

**MEMORIAL ADDRESSES ON  
THE LIFE AND CHARACTER  
OF AUSTIN F. PIKE,  
FEBRUARY 16 AND 22, 1887**

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Memorial Addresses on the Life and Character of Austin F. Pike, February 16 and 22, 1887 by  
W. H. Michael

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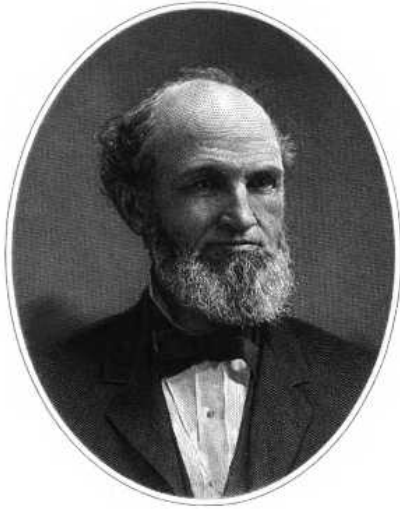
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**W. H. MICHAEL**

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MEMORIAL ADDRESSES  
ON THE  
LIFE AND CHARACTER  
OF  
AUSTIN F. PIKE,  
(A SENATOR FROM NEW HAMPSHIRE).

DELIVERED IN THE  
SENATE AND HOUSE OF REPRESENTATIVES,

FEBRUARY 16 AND 22, 1887.

Prepared in accordance with joint resolution of Congress, and by authority of the  
Joint Committee on Printing,

BY  
W. H. MICHAEL,  
CLERK OF PRINTING RECORDS, UNITED STATES SENATE.

WASHINGTON:  
GOVERNMENT PRINTING OFFICE,  
1888.

135737

JOINT RESOLUTION PROVIDING FOR PRINTING EULOGIES DELIVERED  
IN CONGRESS UPON THE LATE AUSTIN F. PIKE.

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That there be printed of the eulogies delivered in Congress upon the late AUSTIN F. PIKE, a Senator from New Hampshire, twelve thousand copies, of which four thousand copies shall be for the use of the Senate and eight thousand copies for the use of the House of Representatives.

That the Secretary of the Treasury be, and he is hereby, directed to have printed a portrait of AUSTIN F. PIKE, to accompany said eulogies, and for the purpose of engraving and printing said portrait the sum of three thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated.

Approved, March 3, 1887.

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## BIOGRAPHICAL SKETCH.

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Senator PIKE was the son of Uriah and Mary (Page) Pike, and was born in Hebron, October 16, 1819, upon a farm at the head of Newfound Lake. He received his rudimentary education in his native town, under the instruction of the late George G. Fogg, working upon the farm in vacations, and graduated at Holmes Academy, at Plymouth, when Samuel Reed Hale was principal. He went to Franklin when twenty-two years of age, studied law with Hon. George W. Nesmith, and was admitted to the bar July 13, 1845. He settled in the practice of his profession as the partner of Judge Nesmith, and has ever since made Franklin his home.

His law partnership with Judge Nesmith continued until 1854, when it was dissolved, and Daniel Barnard became associated with Mr. PIKE, the firm being Pike & Barnard. This continued down to 1863, when Mr. Barnard retired and Isaac N. Blodgett, now one of the justices of the supreme court, became his partner, and so continued until his appointment to the bench, when Frank N. Parsons, who had married one of Mr. PIKE's daughters, was taken in as his partner.

Senator PIKE was twice married. By his first wife he had no children. In 1850 he married Caroline White, by whom he had three children: Helen, the wife of Frank N.

Parsons; Edward E., and Leila. Mr. PIKE, at the time of his death, was president of the Citizens' National Bank at Tilton, and one of the board of trustees of the Franklin Library Association.

He was always active in politics. He was elected representative from Franklin in 1850, 1851, 1852, 1865, and 1866, being speaker of the house the last two years; was elected to the State senate in 1857 and 1858, and was president of that body in the latter year; he was a member of the Republican National Convention which nominated John C. Fremont in 1856; was elected a member of the Forty-third Congress in 1873, and defeated for the next Congress. While a member of the National House he served on the Committee on Elections. On Thursday, August 2, 1883, he was elected United States Senator for the term beginning March 4 of that year, after a long contest, in which he had not been a candidate in the ordinary sense. He worked untiringly while in the Senate, holding positions on committees of importance, and was an able, dignified, and courteous Senator.

#### THE CIRCUMSTANCES OF HIS DEATH.

The circumstances of Mr. PIKE'S death show that he himself had no premonition of its near approach. He was at his farm, about one mile from Franklin village, October 8, 1886, in company with Frank B. Richardson, road-master of the Northern Division of the Boston and Lowell Railroad, with whom he was looking over a gravel bank which the railroad company had recently purchased. It was a very warm day for October, the sun during the middle of the day shining with almost summer fierceness, and