

twice elected president, 1935–1937 and 1948–1949. For many years he was associated with the California Academy of Sciences, of which he served as treasurer from 1938 to 1950 and as president from 1950 to 1953. He was a member of the Committee on Registration of Historical Sites in California, 1936–1950, most of the time as chairman. In his own profession Farquhar was very active. In 1942–1943 he was president of the California Society of Certified Public Accountants. Thereafter he was appointed a member of the State Board of Accountancy, 1951–1958, and was its president, 1953–1955. In 1965 he was awarded the Sierra Club's John Muir Award for distinguished work as a conservationist and mountaineer; he received the Henry R. Wagner Memorial Award of the California Historical Society in 1966; and the University of California at Los Angeles conferred on him the honorary degree of Doctor of Humane Letters in 1967. He belonged to more than twenty clubs, of which he enjoyed especially, in addition to those already mentioned, the Bohemian and Roxburghe Clubs, both of San Francisco, and the Zamorano Club of Los Angeles.

Farquhar died in Berkeley, California, on November 21, 1974.

George P. Hammond

MARION VERNON BREWINGTON

Marion Vernon Brewington, maritime historian, was born in Salisbury, Maryland, on June 23, 1902. He was formally educated at the Gilman Country Day School in Baltimore, the Tome School in Port Deposit, Maryland, and the University of Pennsylvania, where he received the degree of B.Sc. in 1925, but the waters and craft of Chesapeake Bay made him what he was. Dorothy Elizabeth Riddel, whom he married on February 14, 1931, fully shared his maritime enthusiasms. When I first knew Marion in 1937 he was a trust officer in

the Pennsylvania Company in Philadelphia, prudently caring for other people's money in business hours, but devoting every other waking moment to research in maritime and naval history. His devoted wife, Dot, would go to the Historical Society of Pennsylvania to explore manuscript collections and mark likely documents so that Marion might nip around to 1300 Locust Street in his lunch hour and make the best use of the brief leisure that he had.

As the Brewingtons were childless there were no distractions from their pattern of joint research. They pursued knowledge of our maritime past with a single-mindedness seldom found among tenured members of university faculties. Through most of the year they worked in the HSP; in holidays they came north to the Peabody Museum of Salem, where I first met them, and any coastal places that might furnish material. The earliest letter from Marion Brewington to the American Antiquarian Society was written from 19 Littlebrook Road, Berwyn, Pennsylvania, on October 1, 1934, inquiring about material concerning the frigate *Philadelphia*, built in 1798-1800. He stated that 'a very thorough search has been made for original materials relating to her in Philadelphia, New York, Annapolis, and Washington. From evidence obtained in these places, it appears that several events of importance in her history are described in letters and documents which are not now in the official archives, or in the public and private collections which have been investigated.' So he wrote hopefully to the AAS, which, alas, could not help him. But by such combing of likely sources, he became so knowledgeable that very often Captain Dudley W. Knox, officer-in-charge of the Office of Naval Records and Library at the Navy Department, in answering an inquiry about the frigates of the 1790s would quote the opinion of Mr. M. V. Brewington of Philadelphia. While still in his thirties Marion had acquired a respected place in the historical councils of the United States Navy. He also knew more

than most men about the small craft of his native Chesapeake Bay. In 1937 the recently founded Mariners' Museum at Newport News published his first book, *Chesapeake Bay Log Canoes*, and in 1941 his *Chesapeake Bay Bugeyes*, of which there was a second edition in 1963.

When I began planning the publication of *The American Neptune: A Quarterly Journal of Maritime History* in 1940, Marion was one of my ablest and most effective collaborators. I often went to Berwyn to lay plans with him. These were delightful visits, for the Brewingtons were as skillful in hospitality as in research. Dot was an excellent cook; Marion always had keenly sharpened butchers' knives with which to dissect a rib roast. He talked admirably as he carved. At their table I first met Julian P. Boyd, then director of the Historical Society of Pennsylvania, who soon became a valued friend.

With the coming of World War II Captain Knox seized the opportunity to get Marion Brewington out of banking and into full-time history by causing him to be commissioned in the Naval Reserve and ordered to duty at the Office of Naval Records and Library. As I was there also we saw each other daily for four years, sharing a crowded office, in which, with Captain Knox's benevolent approval, we continued, in odd moments, to edit *The American Neptune*. To the journal he contributed articles on the design of our first frigates, early naval ordnance, sailmakers' gear, and many other subjects. Even in the midst of a mechanized war, Marion's enthusiasm for individual performances of seamanlike duty continued unabated. With plans and reports for great amphibious operations pouring in the office, he spent all the time he could spare on the reports of convoys and of naval armed guards on merchant vessels and other documents that might produce instances of 'man against the sea' that kept alive the tradition of the old sailing Navy.

Captain (by then Commodore) Knox, eager to keep Marion Brewington from returning to banking after the war, pro-

posed that he remain in Washington as the head of the Navy Department Library. From 1945 to 1947 he was acting curator of the Naval Historical Foundation. Unfortunately Marion took sick while still on active duty, and was in 1947 retired for physical disability from the Naval Reserve as a lieutenant commander. As this precluded his employment by the Navy as a civil servant, he and Dot retired to the Eastern Shore of Maryland, buying a house on the Choptank River in Cambridge. They restored the house, built an addition to house Marion's extensive collection of Chesapeake Bay half-models, and set up a hand press on which he printed in Caslon type items of historical and gastronomical interest. In 1953 he wrote *Chesapeake Bay: A Pictorial Maritime History*, published by his neighbor Felix Cornell's Cornell Maritime Press. A second edition appeared in 1956 and a reprint by Bonanza Books in 1969.

Although the riverside house on the Choptank was delightful, it was remote. Once it was restored and everything was 'shipshape and Bristol fashion,' there was not enough to do in Cambridge. So in 1954 Marion welcomed an honorary appointment as curator of the Marine Collection of the Maryland Historical Society in Baltimore. The following year when the Peabody Museum needed a curator of maritime history, Ernest Dodge and I undertook to persuade him to come to Salem. As we were successful, the Brewingtons left the Eastern Shore, gave their Chesapeake Bay maritime collection to the Maryland Historical Society, and moved to Salem. On January 23, 1956, Marion took over as assistant director and curator of maritime history at the Peabody Museum. In the ten years that he held the post, he made permanent contributions through his publications. His *Ship-carvers of North America* was issued by Barre Publishers in 1962; ten years later Dover Publications did a second edition. *The Peabody Museum Collections of Navigating Instruments with Notes on Their Makers*, published in 1963, established

his reputation as a scholar in this field. He was elected to the Massachusetts Historical Society in 1958 and to the American Antiquarian Society in 1967.

The Brewingtons had long been absorbed in gathering information about the painters of American ship portraits in various ports of the world. A Guggenheim fellowship in 1958 permitted them to visit every marine museum in the Eastern United States and Western Europe to collect data for a proposed biographical dictionary of marine artists. Although that book has still not appeared, their travels in this and subsequent years contributed much to their monumental work, *The Maritime Paintings and Drawings in the Peabody Museum*, a lavishly illustrated 538-page folio catalogue that the museum published in 1968 with the aid of a grant from the Ford Foundation and the contributions of individual friends.

The late Henry P. Kendall in 1955 was endeavoring to convert a disused sanatorium near his country house in Sharon, Massachusetts, that he had bought for protection, into a private museum to house his extensive collection of whaling artifacts. As his architect had little idea how to achieve the conversion, I suggested that Marion Brewington would be able to help. So before he agreed to come to Salem, he was involved in planning what became the Kendall Whaling Museum. In 1957 he prepared *A Check List of Paintings, Drawings and Prints at the Kendall Whaling Museum*; after its opening he acted as consultant, and in 1965, with his wife, published the first of a series of catalogues, *Kendall Whaling Museum Paintings*, which opens with a delightful account of the origin of the institution.

Marion Brewington's health was less vigorous than his mind and spirit. In 1966, aged 64, when he had spent ten years at Salem, he decided to retire. His friends the Kendalls persuaded him to come to Sharon and assume the less exacting post of director of their museum, which he held until mid-summer 1974. He published *Kendall Whaling Museum Prints*

in 1969, and continued work on his biographical dictionary of marine artists. When he retired for the third time, he bought a house in Mystic, Connecticut, and so inevitably he and Dot were soon cataloguing the pictures at Mystic Seaport. He was engaged in that work when he died on December 8, 1974.

Few men have had such single-minded devotion to a scholarly pursuit that began as an avocation; few have carried on so uncomplainingly against physical obstacles. His successor at Salem, Philip C. F. Smith, in the editorial in the January 1975 issue of *The American Neptune*, admirably characterized Marion Brewington as 'one possessed of an insatiable drive to unearth undiscovered facts by hard work, deep digging, and sensible scholarship,' concluding his tribute with the sentence: 'His uncommonly fruitful life nevertheless goes on by virtue of the intangible legacies of knowledge and rigid disciplines which he imparted to many—the undersigned included.' In this I heartily concur.

Walter Muir Whitehill

CARL ERHARD WAHLSTROM

Carl Erhard Wahlstrom, jurist and devotee of Abraham Lincoln, was born in Worcester, January 27, 1898. The son of J. Peter and Anna M. (Erickson) Wahlstrom, he was raised in the tightly knit Swedish-American community that has contributed greatly to the growth of the city. He attended Worcester public schools and Clark University, from which he graduated in 1920. For law school, he dared venture forty miles east to Boston University, taking his J.D. degree in 1923. He was the holder of an honorary Doctor of Jurisprudence degree from Calvin Coolidge College.

Wahlstrom was admitted to the bar in 1924 and returned to his native city, joining the law firm of Cowee and Fletcher. Two years later he became assistant register of probate and served in the position until 1940, also finding time to teach

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