



Of a Snuffbox, a Ship, and Sheep: A Tale of William Jarvis

William Jarvis is known in Vermont history for his business acumen and prowess in sheep husbandry. Less well known are episodes from his early business and diplomatic careers, or that the naval tradition of giving presentation pieces salvaged from restorations started with the USS Constitution and Jarvis's special snuffbox.

BY LOUIS ARTHUR NORTON

Around oak snuffbox with an engraved gold medallion on its cover rests on the fireplace mantle at my home. If it could speak, this 180-year-old artifact would tell a curious tale that combines maritime, diplomatic, and agricultural history; a relationship between the frigate *Constitution* and Merino sheep (then possessing the world's most prized wool); and stories about an American diplomat stationed in Portugal, a renowned United States Navy captain who fought against the Barbary corsairs, and a lucrative business opportunity that evolved from Napoleon's conquest of Spain. The snuffbox once belonged to William Jarvis, a prominent sheep herd owner and resident of Weathersfield, Vermont.

Jarvis is known in Vermont history for his business acumen and prowess in sheep husbandry. Less well known are episodes from Jarvis's

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William Jarvis.
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early business and diplomatic careers. Few are aware that he was a ship owner, had a relationship with the USS *Constitution*, a contentious encounter with the early naval hero Captain John Rodgers, and became a staunch advocate for the welfare of sailors; that Presidents Thomas Jefferson and James Madison benefitted from Jarvis's Merino sheep herd; or that the naval tradition of giving presentation pieces salvaged from restorations starts with the *Constitution* and includes Jarvis's special snuffbox.

BUSINESSMAN AND DIPLOMAT

William Jarvis was born in Boston, Massachusetts, on February 4, 1770, the son of Charles Jarvis, a prominent doctor and Revolutionary War patriot, and Mary (Chapman) Jarvis. William attended schools in Boston, New Jersey, and Philadelphia and worked in a counting house to prepare for a career in business. In 1797, the year of the launching of the frigate *Constitution* in Boston, twenty-seven-year-old Jarvis became a one-third owner of the brig *Mary*.¹ Taking advantage of his maritime investment, Jarvis made several trips to Europe onboard *Mary* to become a mercantile trader doing business under the name of William Jarvis & Company. An observant and astute businessman, he soon became familiar with the intricacies of foreign commerce and also made many business contacts in Europe.

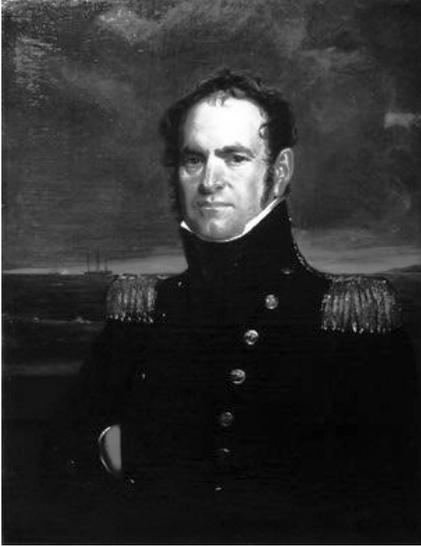
In 1802, Jarvis's entrepreneurial skills were brought to the attention of President Thomas Jefferson. Although the Boston merchant was a Federalist, Jefferson saw the advantage of bipartisanship. Appointing a talented Federalist for his Democratic-Republican administration was a wise political move. The president asked the New Englander to represent the United States as consul plus chargé d'affaires at Lisbon, Portugal then an important North Atlantic trade and ship building center.² Being appointed to a diplomatic post was an honor, but Jarvis also recognized this as a business opportunity and accepted the appointment.³

This was a politically tense time in American history. The British were stopping American vessels at sea, impressing into their navy many American sailors whom they claimed were British. The Quasi-War between the United States and France had just ended, Napoleon was in the midst of his European conquests, and the war against the Barbary States of North Africa had just begun.⁴

Shipping and commerce were the lifeblood of maritime nations, but because of widespread hostilities involving many countries, there was a shortage of sailors. One way to augment the crew of an undermanned vessel was to sail to a busy port such as Lisbon and obtain foreign sailors either by legitimate recruitment or from crimps and lawless press gangs.⁵ Stopping at Portugal's capital was problematic, however. Foreign ships anchored in Lisbon harbor were subject to being placed in quarantine, a governmental health control measure to halt the spread of potentially lethal yellow fever.

On November 6, 1804, Captain John Rodgers of Maryland took command of the frigate *Constitution*, succeeding Captain Stephen Decatur, who was reassigned to *Intrepid*. Shortly thereafter, on November 27, Captain Rodgers received orders from Commodore Samuel Barron to sail the vessel from Syracuse, Sicily, to Lisbon, Portugal, to acquire new sails, cable, and, most of all, eighty new crewmen. Syracuse was a Mediterranean port strategically located near the North African coast. En route, the vessel encountered a severe Atlantic storm that sprung the bowsprit and delayed her arrival at Lisbon to December 28. The *Constitution* had departed from Syracuse, a port where yellow fever was rampant; therefore, the frigate was required to berth in a quarantine anchorage far from the bustling port. Communicating with the Portuguese authorities and the American consul was difficult from this remote area, but Rodgers advised Jarvis about his need for seamen and repairs. Progress was slow.

Rodgers enlisted several Danish naval and merchant ship deserters for service as crewmen on *Constitution*. When the Danish consul objected, Rodgers simply dismissed them from the ship and had them re-



*Commodore John Rodgers.
Oil painting by John Wesley
Jarvis, ca. 1810. Courtesy of
the National Gallery of Art,
Washington, D.C.*

turned to Lisbon. Jarvis, however, insisted that the men be delivered to the Danish vessels from which they had deserted; otherwise they would be vulnerable to press gangs on shore. Rodgers, a gruff and impatient officer, occasionally displayed a fierce temper. The naval captain became critical of Consul Jarvis, threatened him with castigation, and accused Jarvis of neglecting his duties as the American representative with “contemptible, ungentlemanly conduct” by interfering with Rodgers’s recruitment of crew in the port.⁶

Rodgers also wrote a stinging letter to Jarvis, saying, “I cannot conceive that I am bound either by national or personal honor to deliver men into hands of an authority that would punish them for wishing to serve our country in preference to their own . . . And it does not a little astonish me that you the only representative of the government of the United States in this port should furnish the means of punishing your fellow-beings for preferring Freedom to Slavery.”⁷

In time Rodgers recruited a supplementary crew mostly of foreigners, had a new bowsprit installed, and all other repairs completed. To the relief of Jarvis, Rodgers sailed the *Constitution* from Lisbon on February 9, 1805. His destination was the coast of North Africa, the ongoing Barbary Corsair War, and naval history. On June 3, 1805, the Treaty of Tripoli was signed onboard the *Constitution* marking the end of the first Barbary War amid cannon salutes from ships and shore batteries.

Despite the unfortunate and uncomfortable *Constitution* episode, Jarvis became a zealous protector of American seamen in Portugal.⁸ He persuaded the government to make press gangs illegal, lobbied for a change in the quarantine law, negotiated a decrease in the tariff against American goods, and helped expand commerce between America and Portugal.

JARVIS AND MERINO SHEEP

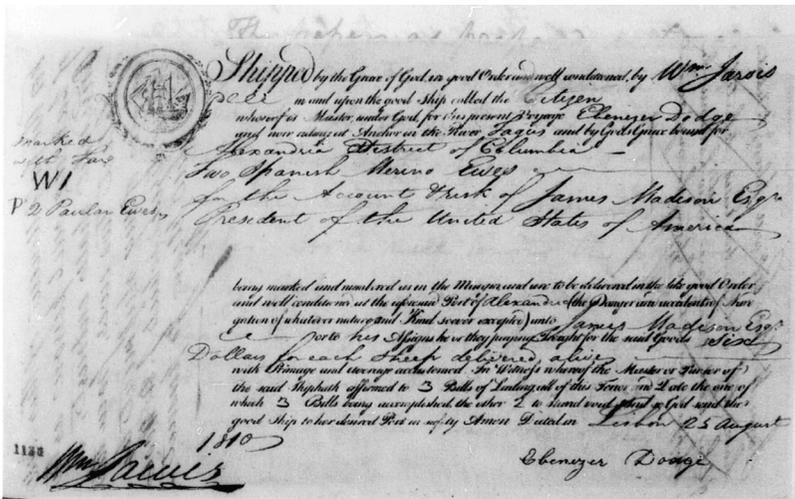
Jarvis returned to the United States in October 1810 and subsequently resigned his consulship. Shortly thereafter, Jefferson, now retired to Monticello, wrote to Jarvis commending him for his services as consul to Lisbon, and thanking him for the casks of Portuguese wine Jarvis had shipped to Jefferson before leaving his post (See Jefferson's letter, below). Before his return, however, Jarvis made some purchases that had enormous consequences for Vermont's and ultimately America's agricultural and industrial history, and would be the source of his own new riches.

Over hundreds of years, Spanish shepherds had developed highly prized Merino sheep that produced fine, soft fleece, admired throughout the western world. The Spanish monarchy tightly controlled the valuable breed, and Spanish statutes imposed harsh penalties on anyone caught exporting this breed of sheep. Spain had used the profits from sales of Merino wool to help finance explorations and enlarge their colonial empire. In 1808, Napoleon conquered Spain, confiscated property, and established new laws. War was expensive and the embattled French government was in dire need of funds to finance its military campaigns; therefore, their newly acquired Spanish sheep became a source of revenue.

The first recorded importation of Merino sheep to America was three animals, two ewes and a ram, by William Foster of Boston in 1793. Unfortunately, their value as sources for fine wool was not appreciated and they were killed for mutton shortly thereafter. In 1801 Eleuthère Irénée (E. I.) du Pont (later of Delaware) imported a ram named "Don Pedro" who, in the next five years, went on to sire many Merinos in the New York area. Pierre Samuel du Pont de Nemours, the father of E. I. du Pont, and a Monsieur Delessert, a Parisian banker, culled one hundred of the best Merinos from a herd of roughly four hundred that were trafficked into France from Spain. The two Frenchmen, in turn, took four animals for import into the United States. (One was supposedly designated for Thomas Jefferson.) Only a single ewe survived the voyage, and that animal was bred to Don Pedro on Delessert's and Dupont's American farms near Kingston, New York. Chancellor Robert

R. Livingston, United States Minister to France, sent over two pairs of Merinos in 1802 and in 1810. Colonel David Humphries, Minister Plenipotentiary to the Court of Madrid, Spain, managed to ship over twenty-one Merino rams and seventy ewes in 1802 from Portugal and a further importation of one hundred “Infantado Merinos” in 1808.⁹

Being an opportunistic businessman, Jarvis purchased 3,638 Merino sheep and shipped them to America under the first Spanish license of 1810 to export them.¹⁰ As a patriotic gesture, or perhaps banking political capital for a future unidentified need, Jarvis chose some of his finest breeding stock to be sent to the Virginia farms of President James Madison and former President Jefferson.¹¹



Invoice for shipping two Spanish Merino ewes to President James Madison, August 1810. Courtesy of the Library of Congress.

To Jefferson, now retired at Monticello, he wrote:

Lisbon 20 January, 1810

Sir:

[M]y veneration for you being in no wise lessened by your secession from Office, I hope you will allow me again to trespass on your goodness with a small present, which I trust, from your Patriotism, will not be unacceptable. After much exertion I have been able to obtain a few Merino Sheep warranted of the best breed in Spain, and, thinking the climate of Virginia more favourable for their propagation, as more resembling that of Spain than the Northern states, I cannot forbear sir making you an offer of a Ram & Ewe, both as a mark of my

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great esteem, & well knowing that the experiment cannot be in better hands; and I pray you sir to do me the honor of their acceptance. Least sir the idea of expense should deter you, allow me to say, that they did not cost me very much, having got them at a reasonable price by the assistance of a [S]panish Gentleman.

Wm Jarvis¹²

To President Madison, Jarvis wrote:

Lisbon 20 January, 1810

Sir:

Having lately, with some pains, been able to obtain a few Merino Sheep, warranted of the best breed in Spain, I hope that you will allow me the honor of presenting you with a Ram & a Ewe. I shall also take the liberty of sending a pair to Mr Jefferson. As the cost has not been great, I hope Sir that you will do me the favour of their acceptance as a mark of my great veneration & respect. . . . [T]hey will be so beneficial an acquis[it]ion, should the [more southerly climate] prove favourable, that I think it is well worth the experiment; and I am satisfied that it will not be more fairly made by any persons, than by yourself sir & your patriotic & enlightened predecessor.

Wm Jarvis¹³

Jefferson replied almost a year later.

Monticello Dec. 5.10

Dear Sir:

. . . [Permit] me . . . [to convey] my thanks for the many marks of attention I received from you, while in the administration, and the reiterated proofs of your approbation & support. in an especial manner however, I must acknowledge your last favors in putting me on the list of those who were enabled to extend the improvement of one of the most valuable races of our domestic animals. the 4. Merinos are now safe with me here, and good preparations made for their increase the ensuing season. pursuing the spirit of the liberal donor, I consider them as deposited with me for the general good, and divesting myself of all views of gain, I propose to devote them to the diffusion of the race through our state. as fast as their increase shall permit, I shall send a pair to every county of the state, in rotation, until the whole are possessed of them. . . . [The] expence and risk you took on yourself by this measure, but especially the promptitude with which you availed us of this single opportunity of transferring the rich possession to your own country merits our general acknowledgements, and justifies our wishes that you may be duly remunerated by advantageous disposals of them here. . . . [You] may remember some wines you were so kind as to procure for me in 1803. Carrasqueira, Aruda & Oeyras. the first of these is now aboach, and is among the best wines I have ever had. it would be a great pleasure to give you proofs here how erroneus is the opinion of the Lisbon merchants that the Termo wines will not keep unless fortified with

brandy, and how injurious to the quality and estimation of those wines their brewing practices are. the Oeyras, with the age it has, 12. years, has become also a fine wine. it did not promise this at first. altho sweet, it is not too much so, & is highly flavored. come [to Monticello] however & judge for yourself, that you may bear testimony to others.

Th: Jefferson¹⁴

Having returned to the United States, the ex-diplomat selected what he considered the best animals for himself and sold the rest of the sheep. With the profit, in late April 1812, Jarvis purchased a 2,000-acre farm near the Connecticut River in Weathersfield, Vermont, his home for the remainder of his life. Jarvis cleared the land of thousands of tree stumps, and then fenced it in for his livestock, including cattle, goats, and horses as well as sheep.¹⁵

Jarvis sold part of the herd, but with an eye toward additional economic returns he retained what he considered the best Merinos for breeding and, with the help of Spanish animal husbandry experts, produced the valuable Vermont A-type subspecies. These animals have a wrinkly appearance and heavy, dense, even, and fine fleece with an abundance of oil or lanolin. The wool's color may vary from off-white to a yellowish straw, the straw color being preferred because it is considered to be a genetic marker for the best A-type specimens.

The new Merino herds in Vermont created new farming opportunities and practices plus a growing demand for this unique wool from the New England textile industry. Merino sheep, largely the Saxony subspecies, are hardy, have good herding instincts, and graze on a variety of flora. The poor rocky soil of Vermont made respectable grazing land for Merinos, but these sheep require large grazing areas. Early Vermont agriculture was largely characterized by small independent farms. Merinos were gradually producing prosperity, but at a hidden cost. Land prices increased and many small family farms were consolidated into larger farms, thus generating economic disparity in Vermont's rural communities.¹⁶

Competition from overseas started to harm Vermont's manufacturers of woolen goods and its sheep growers.¹⁷ William Jarvis was elected a delegate to a national convention in 1827 to promote legislation for protective tariffs. In 1837, over one million sheep populated Vermont, but wool prices per pound plummeted by the late 1840s, partly from competition from western farmers who had much lower overhead costs. Most Vermont sheep farmers absorbed devastating financial loss during this period. The average number of sheep per farm dropped to fifty-three in Orange County by 1850 and many were slaughtered for mutton.¹⁸

JARVIS AND “OLD IRONSIDES,” THE USS *CONSTITUTION*

Years earlier, the frigate *Constitution* had distinguished itself during the War of 1812, by defeating five British warships—HMS *Guerriere*, *Java*, *Picou*, *Cyane*, and *Levant*—and became a floating national naval icon. Now a sheep farmer in Vermont, Jarvis had provided for the needs of the famous vessel during his service in Lisbon, likely a source of pride for the former consul. By 1830, however, the old frigate had fallen into disrepair and was marked for scrapping. On September 16, 1830, a distraught twenty-one-year-old Oliver Wendell Holmes (later the father of jurist Oliver Wendell Holmes Jr.) wrote a poem titled “Old Ironsides” in response to a *Boston Advertiser* article about the proposed dismantling of *Constitution*.¹⁹ This poem caught the public’s imagination and precipitated an outcry. “Save Old Ironsides” was repeated throughout the country, exciting patriotic passions and spurring a successful campaign to scuttle the plan to dismantle the ship.²⁰ Instead, *Constitution* would be rebuilt and given an honored place among America’s warships.

Shortly after dawn on June 24, 1833, the venerable United States Navy frigate *Constitution* was nudged into the newly built Charlestown dry dock, an engineering marvel recently completed by Loammi Baldwin Jr. Sixty-year-old Isaac Hull, with his speaking trumpet in hand, was the honorary commander of the *Constitution* for this momentous docking event. Hull had served as an officer in the United States Navy during the Quasi-War with France, the Barbary War, and the War of 1812 as commander of *Constitution*. He was appointed commandant of the Washington Navy Yard in 1829 and now, in his impressive navy dress uniform, Hull played host to Vice President Martin Van Buren (President Andrew Jackson was too ill to attend), Secretary of War Lewis Cass, Secretary of the Navy Levi Woodbury, Massachusetts Governor Levi Lincoln, and Joel R. Poinsett, representing South Carolina—the source of the *Constitution*’s live oak—plus many other dignitaries. The ship was made fast in the dock. A traditional three huzzahs erupted from the crowd assembled on the wharf while escorting naval vessels fired muffled cannon salutes that echoed across the harbor.²¹

The entourage of notables gathered later at the house of Captain Jesse Duncan Elliott, the commander of the Boston Navy Yard, for formal presentations. Hull ceremoniously awarded canes fashioned from the *Constitution*’s timbers to Van Buren (for the absent President Jackson), Woodbury, Lincoln, and Poinsett. In his speech Hull mentioned that all of the recipients had been strong supporters of the *Constitution* of the United States as well as the great ship that bore the same name. He said that it was his great hope that these strong canes made from the live oak of the *Constitution* would return “the support which the instru-

ment [i.e., the Constitution of The United States] has received at their hands, I trust that an equal support may be rendered to them when they arrive at the same age.”²² For the next several years, during the remainder of the vessel’s overhaul, souvenir artifacts were fashioned from *Constitution*’s discarded wood and given to distinguished Americans under the watchful eye of head shipwright Josiah Barker.²³

Family descendants have retained some of these *Constitution* artifacts. Other pieces reside in museum collections around the nation, particularly in the USS *Constitution* Museum in Charlestown, Massachusetts. The Museum of Connecticut History in Hartford displays a 35-inch oak cane with a gold ferrule dated 1843 with an ivory knob carved in the shape of the head of a woman. Nearby is a judicial gavel of similar vintage made from the ship’s wood. The Hermitage near Nashville, Tennessee, the home of President Andrew Jackson, owns a large desk chair made from the wood of the *Constitution* that was given to Jackson’s secretary of the Navy, Levi Woodbury. The most elaborate object fabricated from the wood of the *Constitution* was a phaeton carriage presented to Jackson, which he rode in at the inauguration of his successor, Martin Van Buren. That unique vehicle was partly destroyed by fire in 1894. A few wheels and part of the frame that survived the flames are on display at The Hermitage.²⁴

Additional artifacts are in private collections. One such memento is the personalized snuffbox for former Consul William Jarvis. Snuffboxes were the mark of a gentlemen during the eighteenth and early nineteenth century. Jarvis’s singular box has an engraved gold medallion on its cover inscribed: “Constitution or Old Ironsides . . . Mr. Miller to the Honorable Mr. Jarvis.” Unfortunately “Mr. Miller” cannot be positively identified among the many possibilities of those with that common surname, but that snuffbox likely became a nostalgic possession of one of



*Snuffbox made of wood
from the USS Constitution, pre-
sented to William Jarvis ca. 1833.
Courtesy of the author.*

America's most important importers and breeders of sheep. It contains a small sample of raw wool. Whether it is Merino and was placed there by Jarvis is not known.

William Jarvis died in Weathersfield, Vermont, at the age of eighty-eight on October 21, 1859. Ironically that date marked the sixty-second anniversary of *Constitution's* 1797 launching, which took place at Edmund Hartt's shipyard, a short distance from the house on Boston's State Street where Jarvis was born. The frigate *Constitution*, America's Merino sheep, and the snuffbox are still with us. The old snuffbox probably links an iconic American navy ship, a unique and wonderful breed of sheep, and many important historical figures.

NOTES

¹ Mary Pepperrell Sparhawk Jarvis Cutts, *The Life and Times of Hon. William Jarvis of Weathersfield, Vermont* (New York: Hurd and Houghton, 1869), 61.

² *Ibid.*, 130.

³ The rank of Ambassador was first used by the United States in 1893 when Thomas F. Bayard was appointed Ambassador to Great Britain. Prior to this date, the highest-rank among U.S. diplomats was Minister.

⁴ In the 1790s France began stopping American merchant ships to interrupt their trade with Britain. This was followed by the so-called "XYZ Affair," in which three French government officials requested bribe money from American diplomats. This caused an outcry in the United States and ultimately led to the undeclared and limited Quasi-War with France, a war whose very few engagements took place at sea. Shortly thereafter, the Barbary powers, located on the northern coast of Africa (the current nations of Algeria, Libya, Morocco, and Tunisia) began operating lucrative protection/extortion schemes. European maritime nations paid annual tributes to these principalities bordering the Mediterranean Sea. Non-compliance meant attacks on their flagged ships and if captured, the crews were held for ransom and/or enslaved. American vessels, under a new flag that recently appeared upon the high seas, projected both vulnerability and potential profit. The United States at first paid tributes to the Barbary States and then, after several seizures of American vessels, declared war on them. This, the first declared war of the nascent American government, was known as the Barbary War. The first part of this war concluded with a peace treaty, signed on June 10, 1805, on the deck of the *Constitution*. By 1807, Algiers resumed taking American ships and seamen hostage. United States forces finally put an end to the provocation in 1815.

⁵ Crimps worked for a commission that was paid to them for wooing or entrapping unsuspecting men by often nefarious means to sign on to become crewmen on vessels. Press gangs were groups of a ship's crew ordered ashore to effectively kidnap men to serve on their vessels.

⁶ Charles Oscar Paulin, *Commodore John Rodgers: Captain, Commodore, and Senior Officer of the American Navy, 1773-1838*, (Cleveland: The Arthur H. Clark Company, 1909), 126.

⁷ *Ibid.*, 126-127.

⁸ Cutts, *William Jarvis*, 204-208.

⁹ Rowland E. Robinson, "Merinos in America," *Century Magazine*, 27 (February 1884): 516-517; Henry Stephens Randall, *Fine Wool, Sheep, Husbandry, Etc.* (Albany, N.Y.: Transactions New York State Agricultural Society, 1861) 21; and Carroll W. Pursell, Jr., "E. I. du Pont, Don Pedro, and the Introduction of Merino Sheep into the United States, 1801: A Document," *Agricultural History*, 33 (April 1959): 86-88.

¹⁰ According to Cutts, 287, Jarvis shipped 1,400 Paulars, 1,700 Aguires, 200 Escurials, 130 Negretes, and about 200 Montarcos, approximated to be 3,600 animals dispatched to the United States.

¹¹ Vermont Merino Sheep Association, *Introduction into Vermont and Improvement Since Introduced* (Burlington, Vt.: The Free Press Association, 1879), 38. Sources recording the exact number of animals sent to these men conflict. It is safe to say, however, that Jarvis did supply some Merinos to these two presidents.

¹² William Jarvis to Thomas Jefferson, *The Papers of Thomas Jefferson Digital Edition*, Barbra B. Oberg and J. Jefferson Looney eds. (Charlottesville: University of Virginia Press, Rotunda 2008), Retirement Series, Volume 2 (16 November 1809–11 August 1810).

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¹³ William Jarvis to James Madison, *The Papers of James Madison, Digital Edition*, J.C.A. Stagg, editor, (Charlottesville: University of Virginia Press, 2010). Presidential Series, Volume 2 (1 October 1809–2 November 1810).

¹⁴ Thomas Jefferson to William Jarvis, *Papers of Thomas Jefferson, Digital Edition*. Retirement Series, Volume 2 (12 August 1810–17 June 1811).

¹⁵ Cutts, *William Jarvis*, 314-316, and the Vermont Historical Society website (<http://www.freedomandunity.org/1800s/Jarvis.html>) *Freedom and Unity: Building Communities, 1820-1860* (section on William Jarvis).

¹⁶ Michael Sherman, Gene Sessions, and P. Jeffrey Potash, *Freedom and Unity: A History of Vermont* (Barre, Vt.: Vermont Historical Society, 2004), 172-173.

¹⁷ Walter Hill Crockett, *Vermont: The Green Mountain State*, 5 volumes, (New York: The Century History Company, 1921) 3: 220.

¹⁸ John E. Weeks, chairman, Vermont Commission on Country Life, *Rural Vermont: A Program for the Future by Two Hundred Vermonters* (Burlington, Vt.: Free Press Printing, 1931), 60. See also Harold Fisher Wilson, *Hill Country of Northern New England: Its Soul and Economic History, 1790-1930* (New York: Columbia University Press, 1936), Chapter 4, "The Sheep Industry," 75-94; and Howard S. Russell, *A Long Deep Furrow: Three Centuries of Farming in New England*, (1976; abridged edition, Hanover, N.H. and London: University Press of New England, 1982), 158.

¹⁹ Sheldon M. Novick, *Honorable Justice: The Life of Oliver Wendell Holmes* (Boston: Little, Brown and Company, 1989), 4. The poem was published September 18, 1830.

²⁰ Louis Menand, *The Metaphysical Club: A Story of Ideas in America* (New York: Farrar, Straus and Giroux, 2001), 6.

²¹ Linda M. Maloney, *The Captain from Connecticut: The Life and Times of Isaac Hull* (Boston: Northeastern University Press, 1986), 433.

²² *Ibid.*

²³ Ira N. Hollis, *The Frigate Constitution: The Central Figure of the Navy under Sail* (Boston: Houghton, Mifflin and Company, 1901), 220. The creation of souvenirs from removed parts of famous vessels was borrowed from the British. Their long and proud naval and maritime traditions gave birth to the custom of fabricating useful artifacts from ships of the Royal Navy, particularly Lord Nelson's *Victory*.

²⁴ The Peabody Essex Museum in Massachusetts and the Mystic Seaport maritime museum, in Connecticut, have several pieces from the *Constitution*. The charred remains of Andrew Jackson's phaeton can be seen at The Hermitage in Nashville, Tennessee. These are but a few of the places that have these artifacts.