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THE  
1887 SEA VOYAGE  
OF  
JOHN JOSEPH LACE  
1838 - 1908

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## Introduction

John Joseph Lace, M.D. was born October 8, 1838 on the Isle of Man. He was educated in the land of his birth and also taught school there.

At the age of 19, he came to America and worked in New York and Philadelphia. He was in the hospital corps during the Civil War and was at the battle of Gettysburg. He attended a medical college in Philadelphia, after the war, graduating in 1870. He worked his way through school by acting as a book agent and teaching summer school.

On May 18, 1871, he married Leah Etta Pierson in New York. They had two children, John Joseph Jr. & Lettie C. Lace.

Dr. Lace practiced in a New York hospital for two years and then went to Providence. About 1875 he moved to Burrillville and was associated with Dr. Joslin of Glendale. Six years later he moved to Pascoag where he lived the rest of his life.

He was a Democrat who served eleven years on the town school committee starting in 1893. He was also a member of the town committee and was elected to the State House of Representatives and later to the State Senate, representing Burrillville.

John Joseph Lace died October 18, 1908 while calling at the home of a friend in Glendale, RI. He was a true country doctor, right to the end.

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The above mini biography was taken from a lengthy obituary notice.

Ann and I enjoyed translating this account from the tiny notebook in which it was documented. Some words were not distinguishable, so we left them blank. We'll leave it up to the reader to fill in the blanks.

We hope that all who read this will get as much enjoyment out of his travels as we did.

A. John Prokopowicz

THE 1887 VOYAGE OF JOHN JOSEPH LACE

THE STEAMSHIP CATALONIA

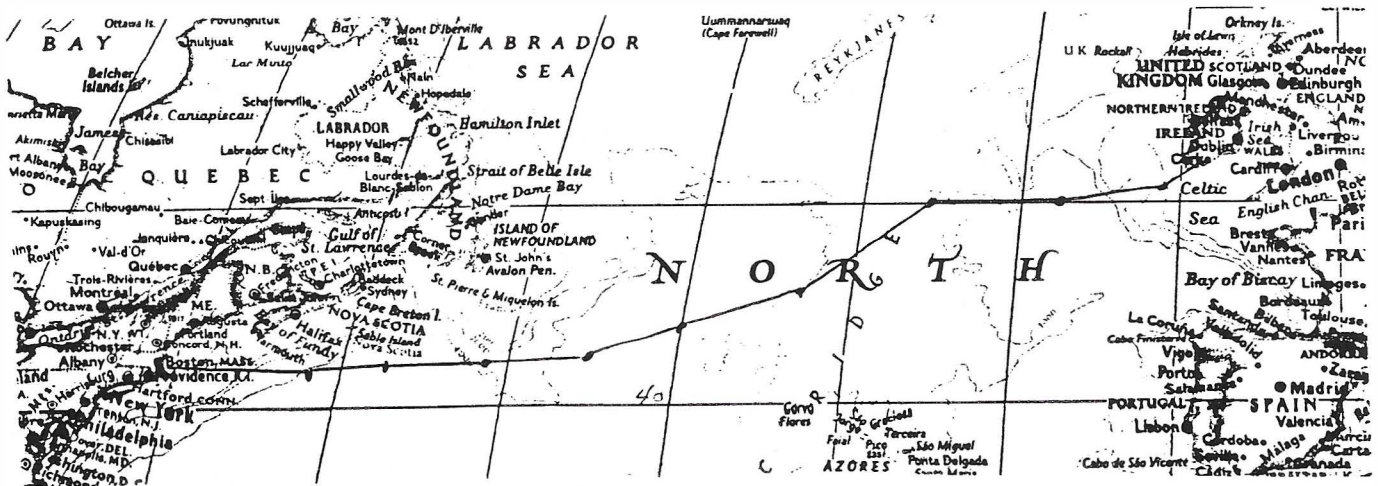
sailed from Boston on Thursday June 22, 1887 at 10:30 a.m.

and from the lightship at 12 noon

Copy of Ship's Log

copied by John Joseph Lace

DATE		LATITUDE O.B.D.	LONGITUDE CHRON.	DISTANCE
Friday	June 24	42.25 N	64.35 W	280 miles
Saturday	June 25	42.30 N	57.45 W	302 miles
Sunday	June 26	42.25 N	51.17 W	288 miles
Monday	June 27	43.48 N	45.36 W	263 miles
Tuesday	June 28	46.12 N	40.00 W	278 miles
Wednesday	June 29	48.19 N	33.27 W	296 miles
Thursday	June 30	50.13 N	26.29 W	296 miles
Friday	July 1	50.48 N	18.46 W	295 miles
Saturday	July 2	51.16 N	11.6 W	291 miles
Sunday	July 3			379 miles
<b>TOTAL</b>				<b>2968 miles</b>





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THE MAUX NOTE BOOK

No. 10 April 1887

Names of Scandinavian Origin

Lace and Leece, (probably originally the same name), possibly from Leif or Leift "an inheritance". A name very frequently found in the Laudnamaboe.

In Lincolnshire there is a place called Laceby which in the Donnesday Book is written Leveobi and in the Hundred Rolls Leyseby.

Compare (Norman) Lacy, Lace 1643, Leese 1679, Lase 1693, Leese 1695, Leese 1746

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MEMORANDUM

Queenstown to Liverpool 253 miles.

Steamer time 16 hours.

NY to Liverpool 3108 miles.

Longitude of Boston 70°30'

Longitude of NY 73°58'

Noon at London is at	Boston	7:18 a.m.	4:42 dif.
	Chicago	6:09.39 a.m.	5:50.21 dif.
	NY	7:04.26 a.m.	4:55.36 dif.
	Phil.	6:49.45 a.m.	5:10.15 dif.
	San Fran.	3:50.47 a.m.	8: 9.13 dif.

The Great Circle (Telegraph line) from Sandy Hook to Queenstown  
3250 miles (2780 knots) - a knot is 6.174 feet

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SS Marathon 09-10-1887

Passenger steerage	712
Intermediate	72
Saloon	1
Crew	<u>84</u>
Total	869

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### NOTES.....

Mr. Lace writes of various landmarks throughout his voyage. The following notes will be helpful in pinpointing these locations.

Queenstown (page 6) was originally known as Cove of Cork. After a visit by Queen Victoria in 1849, the name was changed to Queenstown and remained so until 1922 when it was changed to Cobh, which it is today. Atlas locations are 51°51N 8°20W.

Fastnet Rock (page 11) is a rocky islet in the Atlantic Ocean 4 miles SW of Cape Clear, off S Ireland, 51°22N, 9°35W; lighthouse

Holy-head (page 12) is an island 8 miles long by 3½ miles wide in NE St. George's channel, off the west coast of the island of Anglesey, NW Wales in Anglesey county; connected to Anglesey by a causeway, mostly barren rock.

Olneyville Swamp (page 1) a section of western Providence, RI which was encountered enroute to the train station.

Ipsedixit (page 5) ?

Balto (page 5) ?

Tallyrand (page 5) a distinguished French Family in Napoleons era.

Old Boring (page 3) John's personal nickname for the ocean.

Bark (page 4) a three masted ship with fore mast and main mast square rigged.

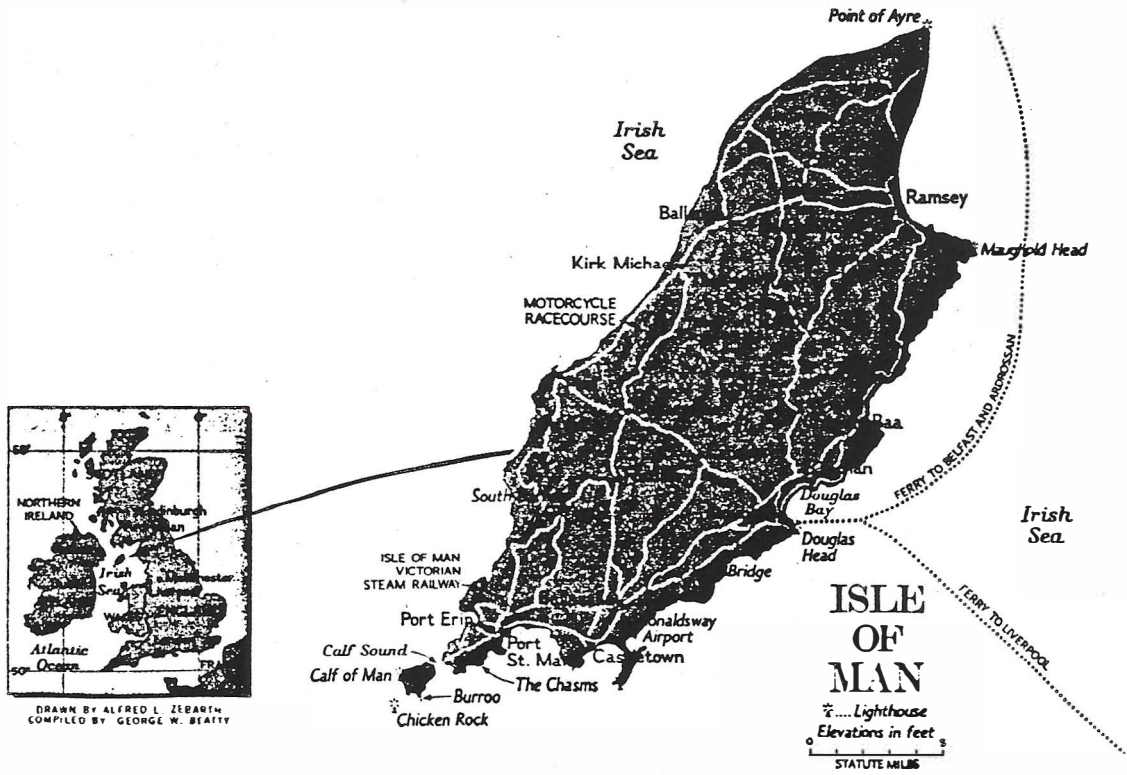




Drawn by Newman Bumstead

**ISLE OF MAN IS A GREEN JEWEL SET IN THE IRISH SEA**

Blending mountain and moor, farmland and jagged seacoast, Man is only a few miles from England, Scotland, Wales, Northern Ireland, and the Irish Free State (see inset). Visitors from many countries, but chiefly industrial England, flock to its shores. The traditional first ruler, Mannanan Beg, from whom its name derives, could hide it by magic in a mist whenever enemies threatened invasion.



DRAWN BY ALFRED L. ZEBARTH  
COMPILED BY GEORGE W. BEATTY

THE 1887 SEA VOYAGE OF JOHN JOSEPH LACE

Thursday June 23, 1887

Left home at 5:35 a.m.. The Olneyville swamp, being bad, I had to take a team to reach the Boston train at 7:00. Arrived in Boston at 8:45 and the boat at 9:45. Steamed out from the wharf 10 minutes before 11. Passed the light ship about noon. The taking of the log begins on the leaving of the pilot which is usually at the light ship and all distances beyond is reckoned there from. The rooms are not assigned until we are at sea and then the purser is seen whose duty it is to look after that matter. I was assigned to room 7 which contained 6 beds, but as there were only about 35 intermediates, rooms were in plenty, and I only had 2 mates. One was Edward George of Haverhill, MA, clerk of the district court, and Benjamin Abbott, of Lawrence, MA, by birth an Englishman. Both were agreeable men. Abbott, full of fun and frolic and George, more of a steady and sedate nature and exceedingly companionable.

The afternoon, being rainy and windy, by times, compelled us to retire under cover until the showers had passed. A great many were sick and vomiting but as for myself I was without even squeamishness. There being no objection a few of us made free enough to go to the supper deck and promenade. It is delightful up there with pure air and freedom from smell, and less tossing of the vessel. I met there many pleasant gentlemen whose company was agreeable and like all travelers the restraint of society is thrown off and enjoyment of the surroundings is the main subject and thought of everyone. Goodwin the actor is among the cabin passengers. He is of a light sandy complexion and mustache, rather boyish in appearance and apparently young. He definitely bears the marks of dissipation, and certainly is a fast man. I ate my dinner with a good deal of relish but at suppertime thinking of the possibilities I confined myself to a small piece of bread and butter and half a cup of tea. Feeling the want of rest, through the loss of sleep on previous nights, I retired at 8 p.m..

Friday June 24, 1887

I awoke at 5 o'clock this morning feeling stiff and a good deal of pains in my back. After lying an hour longer I rose and dressed myself, and felt better. George awoke (betimes) and went on deck but poor Abbott was sicker even than the day before and had to stay abed.

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It is not so showery and foggy as yesterday but still a \_\_\_\_\_ strikes over on the upper deck. Still a great many are sick and every now and again you will see someone make hurriedly for the side of the vessel. Among the pleasant acquaintances formed today is that of a Mr. E. Thackery from Chicago. A man of some means, an Englishman by birth, who is compelled for Europe on account of his health. I think him one of the fairest minded men I have met, being by nature disposed to do by others as he would have them do to him. Another very pleasant young man is Mr. Mackie, a Scottish American, who with his mother is going to Scotland, on account of the condition of his health. Among the saloon passengers is a minister, I should judge of the Episcopal persuasion named Rev. T. J. Drumm who seems so foolishly devoted to some lady companions as to make himself appear ridiculous. Taking our passengers all in all at the end of the second day out, they are all pleasing and agreeable.

Saturday June 25, 1887

Went to bed at half past eight last evening and lay until 6 this morning. I awoke and dressed myself but did not walk very much before breakfast. Last night was much warmer than the night previous and many passengers complained of the heat and how they sweat last night. On deck this morning I had a chat with a Captain Keyser of Portland, Maine. A passenger in the saloon who gave me many points about boating and ships and etc.. Like all good sailors he can spin a yarn so as to occasion much merriment. I have been much gratified and pleased today to see the log line used and had the pleasure of getting a small piece of gulf weed which was brought up by it. All the seamen take pleasure in explaining the many things about the boat, and passengers and seamen seem very familiar.

The sick man Abbott this p.m. put in an appearance on deck looking more like a dead than a live man. One member of his body is however more active than the rest, and that is his tongue. One large Englishman on board - saloon passenger - named Jones is long to be remembered. He is every bit the typical englishman of the illustrated press, with probably a little more of the Fakir about him. First he will appear in a drab check suit including an immense cloak large enough for a shroud, then again he is to be seen in a spotless suit of

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white duck looking as cool as a cucumber. The most amusing incident so far on the voyage to me, was this Jones trying to interview the Rev. Drum. The minister evidently took no stock in him, for every topic advanced by Jones was met by the minister in monosyllables, without even raising his eyes to see who addressed him. After several fruitless attempts Jones left with a mixed expression of contempt and disgust on his face.

One very pleasing feature on shipboard is the singing and music among the steerage passengers. Since being on board we have had some good accordion playing and also some good songs. The songs would do credit to the singer in a more appreciative audience. What could sound pleasanter upon the weird wild ocean in the twilight of evening than the sweet strains of some instrument or the plaintive notes of some strong man's voice. The loneliness of the situation, and the sweet strains of music have such a grandeur and nobleness about them that it seems like an enchanted situation. The wildness and fine sunshine of this day together with just enough wind to be bracing makes me have the desire that the passage would last a month.

Sunday June 26, 1887

I did not retire until 9 o'clock last evening, so not being so long abed my back is not so stiff this morning. At the breakfast table this morning all the intermediates put in an appearance and everyone seemed to vie with the other in doing justice with the vittles. I have not been hungry yet since being on board but I am ready for every meal and the food tastes good to me.

Old Boring is as smooth as a mill pond this morning with scarcely a ripple to mar it's fair bosom. There is not a single wave turning up enough white showing to change the deep bluish green color of the water only as the ship by it's luffing and turning runs against the swelling tide. The fog is however exceedingly thick and the old foghorn is all the time sounding out it's deafening whistle. In walking on the deck this morning a person becomes quite wet from the condensing of the fog and at times quite a little shower of drops come. About half past 10 a.m. notice was given that religious services would be given in the saloon dining room and going down quite a good many were present. The Episcopal form of service was said by the Rev. Drumm but neither singing nor sermon. The prayer books are

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specially gotten up for use on the Cunard boats and in the prayers the president of the United States is prayed for in conjunction with the Queen. Bibles are also provided and a few hymns set to music are there, but on this occasion there being no one present who volunteered to sing, it was dispensed with.

Our friend the typical Englishman has finally made himself agreeable to a few ladies, and he is spending most of his time reading to them, and in general conversation, occasionally making a sally away from them, to stretch himself, and to let people see that he is normal "you know".

We have on board two young men going to Europe on a bicycle tour. They are intermediates. One named White has just graduated from Brown University this month the other is named Lathrop. White is one of those young men just from college who thinks he knows it all, but having no practical knowledge of the world is sure to run his head against snags hard enough to knock out a few of his supercilious airs and allow a grain of common sense to enter. Like a majority of such men he has laid out a plan with such unnerving precision his manner of procedure, mode of living, and has everything laid down with mathematical certainty, that it will be a blow to him to find out "that there is nothing certain in this uncertain world". He may recover himself after a few setbacks but it is doubtful as he seems to be made of that timber that breaks without bending.

This is the first day that I have seen a porpoise or a whale since leaving Boston. Some of the other passengers saw occasionally one yesterday but it was not my luck. A number of porpoises have been near enough to see them roll and toss over and over as if at play. Generally when you see one you may look for several as they have a habit of going in shoals. The whales were not large ones nor did I see them spout water. It is now 3½ p.m. foggy and sunshiny. A little before 5 p.m. the first vessel since leaving Boston came near enough for me to see plainly. I seemed to me to be a large Bark.

Monday June 27, 1887

Arose this morning earlier than anytime since coming on board - soon after 5 o'clock. Went on deck and walked a good deal, but being so rainy I could not remain so long as I wished.

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Soon after nine o'clock it cleared away in a measure and meeting the City of Chicago of the Inman Line I had good view of her. The dampness and rain have made things a little monotonous today but as the day advances, it is brightening up. Towards evening it became quite pleasant only a little hazy. Several Barks were in sight during the day. And toward evening we went through a shoal of porpoises, the largest we have seen so far.

During the evening my roommate George had an argument on the upper deck with a Mr. Cavalley a Boston grammar school teacher upon the Interstate Commerce Bill. George for, and Cavalley against it. It ended however in Cavalley going off mad because he was getting the worse of the argument. Certainly taking it all together it was a rich piece of sharing. I enjoyed it so much that I would not object to having it repeated. Mr. Cavalley is like most school teachers and ministers. They have been accustomed to have their own ipse dixit taken without question then have any person oppose throws them into a passion. Self opinionated people are very ridiculous in the eyes of persons of more liberal minds.

Tuesday June 28, 1887

Was up betimes this morning and paced the deck a long time before anyone put in an appearance. Had the pleasure of seeing a large whale spouting and again disappearing. It is said to be of whale is called fin-backed kind. It looks very much like a large boat coming bottom up. The large Fakir Englishman Jones put in an appearance this morning in a brand new rig of white duck, ironed without a wrinkle, with a light flat cap on his head and a cotton shirt without a necktie or neckerchief. In fact he appeared in complete negilge " ". If it was not for the evident effort to appear smart - which betokens this weak mind - he would appear to better advantage. If all this was the result of naturalness no person would mind it, but being a studied effort he is plain to the most obtuse mind. In comparing him with a Mr. Blaine on board, who is really an English gentleman of means, education and good breeding, the contrast is very striking.

Mr. Blaine is a member of Parliament from Balto, but on account of ill health he has been traveling for 15 months, going around the world and is accompanied by his wife and young daughter.

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He spent some time in New Zealand and then came to California, and is now on his way home. He is a little spare man, nothing but a skin drawn over the bones. When he first came on board he could be seen sitting on the upper deck, most of the time not saying a word, and for all the world, reminding one of an Egyptian mummy. Now however - as the Yankees have it - he is quite chipper. His wife is a rather short curly headed woman, who has the appearance of having managed things on their trip. The daughter is from appearance about 14 or 15 years, is of a tall slim build, and a very erect carriage. With a little study of the features, carriage and manner, a person would be inclined to accord to her "Noble blood" or as we Americans put it Blue blood. I had forgotten to mention in my former notice of Nat Goodwin the actor that his forte is in impersonations in which he is hard to be beaten. He is a star performer and appeared in Little Jack Sheppard in Boston just before leaving. Last night he gave on deck some of his impersonations which I chanced to hear and they were very fine.

We now have two deck games going; throwing rings on a pin and shuffleblock. Another large whale was sighted while down to dinner. There seems to be a continuous east wind which makes the use of sails to no avail so that up till noon today only 1411 miles is all that has been made in the past five days, and according to what I hear from the men of the vessel we have 1242 miles yet to reach Queenstown. Nothing of much note has occurred today, and I have (been) spending my time reading \_\_\_\_\_ matters in those around me.

One young man sitting at the head of our table named Arthur Robertson has a head only about large enough to fill a 5 inch stove pipe, and from his general make-up crowned with such a head a fair estimate can be made of intellectual capability. No man would ever class him with a Napoleon or a Tallyrand, nor yet with the ordinary Irish huckster on the street corner. Such a man is not capable of conducting any business of his own, however small, unless to follow in the wake of someone else or under the direct dictatorship or control of a superior brain. Such men were born to follow not to lead. There is too much of the greyhound nature in him to be anything else of a servant.

His next neighbor at table is of another make. From the partly closed eye on looking at you, the Caring Scotchman may be seen and he is Scotch in both appearance and nature. A

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carpenter by trade, and single, he is on his way to his native hearth to gaze upon the scenes of his childhood, which is a rare thing in a Scotchman. The Irish people have the love of country strong while the Scotchman is said to be like a fart - never returns. However much truth this old saying conveys, one thing is beyond dispute, they always care more for the present than the past. Mr. A. Bone, for such is the young man's name, is certainly keen and honest as the world goes and in times may be heard from in his line of business. However, of being of rather or clanish nature his success would be in mingling with people of his own nation.

A countryman of his across the table named Hursley is a man of strong stirring qualities; a man of action rather than words. He is of a large, raw, boney Scotch, nature made for hard work and hard knocks, and if what I heard of him is so, he has accumulated \$100,000.00 by means of his sturdy frame and sound common sense. He is a slate roof man in business in Boston. If his intellect is in keeping with the size and nature of his frame he must be a giant in more directions than one.

But enough.

Wednesday June 29, 1887

Did not retire as early as I should have done last evening, but was up betimes this morning and found it cool without much sunshine. It is one of those bracing days that makes a man feel full of life and vim and stir. Physically I have not felt so in a year, and if it was not from constant over-eating and eating food not suited for me, I would be in prime condition. Our food is all of the heartiest and I face the loss of my milk more than anything else. We have what is to be milk on the table but it tastes like skim milk, three quarters water. I do not relish it.

This day has been so bracing that I have been on deck and exercising most of the time. The upper deck which is usually the pleasantist is today too breezy, and I prefer the lower one. Our old Irish gentleman from Boston by name Dowd gave me a very nice description of the fish - smoking business he pursues. From his appearances you would not expect much, being only a common Irishman but by favorable chances and/or little shrewdness he has established quite a business, and accumulated



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some money. It is only another case of persistent effort - combined with sobriety and good common sense. It does not require intellectual ability to make money and keep it, but some self denial and untiring application. All these lessons that man meets in his daily life helps to stimulate and encourage man's fleeting energies. I see mainly that a want of this stimulus is a want of my nature and I have not taken the care to have it supplied artificially. On board this vessel, on every hand, examples are in plenty, showing that opportunity combined with common sense and industry have led to easy circumstances and even opulence.

A gentleman in the saloon by the name of Mr. Graine came to this country 17 years ago without money. The first 5 months he worked in a bakery in Marblehead but did not like it and tried something else, and from one thing to another saving a dollar where he could, until he married a girl who had some experience in store business and they shortly \_\_\_\_\_ and opened a store paying \$175.00 a year rent for store and tenement overhead. This was in Lynn Massachusetts, and the store was a notion store to which he kept constantly adding dry goods until he had quite a business. The owner of the building pulled down the old store for him and put up a new one for which he is now paying \$1165.00 rent and is worth more than \$50,000.00.

Now in that man's face can be seen the elements of character that led to his success. The first thing is a rather slow and disgruntful nature combined with a certain quickness and push that puts his thoughts into action. The thing is plain with no secret.

Only one bark been sighted today. No porpoises, whales or sharks have been seen. Occasionally we see a piece of lumber floating on the water showing that some vessel has been in our path not long ahead of us.

Thursday June 30, 1887

Was early on deck and walked a good deal before breakfast and am feeling fully up to the standard of yesterday. This cool sea breeze is just invigorating, and nearly every person has the same good news of feeling well. It seems so much better to hear the cheery words of health than the doleful tone of the invalid. Some of those who could hardly move about at first have now become quite lively.

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One man especially, a saloon passenger by name Matoon who was so dejected, sad and old a week ago is now around quite chatty and sociable. He has rather a gloomy dejected disposition at any time I should judge, but sickness made him appear doubly so.

He has a young son with him of maybe 18 years who has the oldest face for a young man I ever seen. The face is one befitting a man of 50 not a boy of 18. All it needs is the wrinkles of age to make his as old looking as his father. Some of our men are inclined to indulge too freely in the use of the ardent and I thank my stars often that I am a teetotaler and have a mind enough to stick to it. A great many of them think they cannot have a good time without a show of something stimulating and they even call on Bass ale and stout at their dinners, thinking I suppose that it makes them appear smart and "jolly good fellows". Certainly it's not for an appetite for we all eat hearty. Two steamers have been visible today to us passengers and one we could not see but heard about it being aft on the starboard side. Our sick man Abbott is today on deck and seems all better. Everyone seems in good courage and reckoning how long before we reach Queenstown. We are now on the last 1000 miles and that makes more hopeful minds.

Wednesday July 1, 1887

I arose quite early this morning and was on deck enjoying the sweet morning air. The color of the water is much lighter than heretofore today showing that the land is near. The sailors say it is mixed with sand giving it the light color. While in mid-ocean the color was much darker being a deep bluish green and very pure color.

While sitting on the deck last evening I could not help but think of the long evenings. It was long after nine o'clock before it was dark. Again it is daylight earlier than at home. These many little things remind me very much of my childhood days.

In the afternoon the steamer Penitame of the White Star Line went westward coming within a short distance of us, with whom we exchanged signals. It was the nearest any vessel has come to us since leaving the lightship at Boston. She left Liverpool on Wednesday last, the 29th and is therefore about 2 days out.

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Our new wrinkle has crept into our society through the influence of a man named Jones of Shropshire, England, and that is the selling of fools on the daily sailing distance. This man Jones is one of three who go under the Fakir men. Their business is buying old coin, old furniture, old relics and rare specimens generally. Some call them the antique men from their business. Jones is, as I have described him before, one who try to force themselves on public attention and thereby make themselves look ridiculous.

Mason is a large portly man with a large mustache, dressed in black and looks the most discreet of the three. He is evidently a man who knows his business, and considers well before he makes a move. Moulton of Lynn is a large tall old man with gray grisly looking whiskers, and shows considerable cunning beneath his ancient appearance.

Taking these three men all in all, there is an unmistakable air of speculation in their looks, and they seem as if they were all the time looking for flats. Mason is insinuating and polished about it. While Jones manner would rather indicate that he would be at home running a dime show.

Another gentleman aboard this vessel is a Mr. C. F. Sivan of Boston, who with his wife and two daughters are on a trip to Europe. In him you can see the businessman of the world; one who is accustomed to dealing with men in a polished and polite manner, to keep their good will and their customs. He is a cashier to some Boston bank and certainly by nature must be well adapted to his business. He is tall, slim, gray and active with a pleasing face and manner and is one of those who puts forth his best effort to please. We begin to see vessels all the time now. There is not an hour in the day but that you can see one.

Saturday July 2, 1887

Last night was another of those pleasant moonlight ones, and some of us remained on deck until a late hour. Our man Dowling got beastly drunk last night and had to be taken to his room and this morning he is dosing seidlite powders.

This morning many vessels of different rig are in view all the time. More than 20 leave in sight before breakfast.

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One bark came quite close to us and I had the best and clearest look that I have had on the voyage. With a good pair of eyes or good fitting glasses my enjoyment would have been much enhanced. The ocean this morning is as smooth as a millpond and still lighter in color than yesterday. The deep blue color of the old briny mid ocean is fast disappearing. Land birds are to be seen and everything points to a near approach to terra firma. One thing is quite evident to every man on board, that is, we are eating too hearty for our exercise.

Yesterday I forgot to mention that we have a passenger in the intermediate, a lady from Worcester named Webb who knows several Burriville people and especially the Melvilles and the Allens.

Mr. Gallup from Indiana is a very fine old bachelor gentleman, and I have had some very enjoyable talks with him. He has been to Europe a number of times. Also among the passengers is a Mr. William Alleryson and wife formerly of Staffordshire, England who are going on a trip home to the old country. Every time I look at that man I cannot help but think him a dishonest rascal. He was one of the number said to be hurt at the disaster of the Dedham branch of the Boston and Providence railroad and here in a few short weeks he is as well as he ever was. After having recovered from the RR Co. \$3,500.00 damages, netting more than \$3,000.00 above doctors and lawyers fees. Such a man must be a mean one. He looks as if he would spend it as easy as it came and I truly hope he will.

Among the passengers are two Brown University students. One a graduate of last month and the other just past his sophomore year. They are going on a bicycle tour through Europe. It is quite evident they are quite green, although Lathrop of Providence the younger of them will thaw out sooner than White his companion.

First land seen at 4½ o'clock p.m.. It was Fastnet Rock with it's lighthouse with Cape Clear beyond which is said to be the most SW cape of Ireland. They begin getting ready for the landing of passengers at Queenstown and the trunks are being taken out of the hold. The seagulls are in plenty this p.m. and the nearer we come to land the more plentiful they become. Joy of the near approach of land is evident on the face of almost everyone. Although some are like myself would \_\_\_\_\_ remain on board another week.

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Sunday July 3, 1887

Yesterday was the most eventful day on the voyage. After Fastnet Rock the next lighthouse was Gally light, then Kenmare light and the lightship and we were at Queenstown. From Kenmare light signals were exchanged and the telegraph set in motion to send us down a tender to take off passengers and baggage. It was somewhere near 11 o'clock when the tender arrived and steam was let off in order to stand still to ship the baggage. No anchor was cast, but simply a let off of steam. Eight of the intermediates and ten saloon passengers left us with quite a number of steerage. Mr. Graine, Cavarly, Matoon and son, Reverend Drum and his two ladies and three other ladies out of the saloon, misses Beere, Coffey and Sullivan and sister, together with Garrity, Foster and Downing and others of the \_\_\_\_\_ . There was great hurraing and cheering as the tender cut loose and we went on our way. It was after midnight and no passenger on board had turned in for the night. However we were soon in our bunks and were up this morning again as early as usual.

During the latter part of the night we passed two steamers going westward. The Servia of this line and the Alaska of some other line. The morning is bright and sunny, but since striking Ireland fog is in plenty. We are in an entirely different climate. Everyone is on deck looking out for land if it can be seen. At 2:45 p.m., Holy-head was sighted and about half an hour later, we were all out admiring it's bold rocks, splendid lighthouse and it's wild lonesome situation. This was the first of the Welsh coast and it is known for it's rugged cliffs. As we glide into Liverpool the Welsh coast is much to be admired. Every person having an eye for the beauties of nature are expatriating on weird wild coast now before us.

We \_\_\_\_\_ Liverpool and landed about 9 o'clock coming in with the Isle of Man steamer, "Lancashire Witch". It was an hour later we passed the Custom House, and somewhere about 10:30 p.m., 8 or 10 of us landed at Hurst's Temperance Hotel, Hood St. and St. Johns Lane. We retired quite late.

Monday July 4, 1887

Was rather late rising and the first thing that caught my attention was the display of American \_\_\_\_\_ being Independence Day. I walked some and then went to the wharf

## THE 1887 VOYAGE OF JOHN JOSEPH LACE

and took the "Witch" to Douglas, arriving there at 2:45 p.m.. By aid of a wagonette I arrived at father's in less than 3/4 of an hour from landing. Found them as well as could be expected. Father was so full of emotion, he could hardly contain himself.

Visited mother's grave and from the headstone gave her age as 60 instead of 61.

Visited uncle Ned who lived nearby.

### Tuesday July 5 1887

Arose early and went to St. Johns to Lynwald court with father and saw as in days gone past, the processing of the legal making body of the island accompanied by the clergy and bishop. Went from there to the old place and on to K.K. Patrick. Saw Mr. John Knight and became acquainted with the school master then whose name is M. A. Collister. Was invited to call again and was well pleased with him. Went to Peel, visited Peel castle, new church and walked the streets seeing what changes had taken place. Started for home and arrived in good season and went to bed early.

### Wednesday July 6, 1887

Arose early and with father took train from Muin Mills to Colby and walked from there to see Mrs Thomas Meone of Ballagawne who used to be a particular friend of my mother. Probably my mother was not so intimate with any woman alive. She seems like a very nice good natured person, and she gave us a hearty welcome. I have some slight recollections of her coming to our house once, and by my mother's suggestions, cut my hair, but it is very indistinct. We left there after dinner and went to Peel-St. Mary, a very nice and improving fishing village, which seems more like an American village than any I have seen. There seems to be a bustle and stir there, more than any village that I have seen, and also some very nice buildings going up. The houses are them many of them old fashioned but the new ones are nice and modern. I was also in K.K. Christ Rushen churchyard near here and saw some very old headstone, some of them dating to 1740 and upwards. We reached Port Erin a little from three o'clock and after walking around awhile took the cars for home. Port Erin has a few very

## THE 1887 VOYAGE OF JOHN JOSEPH LACE

good hotels and a splendid little bay with a view of the very boldest. On top of the highest rock entering the bay is a very high tower for the guidance of vessels. The walk along the sea and also along the rocks and peaks around about is grand, and to a person fond of the grand high, sea summits, deep fissures in the rocks and a savage like appearance, this is the place of all others. As for myself I was more taken by the active industrious stirring Port St. Mary. We had a good journey and came home quite tired. Father especially went immediately to bed.

### Thursday July 7, 1887

Did not get up very early but at a little before 11 o'clock. Started for Douglas and walked there in about 1½ hours without hurrying. It has grown so much since I saw it that it hardly looked like the same place. I traveled around alone all day looking at the fine buildings, the pretty stores and the large amount of visitors. In fact in walking the streets it seemed like some gala days with every person having on his best go to meeting clothes. A description of the city will come later when I have seen more of it and can describe it better.

NOTE: There is a two month gap at his point. It can only be assumed that John had not recorded the more personal part of his visit with his family.

### Thursday September 8, 1887

Went to Liverpool on the Queen Victoria at 10:00 a.m. and returned on the 4:30 p.m., arriving at Douglas at 9:00 p.m. after securing passage on the Marathon to sail to Boston on Saturday the 10th, inst..

### Friday September 9, 1887

Left goodbye to father on Douglas pier at 10:00 a.m.. Arrived at Liverpool and put up at Mortons, 11 Camden St. off London Road.

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Saturday September 10, 1887

Did not sleep much on account of fleas and was glad when morning came. Went to the steamer before 9:00 o'clock but did not sail until 2:30 p.m.. The sea seems rough and cheerless with head wind.

Sunday September 11, 1887

Did not arrive in Queenstown until the afternoon and did not leave there until after 6:00 p.m.. Purchased some apples and a Tam O Shanter cap.

Monday September 12, 1887

The passengers have been nearly all sick and not many to meals today. The sea is rough and things do not look very inviting on deck.

Tuesday September 13, 1887

It is somewhat pleasanter today and the appearance at the table is a few more cheerful. The deck is pretty well filled and music and singing is a pastime at night. There was a fiddle brought and we had dancing on the upper deck.

Wednesday September 14, 1887

Everything has changed since yesterday. A severe storm has come on through the night and the waves are rolling mountains high and the ship is tossing and pitching like a buffet in the arms of Mother Nature. The sight although dangerous is grand and I might say sublime. No person can imagine what a storm at sea is until he has seen one.

Thursday September 15, 1887

It is somewhat milder today, the storm leaving, abated through the night and in the afternoon the decks once again began to be peopled so that by evening we were enlivened by some sentimental songs.

Friday September 16, 1887

I awoke and went on deck early this morning, and enjoyed



## THE 1887 VOYAGE OF JOHN JOSEPH LACE

myself through the whole day. Games of checkers, cards and dominoes were being held all around on the deck. The weather may be considered fair for the time of year, although of course, cool.

### Saturday September 17, 1887

Awoke this morning to find it so foggy that you could hardly see the length of the ship, which continued all day. It seemed so gloomy that nearly every person seemed downhearted. One steamer in the morning came quite near. In the evening we had a concert in the dining hall which (was) exceedingly good, and we all turned in for the night in good heart.

### Sunday September 17, 1887

Through the night a fearful storm raged, which began to abate before morning. But during the day the ship pitched and rolled terribly. Only few put in appearance at table. This was a much more severe storm than the last. The trunks and tables were all lashed down and every precaution taken.

During the night Jew and Gentile were on their knees together, each beseeching the same God to help them. Few things are more touching than a scene of that character. The storm abated about daybreak, but the turbulent state of the water following in the wake of the storm continued through the day.

### Monday September 19, 1887

The night being quiet and the morning bright every person seems to have entered a new country. Faces are cheerful and eyes bright and filled with hope. The transformation from yesterday seems hardly possible. It goes to show, however, the effect of hope on the human mind. Everything continued in the same hopeful vein until evening when we all joined in singing hymns on deck. The Captain and officers joining in with us, each going his way to lead, to dream of the happy times in store for him.

### Tuesday September 20, 1887

We were all awake this morning and on deck unusually early. The morning is bright, but of that sickly kind where there is something in store and sure enough by nine o'clock we had quite a thunderstorm. During the night a child of a year old died in the steerage, and at half past eleven a.m. the funeral took place and the body was consigned to the deck. The English services being read by the purser. Everyone was on deck to see the ceremony and really it was sad.

THE 1887 VOYAGE OF JOHN JOSEPH LACE

CASH PAYMENTS

The following monies are shown in U.S. Currency.

<u>Date</u>	<u>Description</u>	<u>Cost</u>
06-23-1887	Ticket to Providence	.85
	papers	.05
	Carraige	1.00
	Boston	1.00
	Hack	1.75
06-26-1887	contribution	.10

Telegram  
"Coming Home Lace"

The following monies are shown English pounds.

<u>Date</u>	<u>Description</u>	<u>Cost</u>
	Appolonaris	1.6
07-02-1887	stamps	.5
07-04-1887	shaving & bay water	5.6
	hotel	7.6
	postage	.8
	ticket	2.6
	Crosly	5.0
07-05-1887	Stamps	.6
	car fare	1.2
	refreshments	.8
	Peel castle	.8
	dinner	2.0
	car fare	1.2
	refreshments	.1
07-06-1887	car fare	5.2
	refreshment	.4
07-07-1887	car fare	.5
	refreshments & papers	1.1 $\frac{1}{2}$
07-08-1887	car fare	.5
	refreshments	.3
	guide	1.0
07-09-1887	car fare for father	.4
	bath	1.6
	shaving	.1 $\frac{1}{2}$
	newspaper & stamps	.8
	Crosley & return	.9
07-11-1887	car fare & shaving	.5
	bath	1.6
07-12-91	refreshments	.9
	paper & postage	.3 $\frac{1}{2}$

THE 1887 VOYAGE OF JOHN JOSEPH LACE

07-13-91	bath	1.6
	shaving	.3
07-14-91	charity	.2
07-15-91	refreshments	.4
07-16-91	bath	1.6
	papers & stamp	.5
07-18-91	refreshments	.6
	car fare	.8
07-19-91	bath	1.6
	refreshments	.5
	postage & papers	.5
07-20-91	bibles	10.00
	car fare	.5
07-21-91	bath	1.6
	medicine	.4 $\frac{1}{2}$
07-23-91	father	1.6
	dinner	.4 $\frac{1}{2}$
	medicine	.5
	paper & postage	.8
	car fare	.3
07-25-91	refreshment	.7
	book & papers	.8
07-27-91	car fare	.11
	postage	.9 $\frac{1}{2}$
	barber	.4 $\frac{1}{2}$
	shoes	10.3
	sulphur	.2
07-30-91	car fare	.8
	paper & stamps	.5
	tapping shoes	3.0
	shaving	.2
	refreshments	.2
	raser (razor)	1.1
07-31-91	car fare	1.2
	contribution	.6
08-02-91	paper & stamps	.8
	refreshments & car fare	.10
08-03-91	medicine	1.2
	refreshments	.4 $\frac{1}{2}$
08-04-91	refreshments	.11 $\frac{1}{2}$
	agricultural show	2.00
08-06-91	car fare	.8
	papers & stamps	.6
	refreshments	.4
	bath	1.6
	berries & shaving	.4
08-07-91	car fare	1.2
08-09-91	paper & stamps	.6

THE 1887 VOYAGE OF JOHN JOSEPH LACE

08-10-91	car fare	.6
	refreshments	1.10
	teapot	.6
	paper & stamps	.4
08-12-91	car fare	.10
	refreshments	.10
	pamphlets	.2
08-13-91	papers & stamps	.8 $\frac{1}{2}$
	shaving	.2
	carfare	.3
	medicine	1.00
08-14-91	car fare	1.2
08-15-91	car fare	.8
	stamp	.1
08-16-91	shaving & fruit	.5
	carfare	.5
08-17-91	rubber	1.10 $\frac{1}{2}$
	dinner	.6
	guide	.6
	York	8.1
08-18-91	stamps	.6
08-20-91	bath	2.00
	stamps	.2
	tape	.1
08-21-91	church contribution	.6
08-23-91	writing paper	1.5
	stamps	.5
08-24-91	Herald of Health	.2
	newspapers & stamps	.6
		2.6
08-25-91	papers & stamps	.6
	pen - arabia (ink)	.6
	views of York	1.0
	bath	.4
	raser str	1.0
	lather br	2.0
08-27-91	fixing raser & soak	1.6
	bath	.6
	hone	3.6
	towels	4.0
	cuffs & tie	.1
	brush & comb	3.4
	handglass	2.6
	tape	.1
	slippers	2.6
08-28-91	contribution	.6
08-29-91	York to Liverpool	8.2
	newspaper	.2
	dinner	1.00
	car fare	.6

THE 1887 VOYAGE OF JOHN JOSEPH LACE

08-30-91	car fare	.5
	refreshments	.6 $\frac{1}{2}$
	paper & stamps	.3 $\frac{1}{2}$
	views of I.O.M.	2.0
08-31-91	<u>          </u>	.3
	guide	1.00
	Harpers	1.00
	views of I.O.M.	1.0
	paper	.2
09-02-91	carfare	.10
	refreshments	.9 $\frac{1}{2}$
	papers & postage	.4
09-03-91	car fare	.5
	refreshments	.3
	papers	.7 $\frac{1}{2}$
	stamps	.2
	handkerchief	1.6
09-06-91	<u>          </u>	.8
	refreshments	.3
	car fare	.5
	postage & papers	.5 $\frac{1}{2}$
09-08-91	<u>          </u>	.8
	<u>          </u>	.1 $\frac{1}{2}$
	Liverpool <u>          </u>	2.6
	dinner	1.0
09-09-91	step <u>          </u>	5.0
	cab man	4.0
	tags & porter	.6
	father	2.6
	<u>          </u>	5.0
	ticket <u>          </u>	1.6
	cab & porter	3.6
	<u>          </u>	.11
	cotton cloth	.11
09-11-91	lodgings	5.00
	cab fare	5.00
	chair	4.6
	haircutting	.5
	drawers	3.6
	fruit	1.2
	portorage	1.0
	fruit	1.0
	cup	1.0
	<u>          </u>	<u>          </u>
Total		16.51.00

THE 1887 VOYAGE OF JOHN JOSEPH LACE

ADDRESSES

Children's Cough Mixture or Children's Cough Cordial  
Dresser Folkard Leo  
13014 Pavement York

Edward Thackeray  
42 E 29th St.  
Chicago, IL

Kirton Lindsey  
Lincolnshire, Eng.

Hurst's Temperance Hotel  
Corner of Hood St. & St. John's Lane  
Liverpool, Eng.

Mrs. Ellen Quirk  
No. 19 Kemper Place  
Chicago, IL

Thomas Blundell  
313 Chorley Old Road  
Bolton

Mrs. Thomas Moore  
Ballagawn  
Rushen Colby, I.O.M.

Robert Christian  
80 Circular Row  
Douglas, I.O.M.

Joseph Killey  
Dorr P.O. Allegan Co.  
Michigan

Captain Peter Murray  
of the Beaver Line of Steamers of Liverpool,  
Halifax and New York  
The Canard Company  
8 Wales St.  
Liverpool, Eng.

He also presented his daughter, Mrs. Bigford, with a duplicate copy, each inscribed with their name "From Father." Rev. Mr. Lovejoy said that the Bible was certainly the most precious gift that could be bestowed upon a person, rich memories cluster around even small gifts that language cannot describe, money would not buy them. He called on Rev. G. Hamlen, who spoke of the preciousness of the word of God, and said as a rule those denouncing its teachings knew nothing of its contents. Follow its precepts and it will lead your feet to the kingdom of God. The most of Rev. Mr. Hamlen's remarks were in a felicitous strain and were much enjoyed. Rev. A. Lovejoy asked if there were not other presentations to be made; if there was anything attractive it would be well to have it presented, which was quickly responded to by the ladies in passing around the plates of cake and ice cream which those present heartily relished, the cream, of various kinds, being particularly excellent. After many had taken their leave Mrs. Lace was presented with a full set of table linen, the donor being Joseph H. Carpenter, of Glendale, and more singing was indulged in. An excellent time was enjoyed by all present, the number reaching towards ninety. This number would have tallied one hundred, several merchants being detained from attending on account of business, it being pay week. About the happiest person present was the father of Mrs. Lace, who enjoyed the occasion with brimming heart. The many friends of Mrs. Lace wish to be present at her silver wedding.

5/21/1886

THE 1887 VOYAGE OF JOHN JOSEPH LACE

Philip Cowin  
26 Southampton St.  
Bradford, Yorkshire, Eng.

Mrs. Charlotte Christian  
Castletown  
Squire of George Hudson  
Mrs. Monger

M.A. Callister  
City Guardian Office  
Peel, I.O.M.

James Kerinode  
City Guardian Office

William Kelly     Super.  
Edward Curphy    Boss Weaver  
Liomode

Palmer House Publishing  
73, 75, 77 Princess St.  
Manchester





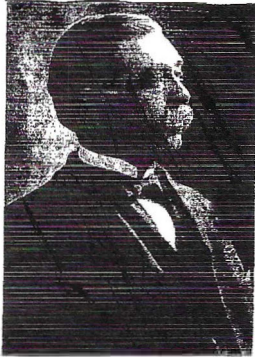
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## DR. JOHN J. LACE DIES SUDDENLY AT HOUSE IN GLENDALE

While calling at the home of a friend in Glendale, Dr. John J. Lace, one of the most widely known physicians in the northern portion of the State, and a former member of the General Assembly from Burrillville, died suddenly yesterday afternoon, shortly after 3 o'clock.

Although Dr. Lace had not been in good health for some time, and had just arisen from the sick bed last Wednesday, his death was entirely unexpected.

About 5 o'clock yesterday morning, Dr.



Dr John J. Lace  
Well known Burrillville Physician Dies at  
Friends Home at Glendale.

---

Lace was called out of bed to attend a case, and it was after the noon hour when he was through with the case. He went to Fred Esten's house in Glendale and was offered luncheon. This he refused, but he did take a glass of milk.

Shortly afterward he complained of trouble in his stomach and laid down on a couch. Mr. Esten summoned Drs. Georg W. Ashton of Mapleville and Henry J. Bruce of Bridgeton, but before either could reach the house, Dr. Lace was dead. His body was later removed to his home in Pascoag, on Church street.

Dr. Lace was, at the time of his death, chairman of the school committee in Burrillville, and the oldest practicing physician in that town. He had been in poor health for some time.

He was born on the Isle of Man Oct. 11, 1833, and celebrated his 70<sup>th</sup> birthday a week ago yesterday. He was educated in the land of his birth, and later taught school there. When 19 years old he came to America and worked in New York and Philadelphia. He went to the Civil War in the Hospital Corps and was at the battle of Gettysburg. After the war he went to Philadelphia, and attended a medical college, graduating in 1870. He was obliged to work his way through, and in doing so acted as a book agent and taught summer schools.

He was married May 18, 1871 to Leah E. Pierson in New York and is survived by her and two children, Representative John J. Lace Jr, and Miss Lettie C. Lace.

After leaving college, Dr. Lace practiced in a New York hospital for two years and then came to Providence for one year. It was 32 years ago when he went to Burrillville, where he was associated with the late Dr. Joslin of Glendale. Twenty-six years ago he moved to Pascoag and had since lived there.

In 1893 he was elected to the school committee, and for 11 years was chairman. He had always been a Democrat and was a member of the town committee. In 1898 he was elected to the House of Representatives and the next year was sent to the Senate from Burrillville. His son, John J. Lace, Jr., was a member of the House last year and refused to run again this year, although he received the nomination.

Dr. Lace was the physician of Pascoag Commandery, Knights of the Golden Cross; the New England Workmen, the A. O. U. W. and the Manchester Unity. The schools of the town will hang flags at half-mast today, and will close the day of the funeral. The Democratic town committee will meet tonight to take action on Dr. Lace's death.

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In 1883 he was elected to the school committee, and for 11 years was chairman. He had always been a Democrat and was a member of the town committee. In 1888 he was elected to the House of Representatives and the next year was sent to the Senate from Burrillville. His son, John J. Lace, Jr., was a member of the House last year and refused to run again this year, although he received the nomination.

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