

NOTES ON
THE LIVINGSTONE FAMILY
of
Lanark, Scotland, and Detroit, Michigan
and
RELATED FAMILIES

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FOREWORD

The first Detroit Livingstone, William Sr., and his wife, who arrived via Canada in 1849, were both born in Scotland and their only child William married a girl of Scottish parentage. If our count is correct, 43 descendants of this 1864 marriage are now alive, including one daughter, Florence (Mrs. John R. Odell), and the compiler's wife and three children. Only one of them, however, still bears Livingstone as a surname.

The primary reason for publishing these Notes is to provide all the descendants with a record of their Livingstone ancestry and Scottish heritage. They should prove useful, also, as an outline for keeping straight the generations. Our children find it intriguing that the difference in age between the oldest and youngest cousins is 37 in their mother's generation, and 34 years in their own.

Most of the information herein is the product of evenings and weekends at the Library of Congress, correspondence with the Scots Ancestry Research Society in Edinburgh and the Burton Historical Collection in Detroit, and a brief, but intensive examination of archives in Scotland, with Mrs. Clark's assistance, last summer. The rest has been largely supplied by extremely cooperative cousins, Scottish and American, whose contributions are gratefully acknowledged in footnotes.

There are still many gaps in the record, due mainly to the paucity of printed and manuscript sources both in Scotland and the United States. It is apt to be a great deal easier to piece together the history of a family which has been in America since the 1640's than it is to trace the antecedents of a family which came from Scotland in the great wave of immigration two centuries later; and the Livingstones are no exception. Many genealogies of Scottish families of noble and gentle birth exist, and the Lyon Office in Edinburgh keeps tally of everyone who is, or was, entitled to a coat of arms. But biographical data on persons of less exalted station is simply not available in Scotland to anywhere near the extent that it is in the U.S., where town historians pridefully record the names of first settlers, no matter how humble, energetic members of the D.A.R. type up lists of tombstone inscriptions, and dozens of family histories are published each year. So such information on Scottish forebears as has been found and presented on the following pages is often disappointingly fragmentary. Except in the case of William Livingstone (1844 - 1925), whose colorful personality and prominence in the community made him especially newsworthy, the information available on the Livingstones of Detroit is likewise meagre and incomplete.

Now that the history of the family has been given in outline, however, it is hoped that Livingstone descendants will feel encouraged to furnish additional information either from their own knowledge or from

letters and documents in their possession. Particularly welcome would be biographical details about members of more recent generations, who are now represented only by their names and a date or two.

Copies of the Notes are being sent to the libraries in Scotland that were so helpful to my wife and me, with the thought that perhaps some of their readers may be able to supply facts which we missed.

The Notes have deliberately been issued in an inexpensive format, so that they can be readily and economically revised or expanded. I will be very glad to re-do or amplify any part of the text, if interested relatives or other readers will just provide the necessary information.

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PART I
THE LIVINGSTONE FAMILY

LIVINGSTONES OF LANARK

All of the Scottish Livingstones who have won sufficient renown to be included in the Dictionary of National Biography appear to have belonged to one or the other of two families, the first of lowland, the second of highland origin.

The former consists of the Livingstones of Callendar and their kin, of whom the editor of Burke's Peerage wrote in 1869:

Amongst the chief historical families of Scotland, few have risen at various periods to greater power and higher honours, or have possessed more extensive estates than the Livingstones, and few have fallen into more complete and disastrous decay. Acquiring in the male line three distinct Earldoms, Linlithgow, Callendar, and Newburgh, and two Viscounties, Kilsyth and Teviot, with numerous baronies and minor honours, Livingstone, Falkirk, Almond, Kynnaird, Campsie, and Flacraig, they almost rivalled in feudal power the mighty house of Douglas; but nearly the whole of their splendid inheritance has disappeared. It is believed that there is not now a single landed proprietor of the name of Livingstone (in the male line) in the possession of lands in the counties of Linlithgow and Stirling, where they were once so powerful.¹

To his statement, the author of a monumental genealogy of the family appends the comment:

Part of this great reversal of fortune is owing to the fact, that the heads of the Scottish titled branches were loyal to the royal house of Stuart, under which they had risen to their greatest power; and in consequence, after the abortive risings of 1715 and 1745, their titles were attainted, their lands forfeited, and they themselves driven into exile never to return.²

1

Sir John Bernard Burke, The Vicissitudes of Families (1869), II 203, quoted in Edwin Brockhurst Livingston, The Livingstons of Callendar, and Their Principal Cadets (Edinburgh, 1887), I, xiii.

2

E. B. Livingston, loc. cit.

It is said that these Livingstones took their name from certain lands called Levingstun in West Lothian, which had been granted to a Saxon named Leving or Living who settled in Scotland during the reign of David I (1124-1153).³

The highland family were originally called the MacLeays of Appin. They constituted a small sept of the clan known as the Stewarts of Appin, and initially lived in Argyll, north of Oban along the eastern shore of Loch Linnhe. For reasons now obscure some of the MacLeays changed their name to Livingstone. They continued to follow the Stewarts into battle, however, and four highland Livingstones were killed fighting for Bonnie Prince Charlie at Culloden in 1746. Among the slain was the great-grandfather of Dr. David Livingstone, the missionary and explorer. David and his brother Charles are the only Livingstones of highland descent who appear in the D.N.B.⁴

Two progenitors of the Livingstones of Callendar, Sir Andrew de Livingston and his grandson Sir William de Livingston, were Sheriffs of Lanark, in 1296 and 1358-1359, respectively. Descendants lived in or near Lanark for several centuries thereafter, the last one of note being the Reverend William Livingstone, who served as minister there from 1613 to 1620, and again from 1623 to 1641. The Livingstons of New York are descended from him, through his eldest son John.⁵

³ Edwin Brockholst Livingston, The Livingstons of Callendar and Their Cadets: The History of a Stirlingshire Family, new edition (Edinburgh, 1920), 1; George F. Black, The Surnames of Scotland, Their Origin, Meaning, and History (New York, 1946), 432.

⁴ Black, loc. cit.; Robert Bain, The Clans and Tartans of Scotland, enlarged and re-edited by Margaret O. MacDougall (London, 1956), 136; John H. J. Stewart and Lt. Col. Duncan Stewart, The Stewarts of Appin (Edinburgh, 1880), 103-104; The Stewarts, IX, no. 2 (1952), 173; Rev. A. MacLean Sinclair, "The Ancestors of Dr. Livingstone," The Celtic Monthly, XVII (June 1909), 168-169; David Livingstone, Missionary Travels and Researches in South Africa (New York, 1858), 3; Reginald John Campbell, Livingstone (New York, 1930), Chap. I.

⁵ Livingston, The Livingstons of Callendar, 1920 edition, 24, 25, 30, 1887 edition, I, 290-296; Florence Van Rensselaer, The Livingston Family in America and Its Scottish Origins (New York, 1949); G. V. Irving and A. Murray, The Upper Ward of Lanarkshire (Glasgow, 1864), Vols. I and II.

Since the first Livingstone to settle in Detroit was born in Lanark, one might assume that he too was related to the Livingstones of Callendar. There is a strong family tradition, however, that he was a kinsman of Dr. David Livingstone, who was born in Blantyre, Lanarkshire, in 1813 - a relationship which would mean that the ancestors of the Detroit Livingstones were originally highlanders.

Unfortunately no connection between them and either of the Scottish families has yet been found. The answer may lie hidden in the unindexed manuscript burgh records in the possession of the Lanark Town Clerk, which go back as far as 1488, or it may be inscribed on some gravestone in a Lanark cemetery as yet unlisted by any genealogist. In the now available wills, deeds, and published documents, however, there appear to be no clues. The very little we know concerning the ancestors of the Livingstones of Detroit has been derived entirely from the old parochial registers of Lanark and the adjoining parish of Carluke, which are now in the General Register Office in Edinburgh. Like most such registers, they provide only a partial record; for prior to 1855 there was no law in Scotland requiring the maintenance of a permanent, official listing of all births, deaths, and marriages. For Lanark, the death records, in particular, are extremely incomplete.

Hopefully the line of descent given below is substantially correct because Livingstones were so few in Lanark between the end of the 17th century and the first quarter of the 19th that the likelihood of getting families and generations mixed up is comparatively slight. Nonetheless, this line must be regarded as tentative until such time as the evidence from the registers can be corroborated from other sources. It should also be noted that the spelling of the surname varies in the registers. Sometimes there is a final "e," sometimes not. In the following paragraphs each successive William has been assigned an identifying number in parentheses, for ease of reference.⁶

William Livingstone (1) of Lanark, born probably in the late 1660's, married Elizabeth Pumphray. They had at least three children, whose names and dates of birth and baptism are recorded in the Lanark parochial registers as follows:

6

Information on the Livingstones from the Lanark and Carluke registers was supplied by the Scots Ancestry Research Society in 1955, and partially re-checked by D.S.C. in 1966 in the course of hunting for data on the parentage and ancestry of Livingstone wives.

1. Agnes, born July 31, 1689, baptized August 13, 1689.
2. John, born June 23, 1693, baptized July 9, 1693.⁷
3. Thomas, born February 28, 1695, baptized March 20, 1695.

It is possible; though definitely not yet provable, that William and Elizabeth were also the parents of

William Livingstone⁽²⁾ of Lanark, whose marriage to Grizell (or Grisell) Limpetlaw was proclaimed there for the first time on February 24, 1733. (See LIMPETLAW). Only one child of theirs is listed in the Lanark parochial registers, a son,

William Livingstone,⁽³⁾ who was born December 29, 1737, and baptized January 6, 1738, with George Barclay and James Garner as witnesses. He is presumably the William Livingston whose marriage to Janet Frame was proclaimed in the neighboring parish of Carluke, Lanarkshire, January 14, 1764. (See FRAM or FRAME). William and Janet were residents of Wester Kilcaigow in the parish of Carluke in 1765 at the time their eldest son was born, but apparently subsequently moved to Lanark, as their first three children are recorded in Carluke and their fourth in Lanark, as shown below:

1. William, born March 10, 1765, baptized March 24, 1765.
2. Jean, born January 19, 1767, baptized February 9, 1767.
3. Grisel, born July 14, 1771.
4. Janet, born April 24, 1776, baptized April 23, 1776.

It is assumed that their first born was the

William Livingston⁽⁴⁾ of Lanark whose marriage to Dorothea Munro was proclaimed in Lanark for the first time on March 11, 1810. They had the following children, all recorded in Lanark:

1. Helen, born October 10, 1810, baptized October 20, 1810.
2. William, born August 4, 1812, baptized August 14, 1812 (who emigrated to Canada and then moved to Detroit). (See page I - 8).

7

On August 31, 1717, "John Livingston, son of William Livingston, stationer in Lanark, and Marion Watson, daughter of John Watson, gunsmith there, were fined 100 merks Scots," for violating the laws against "irregular marriage." - Hugh Davidson, Lanark: A Series of Papers (Edinburgh, 1910), 127-128.

3. Marion, born March 30, 1814, baptized April 4, 1814.
4. Daniel, born October 15, 1815, baptized October 18, 1815.

LIVINGSTONES OF DETROIT

William Livingstone, Sr.,¹ son of William⁽⁴⁾ and Dorothea (Munro) Livingstone, born in Lanark August 4, 1812, became a ship's carpenter on the Clyde. At Port Glasgow, which was then a major shipbuilding center,² he married Helen Stevenson, who was born in 1805 and is said to have been a native of Renfrewshire (See STEVENSON). Although their wedding date is not recorded, the Port Glasgow parochial register contains the following entry for April 2, 1842:

William Livingstone sawer and Ellen Stevenson both residing in this parish were booked in order to proclaim^[a]tion for marriage 2 days.

Within a year or so, he and his wife emigrated to Canada, and settled in Dundas, Ontario, about eight miles from Hamilton, where their first and only child, William, was born on January 21, 1844.

In 1849 they moved to Detroit. For about the next fifteen years he worked in local shipyards, first for John Wolverton and later with Gordon Campbell, whose shipbuilding firm was a predecessor of the Detroit Dry Dock Co. Thereafter until 1875, he and his son were in business together under the name of Livingstone & Co., initially as grocers, then as forwarding and commission merchants and steamship agents. City directories list him as a wood dealer in 1876 and 1881, as storekeeper at the U.S. Bonded Warehouse from 1877 to 1879, and as vessel owner in 1884 and 1885.

1

MS. parochial registers of Lanark and Port Glasgow in General Register Office, Edinburgh; Detroit Free Press, October 18, 1890, December 13, 1894; Detroit City Directories (with various titles); Records of Woodmere Cemetery, Detroit; The American Magazine, XCV (January 1923, 84; Detroit News, October 28, 1925.

2

Philip A. Ramsay says of Port Glasgow in his Views of Renfrewshire (Edinburgh, 1839), 72: "The work of ship-building is carried on here to a considerable extent. Of late years the carpenters have been chiefly employed in the construction of steam-boats, of which they have produced a great number, some of them of the largest class, and all of them of remarkable symmetry and superior workmanship."

When he was in his early seventies, he and his wife gave up their house on Indian Avenue and went to live with their son at 237 Park Street. Mrs. Livingstone, who was seven years his senior, died December 17, 1890. At the age of 82, he became ill after an exhausting trip to his son's farm on Grosse Ile in raw and blustery weather, and died on December 12, 1894, about two weeks later. His death, said the Free Press, was unexpected, for though of great age, "he has always been very healthy and strong." According to a contemporary, "the characteristics of Mr. Livingstone were those of careful business habits, geniality of temperament, a due regard for the rights of others, and an intelligent simplicity in manner and speech, which inspired the confidence as well as sincere friendship of all who knew him."³

3

Michigan Pioneer and Historical Society, Historical Collections, XXVI (1894-1895), 496.

William Livingstone, newspaper publisher, banker, and leader of the Great Lakes shipping industry, was born in Dundas, Ontario, January 21, 1844, but moved to Detroit with his parents, William and Helen (Stevenson) Livingstone, when he was five.

His boyhood was crammed with constant activity. In hours out of school he ran errands, did odd jobs in a dry-goods store, and mailed all the out-of-town copies of the Detroit "Advertiser," which turned out a four-sheet paper from its one-cylinder Hoe press. To earn his three dollars a week in this latter birth, he slept in the "Advertiser" building, got up at two o'clock in the morning, folded all the papers by hand, wrapped them, and hauled them to the post office in a little wagon. Then he ate breakfast and rushed off to school. Most of such play time as he had was spent on the river - where he found in the shipping a never-failing fascination.

Long since he had learned to climb the rigging of the big fore-'n'-afters, that were yet monarchs of the lakes, and he was on friendly terms with every bark, brig, and sloop that touched at Detroit. But it was the steam vessels that fascinated him most - the side-wheelers and propellers that made up scarcely more than five per cent of the total tonnage on the wind-swept waters. Whenever he had a few hours of freedom he would spend it out on the river and lakes, climbing into pilot houses and begging the captains for even a tiny turn at the wheel.¹

At the age of 17, William Livingstone went to work in the Michigan Central Railroad shops in Detroit as an apprentice machinist, for wages set at 50 cents a day for the first year, 60 cents a day the second, and 75 cents a day the third. Toward the end of his three-year apprenticeship, he was released from his contract so that he could take a better paying job in the Wabash Railroad shops at Fort Wayne, Indiana. But he remained there just a short time before coming back to Detroit to enter into partnership with Robert Downie, a Scottish machinist who had recently turned grocer and opened a store near the riverfront. (See DOWNIE).

1

These paragraphs are the first of several excerpts that will be quoted from an article by Thane Wilson in The American Magazine, XCV (January 1923), 50 ff. Despite occasional infelicitous, hyper-dramatic phrasing, his account is invaluable, because it is based in part on personal interviews with Mr. Livingstone and contains details available nowhere else.

On July 14, 1864 he and his partner's daughter, Susan Ralston Downie, were married by a Detroit Justice of the peace. Although his bride was only 15 and he was only 20, their marriage proved to be an exceptionally happy one and lasted nearly 61 years.²

After working for about two years in the Downie store, he felt ready to launch a business of his own. Accordingly he enlisted the aid of his father, William, Sr., in establishing the firm of Livingstone & Co. An 1865 advertisement shows that they started out as "wholesale and retail grocers, and dealers in flour, feed, and country produce," in a store at the corner of Woodward Avenue and Grand River Street, where customers were assured of "the best assortment of fine family groceries to be found in the city."³ But before very long they secured a lease on a big warehouse and dock at the foot of Randolph Street, and gave up selling groceries to become forwarding and commission merchants, specializing in flour and grain.⁴ Thereafter success came quickly for the young Mr. Livingstone.

He obtained the Detroit agency for the Western Transportation Company - which had the biggest fleet of steam vessels on the lakes; and when the Detroit Tugman's Association was formed he was elected secretary-treasurer By 1869 he owned six tugs, including the "William Livingstone, Jr.," the largest on the river. Most of these had to be bought or built on credit.

For the next three or four years prosperity moved with rapid strides - a little too rapidly, as it turned out presently. In addition to his other interests, Livingstone became the most important cordwood dealer in the city. Buying his wood from farmers and Indians who inhabited the well-forested region along Bear Creek, Canada, a day's water trip from his dock, he would run his tugs with barges up the creek at night, load the wood the following day, and chug back to the city under cover of the next night's darkness. As a licensed pilot, who knew every yard of adjacent waters, Livingstone could hold his own at the wheel with navigators of many years' experience.

2

The month, day and year of marriage as stated here are correct, verified by the official record in the Wayne County Clerk's office. The date is erroneously given as June 1866 in the Dictionary of American Biography and other sources.

3

Annual Directory . . . of the City of Detroit for 1865-'6 (Detroit, 1865), 37.

4

Annual City Directory . . . of Detroit for 1867-8 (Detroit, 1867), 47, 240.

In 1870 and 1871 he went into the lumbering business. Getting control of a tract of pine timber on the Au Sable River, north of Saginaw Bay, he had it cut and rafted to the Detroit mills. His combined enterprises were bringing in good returns when he was struck a staggering blow by the panic of '73. Within a week two hundred thousand dollars' worth of paper that he had discounted was returned to him, and before the panic had run its course, his accumulated winnings had been swept clean.

Within three years after the panic, however, Livingstone was well on his feet again. He was in control of one of the largest fleets of tugs in the waters around Detroit, and his steamship agency and warehouse showed steady profits.⁵

Meanwhile his business activities had made him sufficient of a public figure in Detroit to warrant the attention of local leaders of the Republican Party as they made up a slate for the election in the fall of 1874.

This had been another bad year for Michigan, particularly in the agricultural districts. Markets had collapsed; such potatoes as were not being fed to hogs or rotting in the ground were being sold for fifteen cents a bushel. All this created a spirit of unrest - which flamed up into a widespread revolt against the political party in power.

Sensing the possibility of losing their long-established control of the legislature, the party leaders cast about for the strongest candidates available. Livingstone was asked to run. At first he refused. Eventually he consented, but only on the condition that he should receive the nomination without opposition. When the smoke of the polls had cleared up it was discovered that the popular young shipping man had been the only Republican elected in Wayne County. . . . ⁶

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He even carried the old eighth ward, which included "Corktown." For a Republican to receive the most votes in "Corktown," or at least to get credit for receiving them was unheard of in those days. But "Bill" had gone to school with the Irish boys and they turned out and supported him in spite of the fact that he was a "black Republican."⁷

⁵ Wilson, loc. cit., 87-88.

⁶ Ibid., 88.

⁷ E. A. Batchelor, "William Livingstone," Detroit Saturday Night, January 26, 1924.

When the Michigan House of Representatives convened early in January 1875, Mr. Livingstone worked zealously for the re-election of the republican "boss," Zachariah Chandler, as United States Senator. In this effort he was unsuccessful; a coalition of Democrats and disaffected Republicans defeated his candidate by a single vote. He never sought elective office again. But his brief experience in the legislature left him with an abiding interest in politics, and eventually led to his becoming chairman of the executive committee of the Republican State Central Committee. It also served to bring him into contact with Thomas W. Palmer, a wealthy Detroitier then rising to prominence in Republican Party affairs, who became a business associate and intimate friend.

After 1875 Mr. Livingstone gave up using the name Livingstone & Co., but continued to operate under his own name as a forwarding merchant and dealer in wood and coal for the next five years, and as agent for the Western Transportation Co. until about 1884. While thus engaged, he extended his business interests by becoming a partner in a bakery and a grain commission firm, and in 1880 organized the Michigan Navigation Company, which led to his being described in subsequent city directories as a "steamboat owner." In 1882 he served as President of the Detroit Board of Trade.

Thanks largely to Mr. Livingstone's effective campaigning on his behalf, Thomas W. Palmer was elected United States Senator by the Michigan legislature in 1883. Palmer reciprocated by arranging to have President Arthur appoint Mr. Livingstone as collector of the Port of Detroit in 1884, a position which he held until 1887. Upon being appointed, he turned over his steamship agency to his cousin John Stevenson, who also became general manager of the Michigan Navigation Company.

The duties of collector of customs were not so time consuming as to prevent his venturing into a new field of activity, the newspaper business. This he did in May 1885 by purchasing The Detroit Evening Journal, a struggling daily. In his role as proprietor, Mr. Livingstone assumed personal charge of the paper's business and editorial policies, straightened out its finances and considerably increased its prestige, then sold it in May 1887.

By this action he freed himself to return to the shipping business as secretary and treasurer of the Michigan Navigation Company, and to take on new responsibilities as treasurer of the Percheron Steam Navigation Company, organized in 1888 with Senator Palmer as president, which soon after acquired two of the largest bulk freighters yet seen on the Great Lakes, the 283 foot, 2134 ton wood and steel "T.W. Palmer" and "Livingstone."⁸ Subsequently Mr. Livingstone became general manager of both companies, and his eldest son, William Allan Livingstone, served as secretary for each.

The two ships were built by the Detroit Dry Dock Co. at Wyandotte, Michigan, in 1889. See Joseph R. Oldham, The Great Lakes Register of Shipping (Cleveland, 1893), 52, and Fred W. Green, comp., Mitchell & Co.'s Hand Book of the Great Lakes (Cleveland, c1909), 44.

In the meantime, for want of Mr. Livingstone's guidance, the Detroit Journal ran into financial difficulties again, and was on the verge of extinction when he teamed up with his friend Palmer to purchase its plant and good will from the Sheriff of Wayne County in May 1892. Upon resuming control, he set forth his policy in a letter to the staff:

First, we are a Republican paper; and, secondly, I want the news without regard to likes or dislikes. What my private opinion of the man may be cuts no figure in the case. While I run a newspaper, as far as possible I propose to sink individuality, and give my readers the news just the same as a hotel-keeper would cater to his guests. My only ambition is to give the news, all the news, and particularly Michigan news; in the best possible form. I do not care whether the man is a Greek or a Mohammedan, so long as he is a news topic.⁹

His next nine years as owner-publisher, during which he rebuilt the Journal into a highly successful and influential paper, were among the most gratifying of his career. As one of his associates remarked, "to a person of Mr. Livingstone's wide sympathies and intense temperament the control of a powerful newspaper is like living half a dozen lives at one time."¹⁰ A number of anecdotes that illustrate his vigorous and colorful approach to journalism have survived, of which the following are samples:

He had been in charge of the paper only a few days when he posted a notice that the only candidates for office who could expect to be elected were those who paid for their announcements in advance.

* * * *

One day it was necessary to run a picture of Grover Cleveland, but a likeness could not be found in the office.

Turning to a picture of a man with a flourishing beard, he explained to an artist:

"Shave off that man's beard and he'll look just like Cleveland; that's all that is necessary, anyway."

He often laughed that his paper had made a gum manufacturer President of the United States for a day.¹¹

9

Quoted in Charles Moore, "A Pen Picture of William Livingstone," Detroit Saturday Night, June 12, 1909.

10

Moore, loc. cit.

11

Detroit Times, October 18, 1925.

* * * *

His thoroughness and tenacity in discipline were attested when he told a reporter on the staff to get off the telephone line he was using. The reporter, hot after the details of a big story, and not recognizing the beloved chief's voice, told him to "go to hell."

The publisher did not recognize the voice from the city room, either; but to locate it he bade every reporter then on duty to come into his office and orally relegate him to perdition. "It wasn't you - you may go," he said to the staff one after another. The culprit was not discovered.¹²

* * * *

It happened that there was a large mercantile firm in the city that amassed profits on the ignorance of people. This firm one day inserted a fake telegram in Mr. Livingstone's newspaper. He discovered it as the paper was going to press. He suppressed the entire edition, and then called the firm up to tell them he would never accept another advertisement from them until they had made written apology.¹³

A friend who knew him well during his newspaper days described his appearance at this stage in his life as follows:

Mr. Livingstone would attract attention in any gathering of people. He stands six feet tall, broad shouldered, straight as an arrow, and without a superfluous pound of flesh. His head is crowned with a thick growth of dark curly hair. His features are irregular and when in repose no one would select Mr. Livingstone as a handsome man. All that is changed the moment he becomes interested in conversation. His face lights up and becomes a very attractive face. He is animated in his conversation. His command of language is ample and he is a conversationalist of rare ability.¹⁴

12

Jamer Schermerhorn in an unidentified clipping, manifestly from a Detroit newspaper published in October 1925, now in the files of the Burton Historical Collection.

13

The Rev. Joseph A. Vance, quoted in the Detroit News, October 21, 1925.

14

Cyclopedia of Michigan (New York, 1900), 93.

True to his initial statement of policy, the Journal consistently supported the Republican Party. While he was owner-publisher, Mr. Livingstone served as a member of the Advisory Committee of the Republican National Committee in both the 1896 and 1900 campaigns, chaired the Michigan delegation to the National Convention at Philadelphia in June 1900, and wrote a history of the party from its beginnings in two thick volumes. According to a political contemporary, whose admiration is evident, despite his awkward prose:

In the great Presidential campaign which resulted in the defeat of William Jennings Bryan, the apostle of "Free Silver," and the election of William McKinley, the advocate of "Sound Money," Mr. Livingstone, through The Detroit Journal, rendered most conspicuous service, not only to the Republican party, but also to the country at large, in the able and persistent manner in which the subject was handled in the columns of the Journal that contributed largely to the grand final success which culminated at the polls. This was the most important campaign since the time of the election of the immortal Lincoln. Able men were divided, and the general voting public, not familiar with the subject in all its import, needed educating, and this was what the Journal by its grand exponents as contained in its editorials accomplished.¹⁵

In 1901, after McKinley had been returned to the White House, the Journal was sold for the second time; and henceforth Mr. Livingstone devoted his attention primarily to banking and to the improvement of Great Lakes waterways.

On April 19, 1900 he had been named president of the Dime Savings Bank of Detroit (so called because its original policy was to accept deposits of as little as ten cents), with which he had been associated as a stockholder, director, and vice-president since he had helped to organize it in 1884. He continued to hold this position until his death more than twenty-five years later. At various times during this period he was president of the Bankers Club of Detroit, the Detroit Bankers Association, and the Michigan Bankers Association; and, after two years on the executive committee, served as president of the American Bankers Association in 1911 and 1912. From 1915 on he was also president of the Detroit Clearing House Association.

In the course of his long tenure, the deposits of the Dime Savings Bank rose from less than \$2,500,000 to about \$50,000,000. On the only occasion when its assets were in danger, he met the crisis decisively. The Detroit Free Press of November 1, 1908 tells the story:

¹⁵

Ibid, 92.

Some erring and thoughtless employee placed a sign in the window of a branch of the Dime to the effect that the bank would be closed the next day. Of course it would - for the next day was a legal holiday, but this fact was not made apparent in the notice and the ignorant and suspicious believed the bank had failed. Then began the run. The Dime was besieged. It had plenty of money to pay every dollar it owed. Other banks said if it needed money the Dime could have it in unlimited amounts. Mr. Livingstone mounted a barrel on the sidewalk and assured the crowd in front of the bank that the Dime's depositors could have their money as fast as the tellers could pay it out; that his own money was in the bank and he knew it was safe. Business men knew the situation and as Mr. Livingstone said everything was all right they set a fine example by temporarily withdrawing money from other banks and walking into the Dime with cash in their hands to deposit. The storm died down. . . . The run did not hurt the bank; on the contrary it strengthened it, as it demonstrated beyond the shadow of a doubt the soundness of the institution.

Among the bank's best customers was Henry Ford, who had special reason to be grateful to Mr. Livingstone because the Journal was the first newspaper to publish an account of his car. In 1906, when Mr. Ford urgently needed \$175,000 at a very critical moment in his career, Mr. Livingstone arranged for a loan, which was repaid within six months. Subsequently the two men, and their wives, became close friends. Mr. Livingstone was among those to whom Ford turned for advice at the time he was planning construction of the huge River Rouge plant; and he spent most of the night before Ford sailed for Europe on the "peace ship" in 1915 trying to persuade him not to go.¹⁶

Probably no man has done more to benefit shipping on the Great Lakes than William Livingstone. His first public speech was a protest against building a low-level railroad bridge that threatened to obstruct navigation on the Detroit River, an ill-conceived project which he battled so tenaciously for years that largely because of his efforts the Michigan Central finally gave in and dug a tunnel instead.

16

Sidney Olson, Young Henry Ford: A Picture History of the First Forty Years (Detroit, 1963), 160-162; Allan Nevins, Ford, The Times The Man, The Company (New York, 1954), 330; Allan Nevins and Frank Ernest Hill, Ford, Expansion and Challenge, 1915-1933 (New York, c1957), 20, 202, 483, 643 note 5; William Adams Simonds, Henry Ford, His Life, His Work, His Genius (Los Angeles, 1946), 105, 154.

He campaigned with equal effectiveness on behalf of two major improvements in the canal at Sault Sainte Marie: the 515 foot Weitzel lock and the 800 foot Poe Lock, completed in 1881 and 1896 respectively; and in 1891, as a representative of the Detroit Board of Trade, he joined in issuing a call for a Deep Waterways Convention "to consider questions relating to much needed improvements in the channels of water communication through our Great Lakes, making twenty and twenty-one feet the minimum depth throughout their entire length; the location of lighthouses; the deepening of important harbors; and possibly the most feasible route for connecting these lakes with tide-water by a deep water channel that will float our largest vessels."¹⁷ One of the principal items reviewed when the convention met was a pamphlet entitled "The Twenty-Foot Channel," which he had prepared for the occasion. "Among vessel men," says a Detroit history published in 1898, "Mr. Livingstone is held in high esteem for his earnest and effective advocacy of all measures, means and influences tending to advance and protect their interests."¹⁸

Throughout the 1890's he was a member of an informal organization of shipowners known as the Lake Carriers' Association, with headquarters in Buffalo, and served for two terms as its president. Re-elected president in 1902, he participated in a major reorganization of the association which led to its being incorporated early in the following year, with objectives stated as follows:

1. To establish and maintain shipping offices for the convenient securing of seamen for vessels on the great lakes, their connecting and tributary waters.

2. To establish, maintain and procure the establishment and maintenance of aids to navigation; improve and secure the improvement of channels, docks, wharves, loading and unloading and terminal facilities.

3. To establish and maintain, by contract or otherwise, such amiable relations between employers and employed as will avoid the public injury that would result from lockouts or strikes in the lake-carrying service.

17

Lake Transportation. Proceedings of the Deep Waterways Convention Held at Detroit, Mich., December 17 and 18, 1891 (Detroit, 1892), 7.

18

Robert B. Ross and George R. Catlin, Landmarks of Wayne County and Detroit, revised by Clarence H. Burton (Detroit, 1898), 756.

4. To provide for the prompt and amicable adjustment of matters affecting shipping and the interests of vessel owners on the great lakes and their connecting and tributary waters."¹⁹

The headquarters of the Association was then moved to Detroit.

Mr. Livingstone remained president of the Lake Carriers' Association for twenty-three years. As an acknowledged expert on Great Lakes ports and channels, he appeared repeatedly before the Senate Committee on Commerce and the House Committee on Rivers and Harbors. Through testimony and personal contacts he was influential in persuading the Federal government to construct the 1,350 foot Davis and Sabin locks at Sault Ste. Marie, and deepen and straighten channels in the St. Mary's River, at the lower end of Lake Huron, and across Lake St. Clair. But the achievement which gave him the greatest satisfaction was his success in getting Congress to appropriate funds in 1907 for the Livingstone Channel in the lower Detroit River.

Twelve miles long, and terminating in the deep waters of Lake Erie, this channel . . . removed the menace of the Limekiln Crossing, that had long been the incubus of inter-lake commerce.

In the years when the lake freighters were ever increasing in size and number, the Limekiln Crossing had become the scene of more and more strandings. Indeed, so narrow was the natural passage at this point, that sometimes a stiff southwestern gale would drive the water ahead of it until a considerable stretch of the channel was left unnavigable for any save the smaller boats. Then whole fleets would be held up for hours, waiting for the water to resume its normal level.

The natural waterway at this point was the Amherstburg Channel, wholly on the Canadian side of the international border; but the increasing congestion of traffic and the advent of the six-hundred-foot freighter made this channel wholly inadequate.²⁰

¹⁹

Annual Report of the Lake Carriers' Association, 1903,

3.

²⁰

Wilson, loc. cit., 88, 91.

The Livingstone Channel to the west of Bois Blanc Island made an independent waterway for down-bound vessels and eliminated the possibility of collision with up-bound vessels at the Limekiln Crossing by avoiding it altogether.

One of the greatest engineering feats in the country up to that time, the channel was formally opened on October 19, 1912, by a colorful procession of more than 50 big vessels, which was described in The Iron Age Review²¹ as follows:

The plan of a channel for down-bound vessels exclusively was conceived by William Livingstone, president of the Lake Carriers' Association, and the appropriation of the necessary money by congress for the work was largely through his efforts. The channel was therefore named in his honor, and the bulk freighter William Livingstone, owned by G. A. Tomlinson, of Duluth, was the one selected to pass through the channel first under the pilotage of President Livingstone.

Arrangements were made to have all down-bound vessels that reached the St. Clair lightship by eight o'clock Saturday morning anchor until one o'clock when the Livingstone, which was moored at the Brush street wharf in the Detroit river, started down the stream.

Promptly at one o'clock, the Livingstone threw off her mooring lines and began her journey. Just as she did so, the fleet that had anchored began to appear at the head of Belle Isle. This flotilla of bulk freighters was under the direction of Captain J. H. Johnston, shore superintendent of the Cleveland-Cliffs Iron Co. The Livingstone was followed immediately by the excursion steamer Britannia, carrying 2,000 guests, and then came the fleet of bulk freighters and other available craft.

The Livingstone's progress down the river was in the nature of an ovation. Everything that had steam up saluted her to the end that her own whistle was rarely silent. She entered the Livingstone channel at 3:15, and rounded the Bar Point lightship at 4:30, where President Livingstone was transferred to the Britannia. . . .

21

October 24, 1912 issue, 785.

The day was an ideal one for the occasion, being one of the brilliant days that make October famous in this climate. The setting was a glorious one, and President Livingstone had reason to be proud of the manner in which the new channel was dedicated to commerce. It was undoubtedly the proudest day of his life.

Five years later at the age of almost 74 he again earned the gratitude of shipowners and crews by organizing and directing one of the most dramatic rescue operations in Great Lakes history.

In the fall of 1917 - with the World War approaching its climax - the eyes of the United States and its Allies turned toward the grain crop of our great prairie regions. Although this crop was less than had been expected, the overtaxed railroads were unable to handle their share of it, and an ever-increasing burden was thrown on the bulk freighters of the Great Lakes. . . . Thousands of tons of grain remained in the elevators, awaiting shipment, when the usual end of the shipping season arrived.

Made hopeful by an unusually mild November, the Food Administration asked the lake carriers to use every effort to prolong their season until December 20th - so that the grain and ore bins of the East might be stocked for the winter. . . .

On the night of December 4th the temperature at the head of the lakes began to drop with frightening rapidity. In the morning Duluth reported four degrees below zero. This was the first breath of an unprecedented cold wave. By December 10th the temperature in the northwestern lake regions was from ten to twenty below - and then a gale, accompanied by intense cold and a blinding snow-storm, swept down across the whole lake region from the head of Lake Superior - Duluth, Ft. William, and Port Arthur - to Buffalo, one thousand miles distant.

The lower rivers and channels, between Huron and Erie, were ice-locked almost overnight. Lake St. Clair, open water up to this time, became a sea of grinding ice piled up in places many feet deep. The Detroit and St. Clair rivers were frozen fast. The important passage from Whitefish Point, through the St. Mary's River and across the Straits of Mackinac, was also sealed. Even the western reaches of Erie succumbed to the cold. Traffic was paralyzed. More than a hundred great freighters, carrying grain and ore and other precious commodities, faced the appalling prospect of spending the winter hemmed in by insurmountable barriers of ice!

Commander in a fleet of ice-breakers that included most of the car ferries and tugs in adjacent waters, Livingstone /as president of the Lake Carriers' Association/ took personal charge of the attempt to smash through the lower rivers and channels, which in many places were frozen solid to a depth of eight to fourteen inches. Out in Lake Erie, great fields of wind-driven ice piled up in windrows five or six feet thick. And the mercury was at zero.

Thus began the famous fifteen-day battle in which lake history was made by Livingstone and the lieutenants who rallied to his aid with matchless courage and loyalty. Time and again it seemed that the unequal struggle would have to be abandoned. Channels laboriously gouged through shattered floes and packs would often fill in and freeze almost as soon as they were cleared - yet, yard by yard, rod by rod, mile by mile, the combat went on. Never before in the memory of lake men had ingenuity and force been massed on so tremendous a scale. Hundreds of sailors threw themselves into the struggle with the spirit of soldiers going "over the top." One by one the imprisoned freighters were released.

The climax of the fifteen-day fight was reached when twenty giant freighters that had been frozen fast in Lake St. Clair came limping along the river headed by eight ice-breaking car ferries and tugs. Their decks, inches deep in ice, Cyclopean icicles clinging to their steel hulls, cabins transformed into misshapen igloos, they looked more like polar ships than serious-minded freighters.

One hundred and thirteen steamships, in all, were released from their winter bondage and their precious cargoes were discharged. The last boat arrived in Buffalo on Christmas Day.²²

In spite of his heavy business and financial responsibilities, Mr. Livingstone always took an active interest in civic affairs. He served on the Detroit Park and Boulevard Commission for six years in all, three of them as its president; and acted as general chairman of the Liberty Loan committee for Detroit and Wayne County throughout five campaigns during the First World War. He was also an inveterate joiner.

22

Wilson, loc. cit., 51, 82, 84.

In addition to being a thirty-third degree Mason, a Knight Templar, and president of the Saint Andrews Society of Detroit, he is reported to have held membership in more than 100 clubs, societies, and organizations. "I wouldn't mind belonging to clubs if I didn't feel duty bound to carry the cards they send me," he once said, then pulled from an inside pocket a pack of membership cards as thick as a brick.²³

In his later years, Mr. Livingstone maintained two offices in the Dime Bank Building, one in the bank itself at street level, and the other in the headquarters of the Lake Carriers' Association on the twenty-second floor. "I'm going up to the hurricane deck and get a little air," he used to say, when he left the bank for the office at the top of the building. At the age of 80 he was still in possession of all his faculties, put in a full day's work six days a week, and seemed more active and alert than many men of half his years. On his 81st birthday he told reporters, "My favorite diversions are reading and walking in the out-of-doors." The death of his beloved wife, July 7, 1925, proved to be more than he could bear, however. "My father, until that day, was as active and happy as the day he came to Detroit," said his daughter Susan; but then a decided change came over him. Only a little more than three months later, on October 17, 1925, while working alone in the Lake Carriers' office he lay down to rest on his favourite couch near a window, from which he could watch the ships sailing up and down the river, and passed quietly away. The Free Press announced his death in front page headlines, and began its obituary with the words, "Next to Henry Ford, he was probably the most widely-known man in Detroit."²⁴

In a subsequent editorial, the same paper summed up his personality and career as follows:

William Livingstone was always the happy, gallant warrior. From the days of his youth, he fought a good fight, fought it energetically, skillfully, honorably and rather joyously. And it was in keeping with his life, for him to leave the scene of his campaigns and triumphs while still a figure in the field, the active, though veteran commander of forces of progress which he had been materially instrumental in marshalling.

Mr. Livingstone touched life with singular completeness, and wherever he touched it, he made himself felt. As a sailor, as a vesselman, as a politician in the higher sense of the expression, as a newspaper publisher throughout the period in which he directed the Detroit Journal, as a banker, as a designer of great constructive enterprises in the maritime and financial fields, he was a major force. He both

²³

Detroit Times, October 18, 1925.

²⁴

Detroit Free Press, October 18, 1925.

planned great matters and led them. He saw big things in a big way; and what he did for the development of Great Lakes commerce and shipping by bringing about the digging of the Livingstone cut and the construction of the larger locks at the Soo would alone give him a place as one of the chief instrumentalities in the development of the lake region.

For almost sixty-five years out of his eighty one, Mr. Livingstone was aggressively engaged in the business of growing up with Detroit; and he not only kept pace with the City of the Straits up to the very last, but now and again set a pace for it. Which was a great achievement for any man.

Mr. Livingstone himself confessed a preference for simple living. This in no sense meant that he lacked the social instinct. On the contrary, he sought his fellow men and knew them. He liked to work with them and play with them. He was the friend and comrade of all sorts and conditions of people. He was at home equally along the water front and in the club or drawing room. It was not to be expected that all would see eye to eye with a person as positive, as aggressive as he, or as blunt as he sometimes could be, but those who came into contact with William Livingstone, of necessity accorded him respect; and he was an object of genuine and deep affection for many thousands.

Because of his colorful nature, it was inevitable that among his friends and associates, Mr. Livingstone should extract the tribute of more or less informal and picturesque characterizing expressions which varied according to the differences in the cultural or social status of the people applying them. They were a significant revelation of the sharp impress the man made upon those with whom he came in contact. It was equally inevitable also that the vivid play of his imagination and the pungency of his speech on occasion should make Mr. Livingstone the subject of many a half merry, half affectionate anecdote and legend as the years passed. And as a man of heart who understood and loved his fellow human beings, he continually touched deeper responsive notes.

William Livingstone will live in memory both as a force in the upbuilding of human affairs and as a human personality. With his passing, a part of the vital spirit of Detroit seems to have gone away.²⁵

25

Detroit Free Press, October 19, 1925.

After the funeral in the First Presbyterian Church on October 20, 1925, in which his old friend Henry Ford took part as a pall bearer, he was buried beside his wife in Woodmere Cemetery.

In recognition of his services to lake shipping, the William Livingstone Memorial Lighthouse, a solid shaft of Georgia marble, 58 feet high, was erected on the northern tip of Belle Isle, at a cost of \$100,000 raised by private subscription, and formally presented to the City of Detroit on October 17, 1930, the fifth anniversary of his death.²⁶

26

In addition to the sources cited in the previous footnotes, the following have provided some information: William Livingstone, Livingstone's History of the Republican Party (Detroit, c 1900), II, 255; Albert Nelson Marquis, ed., The Book of Detroiters, 2d ed. (Chicago, 1914), 309; Who's Who in America, 1924-1925 (Chicago, 1924); The National Cyclopaedia of American Biography (New York, 1936), XXV, 239-240; Dictionary of American Biography, XL, 327-328; Clarence M. Burton, ed., The City of Detroit, Michigan, 1701-1922 (Detroit, 1922), IV, 876, 879; Clarence M. Burton and M. Agnes Burton, eds., History of Wayne County and the City of Detroit, Michigan (Chicago, 1930), I, 646, II, 1250, 1253, III, 26-27; Silas Farmer, History of Detroit and Wayne County and Early Michigan, 3rd ed. (Detroit, 1890), 101, 785, 792, 871; Norman Beasley, Freighters of Fortune, The Story of the Great Lakes (New York, 1930), 217, 219-221; International Joint Commission (U.S. and Canada), Livingstone Channel Reference, Proceedings (Washington, 1917), 68-82, 202-205; Annual Reports of the Lake Carriers' Association, especially 1902, 1912, 1925; Detroit City Directories (with varying titles), 1865-1892; Detroit Free Press, Nov. 1, 1908, Oct. 19, 1912, Jan. 21, 22, and 26, 1924, Nov. 5, 1926, Oct. 18, 1930; Detroit News, Dec. 29, 1923, Oct. 18 and 20, 1925; Detroit Evening News, Oct. 20, 1925; Detroit Times, Oct. 18 and 21, 1925; New York Times, Oct. 18, 1925; Michigan Manufacturer and Financial Record, June 28, 1930, 20; Detroit Boat Club News, Nov. 1930, 5, 13; M. Agnes Burton, Thomas W. Palmer (Detroit, 1914).

Children of William and Susan Ralston (Downie) Livingstone:

1. William Allan Livingstone, born in Detroit January 13, 1867.
(See page I - 27).
2. Margaret Livingstone, born in Detroit October 25, 1869.
(See page I - 29).
3. Helen Edith Livingstone, born in Detroit September 9, 1871,
died in Detroit March 6, 1930.
4. Susan Alice Livingstone, born in Detroit October 12, 1873,
died in Detroit December 30, 1944. Buried in Woodmere
Cemetery.
5. Robert Bruce Livingstone, born in Detroit October 23, 1875.
(See page I - 31).
6. Florence Mildred Livingstone, born in Detroit March 22, 1881.
(See page I - 34).
7. Seabourn Rome Livingstone, born at sea June 6, 1888.
(See page I - 37).
8. Thomas Witherell Palmer Livingstone, born in Detroit November
20, 1891. (See page I - 38).

William Allan Livingstone,¹ eldest of the eight children of William and Susan Ralston (Downie) Livingstone, was born in Detroit January 13, 1867, attended local public schools and Capitol High School, and received his B.S. in Mechanical and Marine Engineering from the University of Michigan in 1889. While still a university student, he acted as book-keeper for the Michigan Navigation Company, and after graduation became its secretary, as well as secretary of the Percheron Steam Navigation Company. Although he practiced for a while as a consulting engineer, his interest turned in quite a different direction when he became active manager of the Detroit Photographic Company in the 1890's. This company supplied photographs for use as book and magazine illustrations and for advertising specialties such as calendars and blotters, as well as large prints for framing, and lantern slides. In the summer of 1897 Mr. Livingstone went to Zurich and acquired from the Swiss owners exclusive rights to a newly-developed color printing process known as Photochrom. To exploit the process a new factory was built and a subsidiary firm was organized - the Photochrom Company, which was entirely owned and controlled by the Detroit Photographic Company and had the same officials. Subsequently both enterprises were combined under a single name, the Detroit Publishing Company.

Next to the Photochrom process, the company's greatest asset was the huge stock of negatives which were placed at its disposal by the great landscape photographer William Henry Jackson, who became part owner of the factory in 1898 and remained with the company for 26 years. In his autobiography he says:

The plant . . . employed about forty artisans and a dozen commercial travelers. Our business was the production of color prints, by a process hardly improved today, in sizes varying from postal cards to the largest pictures suitable for framing. We specialized in photographic views and world-famous oil paintings, and our annual volume, from the largest to the smallest reproductions, was about 7,000,000 prints. Retail salesrooms were maintained in Detroit, New York, Los Angeles, London, and Zurich. Our 242-page catalogue went to all parts of the world.²

1

Albert Nelson Marquis, ed., The Book of Detroiters, 2nd ed. (Chicago, 1914), 310; Detroit Free Press, Oct. 28, 1924; Detroit City Directory, 1888, 1891, 1892; Jefferson R. Burdick, The Handbook of Detroit Publishing Co. Post Cards (Syracuse, N.Y. 1954).

2

William Henry Jackson, Time Exposure (New York, c1940), 324.

Mr. Livingstone was named president and general manager of the Detroit Publishing Company, and continued to hold these positions throughout the remainder of his career.³ While thus engaged he played a major part in the founding of the Print Publishers' Association of the United States, of which he was the first president, and was largely responsible for the enactment of a copyright law covering prints, photographs, and music. He served as one of the public lighting commissioners of Detroit from 1896 to 1899, as trustee and treasurer of the Detroit High School Scholarship Association, and as chairman of the house committee of the Detroit Club for several terms. In addition he was active in the Detroit Boat Club and the University Club. He died in St. Mary's Hospital in Detroit October 26, 1924.

3

For more on the Detroit Publishing Company see account of Robert Bruce Livingstone, page I - 31.

Margaret Livingstone, second of the eight children of William and Susan Ralston (Downie) Livingstone, was born in Detroit October 25, 1869, and died in Pittsburgh, Pennsylvania, December 4, 1943. She married at Grosse Ile, Michigan, June 14, 1893, James Crampton Scott, who was born in Detroit October 3, 1869. Both she and her husband were buried in Woodmere Cemetery, in Detroit.

Children:

1. William Livingstone Scott, born in Detroit August 7, 1895, married in Beaver Falls, Pennsylvania, June 4, 1927, Winifred Louise Snyder, born March 10, 1904, in Morgantown, West Virginia.

Children:

- (i) William Livingstone Scott, Jr., born in Pittsburgh February 1, 1928, married in Detroit Kathleen Gillette, born in Detroit April 19, 1929. Divorced April 23, 1965 at Santa Clara, California.
- (ii) James Snyder Scott, M.D., born in Detroit February 23, 1930, married in Detroit Ruth Kathryn Ball, born in Detroit April 28, 1928.

Children:

- (1) Susan Ruth Scott, born in Detroit July 13, 1956.
 - (2) Kimberly Ann Scott, born at Fort Stewart, Georgia, May 12, 1959.
 - (3) James Carroll Scott, born in Lansing, Michigan, April 18, 1961.
 - (4) Jean Marie Scott, born in Lansing, Michigan, May 17, 1963.
2. Susan Helen Scott, born in Detroit May 8, 1900, married in Pittsburgh, December 1, 1928, Newton Earle Tucker, son of Frederick Newton and Leila Adams (Seymour) Tucker, born in Hartford, Conn., November 23, 1902.

Children:

- (i) Margaret Livingstone Tucker, born in Pittsburgh, Pa.; April 29, 1930, married in Pittsburgh, January 30, 1954, Peter Trucman Thompson, born October 15, 1929.

Children:

- (1) Trucman Scott Thompson, born in Pittsburgh August 26, 1956.
 - (2) Susan Tucker Thompson, born in Pittsburgh February 19, 1958.
 - (3) Barbara Cross Thompson, born in Swarthmore, Pa. May 8, 1960.
 - (4) Joseph Camillus Thompson, born in Swarthmore, Pa., October 11, 1963.
- (ii) Ann Ralston Tucker, born in Pittsburgh, Pa., October 29, 1933, married in Pittsburgh, March 24, 1956, Dennis Frederich Hoeffler, born August 24, 1931.
- (1) Frederich Peter Hoeffler, born in Key West, Fla., January 22, 1959.
 - (2) Theodore Newton Hoeffler, born in Key West, Fla., July 15, 1960.

Robert Bruce Livingstone,¹ fifth child of William and Susan Ralston (Downie) Livingstone was born in Detroit October 23, 1875, and married in Los Angeles, California, August 28, 1912, Grace Litchfield Jacobs, a daughter of Charles Huntington and Mary (Hubbard) Jacobs, who was born in Detroit August 13, 1887.

He did not attend college, but became associated with his eldest brother William Allan Livingstone in the Detroit Publishing Company. The two made an unusually good team as Will was the executive type, and Rob a remarkable salesman. Among his best customers were the Metropolitan Museum in New York, the Corcoran Gallery of Art in Washington, the Philadelphia Museum of Art and other museums, which gave the company the sole right to make color reproductions of their paintings. Another was Fred Harvey, owner of a chain of hotels and restaurants along the route of the Santa Fe Railroad, who ordered quantities of post cards of scenic attractions in the Southwest. The coloring on the company's "Phostint" cards was far superior to anything available on other American post cards until recent years, and the artistic composition of the best of them has not been surpassed even in these days of Kodachrome. Mrs. Livingstone wrote many of the captions for the cards, as well as short descriptive leaflets to accompany cards sold in sets.

The Photochrom process was a closely guarded business secret. According to an historical sketch of the Detroit Publishing Company, written in 1954:

The exact method was never revealed and even today many experts in the graphic arts do not know the full details. It is known as an "asphaltum" process, the pictures being printed from finely grained lithographic stones with an asphalt coating. Continuous tone negatives are used exclusively, with no half-tone screen. One reason for the many varieties is that the plate had a very limited life after being placed in the press. However they could be polished off and reglazed. Nine or ten colors were used, which gave the fine color values. The stones came from Bavaria. The process is complicated, lengthy, and painstaking, requiring three or four times the usual amount of man-hours to prepare a single card for the press man.

Information from Mrs. Robert Bruce Livingstone; Detroit Free Press, March 18, 1936; William Henry Jackson, Time Exposure (New York, c1940), 329-330.

During the second decade of the century the post card business gradually declined in volume but other lines of work made it possible to keep the firm in a prosperous condition. Other publishers, using less expensive printing methods, made it difficult to compete for the post card trade but an acknowledged superior product enabled the company to hold the hard core of a sustaining business. World War I was survived in good shape but the recession of 1920-21 dealt a crippling blow from which the firm never fully recovered.²

When Robert Livingstone took over as manager following the death of his brother in 1924, deficits had reached such a volume that receivership became inescapable. He was idolized by the workmen in the factory in West Detroit; and for the next eight years, under receivership, he did his best to hold the business together, hoping to the very end that he could somehow save it. But by 1932, with the country in the depths of a depression, it became clear that further efforts were useless and a final liquidation of the firm's assets was made.³

Mr. Livingstone died in Detroit March 17, 1936.

Child:

1. Mary Hubbard Livingstone, born in Pasadena, California, August 21, 1914. Attended Cas'Alta, Florence, Italy, 1929-1930. Graduated from Liggett School, Detroit, 1932. A.B. Stanford 1936, B.S. Simmons 1937. Private secretary to Douglas Orr, architect, New Haven, Connecticut, 1937-1940, and to Francis Spaulding, dean of Harvard Graduate School of Education, 1940-1941. Member of Sigma Gamma Association of Detroit, Colonial Dames of America, Chapter III, and board of directors, Friends of the National Zoo, Washington, D.C. Married in Christ Church, Cambridge, Massachusetts, August 28, 1941, David Sanders Clark, son of Harold Terry and Mary Ermina (Sanders) Clark, born in Cleveland, Ohio, August 9, 1914, A.B. Yale 1936, Phi Beta Kappa, M.A. Harvard 1939, who is currently a management specialist in the Office of the Secretary of Defense.

2

Jefferson R. Burdick, The Handbook of Detroit Publishing Co., Post Cards (Syracuse, N.Y., 1954).

3

Edsel Ford rescued William Henry Jackson's 40,000 glass plate negatives, which were subsequently purchased by the State Historical Society of Colorado. A few of the Detroit Publishing Company's catalogs are preserved in the Library of Congress.

Children:

- (i) David Livingstone Clark, born in Boston, Massachusetts, June 3, 1942. Married in Washington, D.C., June 19, 1965, Teresa Salas, daughter of Dr. Alberto A. Salas and Laura Gamarra de Salas, born in Cuzco, Peru, June 27, 1938.
- (ii) Jonathan Sanders Clark, born in Bethesda, Maryland, December 28, 1944.
- (iii) Mary Hubbard Clark, born in Washington, D.C., October 23, 1949.

Florence Mildred Livingstone, sixth of the eight children of William and Susan Ralston (Downie) Livingstone, was born in Detroit March 22, 1881. She married in Detroit, June 2, 1908, John Ripley Odell, son of Samuel Woodruff and Lelia Delite (Ripley) Odell, who was born in Shelby, Michigan, September 25, 1879 and died in Detroit October 1, 1936. Her husband was buried in Woodlawn Cemetery, Detroit.

Children:

1. John Ripley Odell, Jr., born in Detroit November 25, 1911, married in Grosse Pointe, Michigan, June 7, 1945, Edith Jane Scotten, born in Detroit December 6, 1912, daughter of Walter and Edith Annie (Morton) Scotten.

Child:

- (i) Ripley Scotten Odell, born in Detroit March 11, 1950.
2. Florence Livingstone Odell, born in Detroit December 3, 1914, married in Grosse Pointe Farms, Michigan, June 25, 1938, William Hendrie Ledyard, born in Detroit April 7, 1910, son of Henry and Mary Alice Maude (Hendrie) Ledyard.

Children:

- (i) John Odell Ledyard, born in Detroit April 4, 1940, married in Lafayette, Indiana, February 6, 1965, Margaret Holm, born October 7, 19 , daughter of Russell Holm
- (ii) Phyllis Hendrie Ledyard, born in Detroit November 25, 1942.
- (iii) Florence Livingstone Ledyard, born in Detroit June 23, 1950.
3. Susan Delite Odell, born in Detroit September 25, 1916, married in Grosse Pointe Farms, January 28, 1944, Grant Eddy Armstrong, son of Aikman and Grace (Eddy) Armstrong, born in Detroit January 10, 1916.

Children:

- (i) Peter Aikman Armstrong, born in Detroit December 16, 1946.
- (ii) John Ripley Armstrong, born in Detroit June 24, 1949.
4. Helen Lucenia Odell, born in Detroit March 12, 1920, married in Florida, May 19, 1942, Traver Clinton Smith, son of Traver Smith.

Children:

- (i) Susan Catherine Smith, born August 5, 1943.
- (ii) Traver Clinton Smith, Jr.
- (iii) Theodore Hilliard Smith, born November 29, 1952.

Seabourn Rome Livingstone¹ was born June 6, 1888, while his father and mother, William and Susan Ralston (Downie) Livingstone, were crossing the Atlantic aboard the steamship "City of Rome" en route to Detroit. The seventh of their eight children, he attended Detroit University School and the University of Michigan, graduating in 1911 with a bachelor's degree in marine engineering. For the next six years or so, he held various positions with the Northern Engineering Co., the Ford Motor Co., and the Detroit Gauge & Stamping Co. After war service as a Lieutenant (j.g.) in 1918, he became an investment banker, and was also active in real estate and industry. In addition to serving as president of the Detroit Stock Exchange in 1952, he was president, treasurer, and director of the St. Clair Rubber Co.; chairman of Michigan Bakeries, Inc., of which he was a founder; president of the 16501 Woodward Corp., a real estate firm; vice-president of Charles A. Parcels & Co., brokers; director of the Port Huron Sulphite & Paper Co. and the Jersey Farm Baking Co.; and secretary and director of the estate of Hugo Scherer.

He married in Grosse Pointe Farms, Michigan, October 23, 1920, Marion Henrietta Scherer, daughter of Hugo and Clara (Schmidt) Scherer, who was born in Detroit October 7, 1897.

Mr. Livingstone died at Ford Hospital in Detroit, August 16, 1961, and was buried in Woodlawn Cemetery.

Children:

1. Seabourn Scherer Livingstone, born in Grosse Pointe Farms June 16, 1923.
2. Marion Helen Livingstone, born in Grosse Pointe Farms May 16, 1926. Married, first, in Grosse Pointe Farms, July 1, 1943, Forbes Howard, of Boston, Massachusetts; divorced. Married, second, in Grosse Pointe Farms, April 11, 1964, Peter Spender; divorced.

Child:

- (i) Lynn Howard, born in Detroit May 3, 1951.

1

Detroit Free Press, August 18, 1961; Information from Mrs. William H. Ledyard; University of Michigan, Catalogue of Graduates, Non-Graduates, Officers, and Members of the Faculties, 1837-1921 (Ann Arbor, 1923), 341.

Thomas Witherell Palmer Livingstone,¹ youngest of the eight children of William and Susan Ralston (Downie) Livingstone, was born in Detroit November 20, 1891. Known as Palmer to his family and associates, he was named after his father's close friend Senator T. W. Palmer. After graduating from the Detroit University School in 1909 and receiving a bachelor's degree in Marine Engineering from the University of Michigan in 1914, he became a clerk in the Peoples State Bank, but transferred to the foreign exchange and credit department of the Dime Savings Bank two years later.

When war was declared in 1917, he was among the first candidates to attend the officers training camp at Fort Sheridan, Illinois. Commissioned as a second lieutenant, he went overseas with the Sixteenth Engineers, a regiment recruited in and around Detroit by Col. Harry Burgess and Major John H. Poole. While in France he served for a time as assistant to the chief engineer of the Fifth Army Corps and was promoted to captain.

Within two years after his return to the Dime Savings Bank in 1919, he advanced from assistant cashier to vice-president and cashier, and on July 17, 1923 was named to the board of directors. On October 29, 1925, twelve days after his father died, he was elected to succeed him as president, thereby becoming, at age 34, one of the youngest bank presidents in the country. This position he held until 1929 when the Dime Savings Bank and the Merchants National Bank were merged to form the Bank of Michigan, with resources of approximately \$100,000,000. He served as president of the Bank of Michigan until it was consolidated with the Peoples Wayne County Bank in 1930, and then as vice-chairman of the board of the latter until it in turn was succeeded by the National Bank of Detroit in 1933.

On January 10, 1929, he married, in Detroit, Elizabeth Trowbridge Wilkins, daughter of Ross and Mary (Ward) Wilkins, and great-granddaughter of Charles C. Trowbridge, who was mayor of the city in 1835. She was born in Detroit April 24, 1896, attended Liggett School, and graduated from Vassar College in 1919. Prior to marriage, she worked for several advertising agencies in New York and as director of the Detroit League for the Handicapped. An extremely

1

Clarence M. Burton and M. Agnes Burton, eds., History of Wayne County and the City of Detroit, Michigan (Chicago, 1930), III, 27-28; Who's Who in Detroit, 1935-36 (Detroit, 1935) 206; The Detroit News, October 30, 1925, April 17, 1929, September 27, 1929; Detroit Free Press, May 2, 1950, March 8, 1963; University of Michigan, Catalogue of Graduates, Non-Graduates, Officers, and Members of the Faculties, 1837-1921 (Ann Arbor, 1923), 353; Information from Mrs. Joseph D. Cushman, Jr., Mrs. Peder Field, and Mrs. William H. Ledyard.

capable and conscientious person, she was a member of the board of the Franklin and Tau Beta settlements, helped found the Junior League Senior Center and the Young Artists' Market, and served for a number of years as the director of education and information for the United Community Services of Metropolitan Detroit. She was also active in Liggett School alumnae affairs. In 1960 she was awarded an honorary doctor of arts degree in social work from Wayne State University, in recognition of her "creative and constructive contribution to the civic life of the community."

Mr. and Mrs. Livingstone were divorced in 1943 or 1944. He died at Harper Hospital in Detroit on April 30, 1950, and was buried in Woodmere Cemetery. She died at Ford Hospital in Detroit on March 7, 1963.

Children:

1. Elizabeth Helen Livingstone, born in Detroit May 4, 1930, married in Detroit, December 30, 1955, Peder Field, born in Detroit September 15, 1929, adopted son of George Leslie and Pauline (Brokaw) Field.

Children:

- (i) Peder Michael Field, born in Detroit March 17, 1957.
- (ii) Susan Leslie Field, born in Fair Haven, N. J., December 30, 1961.

2. Mary Susan Livingstone, born in Detroit January 7, 1932, married in Grosse Pointe Farms, July , 1955, Joseph David Cushman, Jr., born in Titusville, Fla., June 1, 1925, son of Joseph D. Cushman, Sr., and Dorothy Frances (Smith) Cushman.

Children:

- (i) David Knight Livingstone Cushman, born in Cocoa, Fla., August 10, 1956.
- (ii) William Claybrook Cushman, born in Tallahassee, Fla., March 22, 1962.

PART II

RELATED FAMILIES

Note

Pages in Part II are arranged alphabetically by family name rather than numbered. This has been done to permit subsequent insertion of accounts of other related families on which information has yet to be found or more biographical material on individuals already covered, without disrupting the pagination or requiring extensive re-cutting of stencils.

For the convenience of readers who may wish to do further research on one or another of the families described herein, the sources for each account have been listed separately and fully enough so that they should be easy to find in a library card catalog.

CURRIE

Stewart Currie, born probably in the 1770's, lived in the village of Bonhill, Dumbartonshire. In the register of the parish church appears the following entry:

29th December 1798. Stewart Currie at Bonhill came this night and intimated his purpose of marriage with Margaret Houston at the Grocery,² desiring the same to be duly proclaimed in the Church at Bonhill which was done and they were Married.

He and his wife had at least two children, whose births are both recorded in the Bonhill parish register: James (cf whom below), and Margaret Currie, born December 31, 1805. Each child is said to have had blue eyes and fair hair.

James Currie, born July 31, 1801, married Susannah Smollet Lindsay in Bonhill soon after July 12, 1822, the date when their intentions were recorded in the parish register. (See LINDSAY.) After living successively in Bonhill and the nearby town of Renton in Dumbartonshire, and apparently also in Strathblane, Stirlingshire, he and his wife moved to Glenfield on the southern outskirts of Paisley. Here he entered the employ of William Fulton & Sons, cloth finishers, whose factory, known as the "Glenfield Works", is still standing though no longer in use. In the 1851 census of Paisley his occupation is given as "scourer of wool," and in the 1861 census as "shawlmaker," but he eventually rose to the position of "foreman cloth finisher" and manager of the Glenfield Works. He died at Glenfield March 29, 1873, four years before his wife. They had six children:

1. Elizabeth Currie, born in Bonhill about 1823.
2. Robert Currie, born in Bonhill December 20, 1824.

1

MS. parochial registers, 1851 and 1861 census schedules for Paisley, and post-1855 birth, marriage, and death registers, all in the General Register Office, Edinburgh; The Paisley Herald and Renfrewshire Advertiser, April 5, 1873; Paisley Daily Express, January 25, 1895; Sheriff Court of Renfrewshire, Register of Inventories, etc., Vol. 57, fol. 807-10, Vol. 60, fol. 827, Vol. 68, fol. 950, in Scottish Record Office, Edinburgh; Robert Downie, Surviving Descendants of John and Janet Sproul Downie (Detroit, 1928).

2

The Grocery was a hamlet across the River Leven from Bonhill which subsequently developed into the town of Alexandria. - Joseph Irving, The History of Dumbartonshire, 2d ed. (Dumbarton, 1860), 331.

3. John Currie, born in Bonhill November 26, 1826, became a starch manufacturer and made his home in Paisley. He died at Inveraray August 25, 1889, leaving a widow, Isabella (Glover) Currie, but no children.
4. Margaret Currie, born in Dumbartonshire, probably at Renton, September 26, 1828, first met her future husband Robert Downie on Hallowe'en night, October 31, 1845. From that time on, he wrote, "we kept company until death parted us," more than 47 years later. They were married in the parish of Low Paisley by the Rev. Robert Cairns on June 16, 1848, and four days afterwards left for the United States, as related in the account of the DOWNIES. She died in Detroit March 17, 1893.
5. Janet Currie, born in Renton about 1834, married a Mr. Auchincloss. When the 1861 census of Paisley was taken, she was listed as a widow with two children, James and Susannah, aged 4 and 2.
6. Peter Currie, of whom below.

Peter Currie, born in Renton in 1838, went to work for William Fulton & Sons as soon as he was out of school and spent his entire career with the firm, ultimately becoming managing director after the death of his father. He married Jessie McNaughton, born about 1843, daughter of Daniel McNaughton, a wool dyer, and Jane (McCulloch) McNaughton. The wedding took place in Stirling on June 7, 1865, although both were residents of Paisley at the time. Peter Currie died at Glenfield January 24, 1895, when only 57, leaving an estate valued at over £ 55,000. "The news of the sad event," reported the Paisley Daily Express, "has occasioned deep regret among the large staff at the Glenfield [establishment] and amongst the many folks in town who respected him for his good works. . . . He was not a public man, but all matters relating to the management of the affairs of this town and of the county had a great interest for him." His wife died at Harrogate, England, December 18, ?1913?, and was buried in Woodside Cemetery, Paisley. Their spacious house on a hilltop not far from the Glenfield Works is still in existence, but the once beautiful countryside around it is rapidly being covered over by new housing developments. They had four daughters and one son:

1. Jeanie Currie, of whom below.
2. Susannah Currie, born at Glenfield February 18, 1869. Unmarried.
3. Elizabeth Currie, born at Glenfield July 9, 1871. Unmarried.
4. Helen Jessie Currie. Unmarried.
5. James Currie, who married Mary Smith.

Child:

(i) Jessie McNaughton Currie, of Sydney, Australia.

Jeanie Currie, born in Paisley March 24, 1867, died in Glasgow January 9, 1918. She married in Paisley, June 19, 1889, Alexander Russell, a writer (i.e. solicitor), son of Thomas and Christina (Maxwell) Russell, who was born in Blantyre, Lanarkshire, April 17, 1859, and died in Glasgow March 29, 1917. Children:³

1. Thomas Russell, born December 5, 1891, killed in action in First World War while serving with the 5th Scottish Rifles (Cameronians).
2. Jessie Constance McNaughton Russell, born September 28, 1893, married in Glasgow, August 6, 1919, Herbert Edward Reed Jones, a banker. Now a widow, she resides in Crail, Fife.
Children:
 - (i) Sheina Florence Russell Jones, born in Coldstream, Berwickshire, November 24, 1920.
 - (ii) Charles Stuart Jones, born in Perth July 10, 1924, married Margaret Janet Goodsir in Kirkcaldy, April 2, 1965.
3. Peter Currie Stuart Russell, born July 4, 1895, killed in First World War while in the Royal Flying Corps.
4. Christina ("Ena") Maxwell Russell, born May 5, 1898, married at Bridge of Earn, June 10, 1928, James Chalmers MacKnight, minister of the Church of Scotland. Since her husband's death, she has made her home in Edinburgh.
Children:
 - (i) James Russell Chalmers MacKnight, born in Dundee January 27, 1931.
 - (ii) Jean Currie MacKnight, born in Dundee October 6, 1933.
 - (iii) Constance Rosemary Jessie MacKnight, born in Dundee December 27, 1935.

3

The information which follows was provided by Mrs. Jones, Mrs. MacKnight, and Mrs. Stanley Russell.

5. Alexander Russell, died in infancy.
6. Stanley Livingstone Russell, film director and producer, born in Glasgow August 9, 1905, died July 16, 1964. He married in Glasgow, April 24, 1950, Janet Jack, daughter of George and Mary (Thomson) Jack, born June 20, 1916, who now lives in Glasgow with their children:
 - (i) Alexander George Russell, born in Glasgow January 30, 1953.
 - (ii) Susan Mary Russell, born in Glasgow April 2, 1957.

DOWNIE

Although the surname is said to have been derived from the old barony of Duny or Downie in the parish of Monikie, Angus, the first Downies with whom this account is concerned lived in the vicinity of Camelon, Stirlingshire, which is situated near the eastern end of the canal connecting the Firth of Forth and the River Clyde. A mooring place on the canal is still called Port Downie, and there is also a Port Downie Foundry. Now virtually absorbed by the adjacent town of Falkirk, Camelon is one of the few places in Scotland with a name that appears to date from the time of the Romans, who established a fort there to guard the Antonine Wall.²

The family has been traced back only as far as a Mr. Downie (first name unrecorded) who owned and operated an oatmeal mill in Camelon in the 18th century, near Lock No. 16 on the Forth and Clyde Canal. Nothing further is known of him except that he was killed by being caught in the machinery of his mill, and was succeeded in business by a son John. In an effort to identify him further, a search was made of parochial registers. References were found to Sebastian and Margaret (Reddoch) Downie, married in Falkirk parish January 26, 1738, who had a son John born there March 25, 1744, and to John and Mary (Burnet) Downie of Polmont parish, who had a son John born August 24, 1749. But as the occupations of Sebastian of Falkirk and John of Polmont were not given, there is no way of telling whether either of them was the miller.

John Downie, who took over operation of the oatmeal mill, in turn had a son,

John Downie, who was trained as a blacksmith and moved to Paisley in Renfrewshire when a young man to practice his trade. He married Jean Reid, a native of Paisley, by whom he had three children: John (of whom below), Jean and Margaret. As the result of a quarrel with

1

George F. Black, The Surnames of Scotland, Their Origin, Meaning, and History (New York, 1946), 219; James Hunter Downie, Family Records, Ancient History, and Stories of Scotland (San Antonio, n.d.); Robert Downie, Surviving Descendants of John Downie, Born Paisley, Scotland, 1787, and Janet Sproul Downie, Born Paisley, Scotland, 1789 (Detroit, 1928); Information from MS. parochial registers of Falkirk, Polmont, Low Paisley, and Abbey Paisley in General Register Office, Edinburgh, supplied by Scots Ancestry Research Society.

2

Ordinance Survey, Map of Roman Britain, 3rd edition (1956).

his wife and her mother, he left home when the children were still very young, and enlisted in the 42nd Highlanders (the Black Watch) at Glasgow July 10, 1790. Subsequently his name appears on muster rolls of the regiment dated Edinburgh Castle, Fort Augustus in the Highlands, Portsmouth, and Southampton. He embarked for the West Indies in December 1794, was promoted to corporal September 24, 1795, and died on the island of St. Vincent October 8, 1795.³ His son,

John Downie, born in Cotton Street, in the parish of Abbey Paisley, June 3, 1787 and baptized June 10, married, probably about 1808, Janet Sproul (See SPROUL). With her loyal and capable assistance, he rose from poverty to become a manufacturer of the famous Paisley shawls.⁴ Their story is told by their son Robert in the paragraphs quoted below.⁵ All places and streets mentioned are in Paisley.

My grandmother, my father and his two sisters lived together until father and mother got married and went to housekeeping on their own account. That house was in Seed Hills. My father was never at school except the month when he went to practice writing. He became a very good scholar when he came to middle life. He learned to be a weaver, but he was more than a common weaver. He was often employed to set up the looms and harness for the weavers who were but hewers of wood and drawers of water in the shawl business. . . . /In 1810/ father became very ill. Confinement at the loom did not agree with him, so mother and he rented a field, got a farmer to plough it and both set to work and planted potatoes.

3

Memorandum re John Downie from Public Record Office, January 24, 1934, reproduced in Downie, Family Records, 8; MS. muster rolls of His Majesty's 42nd or Royal Highland Regiment, W.O.12:5480, 28, 30, 32, 34, 36, 38, 40, 43, 46, 48, 50, in Public Record Office, London.

4

"The first of what are known as Paisley shawls were woven in the town about the year 1805. They were copies of Indian shawls sent to this country as gifts to their women-folk by officers and men of the Army of the Honourable East India Company. Woven of very fine materials, the best being a mixture of silk and Cashmere wool, they leapt immediately into popular favour, and very soon their production had become one of the staple industries of Paisley, to continue so for a matter of sixty years." - C. Stewart Black, The Story of Paisley (Paisley, 1948?), 165.

5

The full text of the account by Robert Downie (1823-1904), from which these extracts have been taken, will be found in Surviving Descendants of John Downie and Janet Sproul Downie.

By the time the potatoes were dug, father had gotten well again, and the potatoes were a grand crop. The house was on the ground floor, so mother cleaned her kitchen out and made a potato shop and retailed the whole field of potatoes at good prices. They now had a bunch of money. Father then bought a small warp, set to work and drew a pattern got it all arranged and started to work on a shawl. He had to buy all the colors for the weft. When the shawl was finished, Mother washed and ironed it. Father set off to a shawl merchant in Glasgow, showed it to him. "Who made that shawl?" "I did the designing and weaving myself." "How many looms have you?" "One." "What is your price for all?" Then he told his price. "Well, I will take the web at the same price." He worked away about two years and made some money.

Then . . . [in 1812] I think Father got another loom set up and hired another man. They kept working away. Trade grew and they prospered. . . .

Then they moved to the north side of the town, got four looms going. Father superintended the work and drew all the patterns and sold all the goods, while Mother washed and ironed them. . . .

After a while they moved to Bartenholm, when on March 21, 1823, I first saw the light of day. Father's health had greatly improved. Then they got six looms running and were making some money. By the time I was fifteen months old they moved to Caldside Street, disposed of all the looms and hired weavers who owned their own looms, got a room for his warehouse in the same building. Then in about five years he removed his warehouse to corner of George Street and Causeyside⁶ and had quite a large business. Employed two pattern drawers and worked sometimes at it himself.

6

The Paisley and Johnston Directory, by George Fowler, 2nd edition (Paisley, 1828) lists "John Downie, manufacturer," at 165 Causeyside, as does Fowler's New Commerical Directory of the Principal Towns and Villages in the Upper Ward of Renfrewshire for 1829-30 (Paisley, 1829). Fowler's directories for the years 1830 through 1833 give his address as 193 George Street, and those for 1834 through 1839 as 169 George Street. Copies of all these directories and others cited in foot note 10 are in the Paisley Public Library.

About that time he had James Ronald and John Marshall who were both pattern drawers. James Ronald was working with Father when he married sister Ellen. He then had from twenty-five to seventy-five weavers working shawls and sometimes from six to over twenty girls sewing and putting on borders, fringes and doing colored embroidering. . . .

. . . Then father removed his house to the bottom of the Brae where we had a large garden. That was on the east side of the street. . . .

About that time [1837?] Matthew Tannyhill⁷ called on father and asked if he would like to have a partner. He was sent by James Coats, thread manufacturer,⁸ who wanted to get one of his sons into that business, I do not know which of the sons, but it was either Thomas or Andrew. He offered to give him \$500 to make a start, but father said "No". Mr. Tannyhill was the youngest brother of the poet⁹ and for many years was a great friend of my father's. Before leaving Georgie St. on Causeyside father got into trouble. Thomas Dick a shawl merchant had at that time all the shawls he made sent to him to sell on commission. Messrs. Baird and Wallace, large manufacturers of shawls also sent their shawls to Thomas Dick. Baird and Wallace wanted to borrow \$5000 so Mr. Dick asked father to endorse the note and he did. Baird and Wallace failed before the note was due and it drove father to the wall. John Baird was a great cronie of father's from his boyhood. He called a meeting of his creditors and made a statement. Mr. Alexander Pollock who was for many years minister of the South Church, was his chief creditor. They took an inventory of his estate, gave him control of the warehouse to settle his business.

7

Matthew Tannahill, as his name was correctly spelled, is the seated figure in a group photo taken at Glenfield May 29, 1856, reproduced as Plate I in Matthew Blair, The Paisley Shawl and the Men who Produced It (Paisley, 1904).

8

James Coats (1774-1857) the founder of the world renowned firm of J & P. Coats, Limited. See Black, Story of Paisley, 136-137, 224-225.

9

Robert Tannahill (1774-1810), now chiefly remembered for his songs which "entitle him to rank with the greatest of Scottish song-writers." - Concise Dictionary of National Biography (Oxford, 1939), 1275.

The girls had all to be paid and the weavers had all to be settled with. Then there was left about four shillings to the pound. They gave him \$30 to help start and everyone gave him credit as usual and my uncle Robert Sproul, my mother's brother, loaned him \$400 and took a simple note for it. His creditors were Alexander Pollock, Mr. Symington and Wm. Brown of Egypt Park, father of George Brown, he owed them for yarn. There was also Wark and Lackyie, D. and E. Campbell and Wm. McIntosh all for dyeing cloth and yarn; Mr. Aikman for finishing goods, who was the calendar man, and Matthew Carrith and Meikelriggs for shawl washing. Then there was John Cameron who never appeared at the meeting of the Creditors. Father owed him a few pounds. He sent word that his grocery was still open and that he would never ask him for his account. In a short time father settled with him in full and also remained a customer. He had his business all started again in about three months and may say it was not stopped but a few days, but he never sent a shawl to Thomas Dick again. He commenced and sold all his goods to Glasgow men, quit the commission business altogether, moved to Cumberland Court¹⁰ where he could mingle with the merchants from Glasgow and other places. In a few years he had cleared 1200 pounds, but trade got bad and he was losing money.

The weaving industry in Paisley had already been hard hit by a depression during the years 1841 to 1843. Out of 112 manufacturing firms doing business in July 1841, 67 had failed with liabilities of more than £750,000, and 20 out of 40 persons designated as merchants in the city directory had become insolvent. Another depression occurred in 1847, during which 7,000 people in Paisley were thrown out of employment, and had to depend for food and life on the generosity of their friends.¹¹ Faced with such bleak conditions, John Downie made up his mind to emigrate with his family to the United States. His eldest daughter Jean and her husband William Hamilton left first. Then he and his wife, four sons, and two daughters-in-law took passage from Glasgow on the American bark "Warren" late in June 1848, and reached New York by July 25, as is attested by the original passenger list containing their names which was submitted by the ship's captain to U.S. Customs upon arrival and is now preserved in the National Archives in Washington.

10

"John Downie, shawl manufacturer" is listed at 4 Cumberland Court, and 110 Causeyside in the Paisley directories from 1841 on.

11

W.M. Metcalfe, A History of Paisley, 600-1908 (Paisley, 1909), 464.

One son, Robert, and his wife elected to make their home in Detroit. All the others appear to have joined the Hamiltons, who had settled in what became an extensive Scottish farming community five miles southeast of Almont, in Lapeer County, Michigan. They were followed from Paisley soon after by the Downies' daughter Ellen and her husband, James Ronald, who opened a general store in Springwells on the outskirts of Detroit. Another daughter Janet, who married William McGowan, is not fully accounted for in available records; but it would appear that the McGowans completed the exodus of the family from Scotland by emigrating to Canada.¹² John and Janet (Sproul) Downie continued to live near Almont with their son James, in a house which he built not far from the Hamiltons. John died in 1873 and his wife apparently some years later, but the exact dates of their deaths have not been found.

13

Children (born and baptized in parish of Low Paisley, Renfrewshire):

1. Jean Downie, born November 11, 1809, baptized December 15, 1809, married William Hamilton, and settled near Almont, Michigan, in 1848.
2. Ellen Downie (called Helen in the parochial register), born August 16, 1812, married James Ronald, and came with him to Springwells, Michigan.
3. John Downie, born September 14, 1814, died December 26, 1814.
4. John Downie, born June 21, 1818, died in 1823.
5. Andrew Downie, born October 27, 1820, baptized October 30, 1820, died in 1872. Married Mary Carmichael, who was born in 1821 and died in 1894. They emigrated to Michigan with his parents in 1848.
6. Robert Downie, of whom below.
7. Janet Downie, born October 24, 1825, baptized December 11, 1825, married William McGowan.
8. James Downie, born December 19, 1827, baptized January 27, 1828, emigrated to Michigan with his parents in 1848, and subsequently married Janet Hopkin.
9. Margaret Downie, born August 29, 1830, baptized September 26, 1830, died at the age of 7.

¹²

Grandchildren were living in London and Chatham, Ontario, and in Detroit, as of 1928.

¹³

For charts showing subsequent generations of Downies see Surviving Descendants.

10. John Downie, born August 6, 1833, came to Michigan with his parents in 1848, and subsequently married, first, Mary Hopkin, and, second, Eleanor (Payne) Jones, a widow.

Robert Downie, the sixth child of John and Janet (Sproul) Downie, was born in Paisley March 21, 1823. As a boy of 8 he had the memorable experience of being aboard the "Fairy Queen," the first iron steamer built for passenger service on the Clyde, when it made its trial trip. Though only 90 feet long, its novel appearance caused a sensation, prompting the cautious mothers and wives of the port of Largs to instruct their husbands and families on no account to have anything to do with a vessel "made o' iron - for a' the world like a pot or a pan: it was clean again natur' to think such a thing could be either safe or canny."¹⁴ Also at a very early age Robert was among the signers of a petition to Parliament asking that slavery be abolished in the West Indies, which was accomplished in 1833. When eleven years old, he was taken out of school to work in his father's shawl manufacturing business, along with his older brother Andrew, and at fifteen and a half was "set to learn the machinist trade." His occupation was given as "engineer" in the parochial register of Low Paisley when he married Margaret Currie on June 16, 1848, four days before the two of them sailed for America with his parents and other members of the family, as previously related.¹⁵ (See also CURRIE.)

They remained in New York only a short time before heading west via the Hudson River, the Erie Canal, and a steamer on Lake Erie, and reached Detroit on August 9, 1848. Here he at once found employment as a machinist with Messrs. DeGraff & Kendirck and continued with them and their successors, The Detroit Locomotive Works, until 1862 when he opened a grocery store and meat market at 426 Woodbridge Street West near the river front. His initial associate in this enterprise was

14

Quoted from J. Williamson, The Clyde Passenger Steamer, 1812 - 1901 (1904) by C.W. Black, City Librarian, The Mitchell Library, Glasgow, in a letter to D.S.C., March 8, 1966. For a contemporary description of the "Fairy Queen" see the footnote to the table "Steam Vessels Flying on the River Clyde in 1831-32," in James Cleland, Enumeration of the Inhabitants of the City of Glasgow and County of Lanark for the Government Census of M.DCC.XXXI (Glasgow, 1832), 159.

15

The date of their marriage is given in the register as July 16, 1848. This is manifestly a clerical error. It would have been impossible for Robert and Margaret to have been married on July 16, embark on July 20, and sail across the Atlantic fast enough to reach New York by July 25. Robert himself is the authority for the statement that they left four days after the wedding.

John C. Currie, possibly a kinsman of Mrs. Downie, to judge from the surname. A couple of years later he acquired another partner, William Livingstone, who married his eldest daughter. Although his son-in-law soon decided to turn to other undertakings, Mr. Downie was eventually joined by all four of his sons, John, James, Robert, Jr., and William. Under the firm name of Robert Downie & Sons, wholesale and retail dealers in meats, groceries, and provisions, they acquired and operated stores at 117 and 119 Michigan Avenue, 411 and 413 Woodward Avenue, and 769 Fort Street West. The first of the stores mentioned was run for a time by the widow of his brother Andrew and her son Charles; the Fort Street store adjoined Robert Downie's own home. A biographical account published in 1890¹⁶ concludes with these words:

Mr. Downie is a frank, plain, intelligent Scotchman, independent in his views, but ready to be convinced when wrong, allowing the same liberty to others which he demands for his own, never obtruding his opinions nor seeking to enforce them in an arrogant manner.

His political affiliations have always been Republican, he has not sought nor enjoyed political preferment, but has always been ready to extend aid for the promotion of party success. He has educated his sons in the belief that application and the practice of honesty in legitimate business is a surer way to wealth and honor than any public office or political emoluments.

His wife died in Detroit March 17, 1893. About three years afterwards he retired from active business, but continued to reside in Detroit at 883 Third Avenue. Not long after celebrating his 81st birthday, he fell while alighting from a Third Avenue street car at Grand River Avenue, and died at his home on May 31, 1904, about two 17 weeks later, his death being attributed to shock caused by the accident.

16

Wayne County Historical and Pioneer Society, Chronography of Notable Events in the History of the Northwest Territory and Wayne County (Detroit, 1890), 371-73. For other references to Robert Downie and his family see Detroit City Directories (titles vary), especially for 1862-63, 1863-64, 1871-72, 1872-73, 1873-74, 1875-76, 1903, and 1904.

17

Obituary of Robert Downie, Detroit Free Press, June 1, 1904.

Children of Robert and Margaret (Currie) Downie:

1. Susan Ralston Downie, born in Detroit March 6, 1849, married William Livingstone in Detroit July 14, 1864. (See Page I -11). A capable, warm-hearted person, to whom her husband was deeply devoted, she was his unobtrusive helpmate throughout his career, and successfully raised four sons and four daughters. Mrs. Livingstone was also an active worker for the First Presbyterian Church, and served for years on the board of governors of the Protestant Orphan Asylum. She died at her Detroit home, 76 Eliot Street, July 7, 1925, following a long illness.¹⁸
2. John Downie, married Jane Ledbeter.

Children:

- (i) Hattie Downie.
- (ii) Margaret Downie.
- (iii) Harriet Downie
- (iv) Margaret Downie, married Louis Ernest Williams.

Child:

- (1) Edward Louis Williams.
- (v) Robert Downie, married Gladys Riley.
- (vi) Jane Downie.
- (vii) Fannie Downie.
- (viii) Jane Ledbeter Downie.
- (ix) James Cook Downie.
- (x) Susan Downie, married John Clare Mulkey.

Children:

- (1) John M. Mulkey.
- (2) Robert Clare Mulkey.
- (3) James Ralston Mulkey.
- (4) Richard Allan Mulkey.

3. James Downie.
4. Janet Downie.
5. James Downie, married Cora Crawford.

Child:

- (i) Edith M. Downie married Henry Edward Beyster.

Children:

- (1) Hendrieka Beyster, married Christian Henry Haberkorn III, son of Christian Henry Haberkorn, Jr. and Charlotte Madeleine (Beck) Haberkorn.

- (2) James Downie Beyster.

6. Janet Downie, married Henry Smith

Children:

- (i) F. Mildred Smith.
- (ii) Alice Smith, married Waldemar S. Richmond.

Children:

- (1) Natalie Richmond.
 - (2) Janet Richmond.
 - (3) Paul Deming Richmond
- (iii) Margaret Edna Smith.
 - (iv) Beatrice Eleanor Smith.

7. Robert Downie.
8. Robert Downie.
9. Robert Downie, married Margaret Hastings.

Children:

- (i) Currie Downie, married Agnes Stevenson:

Children:

(1) Currie Stevenson Downie.

(2) Robert Alexander Downie.

(ii) J. Hastings Downie.

(iii) Robert Downie III.

(iv) Elizabeth Margaret Downie.

10. William Downie, married Ellen Reid.

Children:

(i) William Robert Downie, married Hazel Scoville.

Children:

(1) Robert Charles Downie.

(2) Betty Ruth Downie.

(ii) Lester Reid Downie, married Gladys Scoville.

Child:

(1) Jack Lester Downie.

(iii) Lawrence Winfield Downie, married Wave Mortimer.

(iv) Helen Ruth Downie.

FRAM or FRAME

In the 18th century registers of the parishes of Lanark and Carluke, Fram, sometimes spelled with a final "e", is among the most common of the surnames. Because of the multiplicity of entries and the repetition of given names, one cannot determine with certainty the family to which Janet, who married William Livingstone⁽³⁾ in 1764, belonged. It is possible that her father was,

James Fram, who married Janet Binnie and is listed in the Carluke register as residing "in the Hill of Mossplate." They had a daughter,

Janet Fram, who was born July 14 and baptized July 19, 1747. Of the three Janets whose births were recorded in Carluke parish, she is the most likely, on the basis of age, to have been the spouse of William Livingstone; for she was 10 years his junior, whereas the others were 8 and 12 years older respectively. It should be noted, however, that the maiden name of William's wife was spelled "Frame" in two separate entries in the register, one of which records that the minister of Carluke received £1 4s on January 14, 1764 for proclaiming their marriage intentions. See also page I - 6.

LIMPETLAW

Unfamiliar though it is to Americans, Limpetlaw, with some variations in spelling, has been a family name in Lanark for over 500 years. A William Lempatelaw was bailie in 1465; and what is now known as the Wide Close in Lanark was formerly called Limpetlaw's Close, presumably after William Limpetlaw, an influential burgess.

Robert Limpetlaw, an indweller (i.e resident) of Lanark, married Isobell (or Elizabeth) Culbertson, daughter of John Culbertson of the parish of Libberton. The date of marriage is not recorded, but the Lanark parish register states that their intentions were "proclaimed Sabbath March 5, 1704 for the first time." Their daughter,

Grizell Limpetlaw, was born in Lanark May 22, 1707, and baptized May 28. Considering the unusualness of her given name, one may probably safely assume that it was she who married William Livingstone (2) in Lanark in 1733. (See page I - 6).

1

George F. Black, The Surnames of Scotland, Their Origin, Meaning, and History (New York, 1946), 423; Hugh Davidson, Lanark: A Series of Papers (Edinburgh, 1910), 68; MS. parochial registers of Lanark and Libberton in General Register Office, Edinburgh.

LINDSAY

James Lindsay married Margaret M'Queen, and had a son

John Lindsay, who was born in Cameron in the parish of Bonhill, Dumbartonshire, April 6, 1761. Although there were several John Lindsays living in Bonhill and the adjoining parish of Cardross at the time, he seems most likely to have been the one mentioned in the following entry for November 12, 1785 in the Bonhill parochial register:

John Lindsay in Cameron came this day and intimate his purpose of Marriage with Elizabeth Watson servt with Mrs. Smollett of Cameron disiring the Same to be duly and Regularly proclamed in the Kirk of Bonhill which was done [and] they were married.

Elizabeth Watson's employer was presumably Jane, a sister of the novelist Tobias George Smollett (1721-1771), who had married but resumed her maiden name and called herself "Mrs. Smollett" upon succeeding to the family estate. The village of Renton was established by Mrs. Smollett, who built the first houses there to accommodate people employed in the local print-works, and named it in honor of Cecilia Renton, her daughter-in-law. John and Elizabeth (Watson) Lindsay had two children, apparently named after Mrs. Smollett and her brother:

1. Susannah Smollett² Lindsay, born February 8 and baptized February 14, 1796 in Renton, Dumbartonshire, married James Currie in Bonhill shortly after July 12, 1822, and died at Glenfield, Paisley, December 31, 1877. (See CURRIE).

2. Tobias George Lindsay, born in Nether Dalquharn, Dumbartonshire, in June or July 1798.

1

MS. parochial registers of Bonhill and Cardross, and Register of Deaths, Abbey Paisley (Landward), 1878, in General Register Office, Edinburgh; Joseph Irving, The Book of Dumbartonshire, (Edinburgh, 1879), II, 202, 204; The Concise Dictionary of National Biography, 1218.

2

Spelled with only one "t" in her death record.

SPROUL

The surname Spreul, Spreull, or Sproul, to give but a few of the variant spellings, has been associated with the parish of Neilston in Renfrewshire at least since the time of Walter Spreull, who was seneschal or steward to the Earl of Lennox about 1294. A parish poll tax roll of 1695 lists five married men named Spreull, including a James Spreull of Knowglass, husband of Margaret Dinsmuir.

The earliest member of the family who can now be claimed by American descendants, however, was a farmer who lived in Neilston parish, "two and one-half miles south of Glenfield," about the middle of the 18th century. Since his first name has been forgotten and the only thing else known for certain is that he had a son Andrew who served in the Black Watch regiment during the American revolution, his identity is difficult to establish. On the basis of the limited evidence available from the parochial registers, it seems most plausible to identify him tentatively as the Mathew Spreul of Knowglass, who married Jean Giffen, and died about 1751. They had four sons:

1. Mathew Spreul, baptized in Knowglass 30:5:1746.
2. Andrew Spreul, baptized 13:10:1747.
3. William Spreul, baptized in Knowglass 5:3:1749, who presumably died young.
4. William Spreul, born and baptized 13:4:1751, after the death of his father.

1

William M. Metcalfe, A History of the County of Renfrew from the Earliest Times (Paisley, 1905), 102-104; David Pride, A History of the Parish of Neilston (Paisley, 1910), 224, 232-233; Robert Downie, Surviving Descendants of John Downie . . . and Janet Sproul Downie (Detroit, 1928); James Hunter Downie, Family Records, Ancient History and Stories of Scotland (San Antonio, n.d.), 11-12; MS. parochial registers of Neilston in General Register Office, Edinburgh; MS. muster rolls of 42nd Regiment, 1774-1783, W.O. 12: 5478 Part 2, 166, 176, 187, 196, 208, 228, 237, 249, and W.O. 12:5479, 8, 18, 28, 38, 48, 58, 68, 78, 85, 95, 105, 108, 118, 128 in Public Record Office, London; Archibald Forbes, The Black Watch: The Record of an Historic Regiment, new edition (London, 1910), 99-121; Charles H. Stewart, The Service of British Regiments in Canada and North America (Ottawa, 1962), 441, 442, 444, 445, 447, 452; Arthur Grenfell Wauchope, A Short History of the Black Watch, 1725-1907 (Edinburgh, 1908), 16-20.

Andrew Sproul, who may have been the son of Mathew and Jean, learned weaving, but gave it up for a military career with His Majesty's 42nd or Royal Highland Regiment, commonly known as the Black Watch. A muster roll dated Waterford, Ireland, July 3, 1774 attests to his having been on active duty since the preceding April. Precisely when he joined the regiment cannot be determined, because there is a gap in the records extending back to 1767; but as he was a corporal in 1774, it seems reasonable to assume that he enlisted at least a year or two earlier. Fortunately the regimental rolls are complete from 1774 till he left the service in 1783. From these it is apparent that he remained in Ireland through much, if not all, of 1775, was promoted to sergeant before the end of the year, and returned to Scotland not later than mid-March 1776, where the regiment was brought up to strength and re-equipped in anticipation of its being ordered to America. The 42nd sailed from Greenock, May 1, 1776, under the command of Col. Thomas Stirling, with a rank and file strength of 1,012: 931 Highlanders, 74 Lowland Scots, 5 English bandsmen, 1 Welshman, and 1 Irishman. Off New York City it joined the forces of General Sir William Howe which landed on Staten Island on August 3rd.

Except for the Hessians, none of Howe's troops were more feared by Washington's soldiers than the Black Watch, which had fought in America during the French and Indian War. Its men were picked for height - they were all supposed to be at least five feet seven inches tall - and many of them were wild Highlanders, who spoke only Erse. They carried an unusual array of weapons; in addition to their muskets and bayonets, many of them had broadswords, daggers and pistols. They wore short scarlet coats, kilts, multi-colored stockings that came to just below their bare knees, and their famous regimental tartan, a twelve-yard length of cloth which they wrapped around their waists and looped over their left shoulders; in addition, they wore white vests, white goatskin sporrans (a tasseled pouch hanging in front of their kilts), and low, checkered Highland bonnets not unlike berets. The somber colors of the tartans, coupled with their imposing stature, made the men of the Black Watch seem more warlike than any of the gaudy crimson-and-white soldiers of the other regiments.²

Although only minor participants in the Battle of Long Island on August 27, 1776, the 42nd Highlanders were in the thick of the fighting during the Battle of Harlem on September 16, and distinguished themselves in the capture of Fort Washington two months later. When Washington retreated across New Jersey, the regiment advanced to Trenton with Cornwallis. On January 6, 1777, the 42nd was detached to Piscataway,

near Perth Amboy, N.J., where it fended off an attack by the American Generals William Maxwell and Adam Stephen on the 10th of May; then embarked with Howe in July for the head of Chesapeake Bay to take part in his campaign against Philadelphia. Units of the 42nd fought in the Battle of Brandywine on September 11, 1777, attacked General Wayne at Paoli on September 21, and had 12 men killed and many wounded at Germantown on October 4. During the next two years action for the 42nd was confined to raids in New Jersey during the spring of 1778; a move to quarters near Bedford and Newtown, Long Island, after Sir Henry Clinton abandoned Philadelphia; the destruction of American privateers and stores at New Plymouth on September 5 and 6, 1778; an attack on an American post at Elizabethtown, N.J. in February 1779; an expedition to destroy stores and merchandise at Norfolk, Va. the following April; a summer of garrison duty at Stony Point and Verplancks Point in the Hudson River Highlands; and finally withdrawal in October to an encampment near Greenwich on Manhattan Island. Late in March 1780, the 42nd sailed from New York for Charleston, S.C., arriving April 18, in time to assist Clinton in the final stages of the siege, which ended with the surrender of the city on May 12. On June 4 the regiment re-embarked for New York, and for the next three years was stationed at various places in the vicinity, including Valentine's Heights, Greenwich, Camp Bloomingdale, and Paulus Hook. Except for participating in Clinton's naval expedition in the fall of 1781 to relieve Cornwallis at Yorktown, which turned around and came back upon receiving news of the surrender, the soldiers of the Black Watch were never again employed on active service before the war ended; and in 1782 the regimental establishment was reduced to 8 companies of 50 men each. Total casualties during the war were 85 men killed and 285 wounded. Sergeant Andrew Sproul was wounded only once, when a bullet carried away part of his whiskers and the little finger of the soldier behind him.

After he was mustered out on September 30, 1783, he was given the choice of a pension in Scotland or a tract of land in New Brunswick. Having married Ellen Skeil, the widow of a soldier in another regiment, he decided to take the land and settle on it. Accordingly he and a number of other veterans who had made the same decision tried to form a settlement about 18 miles from Fredericton. The Indians proved so troublesome that the men found it necessary to labor in the fields together, with their guns close by, and work on each other's farms in rotation. Then one spring when the snows melted there came a great flood which damaged houses and crops and drowned livestock. Andrew Sproul managed to save his young son and daughter by taking them up to the attic and holding them above the water for hours. Discouraged and homesick, he and his wife finally gave up the struggle to make a home in the wilderness and returned to Yorkshire, where her parents lived. Later they moved to Paisley, and he took up his old trade of weaver again, using a loom which his wife sold her last gold ring to help buy. Andrew died about 1796; Ellen somewhat earlier. They had four sons and two daughters:

1. Matthew Sproul, born in Nova Scotia, married _____ Park of Paisley and died in Renfrew in 1846.
- 3
2. Ellen Sproul, born in Nova Scotia, married Peter Michael at Barrhead, and came to the United States with him about 1829. She died in Philadelphia.
3. Robert Sproul, born in Yorkshire, died in Renfrew about 1850. A son was still living in Renfrew about 1900.
4. Janet Sproul, of whom below.
5. Andrew Sproul, born in Paisley, died young.
6. Ann Sproul, born in Paisley, died in Glasgow.

Janet Sproul was born in Paisley, October 11, 1789, "at the old toll opposite Garland Place." The house in which the family resided was owned by an unfeeling uncle, who proceeded to turn Janet and her brothers and sisters out of the house when their father died. Then only 7 years old, she was sent to Houston, Renfrewshire, to live with a Sproul cousin, whose wife was very cruel to her. From this unhappy situation, she was rescued several years later by a good-hearted woman, Sarah McReady, who found her a better home and befriended her in many ways, a kindness she never forgot. Another Sproul cousin, who lived at Stirretsfield and worked in the lime quarries, sent her to school and saw to it that she was taught to read. Eventually she returned to Paisley to stay with some former neighbors, the Park family. Her brother Matthew married a Park daughter, and she herself married John Downie of Paisley about 1808. (See DOWNIE).

About once a year her husband would travel to London to take orders for Paisley shawls, carrying his samples in a little chest which was

3

Robert Downie (1823-1904) (See DOWNIE) is the authority for the statements that Matthew and Ellen were born in Nova Scotia. This is possible. The Black Watch was evacuated from New York to Halifax in October 1783, and Andrew Sproul may have followed suit. However, it is more likely that the two children were born in New Brunswick, which was partitioned from Nova Scotia and became a separate colony in 1784.

always spoken of as "The London Kist." According to a grandson, while he was away on one of these trips,

two men came to the door and inquired for Mr. Downie. Grandmother told them he was not at home. After that, someone tried to pick the lock of the door for three nights in succession. The third night Uncle Andrew, then quite a big boy, called "Mother, Mother there they are again." Grandmother picked up a large stool and slammed it against the door with all her might and said "Whit da ye want"? She never heard another sound.⁴

The same grandson also tells the following story:

Grandmother was once called to Court as a witness, on account of neighbors having a quarrel.

The judge asked her if she was "Ledy Downie." Grandmother knowing that there was a Lady Downie in Paisley, where she lived, answered with dignity, "I am my ain man's ledy."⁵

As related in the account of the Downie family, she and her husband emigrated to Michigan with four sons and two daughters-in-law in 1848, settling near Almont, about 50 miles north of Detroit. She died subsequent to 1873, having outlived Mr. Downie and all her brothers and sisters.

4

Downie, Family Record, 32.

5

Ibid.

STEVENSON

Helen Stevenson, born in 1805, supposedly in Renfrewshire,² married William Livingstone, Sr. in Port Glasgow in 1842, and accompanied him to Canada not long afterwards. (See page I - 8). She died in Detroit, Michigan, at the home of her son William, 237 Park Street, on December 17, 1890. Funeral services were held in the Second Avenue Presbyterian Church on December 19, and burial was in Woodmere Cemetery. Her brother,

John Stevenson, born _____, married Jean McMillan. They had at least three children:

1. John Stevenson, of whom below.
2. Mary Stevenson, who married _____ Fleming, and was still living in January 1937.
3. Alexander Stevenson, also living in January 1937. His wife, Janet Downie, was a sister of the Helen Downie who married his brother John.

John Stevenson, son of John and Jean (McMillan) Stevenson, was born April 22, 1854. Relatives now living in Detroit feel sure that his birthplace was Ayr. But a newspaper article published on the occasion of his 50th wedding anniversary merely says he was born "in a little village in Ayrshire, Scotland." Though put to work as a blacksmith's helper at the age of 12, he kept on in school as best he could, teaching pupils in the lower grades, while he himself acquired some knowledge of trigonometry, French and Latin. When he was 16 years old he emigrated to America at the invitation of his uncle William Livingstone, Sr., arriving in Detroit January 9, 1871. Almost immediately he entered business college, and graduated the following May. He then entered the employ of his first cousin William Livingstone in the latter's shipping agency. "We were agents for 56 ships," he recalled.

1

Detroit Journal, December 18, 1890; Detroit Free Press, December 18, 1890, January 10, 1937; Detroit News, October 25, 1927, April 8, 1930; Detroit City Directory, 1884, 1885.

2

Her birth year is given on her tombstone, and Clarence M. Burton, City of Detroit, Michigan, 1701 - 1922 (Detroit, 1922) states she was a native of Renfrewshire. The registers of all 21 parishes in Renfrewshire have been examined by the Scots Ancestry Research Society, and Mrs. Clark has searched through as many or more Ayrshire registers, but no record of her birth or parentage was found. Unfortunately these searches were made without having the benefit of knowing the names of her brother and his wife and the exact birth date of her nephew John - information that was not discovered until November 1966.

On April 7, 1880 he married Helen Downie, a daughter of James and Janet (Hopkin) Downie. She was born in Lapeer County, Michigan, but was living in Detroit when they met. The ceremony took place in the home of his cousin William Livingstone, whose wife Susan Ralston (Downie) Livingstone was a first cousin of the bride. (See DOWNIE).

When Mr. Livingstone was appointed collector of customs in 1884, Capt. Stevenson, as he was subsequently known, took over the shipping agency and also became general manager of the Michigan Navigation Company.

For many years Capt. Stevenson operated steamers between Detroit and Chatham and other Canadian points and for four years one of his boats, the little steamer Hattie, plied between Randolph street and Wolf's resort on the Canadian shore above Belle Isle, in the days when that far-famed and immortal boniface served chicken, frog and fish dinners, all for 25 cents, to multitudes from Detroit.

There were prosperous days when the Hattie, with accommodations for 300, somehow managed to transport as many as 600 at a time between Detroit and the old Hamtramck race course out Jefferson avenue.

In 1908 he was elected to the State House of Representatives for the first time, and was re-elected in 1914, 1916, 1920 and 1922. He was a candidate for sheriff in 1912. He was a Republican in politics.

In 1921 he went into the garage business, but sold out on being elected to the Council in 1924, so he could devote all his time to the interests of the City. There he served two terms, achieving a record of having never been marked absent or late during his four years' service. He also served four terms as a member of the Wayne County Board of Supervisors.

When he retired as councilman in January, 1928, the first official act of the new Council was to appoint him the City's legislative agent at Lansing.

As councilman he had been contact man between the Council and the Legislature, and his colleagues, following his defeat for re-election to a third term, felt they could not get along very well without his services. Later he became the County's legislative agent, a post he held until his death. He secured the passage of a number of bills needed by the City and the County.

Capt. Stevenson was never a speechmaker, but his associates in the Legislature, the Board of Supervisors and the Council always reposed a large measure of confidence in his sturdy horse-sense. Noted for his conservatism and honesty of decisions in handling City affairs, he was an excellent balance wheel in the legislative body. He was never a strenuous or flamboyant campaigner.

He was a member of [the] St. Andrews Society and the Detroit Curling Club. Curling, bowling, boating and fishing constituted his recreation.

His grizzled hair, his old-fashioned mustache, his high-standing collar tied with a big four-in-hand adorned with a jeweled stickpin, betokened an older Detroit, when life and plans were unhurried and tasks well done. He was unchanged in his appearance for years, too busy to grow really old, although his years crept beyond the 80 mark.³

Mrs. Stevenson died October 10, 1933, at the age of 78. Captain Stevenson died in Detroit, January 9, 1937, at the age of 82, in Grace Hospital, following an operation, and was buried in Woodmere Cemetery. A daughter,

Nina Stevenson married George McLean and now makes her home in Detroit. They had two children:

1. John McLean.
2. Margery McLean, who married Robert C. Tobias, and is also currently residing in Detroit.

3

Detroit News, January 9, 1937.

