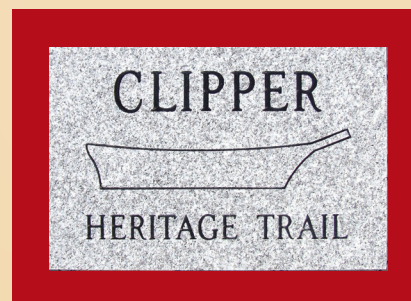


- 1 Tabletop monument of the Wills Family
- 2 Monument of benefactors William and Martha Wheelwright
- 3 Monument of Isaac Boardman, businessman and mayor of Newburyport
- 4 Monument of Hiram P. Macintosh, a well-known photographer
- 5 Monument of Abolitionist Richard Plumer
- 6 Monument of Francis Todd, captain and shipowner

To learn more, read award winning book,  
*Tiptoe Through the Tombstones, Oak Hill Cemetery*  
 by Gblee E. Woodworth



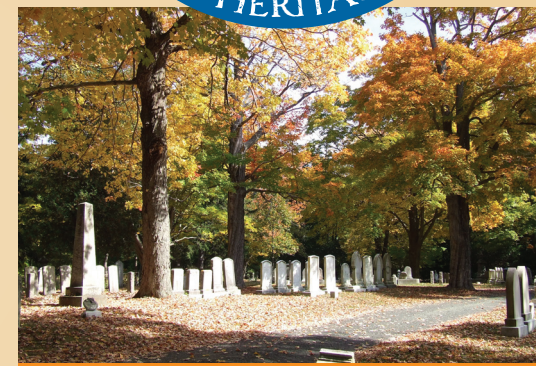
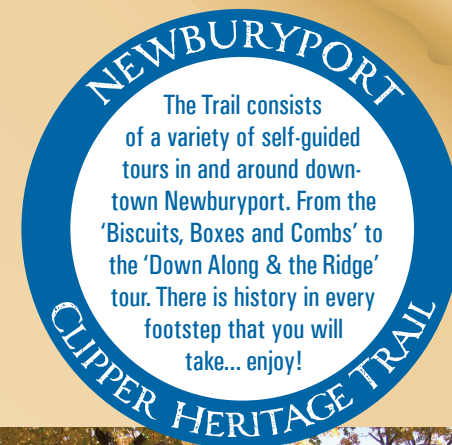
Contact: [tiptoethroughthetombstones.com](http://tiptoethroughthetombstones.com)

Contact: [info@clipperheritagetrail.com](mailto:info@clipperheritagetrail.com)

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

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*Images courtesy of Gblee Woodworth*



## OAK HILL CEMETERY

*Oak Hill Cemetery, consecrated in 1842 and still an active burial ground, was part of the early rural garden cemetery movement in the United States. Take a walk along winding roads and visit gravesites of abolitionists, benefactors, and sea captains.*

*Oak Hill Cemetery is the gateway to discovering the contributions these individuals have made to Newburyport.*



① **The Wills Family** monument is the only “tabletop” gravestone in Oak Hill Cemetery. Captain John Wills Jr., was a native of Newburyport and followed in his father’s footsteps to the sea at a young age. In 1812, aboard the brig *Leader*, Captain Wills and his crew were captured by the British ship *Andromache* and taken to England as prisoners. Eventually released, John Wills returned to Newburyport and continued to work in its shipyards as an owner and merchant and was active in community affairs.



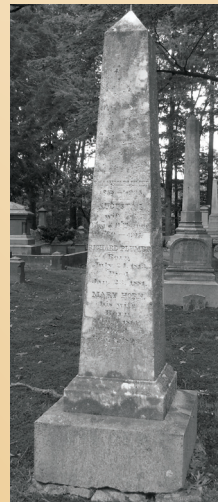
② **William Wheelwright** (1798-1873) was born in Newburyport and pursued his dream of going to sea. Surviving a shipwreck in South America, the young Wheelwright began an import and export business and settled in Chile. He introduced steam navigation along the South American coastline, built railroads that crisscrossed the continent, and prospered in shipping, gas streetlight, and telegraph enterprises. His wife, **Martha Gerrish Bartlet** (1804-1888) was a longtime supporter of the Society for the Relief of Aged Women. Mrs. Wheelwright donated her house, 75 High Street, to the society in 1888, and the home served local residents from 1886 to 2005. After

William Wheelwright’s passing the Wheelwright Scientific School was established, and today scholarships are still awarded to Newburyport High School students.

③ **Isaac Boardman** (1810-1887) was a Newburyport native and as a youngster worked in a grocery business on Inn Street. As a young man Isaac opened his own business on City Wharf and worked for almost forty years in the codfish and mackerel fishery industry. He served as Newburyport’s seventh mayor in 1863 and later served in both the Massachusetts House of Representatives and Senate.

④ **Hiram P. Macintosh** (1830-1907) became one of the premier photographers of his time. During the Civil War he photographed soldiers and their families for free in his State Street studio. Many of his photographs still exist today. Mr. Macintosh also held various positions within the city fire department and a new steam engine in the 1870s was named “Little Mac. No. 1” in honor of Hiram.

⑤ **Richard Plumer** (1812-1881), owner of a dry goods business on State Street, was an abolitionist. Mr. Plumer lived on Federal Street and used to drive a few miles south to the Parker River Bridge to pick up fugitive slaves. The men and women hid among sacks of grain while Mr. Plumer drove the wagon through Newburyport and across the Merrimack River over the old Chain Bridge. He delivered his passengers to



Mr. John Greenleaf Whittier, also an agent in the Underground Railroad system and a poet who lived in nearby Amesbury.

⑥ **Francis Todd** (1779-1861), a sea captain and ship owner, filed a court case against fellow Newburyporter William Lloyd Garrison, a newspaper writer and abolitionist.

Mr. Garrison accused Mr. Todd of slave-trading, but Mr. Todd won the case, although evidence suggested otherwise. After serving a few weeks in prison, Mr. Garrison returned to Massachusetts and shortly thereafter published his first issue of *The Liberator*. Later Captain Nicholas Brown corroborated the facts that Mr. Todd indeed was involved with the transportation of slaves from Baltimore to New Orleans but asserted that this was his first and last cargo of slaves.

