



# *the Thayer Quarterly*

**A QUEST FOR YOUR HERITAGE**

March 2008

Thayer Families Association

Volume 16, Issue 1

[www.ThayerFamilies.com](http://www.ThayerFamilies.com)

28 So., Main Street, Box #313

Randolph, MA 02368-4821

Spring

## **TFA REUNION 2008 June 18, 19, 20**

### **Gold Country, Calaveras County California WHERE IN THE WORLD IS CALAVERAS COUNTY?**

In the heart of California's Gold Rush Country, the Sierra Nevada Foothills between Lake Tahoe and Yosemite National Park.

Mark Twain made Calaveras County famous worldwide when he wrote "Celebrated Jumping Frog" in 1865. But the treasures of this enchanting Gold Country area were discovered long before that and continue to enrich lives today.

Discover unique, year round adventures including Historic and picturesque gold rush towns, award winning foothill vineyards and tasting rooms, microbreweries and pubs, eclectic art galleries, antique shops, and gold rush museums. Learn the art of Calaveras Gold panning or caving in the variety of natural limestone and crystalline filled caverns open to the public. Enjoy a round of golf on professional courses laid out along canyon ridges in the pines or among 200-year-old oaks in rolling terrain. Shopping is at its most fun and innovative in the tiny, fascinating towns of the Calaveras landscape. And there is much more to do. Kayaking, Fishing, Caving, Rafting, Camping, Boating.

### **Lodging Information:**

Angels Inn Motel, 600 North Main (Highway 49), Angels Camp CA 1-888-753-6758. Please call to make your own reservations, and be sure to state that you are part of the Thayer Families Association. Rooms vary from \$95 to \$200 per nightly stay.

### **Activities:**

**Wednesday, June 18, 2008:** Arrival in Angels Camp, settling in, socializing, and reuniting.

**Thursday, June 19, 2008:** 7:00 AM Bus trip to Yosemite National Park, \$40 per person. Return to Angels camp at 5:00 PM.

**Friday, June 20, 2008:** 11:00 AM arrival at Ironstone Vineyards. 11:15 to 12:15 PM Private Wine Tasting. 12:15 PM to 1:30 PM lunch. 1:30 PM to 2:30 PM private tour of entire Ironstone Facility. 3:00 PM to 5:00 PM TFA annual meeting. 5:00 PM to 10:00 PM, TFA annual banquet.

**Saturday, June 21, 2008:** Farewell breakfast buffet 9:00 AM-11:00 AM at nearby Camp Greenhorn Creek Golf Club where the food is exceptional. Reservations are not required, but it runs about \$13 + tax and tip. It's worth attending if your departure time permits.

**Note: No single event is mandatory. Enjoy any one, or all, or any combination.**

For further information or questions, please contact: Peggy Thayer-Krapf at 209-754-5400 or via email at: [peg39ish@sbcglobal.net](mailto:peg39ish@sbcglobal.net).

Please use the enclosed registration form to make your reservations today, see you all in Calaveras County in June!

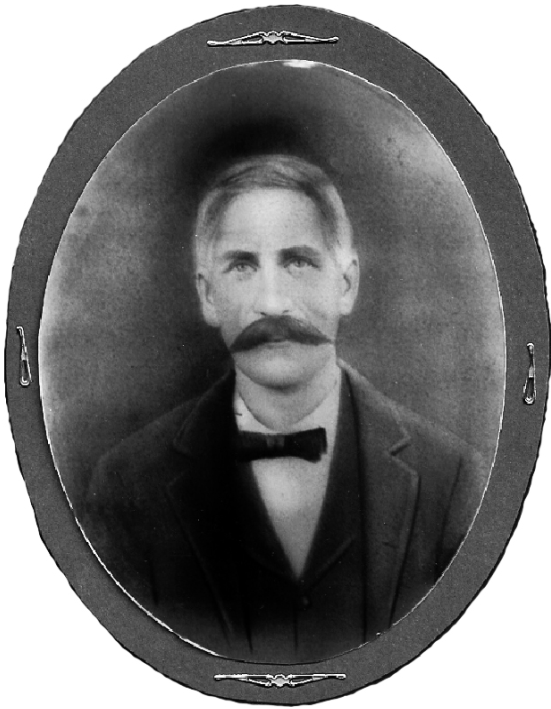
**Note: Registration form needs to be turned in as soon as possible. ☒**

## Historian's Report, Feb 2008

Patricia Muno

The Thayer connection for the descendants of Charles Elliott Thayer, born 19 Sep 1848 in Vernon, Oneida, New York has been problematic. That is until his great granddaughter, Charlene (Snyder) Markarian of Howell, MI learned the truth.

Charles Elliott Thayer was one of those "Elusive" Thayers for whom we could not find his father. States Charlene: "A few months ago, in researching him again, I found out that he was not a THAYER, but a RUSSELL. His mother was married to Derancy Riley<sup>6</sup> (Sylvanus<sup>5</sup>, Nathan<sup>5</sup>, Nathaniel<sup>4</sup>, Isaac<sup>3</sup>, Ferdinando<sup>2</sup>, Thomas<sup>1</sup>) THAYER of Oneida Co., NY who died in 1840. She married again to a Mr. RUSSELL who died before the census was taken in 1850; so we don't know what his given name is."



Charles Elliot Russell Thayer (1848-1915)

By this time Charles' mother, Sarah SMITH, had four children by Derancy, three of whom were married. Her youngest son by Derancy, Samuel Elisha THAYER, was about 12 years old and still living with his mother. In addition to her son, Charles Elliott RUSSELL, Sarah SMITH also had two young daughters, Emogene and Mary

RUSSELL. It was through the elderly living daughter of Emogene RUSSELL that Charlene learned the key to the mystery of Charles Elliott Russell Thayer. We do not know why Sarah SMITH resumed the THAYER surname, but apparently only her son Charles took upon him the surname as well.



Ella Mary Edwards (1867-1892)

I was then faced with making a decision. I explained to Charlene that as a SURNAME organization, I represent all who carry the THAYER surname, whether by birth they descended from one of the three Thayer Immigrants from Thornbury, Gloucestershire, England; or by adoption; or otherwise. Thusly, I would be placing Charles Elliott Russell Thayer and his 60-some descendants in the family of Derancy Riley Thayer. The genealogical information on this family will appear in Volume VII of my *Comprehensive Genealogy of the Thayer Family of America*.

In the early formative years of the Thayer Families Association, those of us who were present worked hard to make the TFA a SURNAME organization rather than one of the "stuffy" lineage associations for which there had to be a proven blood line. Were the latter be the case, TFA would most certainly have a different Family Historian, as my own Thayer family is still among the elusive Thayers in the "Unplaced" file.

Getting back to Charles Elliott Russell Thayer, it seemed to me that if Sarah SMITH thought enough

of her first husband and children by him to resume the Thayer surname, that was good enough for me. The descendants, to this day, carry the THAYER surname. Charlene pondered about whether or not to tell them that they are Russells and not Thayers, and added: "They are all legally Thayers now, but their DNA won't match up"!



In my last report I mentioned that Maurits<sup>14</sup> (Donald Drueck<sup>13</sup>, Donald Cheney<sup>12</sup>, Ellis Cheney<sup>11</sup>, Albert Francis<sup>10</sup>, Isaac<sup>9</sup>, Luther<sup>8</sup>, Isaac<sup>7</sup>, Abraham<sup>6</sup>, Nathaniel<sup>5</sup>, Nathaniel<sup>4-3</sup>, Richard<sup>2-1</sup>) THAYER was headed to Santiago, Chili for a meeting with our long lost cousin, William Thayer Arteaga. In an e-mail message of 7 Jan 2008 William wrote:

Dear Patricia: It was a great pleasure for all my family to meet Maurits Thayer at home. He is young gentleman and from the very moment when Maurits cross our door, we were sure in having a new member to our family. He is a king of sympathy Thanks a lot for your idea and activity arranging this fun opportunity. Best regards and thanks, from Alice and William Thayer, Mr. and Mrs. Louis Edward Thayer, María Laura Thayer, Kathy Johnson Thayer, Francisca Méndez Thayer and her daughter María Pascal (only nine months old). Everybody is the new Maurits cousins or friends. Your cousin William



And now, we hear from Maurits Thayer:

## National Geographic Experience

I traveled to South America and found warm  
welcome from Chilean Cousins  
by Maurits Thayer

When I was about 10 years old my oldest brother brought home a Warren Miller movie that featured world-class skiers traveling all around the for some burly skiing. One of the destinations was Chile, with an episode that began with a rinky dink poma-lift and finished with some incredible skiing in spectacular mountains. Later when I was in college

myself, I saw pictures of the spectacular Torres del Paine (Towers of Paine) in climbing magazines and was captivated by their truly awesome profiles. Somewhere along the way (I'm not exactly sure when) I resolved myself to visit Chile to see for myself if it was all it was cracked up to be.

So on the morning of December 22, 2007 I caught a plane out of the USA and I arrived in Santiago, Chile on the morning of the 23<sup>rd</sup>. Now my type of traveling isn't really all that stylish or luxurious. It's what I call "dirt-bagging it". I have a small backpack with all the necessities and I travel by bus or train and sleep in cheap hostels. It's actually quite a bit more adventurous that way. So my Chilean trip basically consisted of flying into Santiago and working my way south.....solo.....with only very basic (and I really mean terrible) Spanish speaking/comprehension skills. Some would call this ill-advised, but I needed to see Chile.

I spent Christmas Eve in a beautiful town called Valdivia, which is near the Pacific coast. The countryside reminded me of the Bay area of northern California, but without the people/money. I was fortunate to catch a bus on Christmas day over to Pucon, which is a popular destination for outdoor enthusiasts. It lies in the shadow of the most active volcano in South America, the imposing Volcan Villarrica which quite often billows smoke out of its pinnacle.

Pucon is a special place and I was fortunate to stay in a hostel where I met several other English speaking and friendly travelers. My trip paled in comparison to their around the world adventures. But I went on a wildly outstanding white water trip with several Class IV rapids one day, and the next day I attempted to climb Vallirica with one of my fellow hostel residents—a German girl named Anke. We got going at 4:00 A.M. and hiked for a fair bit in the dark with a group of fellow travelers. We were above cloud level when the sun rose, which made for a dramatic scene with several volcanoes peppering the horizon with a red sky as a backdrop. Unfortunately, the guide turned us around within 500 meters of the top. He said something about "too much smoke" and "it's not safe".

From Pucon I made my way to Puerto Varas, an impossibly quaint town also in the Lakes District of Chile. I went on another white water rafting trip, though with tamer rapids (Class III). I didn't mind

the more subdued nature of this river though, as the area had amazing scenery with lush green vegetation along the sides, views of snow-capped volcanoes at every bend, and aqua-blue water throughout.

Next I caught a few connection buses and finally got to an airport in Puerto Montt. From there I caught a plane to Punta Arenas, a city at the southern tip of Chile on the Strait of Magellan. I was then smack dab in Patagonia, a destination in and of itself. I've never seen a place as desolate, harsh, and wild as Patagonia. It's like Wyoming was 100 years ago, but on steroids.



I quickly worked my way north by bus to Puerto Natales, and then on to the Parque Nacional Torres del Paine (Towers of Paine). This is one of the premiere National Parks in the world, mainly because the breathtaking mountains flat out blow your socks off. It's a destination sought by trekkers and travelers from all around the world, and Chilean capitalism is hard at work here by providing moderate and expensive accommodations. I opted to stay in refugios—basically mountain lodges with a kitchen, dining room, and several rooms with numerous bunk beds. The strategic locations of these refugios enabled me to stay in a refugio one night, hike all day the next day, and then grab a hot

shower, dinner, and a bed at the next one along the trail. I met friendly people from all around the world, and every night I had a pleasant dinner with a different group of people while admiring the incredible scenery. It was a great time.

I hiked out of the park and caught several connection buses back to Punta Arenas, and then a flight to Santiago the next day. On the flight, one of the attendants pointed out a volcano that had recently erupted (Llaima). I could see part of the mountaintop was missing with melted snow outlining where the lava flowed downslope. I was on Villarica (40 miles away) just a few days before this eruption. I guess that guide wasn't so bad, eh.

I arrived in Santiago and worked my way by metro to my hostel. My parents had read about William Thayer-Arteaga in one of the Thayer Quarterly publications, and they suggested that I try to meet him while in Santiago. I thought that sounded like a good idea (many thanks to Tricia for hooking us up via email beforehand) so I caught a taxi to William's place. When I arrived I met William, his wife Alicia, and his children Luis, Gabriela, and Thomas. I received a genuinely warm and gracious welcome and I was glad to have made the trip over. I was really impressed with their sincere kindness all around, especially with each other. As soon as a family member arrives, he/she works their way around the room and gives a hug and kiss on both cheeks to each person present. When one leaves, the same ritual is performed. It's really a pretty cool custom. I gained an understanding of the importance of family in Chile.

William, Alicia, Luis, Gabriela, and I looked over some Thayer Genealogy articles and discussed our historic ties. I tried to use my pigeon Spanish but their English was much better so we conversed mostly in English. We discussed some of the famous Thayers, and it was cool to talk with folks who share that same pride. We then had tea and talked about our lives. I learned that William and Alicia are prominent writers in Chile, and they gave me some of the books they had written. They are in their eighties but still sharp as tacks.

I left William and Alicia's house and caught a ride to the metro with Luis and Gabriela. We made a quick stop at a street named Av Luis Thayer Ojeda. Gabriela snapped a quick picture of me next to the

sign, and then we parted ways. It was a nice visit, and they're super cool people.

The next day I hit the main sights of Santiago. By this time I'm totally wiped out from traveling and I'm anxious to get home. I got to the airport that night and had a nasty scare. They overbooked my flight and I thought I would have to sleep in the airport, but I managed to get on another flight later that night. When I arrived back in the good old US of A I was very happy to be back on my native soil. It's good to experience and see other parts of the world, but it's always nice coming home also. Anyway, I guess that's about it!!!! THE END.



Please note: We are learning that today's typical individual changes email addresses about as frequently as they do their socks. If you suspect that I do not have your current email address, please send a brief update to [triciamuno@aol.com](mailto:triciamuno@aol.com) with a subject heading "email address update." Thank you!

I still have openings for EARLY Thayer related photographs in Volume V of *A Comprehensive Genealogy of the Thayer Family of America, Descendants of Thomas Thayer, Immigrant to America 1637, through his son Thomas<sup>2</sup> and his grandsons Jonathan<sup>3</sup> & Thomas<sup>3</sup> (Ferdinando<sup>2</sup>, Thomas 1)THAYER*. If you have Pre-1930 photos to share, please contact me at [triciamuno@aol.com](mailto:triciamuno@aol.com). Due to the 2006 Thayer Family reunion and other family obligations, I am running about 2 years behind on this next publication.



E-mail can be so much fun at times! I received a message from cousin Gary Arthur<sup>12</sup> (James Earl<sup>11</sup>, William<sup>10</sup>, George Jefferson<sup>9</sup>, Daniel W.<sup>8</sup>, Daniel R.<sup>7</sup>, Gideon<sup>6</sup>, Thomas<sup>5-4-3</sup>, Ferdinando<sup>2</sup>, Thomas<sup>1</sup>) THAYER of Glenrowan, Victoria Australia (a referral from Charlene Markarian) this last week. Gary's father married an Australian lass and the family emigrated from Michigan to Australia in 1954 on the *SS Orsova* when Gary was but two years old. He commented that there are quite a few Thayers living in Australia according to phone directories and that he supposed that they were of no relation to his family. Aha! The golden opportunity

to put cousins in touch with each other! I wrote and told Gary of the family of Greta Sue (Thayer) Watson of Glen Huon, Tasmania, whose family had also emigrated to Australia from the USA (in 1967). Gary immediately called Greta Sue<sup>11</sup> (Donald Bruce<sup>10</sup>, Laverne Contris<sup>9</sup>, Clyde Daniel<sup>8</sup>, Isaac Elijah<sup>7</sup>, Daniel<sup>6</sup>, Isaac<sup>5</sup>, Ezekiel<sup>4</sup>, Edward<sup>3</sup>, William<sup>2</sup>, Nathaniel<sup>1</sup>) THAYER and told her he was her cousin, "because Patricia said so"! I wrote back and sent them both a diagram illustrating how, with the common ancestor -- Richard Thayer (1562-1625 Thornbury, England) -- that they were eleventh cousins. I am not familiar with their respective geographical locations, but I would not be surprised if this leads to a future gathering of Thayer cousins in Australia! Writes Greta Sue: *Gary seems very excited to find that he has cousins living in Australia. I find it interesting that there are 5 in his family, as there is in my original family, and both of us have fathers who have served in the Marines ... Also interesting to find that we are the same generation and not "removed."*

When I asked Greta Sue about when her family emigrated she wrote: *We arrived in Sydney Australia aboard the P&O Liner SS Arcadia on the 13th Feb 1967... I remember it vividly even though I was only 6 yrs old. The Sydney Opera House was still under construction, and I remember going under the Sydney Harbor Bridge.*

Greta Sue responded to my query about other Thayers in Australia with: *There are 4 in the Australian Capital Territory; 11 in New South Wales; 13 in Queensland (I also have 3 brothers, an uncle, 2 stepmothers and a cousin that would be listed as Thayers in Queensland - but not all of them are listed); 0 listed in Tasmania, as both of my brothers only have cell phones and they aren't listed in the White Pages; 5 in Victoria; and 2 in Western Australia*

I have committed Greta Sue to writing an article for us about her family's immigration to Australia for a future TQ newsletter. She promised to do so when she gets caught up after her daughter's wedding this month. Ahhh! The rewards of being Historian for the Thayer Families Association! -- Patricia ☒

# To The Reunion Shakedown Cruise

by Al Morton

Once Carolyn and I made up our minds that we wanted to take the train to California for the Thayer Families Association reunion, we thought we needed some practice in modern train travel. It had been over 60 years since either of us had been on a sleeper train, and we figured things were probably a little different now than 1946.

We quickly learned that train semantics are important. In Amtrak's jargon they have roomettes, and they have bedrooms. Both have private sleeping accommodations and private biletts, but we found that there's a huge difference as to privacy even between just the two of us.

We booked a short three-day trip on Amtrak from Rochester to Chicago. Accommodations would be on a Viewliner --- train 49 to CHI --- (The Lake Shore Limited) in a bedroom, and on the same Viewliner --- train 48 back to ROC --- in a roomette.

## Lessons Learned

Go for the gold and book a bedroom. At least the shower/toilet are in a (albeit tiny) room with a door that can be closed.

Begin a physical training program at least a month before departure. Climbing into the upper berth in a bedroom calls for agility that 68-year-old people are not accustomed to, especially using the ladder.

These trains are going to be late. You can't count on how late, so you've got to be ready in the unlikely event that they're on time... but rest assured, they're going to be late. There's little that can happen to cause a train to be on time, but there are many things that can cause them to be late.

Tip your car attendant well, early-on. They're thoroughly professional, and they know where their money is coming from. Moving from car to car, the train lurched a bit, and I was thrown backward. It happened twice, and in both instances the car attendant was right there to catch me, and laughingly

told me that they "knew it would happen." They were right there to make sure nothing serious happened.

My advice is to avoid roomettes. While Amtrak advertises that a roomette has a private toilet, certain logistical facts concerning its use are left out of the promotional material. It was out of sight, but all the way home it was just under my right elbow. At one point it became evident that I was going to have to use it which necessitated the removal of all the carry-on stored on the upholstered cover. That necessitated Carolyn having to get up and provide a place to put the carry-on. That necessitated me having to get up to provide a place for Carolyn to sit. Once that do-se-do had been accomplished, I approached the intimidating task of conducting business while on a vehicle moving at 79 mph, facing the back of the train, and very close to Carolyn's right elbow. My years of sailing experience had made me very familiar with the process of balance, but nothing had ever prepared us for what was about to happen. I had just begun to use the meager commode when, at that crucial moment...

The train hit a semi [tractor-trailer] at a crossing in Churchville NY, 20 miles out of Rochester. If your imagination spurs a giggle, you are forgiven.

All I could think of was that I seem to go through a lot practicing to get to a Thayer Families Association reunion in California.

The next two and a half hours were spent waiting for CSX to check the tracks, a tow truck to haul the semi-trailer away, and the New York State Police to conduct their investigation. Evidently the police had to interview all of the 282 people on the train. Nobody was injured on the train, nor was the truck driver injured, although he was ticked for unsafe operation of a vehicle. We got an extra lunch in the process, and at 2:00 (now three hours late) the Lake Shore Limited, with a minor dent on the engine, resumed its journey eastward and covered the final 20 miles of our trip into Rochester.

Albert Thayer Morton 

**Thayer Families Association Reunion & Annual Meeting 2008, June 18, 19, 20, 2008 Gold Country, Calaveras County, California**

**NAME** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**PHONE**( \_\_\_\_ ) \_\_\_\_\_

\_\_\_\_\_ **Yosemite National Park Bus Trip—\$40.00 per person  
(Pick-up and return to motel)**

\_\_\_\_\_ **Ironstone Vineyards famous private tour and wine tasting, full  
service luncheon with a specially designed menu—\$35.00 per  
person**

\_\_\_\_\_ **Ironstone Vineyards Dinner of Sautéed Chicken Breast—\$26.50  
per person**

**NUMBER OF PERSONS:** \_\_\_\_\_

**TOTAL enclosed:** \_\_\_\_\_

No single event is mandatory. Enjoy any one, or all, or any combination.

**\*\*Please make check payable to Thayer Families Association. Please  
return this registration form to the address below:**

**Judith L. Young-Thayer  
311 Willow Oaks Blvd.  
Hampton, VA 23669-1531**

**\*\*Registration needs to be turned in as soon as possible.**

**For questions or further information, please contact:**

**Peggy Thayer-Krapf at (209) 754-5400 or [peg39ish@sbcglobal.net](mailto:peg39ish@sbcglobal.net)**

## Finding TFA

Last February [2007], I found a way in to the TFA website. My life began again. For 45 years, I had searched for my father's ancestors, and had no luck. After all that time, I found something- the TFA website and it knocked my socks off. As soon as I logged in on the guest page, I felt this excitement that I had not felt in years. Within two days, TFA members responded and I had 12 generations of my family history. I found so many interesting facts about my family from the website. In May, I went back to the website to find out there would be a TFA Reunion in June. On June 20, no less, which was my birthday. I gave myself a trip to Boston for my 83rd birthday present. What a present! Everyone was so neat, and so helpful. Jerry Thayer went into the database and gave me many specific facts pertaining to my family.

I was so thrilled to attend the reunion. I was approached with the idea of a California reunion, and I immediately offered to plan one. So I want to invite you to the California Gold Country. 2 hours from the Sacramento Airport, in the Sierra Foothills, 25 miles from the nearest Wal-Mart and chain grocers-the land of the 49-er Gold Miners.

I am really looking forward to meeting more TFA family. See you June 19 in Angels Camp, California!

TFA Hugs,  
Peggy Thayer-Krapf ☒

## Member Submitted

The following was submitted by TFA member Richard M. Thayer. This article appeared in the Seattle Post-Intelligencer, Wednesday, December 12, 2007 titled Swimming MVP by Michael McLaughlin, P-I Reported. The article is a short description of the Kennedy swim team with short bios of each member, one team member in particular was of note by Richard, and was promptly mailed to me for inclusion in your newsletter.

## Annemarie Thayer

Kings, freshman

**WHAT SHE DID:** Swimming for Ballard, Thayer earned Ironwoman status by meeting state standards in all eight individual events. She won districts in the 100 back and placed third in the 100 fly, then capped her first prep season by winning the 4A state title in the 100 back with a 56.80 and took third at state in the 100 fly.

**HOW SHE DID IT:** Thayer finds plenty of personal motivation by setting high goals and relentlessly working to accomplish them. "There is so much team spirit on the Ballard team," she said. "Everyone here really supports each other, which is much different than club competition."

**WHAT SHE'LL DO NEXT:** A year-round swimmer with Salmon Bay Aquatics, Thayer said swimming doesn't leave much time for other high school sports. "It's been nice making friends at both Kings and Ballard," she said. "This season has been a great experience. I'll definitely be back next year."



## Member Submitted

Webelos II Cub Scouts of Attleboro Clean Up The  
Historical Thayer Family Cemetery

Appeared in the Attleboro My Backyard  
January 19, 2007, Vol. 8 No. 3 Issue


The following article was graciously submitted by Joanne & William Thayer, in January 2007. Thanks Joanne, it is always a pleasure to read about people helping the community!

On December 16, the Webelos II Cub Scouts of Pack 33 in Attleboro got together to clean up the historical Thayer Family Cemetery on Wilmarth Street in Attleboro. The scouts cleaned the cemetery of accumulated litter and debris, and also cleared out leaves, overgrown vegetation, brush, Poison Ivy and weeds.

Spearheaded by Sharon McKearney, Attleboro's Cub Scout Pack from Holy Ghost Church was given

the opportunity to adopt and care for the historical Thayer Family Cemetery on Wilmarth Street in Attleboro. Pack 33 made the commitment that the Webelos II Den will take the lead in caring for this cemetery each year. Once the Webelos II scouts cross over to Boy Scouts, the role will be handed down to the next group of Webelos II scouts. This is an honor for our pack and a wonderful opportunity to really make a difference. The Webelos II Cub Scouts are excited about having adopted the historical cemetery, and look forward to performing other clean-up activities at the site each year. The Attleboro Historical Commission would like to remind the public that there are a number of other historical sites throughout Attleboro that also need adoption and care.

Having made the commitment to preserve and care for this historical landmark, we also thought it would be interesting for the scouts, parents and leaders to learn the history behind the this cemetery. It occurs to us that your readers might find it interesting also. This is what we've learned so far about the cemetery from 'History of Attleboro' by John Daggett, published 1894.

"...There is another family burial ground not a great distance from the one just mentioned, on the road leading from the "Mugg District" to Briggsville. It is not more than eighteen or twenty feet square and is filled by the ten graves it contains. There are nine stones. These, with two exceptions, are erected to persons of the name Thayer. The first interment was apparently in 1845, that of Mr. Abiathar Thayer who died at the age of seventy-seven. His wife Elizabeth died in her eighty-sixth year. Another Abiathar died in 1876, aged eighty. Phebe his wife, Ruel, Benjamin L., and Mrs. Joanna Thayer, Mason Harvey, who died in 1849, aged seventy-two, and a child of the name of Hewitt are the others to whom the stones are erected. All these stones are of white marble, with the exception of that of Mr. Harvey, which is of black slate. Outside the enclosure there are two graves. One is that of James B. Hewitt; the other has no stone. Three scraggy old trees and a few tiny firs stand within the yard, but they do not detract very little from the forsaken appearance of the place, a lonesome spot on a lonely road." 

## Sister ship C.A. Thayer is making history in S.F.

By DEBERA CARLTON HARRELL

P-I REPORTER

Seattle Post-Intelligencer, Wednesday, September 19, 2007

SAN FRANCISCO -- An agreement to produce a land display of the Wawona comes at a time when her sister ship, the C.A. Thayer, is undergoing a \$17 million restoration.


On public display at Hyde Street Pier near Fisherman's Wharf, the Thayer's renovated and repainted black hull gleams, even beneath cloudy skies. Visitors to the pier, part of the San Francisco Maritime National Historical Park, gazed at the huge historic schooner, reading its history on dockside plaques.

The Thayer was in dry dock for three years during a meticulous preservation effort. While much of the original timber and other material could not be preserved, the ship has retained its historic look, stature and public fascination, park officials say. It awaits further work, including reinstalling the masts.

The Hyde Street Pier draws about 700,000 people a year, said Lynn Cullivan, spokesman for the San Francisco Maritime National Historical Park, part of the National Park Service. The pier displays historic ships, is near a maritime museum that is being expanded and is reachable by cable car -- all elements of Seattle's Lake Union Park.

San Franciscans credit the federal government for financial help. House Democratic Leader Nancy Pelosi of California helped kick off the Thayer restoration by securing money in Department of Interior spending bills, including \$4.6 million in 2001 and \$1 million in 2002.

"The Thayer and the Wawona will be completely complementary in what we're doing," said Joe Shickich, president of Northwest Seaport, which owns the Wawona. "The Thayer has very little of her original fabric, which had to be replaced to make her seaworthy. We hope to restore as much of the original fabric (material) as possible."

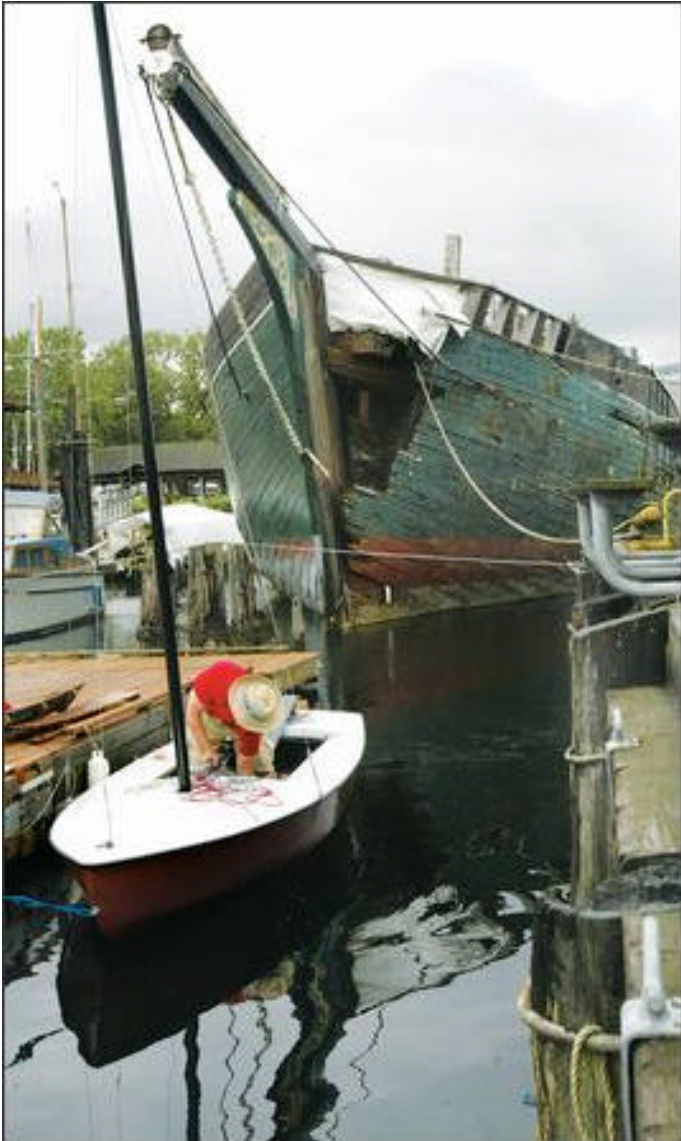
As Wawona supporter Kay Bullitt put it: "We won't be able to restore it the way they did with the (sister ship) C.A. Thayer, but we hope to have as much of the Wawona restored as possible and bring it on land for generations to enjoy. It's the best we could hope for." 

## Land ahoy for Seattle's Wawona schooner

By DEBERA CARLTON HARRELL  
P-I REPORTER

Seattle Post-Intelligencer, Wednesday, September 19, 2007

The Wawona's seafaring days are over -- for good. The famous three-masted schooner, one of only two remaining in a once grand Pacific fleet, will be moved from its longtime Lake Union slip for restoration and an ultimate display on land at Lake Union Park.



With the historic schooner Wawona moored behind him, Sterling Hines-Elzinga, 14, an intern at the Center for Wooden Boats, cleans his personal sailboat in South Lake Union recently. (September 18, 2007)

The city of Seattle and Northwest Seaport, which owns the vessel, signed an agreement aiming to close decades of controversy over how to save the once glorious yet deteriorating ship. The agreement is to be announced Wednesday.

"Given her age and condition at this point, this is a great result," said Joe Shickich, president of Northwest Seaport. "It was clear that the boat needs to come out of the water for preservation purposes ... but all along, we've said this boat belongs at South Lake Union."

Northwest Seaport will work with the city and the Seattle Parks Foundation on a final design, but expects the Wawona to be displayed at her full 165-foot length, with her 110-foot masts providing a visible, beckoning landmark, Shickich said.

The ship is to be located on a parcel at the park's southeast corner currently owned by the state Department of Natural Resources. Jackie Kirn, an executive manager with the Mayor's Office, said the city is negotiating with DNR for a waterway use agreement on Waterway 4, where the Wawona is now moored, which includes that parcel.

"That contract with DNR is critical, but I'm just so grateful the Wawona's not going to be destroyed," said Kay Bullitt, one of the ship's most ardent benefactors during a 44-year rescue effort that included everything from black-tie galas to student bake sales.

Bullitt said "it's a miracle" that the ship survived to see its 110th birthday Sept. 10, but acknowledged that the cost of completely restoring the Wawona was "prohibitive."

But an increasingly impatient city, eager to forge ahead with Lake Union Park developments and concerned about the Wawona's condition and safety issues, pushed for the Wawona's removal, even threatening litigation.

The agreement, signed Monday, reflects a "sea change" in attitudes and a new spirit of cooperation between the city and supporters of maritime heritage, Shickich said.

The Wawona, built in 1897 and the largest three-masted sailing schooner ever built in North America, is an icon of the Pacific Northwest, argued many local historians and supporters who have criticized the city for dismissing its maritime past.

The schooner worked in every local industry -- as a record-breaking cod-fishing vessel, carrying lumber up and down the West Coast, and hauling supplies during World War II.

“The Wawona is a real object, a vessel that is as great a symbol of Seattle and Puget Sound as anything else; it is iconic,” said Dick Wagner, founder of the Center for Wooden Boats at South Lake Union.

Since 1963, until last year when the vessel was closed by the city for safety reasons, the Wawona had been used for educational tours, sea shanty sessions and other cultural programs. Northwest Seaport hopes to reprise such programming once the land display is complete.

Because of its status as the first ship to be named to the National Historic Registry and also as a city landmark, Northwest Seaport is required to work with the Army Corps of Engineers and Landmarks Board to address any legal hurdles to moving and dismantling the Wawona.

Shickich said that under terms of the agreement, the vessel is to be moved by December to a dry dock yet to be determined, where it will be “deconstructed” and documented historically by naval historians. After being disassembled, it will be taken to storage on city property -- yet to be determined -- then moved to Lake Union Park for reassembly.

“I hope the vessel can be largely restored to a fully intact condition -- and protected from the weather. Ultimately, this may be the only solution that’s going to save her,” said City Councilman Peter Steinbrueck, who with former City Councilman Jim Compton has championed historic preservation of the Wawona.

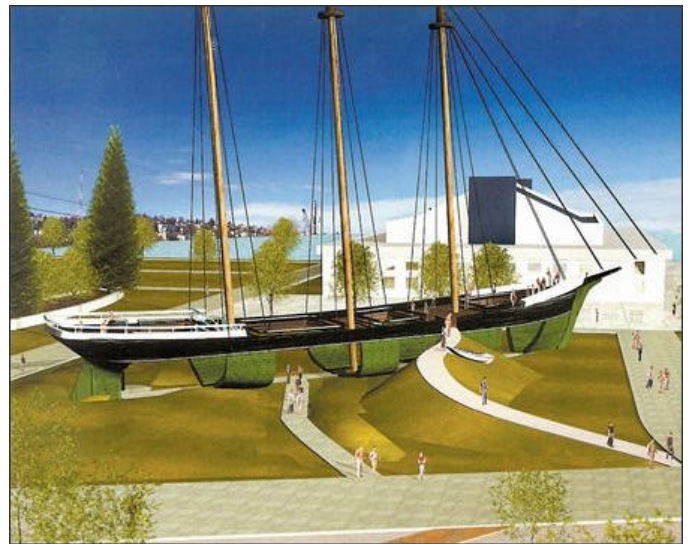
Northwest Seaport’s -- and the city’s -- first choice is to display a “restored skeleton” of the

vessel as depicted in some on-land illustrations showing the vessel’s full size. Shickich said that, while there are holes in the port bow, the starboard bow has been restored, and the full bow will be “framed in.”

The sailor’s quarters will be rebuilt so the fo’c’sle (forecastle) could be used as a meeting place, with the ship’s enormous old-growth fir timbers -- 130 feet to 150 feet long -- saved. The decking may need to be replaced so people can walk atop the ship, while other parts of the ship will remain “skeletal” so that visitors can go inside the vessel and see how it was built.

The city will pay \$400,000 -- money allocated in last year’s budget -- to move the ship, disassemble and store it. Shickich says Northwest Seaport expects to raise about \$2 million to rebuild the ship memorial by 2010.

The agreement also allows for some parts of the ship, such as the aft cabin, to be saved and displayed inside the park’s Armory, which is expected to be taken over by the Museum of History and Industry. For some, the result is bittersweet.



[Credit: Andy Rogers/Seattle Post-Intelligencer]  
[PHOTO] This illustration shows what a display of the Wawona after it is moved onto land at Lake Union Park could look like. (ANDY BENNETT-/KPF CONSULTING ENGINEERS) (September 18, 2007)

“To tear her apart and display a skeletonized version of her instead of actively working to preserve her -- it makes me sad,” said Trapper Graves, a longtime Seattleite and shanty singer who has performed and worked with kids on the Wawona.

“But if she could be extensively, truly restored for a land display instead of just displaying pieces of her, I’d take that,” Graves said. “Then kids could still go on her, and people could still see the great workmanship.”

Capt. Andrew Reay-Ellers, a tall ship captain from Seattle, said the key is to preserve the ship “as a whole,” but nobody knows if that can be done.

“To move her, dismantle her in pieces, then move her back and hang pieces on a skeletal frame instead of moving her directly to the site makes no sense,” Reay-Ellers said.


“What you want is for people to feel the essence of the ship, and that can be done on land if in the process of renovating it you don’t ruin it.”

Kirn said a direct move from berth to DNR site was not a choice, since the land is neither ready nor legally available yet. The city hoped to begin clearing the creosote pilings in Waterway 4 in order to continue work on the park, and the Wawona’s timely removal allows the city to do that before the late-fall salmon run -- during which shoreline construction is not allowed.

On a recent visit to Lake Union Park, Seattle resident Greg Buck, 62, gazed at the Wawona’s broken port bow, dismayed by its dilapidated condition.

“I remember seeing the Wawona 50 years ago, when I was a kid,” Buck said. “I never got to go on it, but I would love to have. It was impressive. But it’s a shock, seeing it this way.”

Alice Winship, a member of Northwest Seaport and a longtime supporter of the Wawona, said her personal opinion -- not necessarily that of the board -- is that displaying an “intact vessel” on land could work.

“Her huge hull and masts would be an awesome, educational spectacle,” Winship said. “But that is only if she is displayed as a whole.” 

## The Thayer Family – Part II

By E. D. Clements, Providence, Rhode Island

*Editor’s note:* This article first appeared in the *Americana Illustrated*, published by The American Historical Society, Inc. in 1926 and was discovered by Kate Kuzmich when she visited the Clayton Library in Houston, TX. She pulled a bound copy of the 1926 edition of the magazine and flipped through it, finding the article presented here. It was too fragile to copy on a Xerox machine at the library, so she had each page photographed using a digital camera by Alexandra, her talented 13-year-old daughter, and emailed the images to me, and I transcribed each image into Word to re-create this article. The article, originally 21 pages, is presented here in our newsletter in several parts due to its length. Thank you Kate for a great article, and Alexandra for the professional photos.

A few notes to keep in mind when reading this article here or in future issues of our newsletter:

1. This was written in 1926 and may not be accurate.
2. Words that could not be read will appear in [brackets]. Empty [ ] means the word was unreadable and any words within the brackets may not be correct.
3. Spelling is from the original document.
4. The document has been re-formatted slightly.

### (The Green-Greene Line)

As a surname Green or Greene originated from the residence of its owner, “on the green,” a grassy plot which every villager used as a common. The name of Deonisia ate Grene, and Warin de la Grene, appear on the Hundred Rolls, 1273. Several branches of the family are armigerous and in most of the armorial bearings recorded, the buck or stag appears as principal charge or in the crest. The Green-Greene coat-of-arms is as follows:

*Arms* - Azure, three bucks trippant or.

*Crest* - Out of a ducal coronet a buck’s head all proper.

*Motto* - *Nec timeo, nec sperno.*



Burke, in his "General Armory," records three armorial bearings for various families of Greene living in Hertfordshire (Herts), those of Green of Bristol and Barnet, County Herts, being similar to those blazoned above, and the arms recorded for Green of counties Hertford and Nottingham, showing entirely different charges and different crest. The coat-of-arms blazoned herewith is the one recorded for Greene of Dunsby and Spelding, County Lincoln, and for Green of Great Caddesden, County Herts. Thomas Greene, mentioned below, probably was one of the Great Caddesdon, Herts, family, as the name of Thomas is a favorite with that branch, and as the other settlers who came to Roxbury, Massachusetts, at about the same time as Thomas came from that section of Hertfordshire.

The descendants of John Greene in this country use a similar arms, but without the crown in the crest; and the Irish family of Greene show arms identical with those blazoned above, but with a motto added.

(I) Thomas Greene was born in England about 1600, and died at Malden, Massachusetts, December 19, 1659. As to the place of birth, his title

of "senior" seems to connect him with the younger Thomas Greene, probably his son, who came in the "Planter," aged fifteen, sailing from England, April 2, 1635, a certificate stating that he came from St. Albans, in Hertfordshire. Thomas, Sr., was living at Lynn, Massachusetts, on Lady Moody's farm in 1646, his occupation being that of a farmer. There is no evidence that he was in Malden, Massachusetts before 1646, but he was certainly there October 28, 1651, when his wife Elizabeth and their daughter signed a Malden petition. At least three of their children were born in England. His wife Elizabeth died August 22, 1658, and Thomas Greene married (second), September 5, 1659, Frances, widow of Richard Cook. Children, all by first marriage: 1. Thomas, born in England about 1620; married Rebecca Hills, in 1653. 2. Elizabeth, born in England about 1628. 3. John, born in England about 1632; married, December 18, 1660, Sarah Wheeler. 4. Mary, born in England, about 1633; married, by 1656, Captain John Waite. 5. William, born in 1635; married (first) Elizabeth Wheeler; (second) Mrs. Isabel F. Blood. 6. Henry, of whom further. 7. Samuel, born March, 1645; married (first) 1666, Mary Cook; (second) Susanna ----- 8. Hannah, born about 1647; died May 20, 1721; married, in 1666, Joseph Richardson. 9. Martha, born about 1650. 10. Dorcas, born in Malden, May 1, 1653, died in 1682; married James Barrett.

(II) Henry Greene, son of Thomas and Elizabeth Greene, was born in Massachusetts, about 1638, and died in Malden, Massachusetts, September 19, 1717. He lived in Malden, where he served as selectman thirteen years between 1682 and 1714; and representative, 1689, 1694, 1703, 1704. He married, January 11, 1671-72; Esther Hasse (Hessey or Hersey), who died in Stoneham, Massachusetts, February 26, 1747-48, aged ninety-eight. Children, born in Malden, Massachusetts: 1. Henry, of whom further. 2. Esther, born September, 1674; married Eleazer Flagg, January 17, 1694-95. 3. Joseph, born October, 1678; married Hannah, daughter of John Green. 4. Daniel, born in 1681; married, December 29, 1708, Mary Bucknam. 5. Dorcas, born about 1683; married ----- Wiley. 6. Lydia, born August 11, 1685, died October 19, 1755; married Thomas Lynde. 7. Jacob, born May 6, 1689; married, July 8, 1713, Dorothy, sister of Thomas

Lynde, both children of Captain John Lynde. He died July 19, 1723. Widow and children lived in Killingly.

(III) Henry Greene, oldest son of Henry and Esther (Hasse) Greene, was born in Malden, Massachusetts, January 24, 1672-73, and died probably soon after 1740. He lived in that part of Charleston, Massachusetts, which in 1725 was incorporated as Stoneham. On January 30, 1718-19, for £760 he sold to his brother Daniel Greene, of Malden, sixty-four acres of land in Charleston, with house and building, nine acres of woodland and six of marsh; also eleven and one-half acres of land in Malden, and soon after removed to Northeastern Connecticut. His cousin, Rev. Jacob Greene, mentions in describing a tour from Hanover, New Jersey, to New England, in April, 1746, a visit to Henry Greene, of Killingly, Connecticut. He married, January 9, 1695-96, Hannah Flagg (Flegg). (See Flagg III.) Children, born in Charlestown (Stoneham part): 1. Henry, Jr., of whom further. 2. Ebenezer (twin of Henry), born September 21, 1696. 3. Hannah, born May 6, 1698. 4. Seth, born March 6, 1699-1700; resided at Killingly. 5. Eleazer, born March 18, 1701-02; joined Thompson Church, 1730. 6. Nathan, born March 1, 1702-03. 7. Timothy, born May 7, 1706; married, October 27, 1742, Phebe Atwell, in Thompson Parish. 8. Esther, born May 17, 1708. 9. Phineas, born September 10, 1710; resided in Killingly. 10. Amos, born December 30, 1712; joined Thompson Church in 1747. 11. Abigail, born July 23, 1715.

(IV) Henry Greene, Jr., son of Henry and Hannah Flegg (or Flegg) Greene, was born in Stoneham, Massachusetts, September 21, 1696, and died in Killingly, Connecticut, after 1759. He married, in 1724, Judith Guile, daughter of Ephraim Guile, of Killingly, where they made their residence. (See Guile III.) Children, born in Killingly, Connecticut (Thompson Parish): 1. Sarah, born November 30, 1725. 2. Mary, born March 20, 1728-29. 3. Esther, born July 12, 1731. 4. Hezekiah, born October 13, 1733; married Alice -----, lived in Killingly. 5. John, of whom further. 6. Abigail, born April 20, 1738.

(V) John Greene, son of Henry, Jr., and Judith (Guile) Greene, was born in Killingly, Connecticut, May 12, 1736, and died in Killingly (Thompson Parish). He was captain from Killingly in the Revolution of 1776. He married, in 1759, Abilene Guile. Children, born in Killingly, Connecticut (Thompson Parish): 1. Abigail, born October 18, 1759. 2. Ephraim, born July 27, 1764, died young. 3. Benjamin, born March 11, 1766. 4. Mary, born January 23, 1768. 5. Bradley, born March 28, 1769; married, March 21, 1790, Sally Moffat. 6. Ephraim, born June 14, 1775. 7. John, of whom further.

(VI) John Greene, son of John and Abilene (Guile) Greene, was born in Killingly, Connecticut, about 1777. He married -----, a daughter of Francis Atwood, of Thompson, Connecticut. Children, born in Thompson (from Killingly, 1785), Connecticut: 1. Sarah. 2. Francis Atwood, of whom further. 3. George.

(VII) Francis Atwood Greene, son of John and ----- (Atwood) Greene, was born in Thompson, Connecticut, and died there. He married Hannah -----, and they were living in Thompson, Connecticut, for some time, about 1820. Among their children was Francis Atwood, Jr., of whom further.

(VIII) Francis Atwood Greene, Jr., son of Francis Atwood and Hannah Greene, was born in Thompson, Connecticut, February 28, 1819. He married, in Cumberland, Rhode Island, April 18, 1848, Julia F. Pike, who was born March 20, 1824, daughter of James and Adelia Pike, of Cumberland. They resided in Cumberland in 1848, but their children do not appear on the Cumberland birth records. Children: 1. Adelia I., born April 3, 1849, died June 13, 1884; married (as first wife), **Hon. Frederick Thayer**. (See Thayer VIII.) 2. Viola L., born June 20, 1851, died October 20, 1852. 3. Isabel D., born March 21, 1800, died January 29, 1865. 4. Caroline (Carrie) D., twin, born July 16, 1863; married (as second wife) **Hon. Frederick Thayer**. (See Thayer VIII.) 5. Emma L., twin, born July 16, 1863. ☐

## From the Editor...

My journey back to Thailand was uneventful except for the amount of time it takes to get there.

I applied for and received a tourist visa from the Thailand Consulate in Chicago and planned out my route back to Phuket.


I had to fly early 6:45 am from Marquette Airport on 9 Jan to Chicago, and arrived at 7:50 am, flight time about 2 hours with a short stop enroute. In Chicago, I then had to wait for the next leg, which departed at 11:05 am, and took me into Tokyo's Narita airport, Japan. Flight time for this leg was a little over 13 hours, and since I was flying west, I arrived at 3:15 pm, the next day, now it is the 10th of Jan. At 6:45 pm, I was back in the air headed for Bangkok, Thailand and it's new airport. Time to get to Bangkok was supposed to be 7 hours, but it ended up being 8, so I arrived at 12:45 am, making it now the 11th when I arrived in Thailand.

Since Phuket is to the south of Thailand by 800 miles, and it being just 45 minutes after midnight, no

flights are available to fly to Phuket (and a bus is out of the question, that alone takes 30 hours!). So my fiancé and I headed to the closest hotel to the airport and already planned to fly south the next morning.

The next day, the 12th, we caught our budget airline and landed in Phuket, late as usual (budget airlines, AirAsia in particular, are always late, sort of like Al's trains). So in reality, the trip from Michigan to my house in Phuket, took me 3 entire days!

## Articles Needed!

Articles are always welcome, and needed in order to maintain your newsletter. Please consider sharing a Thayer related family with the rest of your family. Submit completed stories to the Editor at the address listed on the back of this newsletter or email them. Feeling timid? Just send the information and I will write the article for you. *Editor* 

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THE THAYER QUARTERLY  
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Please include an SASE if you need a reply.

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of the Board of Directors of the Thayer Families Association, and/or the original author. Issues are mailed the first week of the month as follows: Winter (Dec); Spring (Mar); Summer (Jun); Fall (Sep). Back issues are available from 1994 to present; some may be a photocopy (Spring 2000 to present is available on CD-ROM in electronic PDF format, please specify paper or CD when ordering). Cost is \$2.50 each for members, \$5 each for non-members, checks only, payable to TFA. (TFA, 28 So., Main Street, Box #313, Randolph, MA 02368-4821). A cumulative index, containing every occurrence of a name that has appeared in the newsletter (prior to the current issue) is available, in PDF format only, for \$10 to the above address.

**ARTICLE SUBMISSION:** Your articles, letters to the editor, and comments regarding content are vital to the TQ. Photographs with a light background are appreciated, and can be returned, undamaged, if requested. Digital photos sent via the Internet are also welcome. Send typed articles to the TFA address or email the editor at [simplewebs.lee@gmail.com](mailto:simplewebs.lee@gmail.com) with an attached file containing the article. Articles and submissions may be edited, respectfully, for length and readability. Please provide sources, if applicable. Any topics that are of general interest to members are encouraged, and articles written by the editor at your suggestion or from material you provide, will be credited to you. Deadline for submission to the Summer Issue is Jun 25<sup>th</sup>.