRCRAFT PRODUCTION FOR THE CANADIAN GOVERNMENT. THE 35TH YEAR BOOK OF HIS CLASS PUBLISHED IN 1952 RECORDS HIM AS PRESIDENT OF ALUMINUM INSULATION, LTD. (REFLECTIVE RADIANT INSULATION), OF TORONTO, CANADA. FOR THE LAST FOUR YEARS HE AND DOROTHY HAVE LIVED AT 25 COULSON AVENUE, TORONTO 12. WHILE HIS FAMILY AND HIS BUSINESS WERE HIS PRIMARY INTERESTS HE HAD MANY OTHERS. HE WAS INTERESTED IN SPORTS, HE WAS ONCE NOMINATED TO RUN FOR THE CANADIAN PARLIAMENT. HE HAD LIVED IN BOTH CANADA AND THE UNITED STATES. IN 1930 HE WROTE FOR HIS CLASS RECORD: "MY HOBBY OR AVOCATION — TRUSTING IT MAY SOME DAY BECOME MY VOCATION — IS TO CEMENT THE TIES OF UNDERSTANDING AND FRIENDSHIP BETWEEN CANADA, GREAT BRITAIN, AND THE UNITED STATES."

RICHARD C. SARGENT, JR., SUFFERED SEVERE INJURIES IN AN AUTOMOBILE ACCIDENT ON SUNDAY, MARCH 6. IN RESPONSE TO YE EDITOR'S INQUIRY BARBARA, HIS WIFE, WROTE MARCH 12: "... HE AND THREE OTHER MEN WERE ON THEIR WAY HOME FROM A NICE SKI WEEKEND IN MAD RIVER GLEN, VERMONT — A PLACE THAT IS A LITTLE TOO EXPERT FOR THE GIRLS AND ME TO HANDLE. (WE HAD GONE TO NEW YORK TO THE BALLET.) THE DRIVING AND VISIBILITY WERE TERRIBLE, AND AS THEY PASSED A MILK TRUCK THEY HIT ANOTHER CAR HEAD-ON. DICK WAS SITTING BESIDE THE DRIVER, AND HE WAS THE ONLY ONE IN EITHER CAR HURT. HE SPENT THE NIGHT SUNDAY IN THE SPRINGFIELD (VERMONT) HOSPITAL, WHERE X-RAYS SHOWED A COMPRESSED LUMBAR VERTEBRA AND RIGHT ANKLE BROKEN. MONDAY HE RODE DOWN TO BRIDGEPORT HOSPITAL IN AN AMBULANCE — HE ENJOYED THE POLICE ESCORT THROUGH THE CITIES! — AND THERE HE WILL BE ENSCONCED IN STATE FOR SEVERAL MONTHS. HE HAS A CAST FROM HIS RIGHT TOES TO HIS KNEE, AND THIS WEEK WILL HAVE A TORSO CAST FROM KNEES TO ARMPITS. THE DOCTOR GUARANTEES HE WILL BE IN FINE SHAPE WITH NO WEAK BACK OR ANYTHING, AND THERE IS NO NERVE INVOLVEMENT AT ALL, SO WE'RE VERY THANKFUL." THE SARGENTS' HOME IS 2078 HUNTINGTON TURNPIKE, NICHOLS, CONN.

SARGENTRIVIA

JOHN M. SARGENT, SON OF MURRAY SARGENT, AND JANET, HIS WIFE, WHO HAVE BEEN LIVING IN GREENWICH VILLAGE, NEW YORK, AT 45 CHARLES STREET, HAVE BEEN LOOKING FOR A LARGER APARTMENT FOR THEIR ENLARGED FAMILY. JOHN'S MESSAGE OF MARCH 11 INDICATES THAT THEIR PROBLEM HAS BEEN SOLVED: "THOUGHT YOU MIGHT BE INTERESTED IN THIS BIT OF NEWS. TODAY SARTON CORPORATION (JANET, PRES. & TREAS.; M.S., JR., SEC'Y; J.C.S., ASST. SECY; AND J.M.S. (MYSELF) VICE PRES.) PURCHASED THE HOUSE AT 288 WEST 4TH STREET, HERE IN THE VILLAGE, AS AN INVESTMENT. THERE ARE SEVEN APARTMENTS, AND JANET IS SUPPOSED TO BE THE MANAGER. WE THOUGHT THE EXPERIENCE WOULD BE GOOD FOR HER! BROTHERS JAMES AND MURRAY ARE PRIMARILY 'WINDOW DRESSING' BECAUSE OF THEIR LEGAL BACKGROUNDS. THEY'LL DRAW SALARIES IF WE'RE SUCCESSFUL ENOUGH. JUST CALL ME 'ZECKENDORF, JR.'"

THE FOLLOWING IS ANOTHER EXTRACT FROM THE DIARY OF LIEUT. COL. JOSEPH SCRANTON TATE, JR., SON OF ALICE SARGENT TATE. THE DATE IS DECEMBER 14, 1942, AND DESCRIBES A RAID BY HIS BOMBER GROUP FOR THE SECOND DAY IN A ROW ON BIZERTA, A GERMAN BASE IN TUNISIA.

"CRACK O' DAWN AGAIN TODAY AND OFF WE WENT TO BIZERTA AGAIN. WE WERE OUT 7:25 ALTOGETHER. STEW AND MAJ. BAKER LED THE FIRST FLIGHT WITH JOHN MURPHY AND RINEHART AND I LED THE SECOND FLIGHT WITH SIMMER AND PAT MURPHY. WE HAD FIVE 1000# ON BOARD AND MY CREW WITH THEIR USUAL SAFETY FACTOR HAD A FULL LOAD OF GAS TOO SO WE WERE LOADED PLENTY HEAVILY. THE PLANES WERE ALL PARKED IN A ROW AND THE NIGHT'S DEW HAD DRENCHED THEM. WHEN WE WARMED UP EACH PLANE BLEW A SHEET OF SAND OVER EACH SUCCEEDING PLANE'S WINDSHIELDS AND WINDOW GLASSES — WE WERE WIPING CONTINUALLY UNTIL WE TOOK OFF. ALL THEY HAD TO DO WAS PARK THEM JUST A LITTLE DIFFERENTLY AND THERE WOULD HAVE BEEN NO TROUBLE. WE GOT OFF AND FORMED AND LEFT THE FIELD AT 8 O'CLOCK AT 2000'. WE HEADED DUE EAST CLIMBING TO 10,000' IMMEDIATELY. WE WERE FLYING STEPPED DOWN TO THE RIGHT AND KEEFER LEADING A FLIGHT OF THE 409TH AND ONE OF THE 330TH FLEW STEPPED UP TO THE RIGHT ABOVE US. I PUT PAT IN J. MURPHY'S PROP WASH ON THE WAY UP TO 10,000' SO HE BROKE FORMATION AND FLEW FOR THE REST OF THE FLIGHT IN ON J. MURPHY'S WING. IT IS GUYS LIKE HIM WHO CAUSE ACCIDENTS AND HE DAMNED NEAR CAUSED ME TO GET SHOT UP TODAY AND DID BREAK UP OUR FORMATION OVER THE TARGET. ANYWAY THE FLIGHT WAS MORE OR LESS UNEVENTFUL UNTIL WE REACHED 22,500', OUR BOMBING ALTITUDE, WHERE WE LEVELED OFF AND ATTEMPTED TO CLOSE UP GOING IN. THERE HAD BEEN A HIGH OVERCAST ON THE UP BUT WE COULD SEE EVERY DOT OF LAND IN TUNESIA. WE COULD HAVE BOMBED ANY POINT IN THE AREA. IT WAS ABSOLUTELY CAVU. THE TOWN OF FERRYVILLE WAS WIDE OPEN — BUT JERRY HAD MOVED MOST OF HIS BOATS OUT OF THE PEN THEY WERE IN. A GLIMPSE SHOWED ONE TRANSPORT AND A FEW OTHER VESSELS, BATTERED BURNING AND SUNK FROM YESTERDAY'S EFFORTS. AT THIS TIME MURPHY JOINED MY FORMATION WHILE I WAS TRYING TO MOVE IN CLOSE. HE HAD NOT BEEN IN MY FORMATION SINCE WE STARTED TO CLIMB AND I DID NOT KNOW HE WAS TRYING TO GET IN AGAIN. AS A RESULT HE GOT MORE PROP BLAST AND LEFT AGAIN. HE PULLED UP ON MURPHY J'S WING IN SUCH A POSITION THAT WHEN WE BEGAN OUR RUN EICHMANN CALLED ME AND SAID THAT UNLESS WE MOVED TO OUR LEFT WE WOULD MISS THE TARGET. THE ONLY WAY I COULD MOVE THE REST OF THE FORMATION OVER WAS TO TRY AND PULL ABOVE THE 1ST FLIGHT'S PROP WASH AND CUT OVER BEHIND THE 1ST ELEMENT TO DROP. THIS I DID GETTING A GOOD BLAST FROM THE WHOLE ELEMENT. SIMMER COULDN'T FOLLOW ME OVER SO HE MADE A SEPARATE RUN AT AN ANGLE. LUCKILY WE ALL GOT LINED UP IN TIME AND DROPPED OKAY AND REALLY BLEW HELL OUT OF THE ENTIRE DOCK AREA BUT IT BROKE UP THE FORMATION BADLY. THE FLAK STARTED UP AND WAS REALLY QUITE HEAVY AND AS USUAL HAD OUR RANGE ON THE HEAD. THEY WERE JUST TO THE LEFT OF THE FLIGHT PATH AND WERE DOSING IN ON THE FIRST FLIGHT FAST. WE WERE SUPPOSED TO CUT LEFT AND THEN RIGHT TO AVOID THE FLAK SO I DECIDED TO CUT LEFT THROUGH THE FLAK SCREEN AND CATCH THE BOYS AS THEY MADE THEIR LEFT TURN. THEY MADE TWO RIGHTS BEFORE THEY MADE A LEFT THOUGH AND I FOUND MYSELF ALONE GOING 90° AWAY FROM THE BOYS JUST AS THE FIGHTERS BEGAN TO COME UP. I SAW THEM OUT TO THE LEFT COMING OUT OF THE AIRDROME AT BIZERTA. THEY LOOKED LIKE ROCKETS COMING TO THE TOP. I MADE TRACKS AND JOINED THE FORMATION. WE HAD TO GET TOGETHER SO QUICKLY THAT I CAME IN AND GOT ON SIMMER'S WING AND WE CAME ON IN THAT WAY. THE PURSUITS ATTACKED SEVERAL TIMES AND I BELIEVE THAT THERE WERE AT LEAST TEN OF THEM TO START OUT WITH. I MUST GO TO BED NOW AS IT IS LATE — COLD AND I HAVE A COLD. I'LL FINISH THIS TOMORROW. RIGHT AFTER WE GOT OUR FORMATION IN SHAPE THE ME 109 GS AND FW 190S BEGAN TO ATTACK. THREE OF THEM GOT WELL OUT IN FRONT OF US AND HIGH AND BEGAN DOING THEIR GYRATIONS, ROLLS, LOOPS ETC. — THEY FINALLY PEELED OFF AND CAME IN FROM THE FRONT. BEN KLOSE PICKED ONE OFF ON HIS SIDE OF THE FIRST FLIGHT. THE BOYS IN THE MIDDLE FLUNG HIS WING UP AND STARTED TO SLIP INTO US AND ALL THE TOP TURRETS WERE TRAINED ON HIM. (YOU CAN SEE THAT STEW'S PEN RAN OUT OF INK SO I HAVE TO USE MY OWN AGAIN.) HE GOT IN CLOSE TO STEW AND BEN KLOSE FINALLY GOT A FEW MORE BURSTS ON HIM AND HE LEFT. FLUBBER LET GO ALL OVER THE ONE ON OUR RIGHT AND HE WENT DOWN IN LITTLE PIECES. ANOTHER GROUP OF THREE CAME OUT FROM THE LEFT AND FAR IN FRONT OF US AS WE CUT BACK TOWARD LAND AND SPREAD OUT A GOOD THOUSAND YARDS AWAY. THEY WERE JUST BELOW US ROUND 100 FEET AND THEY HEADED RIGHT TOWARD US. EVER SO OFTEN THEY WOULD PULL THEIR NOSES UP AND LET GO EIGHT OR SO 20 MMS AT US — YOU COULD SEE THE LITTLE PUFFS OF SMOKE AS THEY FIRED. THE RATE OF CLOSURE WAS SO FAST THAT THEY ONLY HAD TIME TO DO THIS ABOUT THREE TIMES BEFORE THEY WERE RIGHT ON US — THEN ALL THREE OF THEM SLOW ROLLED RIGHT BEFORE THEY GOT TO US! IT WAS BEAUTIFUL. THE PURPOSE OF THIS WAS TO SHORT IN THE ROLL AND SPRAY US WITH A CIRCULAR SPRAY OF MACHINE GUN AND 20 MM. ONE OF THEM WAS JUST UNDER OUR LEFT WING WHEN HE GOT COMPLETELY UPSIDE DOWN AND YOU COULD SEE EVERY RIVET ON HIS SHIP AS HE STARTED TO PASS. HE WAS SILVER COLORED ON THE BOTTOM AND HAD A GREAT BIG RED "V" PAINTED ON HIS BOTTOM. THE BLACK CROSSES AND SWASTIKA WERE SO BIG THAT I THOUGHT I WAS BACK AT LILLE AGAIN. I SAY HE STARTED TO PASS* WITH A MEANING FOR HE NEVER GOT BY US ALIVE. CURLEY BOOKER ON OUR LEFT WAIST WINDOW FILLED HIM SO FULL OF LEAD THAT PARTS AND PIECES BEGAN COMING OFF AND HE BURST INTO FLAME AND WENT ON DOWN INTO THE MOUNTAINS. SOMEONE IN THE FLIGHT BEHIND HIM PUT IN A CLAIM FOR HIM BUT I KNOW DAMN WELL BOOKER GOT HIM. THE OTHER BOYS PUT SOME LEAD INTO HIM AFTER HE WAS ALREADY BURNING. THE NEXT ATTACK WAS A LITTLE HUMOROUS. THREE MORE FWs AGAIN CAME IN FROM HIGH AND IN FRONT. I WASN'T PARTICULARLY BOTHERED BY THE ONES ON OUR LEFT FRONT, BUT THE ONE ON THE RIGHT FRONT DOVE BELOW US AND STARTED BACK

TO OUR LEVEL AND LOOKED AS IF HE WAS COMING RIGHT INTO THE COCKPIT. FLUBBER LET GO A LONG BURST AT HIM AND STARTED ANOTHER WHEN ALL OF A SUDDEN HIS GUN WENT SPOT, SPOT - SPOT AND QUIT! I HOLLERED DOWN THROUGH THE INTERPHONE - "WHY IN HELL DOESN'T SOMEBODY SHOOT THAT——?" AND JUST AT THAT TIME SAW TOMMY ROLL DUCK UNDER THE COCKPIT COWLING. IN SPITE OF THE TIME AND PLACE I COULDN'T HELP LAUGHING WHEN I ASKED TOMMY "WHY IN HELL DID YOU DUCK?" AND HE REPLIED - "HELL I WASN'T GOING TO SIT THERE AND WATCH MYSELF GET SHOT!" HE WAS RIGHT TOO. THAT GUY WOULD HAVE BEEN RIGHT IN OUR COCKPIT IN ANOTHER MINUTE. R.W. RITZ LET HIM HAVE A COUPLE OF BURSTS AS HE PEELED AWAY FROM US AND FROM THEN ON WE WERE COMPARATIVELY FREE EXCEPT FOR LONG RANGE SHOTS WHICH ART AND MOSE TOOK CARE OF WITH THE TURRETS. CAMERON AT THE BELLY GUN GOT IN A FEW GOOD BURSTS AT THOSE WHO SPACED THEMSELVES UNDERNEATH US TOO. THE FLIGHT HOME WAS UNEVENTFUL EXCEPT THAT I LET TOMMY FLY AND WATCHED THE WORLD GO BY. WE STUCK TO THE COASTAL VALLEY TO LET ANY BADLY HIT SHIPS DROP OUT AT THE VARIOUS DROMES. WE WENT RIGHT OVER BONE — SAW AN ALLIED CONVOY OUT TO THE RIGHT ABOUT 30 MILES. WE CAME IN IN FORMATION AND TRIED OUR FAMED PEEL OFF BUT MURPHY P. TIED IT UP AND PEELED OUT OF TURN WHICH CROSSED UP OUR TIMING AND SIMMER AND I HAD TO GO AROUND. I WAITED UNTIL THE LAST SHIP GOT IN AND TRIED A CLOSE APPROACH, BUT GOT CUT OUT BY A BRITISH LOCKHEED AND HAD TO GO AROUND. ON THE NEXT ATTEMPT I OVERSHOT AND FINALLY CAME IN ON THE THIRD TRY. THEY DIRECTED ME TO SEVERAL BAD PARKING PLACES AND FINALLY I JUST PARKED THE DAMN THING AND WENT ON IN TO EAT. IT WAS A ROUGH AND TIRING DEAL SO I'M OFF TO BED EARLY DARLING. NO ONE WAS HURT TODAY AND I ONLY GOT ONE SMALL HOLE IN BOF JR. — BOOKER DID THAT. WE WILL GIVE HIM AN IRON CROSS!"

BIRTHDAY ANNIVERSARIES

- APRIL 1 - RUTH PRATT HAM, WIFE OF CORNELIUS KIMBALL HAM
 2 - JOHN APPLETON CLARK, STEPSON OF JOHN SARGENT
 CONVERSE GRAY FENN, SON OF RUSSELL SARGENT FENN
 (12TH) THOMAS COTTEN CHITTENDEN SARGENT, SON OF MURRAY SARGENT, JR.
 3 - CATHERINE COLE TATE, DAUGHTER OF EMILY RUPERT COLE AND GRANDDAUGHTER OF LEICESTER SARGENT RUPERT
 (10TH) ANN LEWIS GOELLER, DAUGHTER OF ELIZABETH (BIBBY) DEMING GOELLER
 4 - (2D) LILA BUMGARDNER, DAUGHTER OF MARY SARGENT BUMGARDNER
 5 - CHARLES KENNETH DEMING, HUSBAND OF LAURA RICE DEMING
 RICHARD COLLIER SARGENT, JR.
 6 - HILDA SARGENT HAM, DAUGHTER OF GEORGE LEWIS SARGENT
 PHYLLIS ANNE COLE DEMING, WIFE OF WILLIAM ACKER RICE DEMING
 9 - ANNE (NANCY) LORING GROVE TURNER, DAUGHTER OF BARBARA SARGENT MOOREHEAD
 (11TH) ANNE BOULLEMET HOWARD, DAUGHTER OF PHEBE SARGENT HARDING
 (9TH) KENNETH SARGENT CASANOVA, SON OF MARGARET SARGENT WILLIAMS CASANOVA
 12 - (20TH) SARAH (SALLY) LEWIS CASPAR, DAUGHTER OF LEICESTER SARGENT LEWIS
 17 - ARTHUR NICHOLSON TURNER, HUSBAND OF ANNE (NANCY) LORING GROVE TURNER
 (18TH) DAVID SARGENT HAM, SON OF HILDA SARGENT HAM
 19 - (18TH) SUZANNE LOUISE HINKLEY, DAUGHTER OF LOUISE SARGENT HINKLEY
 21 - (11TH) CAROL SARGENT, DAUGHTER OF RICHARD COLLIER SARGENT, JR.
 (3D) TIMOTHY COFFIN SARGENT, SON OF FREDERICK KINGSBURY SARGENT
 22 - MARILISSE DEAN GROVE, WIFE OF GEORGE (JIMMY) SARGENT GROVE
 24 - (3D) JOHN NELSON DEMING, JR.
 25 - (19TH) JOHN HALSEY BUCK, III, SON OF JEAN SARGENT BUSHNELL
 29 - FREDERICK KINGSBURY SARGENT, SON OF RICHARD COLLIER SARGENT
 30 - SUZANNE BAILEY LORING, DAUGHTER OF MARY EMMA (TINY) HAMMOND BAILEY
 (2D) OWEN SARGENT, SON OF THOMAS OWEN SARGENT

WEDDING ANNIVERSARIES

- APRIL 4 - (19TH) HILDA SARGENT AND ROSWELL GRAY HAM
 10 - (29TH) THOMAS D. AND ELIZABETH (LIB) OWEN SARGENT
 29 - (11TH) ELIZABETH (BIBBY) DEMING AND WILLIAM JOSEPH GOELLER

SARGENT & COMPANY, 70 BECKMAN ST., NEW YORK, HAD A LARGE DISPLAY ADVERTISEMENT IN THE SECOND ISSUE (SEPTEMBER 1863) OF HARDWARE REPORTER AND IRON AND STEEL MANUFACTURERS' CIRCULAR. ADVERTISED, WITH ILLUSTRATIONS, WERE "CARDS, COTTON AND WOOL HAND, HORSE AND CURRY CARDS, AND CARD CLOTHING." ALSO, "IN ADDITION TO THE GREAT VARIETY OF BUILDERS', HOUSEKEEPING, CABINET, CARRIAGE, AND MISCELLANEOUS HARDWARE, MANUFACTURED BY US AT OUR FACTORY IN NEW BRITAIN, CONN., AND OF OTHER MANUFACTURERS FOR WHOM WE ARE SOLE AGENTS, WE HAVE ALSO ON HAND A LARGE AND WELL-SELECTED STOCK OF AMERICAN HARDWARE, LAID IN UNDER OLD CONTRACTS, FOR CASH, WHICH WE ARE ENABLED TO SELL AT MANUFACTURERS' PRICES; AND AS MOST MANUFACTURERS ARE VERY MUCH 'BEHIND ORDERS' AT PRESENT, WE OFFER GREAT INDUCEMENTS TO BUYERS, NOT ONLY IN PRICES, BUT IN THE PROMPTNESS WITH WHICH WE ARE ABLE TO FILL ORDERS. ILLUSTRATED PRICE LISTS OF 1861, WITH SUPPLEMENTS OF 1863, FURNISHED TO THE TRADE." IN THE "AD" WITHOUT ILLUSTRATIONS IS "DAVENPORT, MALLORY & CO., MANUFACTURERS OF DOOR LOCKS, KNOBS, PADLOCKS, ETC., SAMPLE OFFICE WITH SARGENT & COMPANY, NO. 70 BECKMAN ST., NEW YORK." WITH ILLUSTRATIONS OF SCREWS IS MENTIONED AMERICAN SCREW COMPANY, PROVIDENCE, R.I. THESE ADVERTISEMENTS OF SARGENT & COMPANY, FOR SOME REASON NOW UNKNOWN, CEASED WHEN THE TRADE PAPER CHANGED FROM MONTHLY TO WEEKLY ISSUES ON SEPTEMBER 22, 1864, ON THAT DATE ALSO CHANGING ITS NAME TO THE IRON AGE AND HARDWARE, IRON AND INDUSTRIAL REPORTER.

SARGENTRIVIA

GEORGE HENRY SARGENT (1828-1917) DROVE HIS HORSE AND SLEIGH TO THE SARGENT & CO. STORE AND WAREHOUSE, 35 AND 37 CHAMBERS STREET, NEW YORK, ON MONDAY, MARCH 12, 1888. WHEN HE LEFT HIS HOUSE AT 2 WEST 50TH STREET THE SNOW STORM DID NOT GIVE ANY INDICATION THAT IT WAS TO BECOME THE GREAT BLIZZARD OF 1888. THERE WAS NO STABLE CONNECTED WITH THE STORE. NUMBER 37 RAN THROUGH THE BLOCK TO 13 READE STREET, ON A LOWER STREET LEVEL, WHERE BECAUSE OF THE QUANTITY OF SNOW AND THE DRIFTS THE HORSE WAS MAROONED FOR AT LEAST A WEEK. JOHN SARGENT TELLS THAT WHEN HE BEGAN WORKING FOR THE FIRM SEVERAL YEARS LATER THE PLACE OF THE HORSE'S ABODE WAS POINTED OUT TO HIM, AND THE STORY HAD BECOME AN INTERESTING SIDELIGHT IN THE ANNALS OF THE FIRM.

SARGENT & COMPANY IS EXTOLLED AS FOLLOWS IN A PAMPHLET PUBLISHED BY THE CHAMBER OF COMMERCE OF NEW HAVEN IN 1889 ENTITLED, "INDUSTRIAL ADVANTAGES OF NEW HAVEN". A PICTURE OF THE PLANT ACCOMPANIES THE ARTICLE, WHICH IS THE FIRST IN THE PAMPHLET.

"IT WOULD BE PRACTICALLY IMPOSSIBLE, OUTSIDE OF A SPECIAL VOLUME OF THEIR OWN, FOR MESSRS. SARGENT & CO. TO EXPECT ANYTHING LIKE REAL JUSTICE BEING DONE TO WHAT IS UNQUESTIONABLY THE MOST EXTENSIVE MANUFACTURING ENTERPRISE OF NEW HAVEN, AND THE LARGEST OF ITS KIND IN THE COUNTRY. THAT THIS COMPANY HAS DONE MORE TO DIRECT THE ATTENTION OF THE PUBLIC TO NEW HAVEN, AS A FAVORABLE SITE FOR MANUFACTURING OPERATIONS, THAN ANY OTHER, CANNOT BE QUESTIONED BY ANY ONE HAVING THE SLIGHTEST PRETENSIONS TO BEING CALLED A TRAVELLER. THIS NOW GREAT ENTERPRISE WAS BEGUN UPON A COMPARATIVELY SMALL SCALE, AND ITS GROWTH IS LARGELY DUE TO THE PERSONAL ENERGY, PATIENCE AND FORETHOUGHT OF ITS FOUNDER MR. J.B. SARGENT.

"THE IMMENSE FOUNDRIES AND FACTORIES OF THE COMPANY COVER THE TWO BLOCKS BOUNDED BY HAMILTON, COLLIS, EAST AND WATER STREETS, AND THE PROPERTY ON THE SOUTH SIDE OF WATER STREET, EXTENDING TO THE WATER'S EDGE, IN ALL, MANY ACRES OF GROUND, MUCH OF WHICH HAS BEEN RECLAIMED FROM THE SEA. THE BUILDINGS ERECTED THEREON ARE CONSTRUCTED OF BRICK AND RANGE FROM ONE TO SIX STORIES HIGH, AND IN THEM A VAST ARMY OF OVER 1800 WORKMEN FIND CONSTANT AND REMUNERATIVE EMPLOYMENT. THE MECHANICAL EQUIPMENT OF THE PLANT EMBRACES ALL THE LATEST IMPROVED MACHINERY KNOWN TO THE TRADE, MUCH OF WHICH IS OF SPECIAL DESIGN AND PECULIAR TO THEMSELVES, AND POWER IS FURNISHED THE MULTITUDES OF SHAFTS, WHEELS AND GEARS BY SEVEN STEAM ENGINES. EACH DEPARTMENT IS SUPERVISED BY COMPETENT FOREMEN, AND THE SYSTEM AND ORDER VISIBLE THROUGHOUT THE ENTIRE WORKS IS SUCH AS TO RESULT IN THE PRODUCTION OF THE VERY BEST QUALITY OF GOODS AT A MINIMUM COST, ENABLING THE COMPANY TO COMPETE FOR TRADE, AND AT THE SAME TIME FURNISH EMPLOYMENT TO THEIR WORKMEN AT RATES GREATLY IN EXCESS OF THOSE RULING IN THE OLD WORLD.

"THE OUTPUT OF THESE WORKS COMPRISES AN ALMOST INFINITE VARIETY OF WHAT IS KNOWN AS BUILDERS', HOUSEHOLDERS' AND UNDERTAKERS' HARDWARE, EMBRACING ALMOST EVERY SPECIALTY IN THIS WIDE RANGE OF MERCHANDISE. AS AN EVIDENCE OF THE ENORMOUS NUMBER OF DIFFERENT ARTICLES MADE BY THE COMPANY, WE MAY SAY THAT IF THIS ENTIRE VOLUME WERE GIVEN UP TO A MERE ENUMERATION OF THEM, IT WOULD FALL FAR SHORT OF BEING COMPLETE, AND IN FACT THE COMPANY THEMSELVES ISSUE AN ILLUSTRATED CATALOGUE OF ABOUT 1100 PAGES. HOWEVER, IT WILL SUFFICE TO SAY, THAT THEIR GOODS EMBRACE EVERYTHING THE PUBLIC AND TRADE DEMAND IN THE SEVERAL LINES TO WHICH THEY DEVOTE THEIR ENERGIES, AND THEY ARE TO BE FOUND IN GREATER OR LESS VARIETY IN EVERY HARDWARE STORE IN AMERICA, ACCORDING TO THE DEMANDS OF THE LOCALITY WHERE SITUATED. THE MOST COMPLETE FACILITIES FOR THE MANUFACTURE AND SHIPMENT OF GOODS AND THE RECEIPT AND STORAGE OF RAW MATERIALS AND FINISHED GOODS ARE POSSESSED BY THE COMPANY, AND THE SUCCESSFUL CONDUCT OF THEIR VAST BUSINESS OPERATIONS FOR OVER A QUARTER OF A CENTURY UNMISTAKABLY ATTESTS THE GREAT EXECUTIVE ABILITY, BUSINESS ACUMEN AND FAR-SEEING INTELLIGENCE OF THE MANAGEMENT. THE OFFICERS OF THE COMPANY ARE AS FOLLOWS: PRESIDENT, J.B. SARGENT; VICE PRESIDENT, H.B. SARGENT; SECRETARY, CHARLES L. BALDWIN; AND TREASURER, G. LEWIS SARGENT, WHOSE NAMES ARE AS FAMILIAR TO THE HARDWARE TRADE THROUGHOUT THE COUNTRY AS HOUSEHOLD WORDS. AS TO THE POSITION OCCUPIED BY THESE GENTLEMEN IN THE INDUSTRIAL ADVANCE OF NEW HAVEN NO WORDS OF OURS COULD ADD. WE MAY BE PERMITTED, HOWEVER, TO SAY THAT THEY ARE ALL EVER ON THE ALERT TO LEND A HELPING HAND TO ANYTHING THAT PROMISES ADVANTAGE TO THE HOME OF THEIR GREAT INDUSTRY.

"THE NEW YORK WAREHOUSE AND OFFICE, UNDER THE GENERAL MANAGEMENT OF MR. GEO. H. SARGENT, ARE LOCATED AT 37 CHAMBERS STREET, FROM WHICH POINT THE BULK OF THEIR PRODUCTIONS ARE SHIPPED, AND HERE ALSO MAY BE FOUND MANY LINES OF GOODS NOT OF THEIR OWN MANUFACTURE. THE HISTORY AND SUCCESS OF THIS COMPANY SHOULD BE GREAT INCENTIVES TO THOSE WHO WOULD KNOW THE BENEFITS TO BE DERIVED FROM PATIENCE IN WELL-DOING AND UNTIRING INDUSTRY, WHILE THE CITY HAS GOOD REASON TO BOAST OF AN ESTABLISHMENT WHOSE EXTENT AND CHARACTER IS A CREDIT TO THE COMMUNITY AND TO THE ENERGY AND ENTERPRISE OF ITS FOUNDERS AND PROMOTERS."

BELOW ARE PICTURED THE CHILDREN OF FREDERICK K. AND JANET WYER SARGENT, WHO LIVE AT 410 YORKSHIRE PLACE, WEBSTER GROVES 19, MISSOURI: LESLIE, 12, SANDRA, 10, BRUCE, 5, TIMOTHY, 2 1/2, AND KATHLEEN, 3 1/2 MONTHS.

