

the lettering is close in style to that of the Bridgham miniature and imitates almost all of the “emphatical words” in size and shape. Conceivably Bolton wrote the text for Bridgham, but he does not appear in Boston city directories until 1838, and I have not found other examples of his calligraphic writing that might confirm this supposition. By trade, however, he was an engraver, perhaps a specialist in script. He arrived in Boston in 1831 age twenty after emigrating from Halifax, Nova Scotia, and started to make his living from engraving in 1836, when Bridgham’s print was published. Whatever his connection with Bridgham and the Franklin firm, both prints were successful, and both were reworked for reprint editions. The latter reappeared with additional illustrations and furnished Declaration lettering reduced to Bridgham dimensions in maps with patriotic motifs published by the New York print dealers who had reprinted the Boston Bewick facsimile.<sup>12</sup>

Broadening his horizons, Bridgham may have brought copies of the miniature to England. My sole evidence for this conjecture is a passenger list of the *Great Western* steamship arriving in New York from Bristol in August 1838. His name is on the list along with merchants, men of the cloth, New York notables, wives, children, and servants. What business he might have had in England is impossible to ascertain, but he managed to travel in style on a recently launched Atlantic liner renowned for its size and speed. Perhaps his trip had something to do with a change in career during the late 1830s when he dropped out of the Boston directories. While exploring opportunities abroad, he could use his miniature as a means of self-promotion, a calling card that could be carried about in quantity and presented as an example of American achievements in the graphic arts. With that in mind, Binns had already sent copies of his print to friends and customers in England, where it made “a highly favorable impression.”<sup>13</sup>

#### IV

Someone was sufficiently impressed by the Bridgham print to try to copy it on parchment. I will call that person a copyist rather than a clerk, for I doubt that a professional could have been responsible for the layout and script of the Sussex Declaration. I have already mentioned the amateurish mistakes the copyist made in the transcription of the title. The text has none of the elegant modulation and

12. *The Declaration of Independence, with Fac-similies of the Signatures and Likenesses of the Signers; the Arms of the States and of the United States, and Portraits of the Presidents*, Boston: Published by the Franklin Print Compy., 46 Court Street, 1838. A copy in this state is reproduced as fig. 5 in the PAAS article. Six later editions and adaptations are described in *The Declaration in Script and Print*, item 38, including the maps with the repurposed lettering: *Phelps & Ensign’s Travellers’ Guide, and Map of the United States* (1840) and *Ensign’s Travellers’ Guide, and Map of the United States* (1845). Bolton noted his immigration status when he applied for citizenship, 4 September 1847, Circuit Court, Massachusetts, Naturalization Records, 1845–1850 (Ancestry.com). *Leading Manufacturers and Merchants of the City of Boston* (1885), p. 316, contains a short account of his career commending his “artistic elegance and originality of design.”

13. Binns, *Recollections*, p. 236. The passenger list is printed in the [New York] *Evening Post* (6 August 1838), 2.