

February 24, 1962

Dear Captain Parker,

Thanks for your letter and the information about salting -- your sketches illustrate it very well. Unfortunately none of the wooden ship builders are now living in this vicinity.

Now I have another question. I've been digging in old newspapers etc. for the full story of the murders aboard the American barquentine "Herbert G. Fuller", which put into Halifax in 1896 towing three bodies in a boat astern.

After a long trial in Boston, the mate Thomas Bram was convicted and sentenced to life imprisonment. Evidently he had friends with persistence and some influence, for in 1913 he was paroled by President Taft, and pardoned in 1919 by President Wilson.

After that Bram dropped out of sight for years. His one reappearance in the news came in 1928, when his schooner "Alvena" was in distress off Cape Hatteras. Eventually he reached Portland, Maine safely, and the newsmen discovered that the "Alvena" was under charter to a Portland lumber company for several voyages to Florida.

My query is this. By any chance, could this be the "Alvena" mentioned on page 120 of your book, originally the "Alvina Theriault" but sold to foreign owners and renamed "Alvena" in the 1920's ?

I was interested to learn that you had met several of my contemporaries in your years at sea. Walt Hunter was a shipmate of mine in "War Karma" and "Prince George". Years afterward, on a trip to Bermuda with my wife, I found Walt "pounding brass" aboard the "Colborne". He has called on me in Liverpool once or twice since.

Probably you knew Harry Inder and Mike Walsh at VCO. Mike was O.I.C. Sable Island when I was there, and Harry was O.I.C. at Camperdown, my last post in the wireless service.

Sincerely,

March 8, 1962

Dear Captain Parker,

Thanks for your letter about
the American "Alvena".

The fact that she was registered in Jacksonville Fla.,
in 1935, with Captain Thomas H.C. Bram as owner, gives
me the latest clue to the man.

Sincerely,