The Old Boston Post Road

Stephen Jenkins

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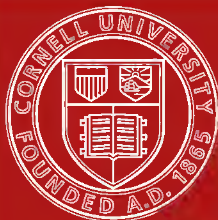

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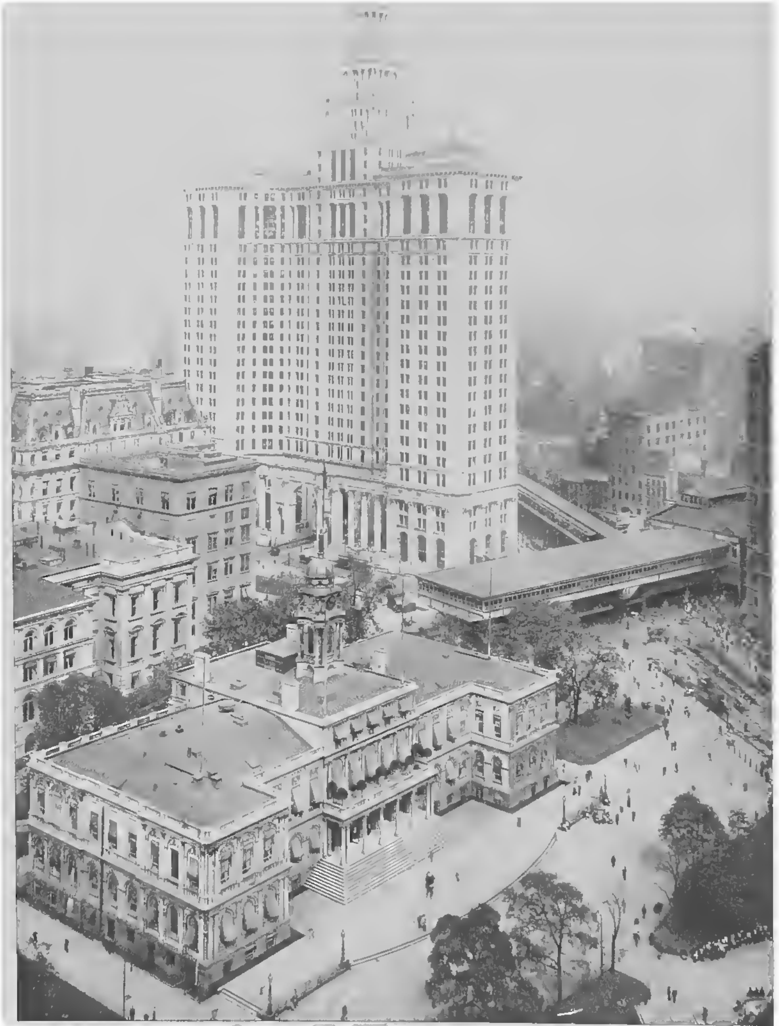
By STEPHEN JENKINS

The Greatest Street in the World—Broadway

The Story of The Bronx



The Old Boston Post Road

By

Stephen Jenkins

Member of the Westchester County Historical Society

Author of

"The Greatest Street in the World" and "The Story of The Bronx"

With 200 Illustrations and Maps

G. P. Putnam's Sons

New York and London

The Knickerbocker Press

1913

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EVA FLORENCE JENKINS

The Knickerbocker Press, New York

This Book is Dedicated

TO THE

LIBRARIANS AND ASSISTANT LIBRARIANS

IN ALL PUBLIC AND HISTORICAL ASSOCIATION LIBRARIES ON THE ROUTE OF THE GREAT POST ROAD, INCLUDING BOTH TERMINI, AS A MARK OF MY DEEP APPRECIATION OF THEIR WILLING ASSISTANCE, THEIR UNFAILING COURTESY, THEIR FRIENDLY INTEREST, THEIR GENEROUS CO-OPERATION, AND, ABOVE ALL, THEIR WONDERFUL PATIENCE

PREFACE

IN the year 1673, the first mail upon the continent of America was dispatched from New York to Boston by way of New Haven, Hartford, Springfield, Brookfield, Worcester, Cambridge, and a few intermediate places. It is hard for us of this day and generation to realize that at that time these present flourishing towns and cities were small groups of houses huddled together for mutual protection; mere pioneer hamlets upon the frontiers of advancing civilization. The depredations of Indian foes, and the harassing raids of French rivals for supremacy upon the continent could not stay the progress of the indomitable Anglo-Saxon spirit; and gradually the frontier advanced farther and farther westward. Stern and repressive were the Puritan fathers in their religious ideas, and the same characteristics affected them in their government of civil affairs. Notwithstanding the misfortunes and vicissitudes of the new settlements, there was no thought of letting go; and the General Courts issued and enforced mandates against the desertion of these plantations in the wilderness.

Common dangers brought forth mutual appreciation and mutual help, then followed the Confederacy of the New England Colonies in 1643, the first step, practically, toward that greater union of the States which exists today. Though formed for military purposes, the Confederacy took a political cast, and the royal governors, for

half a century, were engaged in combating the pretensions and independence of a league of scattered colonies, individually weak, but collectively strong. The seed of united action was too firmly planted to be eradicated; and when the oppressions of the home government began in 1765 with the Stamp Act, we find it blossoming into full flower. The home government was forced to submit, though asserting lamely that it had power to do as it pleased with the colonies.

Meanwhile, there had been material progress in agricultural lines. As long as the settlements were along the coast, communication and interchange of commodities were easy by means of vessels; but the settlements began to grow inland, and roads became necessary to maintain communication; and roads are great factors in development and civilization. Several such roads were developed from the Indian trails leading from Boston, so that in time there came to be two well defined post roads from Boston to New York, and a third developed later in the days of the turnpikes.

I have chosen for the subject of this volume the oldest and most northerly of these post roads: that over which the first post-rider went; that which echoed to the war-whoop of the savage; that which saw the passage of the soldiers to and from the seat of activities during the French wars; that which beheld the flocking of the minute-men upon the Lexington Alarm, or the rallying of the militia to the standard of Gates; that which served several times for the journeys of Washington, and that which later became the pathway of countless thousands of emigrants on their way to the rich valleys of the Mohawk and the Genesee, or to the fertile prairies of the Middle West.

I have tried to trace these pioneer settlements to their

present positions as manufacturing towns and cities; and, above all, I have tried to emphasize the personalities of those men and women who have been chiefly instrumental in causing the progress of their towns and of the country in material wealth, or in literature, art, or education. This being a tale of a post road, it is natural that there will be a good deal about taverns and about means of transportation; for the former were of great importance in the early days, and the improvements in the latter culminating in the railroads of to-day have been, probably, the chief factor in the opening up of new country and its resources and in advancing its settlement and prosperity.

S. J.

MT. VERNON, N. Y.,
September, 1913.

Acknowledgments are made for the use of copyrighted material, especially to Houghton Mifflin Co. for extracts from the Cambridge edition of the American Poets.

PUBLISHER'S NOTE

Owing to the death of the author while this book was passing through the press, the proofs of the final chapters did not have the advantage of his personal supervision. These proofs, have, however, been read by representatives of the author who had familiarized themselves with the material. This volume must constitute the completion of the series which presents the result of investigations made by the scholarly author covering a long series of years.

CONTENTS

CHAPTER | PAGE

I.—The Era of the Post-Rider 1

II.—The Era of the Stage Coach 22

III.—Park Row 43

IV.—The Bowery 68

V.—The Boston Post Road 92

VI.—Mainland to the Connecticut Boundary . 118

VII.—Fairfield County, Connecticut.—Greenwich, Stamford, Noroton, Darien, and Norwalk 154

VIII.—Fairfield County, Connecticut. (*Concluded*)—Westport, Southport, Fairfield, Bridgeport, and Stratford 183

IX.—New Haven County, Connecticut.—Milford, New Haven, North Haven, Wallingford, and Meriden 207

X.—Middlesex County, Connecticut.—Montowese, Northford, Durham, Middletown, Cromwell, Rocky Hill, and Wethersfield 234

CHAPTER | PAGE

XI.—Hartford County, Connecticut.—Berlin, Hartford, Windsor, Windsor Locks, and Suffield 259

XII.—Hampden County, Massachusetts.—Agawam, West Springfield, Springfield, Wilbraham, and Palmer 287

XIII.—Worcester County, Massachusetts.—West Warren, Warren, The Brookfields, Spencer, and Leicester 310

XIV.—Worcester County, Massachusetts (*Concluded*).—Worcester, Shrewsbury, and Northborough 330

XV.—Middlesex County, Massachusetts.—Marlborough, South Sudbury, Wayland, Weston, Waltham, Watertown, and Cambridge 355

XVI.—Newton, Brighton, Brookline, and Roxbury 385

XVII.—Washington Street, Boston 405

Bibliography 427

Index 435

ILLUSTRATIONS

PAGE

The New Municipal Building in New York City, showing the City Hall in the foreground, and the approach to the Brooklyn Bridge at the right . *Frontispiece*

George Washington's State Coach 2

Stage Coach (America) 2

Facsimile of an Old Stage coach Handbill . . . 3

Drawn by Capt. Basil Hall, R.N., by means of camera obscura.

Stage Notice, Hartford 3

The original is now in the possession of Judge Sherman W. Adams.

Route—New York to Boston 4

Route—New York to Boston 5

Route—New York to Boston 8

Route—New York to Boston 9

Route—New York to Boston 12

Route—New York to Boston 13

Route—New York to Boston 16

A Tavern Sign, Saybrook, Conn. 17

The Railroad Depot on Fourth Avenue, Corner of 27th Street 20

From Valentine's *Manual*, 1860.

A Group of Old Cottages on the Old Boston Road, Corner 46th Street and Third Avenue, 1860 . . . 20

From Valentine's *Manual*, 1861.

PAGE

The Old Hazard House, N. Y., Corner 84th Street and Third Avenue, in 1835 21
From Valentine's *Manual.*

Harlem Lane, from Central Park to Manhattanville . 21
From Valentine's *Manual.*

The Old Staats Zeitung Building, Park Row and Centre Street 24
From a photo by Geo. P. Hall & Son.

General Lafayette's Carriage 25

The Park Theatre and Part of Park Row, 1831 . . 25
From Valentine's *Manual.*

The Empire City Skating Rink in New York . . 32

"One Mile from City Hall," New York . . . 33

The Bible-House, Cooper Institute, and Tompkins Market. 46
From Valentine's *Manual.*

The Firemen's Procession passing the Washington Monument, Union Square, on the Evening of September 1, 1858 46

The Old Pear-Tree planted by Governor Stuyvesant at the Corner Third Avenue and 13th Street . . 47
From Valentine's *Manual.*

The Last of the Kissing Bridge on the Old Boston Road, 1860. 50th Street and Second Avenue . . . 47
From Valentine's *Manual.*

A General View of Chatham Street, looking down from Chatham Square, 1858 54
From Valentine's *Manual.*

PAGE

An Old View of the Present Junction of Pearl and Chatham Streets 54
From Valentine's *Manual*, 1861.

Stuyvesant's House in the Bowery 55

St. Paul's Church, Eastchester (1765). 120

Fay House (formerly Tavern) opposite St. Paul's Church, Eastchester 120

Bronxdale, on the Boston Road, 1903. The Houses are all since demolished 121

The Tom Paine Monument before Removal, New Rochelle 132

Tom Paine's House on Original Site, New Rochelle . . 133

The Disbrow Chimney, Mamaroneck 138

The Jay Mansion on the Post Road, Mamaroneck . 139

The De Lancey House on Heathcote Hill, Mamaroneck . 139

"Havilands" Tavern, the Old Square House, now the Town Hall, Rye 150

W. P. Watson's Hotel and Residence 151

Byram Bridge 151

The Putnam Cottage. At the Time of the Revolution this was Captain John Hobby's House, Greenwich . 164

The Residence of Mr. Weed, formerly the Weed Tavern, Greenwich 165

The "Old Washington House" 174
Courtesy of Stamford *Daily Advocate.*

PAGE

The City Hall, Stamford 174

The First Episcopal Church, erected 1748, Stratford . 175

The Freeman Curtis House, built in 1713, Stratford . 175

Gorham's Tide Mill, Noroton 176

The Congregational Church, Darien 177

The Old Norwalk Hotel, Wall Street, 1850 . . . 180

The Norwalk Hotel, 1775 180

The Town Hall, Norwalk 181

The Nathan Hale Fountain, Norwalk 181

The Bridge over the Saugatuck River at Westport . 184

The Westport Hotel, Westport 184

The Monument at the Scene of the Swamp Fight, Westport 185

The Sun Tavern (Manual House), Fairfield . . . 192

The Protestant Episcopal Church, Fairfield. Originally begun as a New Jail 193

The Silliman Homestead, formerly Harpin's Tavern, Bridgeport (1700) 198

The Congress Street Bridge, Bridgeport . . . 198

The Oldest House in Bridgeport, built by Rev. M. Cook in 1693 199

"Iranistan," the Residence of P. T. Barnum, in 1848, Bridgeport 199

The First House built outside the Palisades, Milford. Residence of Mrs. Nathan G. Pond. Property of Charles W. Beardsley 210

PAGE

The Regicides' House, Milford 210

A Group of Elm Trees, Milford 211

The First Congregationalist Church, Mill Pond, or Nep-
paway River, Milford 214

The Memorial Bridge, Milford 214

Harbor View, Milford 215

Liberty Rock, Milford 215
From a photo by Ernest B. Hyatt.

Yale College, New Haven, Old North Middle College—
demolished. Old South Middle College—still standing, 218
From a photo by the Bradley Studio.

Old Yale Campus, New Haven, about 1865 . . 218

West Haven Green, West Haven 219
From a photo by Bradley Studio.

East Rock, New Haven 220

The Pierpont House erected 1764–67, Elm Street, New
Haven 220
This house was pillaged and used as a British hospital, July 5, 1779. Now the home of the Rev. Anson Phelps Stokes. On its walls hang rare prints and other Yale memorabilia. East is the Jarvis house of 1767. West stood the house of the Rev. James Pierpont, a founder of Yale.

The Old Home of Roger Sherman, "The Signer" and
the First Mayor of New Haven 221
The house was built by him in 1789 and stands on Chapel Street, near High, remodelled into stores.

United Church on the New Haven Green, erected 1815.
The Law School of Yale University on Elm Street . 221

PAGE

Temple Street, New Haven 222

West Rock, New Haven. "My Farm at Edgewood." The Home of Donald G. Mitchell—"Ik Marvel" . 223

Phelps Hall, New Haven 224

East Rock Park, New Haven 225

The Judges' Cave, New Haven 228

Osborn Hall, New Haven 228

The Oakdale Tavern, formerly Bishop's (1765?), Wallingford 229

The Styles, or Trumbull House, North Haven . . 229

Mine Island and Castle Craig Tower, Hubbard Park, Meriden 232

Meriden, Connecticut, from Views Street . . . 232

The Old Berkeley Tavern, Berlin 233

The Austin House, Durham 233

Meeting-House Green, in 1835, Durham . . . 236

Side View of Swatha House, Durham . . . 236

High Street, Middletown 237

Wesleyan University—"College Row," Middletown . 240

Sign of Tavern at West Cromwell 241

Berkeley Divinity School, Middletown . . . 241

The Chimney of the Silliman House, Wethersfield . 254

The Burns (or May) Tavern, Wethersfield . . . 254

PAGE

"Hospitality Hall," Wethersfield. The Webb House, where Washington and Rochambeau were entertained at their first meeting in 1781 255

From the Connecticut River, Wethersfield is a view of delight; her Christopher Wren spire nestles among the trees, and white stones of the old burying-ground, like a flock of sheep on the hillside, appear quite English and pastoral 255

The Connecticut State Capitol and Bushnell Park, Hartford 260

The Charter Oak, Hartford 261

The Old Home of the Hon. John Webster, Fifth Governor of Connecticut, Hartford 261

Main Street, Hartford 264

Soldiers' Memorial Arch, Hartford 265

The Morgan Art Museum, Hartford 265

Dutch Point, Hartford. Near the Site of the Dutch "House of Hope" 268

Old State House, now City Hall, Hartford 269

A Typical Chain Ferry 269

Chief-Justice Ellsworth Mansion Windsor. Life-size Portrait of Chief-Justice Ellsworth and Abigail Wolcott Ellsworth 278

Entrance of the Enfield Canal at Windsor Locks . . 278

Bissell's Ferry, Windsor. The Bell to call the Ferryman 279

Giles Grange (First Postmaster-General of United States) House, Suffield 284

PAGE

The Day House, West Springfield 285

Parsons Tavern as it appeared in 1886, Springfield . 288
From an old wood cut.

William Pynchon 289
From an old engraving.

Municipal Building, Springfield 292
From a photo by Copeland & Dodge.

Deacon Chapin Statue, Springfield 292

The Springfield Home of George Bancroft 293

First Church, Springfield, erected 1645 293

The Wait Guide Stone at Federal and State Sts., Springfield 296

Historical Tablet on Office Building, Corner of Main and Fort Sts., Springfield 297

The Miles Morgan Statue, Court Square, Springfield . 298
From a photo by Copeland & Dodge.

A Connecticut Valley Tobacco Farm 299

Court Square, Springfield, in the Forties 302
From an old print.

Monument to Dead of Second Regiment of the Spanish War, Springfield 303

A Fourth of July Celebration, Springfield, in 1911 . 303
From a photo by Copeland & Dodge.

The Old Bridge over the Chicopee River, Palmer . . 304

The Washington Elm, Palmer 305

PAGE

Kidd's Cave, Palmer 305

The French Tavern, Palmer 308

The Bear Tree, Palmer 308

The Sign of Brewer's Tavern at Wilbraham . . 309

The Bliss Tavern, North Wilbraham 309

The Unitarian Church, Weston 312

The Golden Ball Tavern, Weston 312

"Stop Thief." Emblem of "The Thief Detecting Society," Warren 313

Weston Square and the Theodore Jones House, Weston . 313

The Hitchcock Tavern, West Brookfield . . . 316

The Old Foster House, West Brookfield (1712) . . 316

The Merriam Publishing Company's Building, West Brookfield 317

Whitefield Rock, on Foster's Hill, West Brookfield. . 317

The Monument to the Three Howes, Spencer . . 320

Unveiling the Soldiers' Monument at Spencer . . 320

The Howe Homestead, Spencer 321

The Lopez House and Store, First Academy Building, 1784–1806, Leicester 321

The Floating Bridge, Lake Quinsigamond, 1818–1860 . 330

Mechanics' Hall, Worcester 330
From the photo by E. B. Luce.

The City Hall, Worcester 331
From the photo by E. B. Luce.

PAGE

The American Antiquarian Society Building, Worcester . 334

Salisbury Mansion on Lincoln Square (over a century old), Worcester 334

The Statue of George Frisbie Hoar, Worcester . . 335
From the photo by E. B. Luce.

Landing Place on Lake Quinsigamond, Worcester . 344
From a photo by E. B. Luce.

The Birthplace of George Bancroft, Worcester . . 345

The Blaew Press of 1680, brought to Worcester by Isaiah Thomas in 1775, now in the Possession of the American Antiquarian Society. 346

The First Book Printed in Worcester 347
From *The Worcester Magazine*, Oct., 1910.

The Chaise belonging to Sheriff Ward of Worcester . 350
From a photo by H. C. Hammond.

The Peace Tavern, Shrewsbury 350

The General Artemas Ward House, Shrewsbury . . 351

The Wadsworth Monument, South Sudbury . . 351

"The Wayside Inn," Sudbury 360

The Interior of "The Wayside Inn," Sudbury . . 361

A Tavern Sign at Sudbury, "The Wayside Inn". . 361

The Unitarian Church, Wayland (1814) . . . 368

The Williams Tavern, Marlborough 368
From a water-color painting by Ellen M. Carpenter.

The Bridge over the Charles River, Watertown . . 369

PAGE

The Bird Tavern on the Road to Cambridge at Watertown 369

The Central House on Main Street, Waltham . . 374

Coolidge's Tavern, Newton 375

The Town Hall, Brookline 388

The Gymnasium (Bath on left), Brookline . . . 389

Christ Church, Cambridge 394

The Bridge over the Charles River, connecting Cambridge and Brighton 394
From the photo by F. A. Olson.

The Wadsworth House, Cambridge 395

"Old Massachusetts" in The Yard, erected 1720. Occupied by the American Army, 1775–1776. Matthews Hall. In the Background are the Johnston Gate and First Parish Church—The "Sentinel" of Holmes's Poem 396

The Parting Stone, Roxbury 397

Harvard College Gate, Cambridge 398

Washington Elm 399

The Old State House (1748), Boston, as restored in 1881 . 406

The Old Town House, Boston 407

Boylston Market, Washington Street, Boston . . 407

The Old South Church, Boston (built in 1729) . . 410

An Old Time-Table 411

"Old Corner Bookstore," Boston 411

PAGE

Faneuil Hall, Boston, in the 18th Century 412

Trinity Church, Corner of Washington and Summer Streets, Boston 413

Looking North from Garner and Summer Streets, Boston 416

The old Boylston Market, Corner of Washington and Boylston Streets, Boston 416

Copley Square, Boston. Trinity Church, built 1877; organized 1728; Richardson, architect. Institute of Technology. Spire of Arlington Street Church, organized 1727 417

Corner of Winter, Washington, and Summer Streets, Boston. 417

Old Trinity Church, Corner of Summer and Washington Streets, Boston 420

Stephen Stow House, Wharf Street, Freelove Baldwin Stow Chapter, D. A. R., Milford 420

The oldest dry-goods Store in Boston, Washington Corner Ruggles Street. Established 1814 . . 421

MAPS

The Town of Boston in New England by Captain John Bonner, 1722 408

Boston and Its Environs, in 1775 418

Map of Boston 422

Sketch Map Showing the New York and Boston Post Road . . . . *At End*

The Old Boston Post Road

The Old Boston Post Road

CHAPTER I

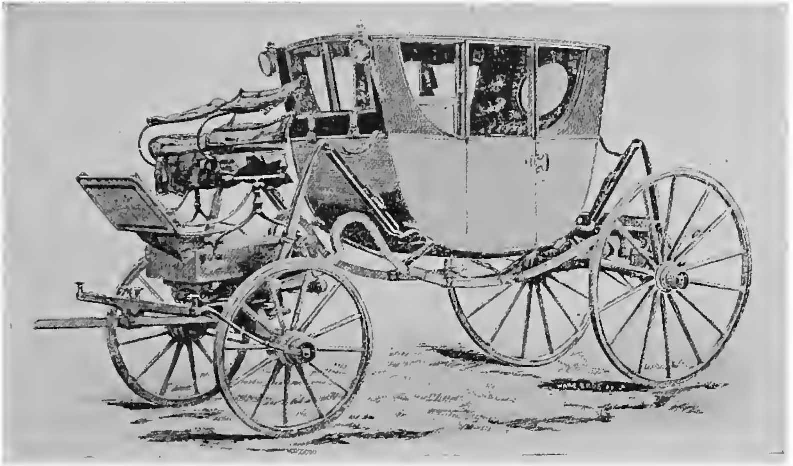
THE ERA OF THE POST-RIDER

IN August, 1668, the Honorable Francis Lovelace arrived in New York as successor to Colonel Nicolls in the governorship of New York. In accordance with his instructions to do all in his power to promote friendly intercourse with the other English colonies in America, and especially with those of New England, he and Colonel Nicolls visited Governor Winthrop of Connecticut. The establishment of a post was discussed between them, with the result that, in December, 1672, Lovelace wrote to Winthrop as follows:

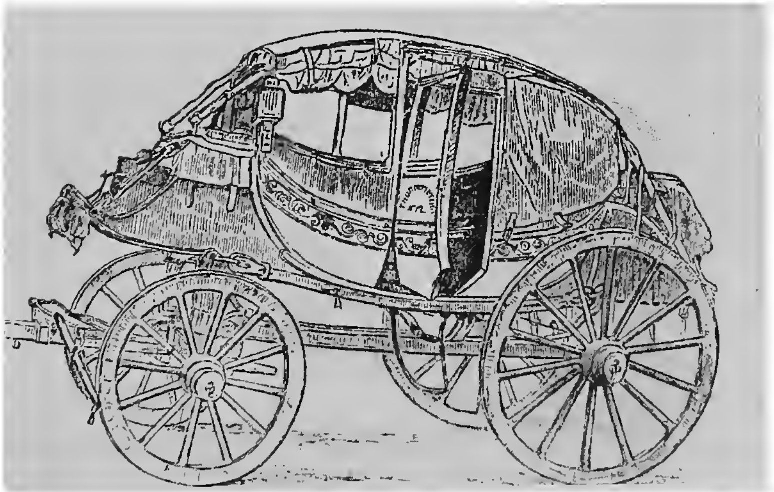
I here present you with two rarities, a pacquett of the latest intelligence I could meet withal, and a Post. By the first, you will see what has been acted on the stage of Europe; by the latter you will meet with a monthly fresh supply; so that if it receive but the same ardent inclinations from you as at first it hath from myself, by our monthly advisoes all publique occurrences may be transmitted between us, together with severall other great conveniencys of publique importance, consonant to the commands laid upon us by His sacred Majestie, who strictly injoins all his American subjects to enter into a close correspondency with each other. This I

look upon as the most compendious means to beget a mutual understanding; and that it may receive all the countenance from you for its future duration, I shall acquaint you with the model I have proposed; and if you please but to make an addition to it, or subtraction, or any other alteration, I shall be ready to comply with you. This person that has undertaken the imployment I conceaved most proper, being both active, stout and indefatigable. He is sworne as to his fidelity. I have affixt an annuall sallery on him, which, together with the advantage of his letters and other small portable packes, may afford him a handsome livelyhood. Hartford is the first stage I have designed him to change his horse, where constantly I expect he should have a fresh one lye. All the letters outward shall be delivered gratis, with a signification of *Post Payd* on the superscription; and reciprocally, we expect all to us free. Each first Monday of the month he sets out from New York, and is to return within the month from Boston to us againe. The mail has divers baggs, according to the townes the letters are designed to, which are all sealed up till their arrivement, with the seale of the Secretarie's Office, whose care it is on Saturday night to seale them up. Only by-letters are in the open bag, to dispense by the wayes. Thus you see the scheme I have drawn to promote a happy correspondence. I shall only beg of you your furtherance to so universall a good work; that is to afford him directions where and to whom to make his application to upon his arrival in Boston; as likewise to afford him what letters you can to establish him in that imployment there. It would be much advantagious to our designe, if in the intervall you discoursed with some of the most able woodmen, to make out the best and most facile way for a Post, which in process of tyme would be the King's best highway; as likewise passages and accommodations at Rivers, fords, or other necessary places.

In addition to being a sworn messenger, the post-rider was required to direct travellers, who might choose to accompany him, to the best roads and to the most com-



George Washington's State Coach.



Stage Coach (America).

Drawn by Capt. Basil Hall, R.N., by means of camera obscura.

SUMMER ESTABLISHMENT

Boston, Hartford & New-York

MAIL STAGES

AND

Accommodation Stages.

Commences 27th April, 1812.

THE Proprietors of the above Stages, inform the Public, that they calculate running in the following manner—Viz.

From Boston, by Worcester, Springfield, Hartford and New-Haven to New-York; leaves Boston on Tuesdays, Thursdays and Saturdays at 5 o'clock A. M.; arrives in New-York in 48 hours.—Leaves New-York every Monday, Wednesday and Friday, at 7 o'clock, A. M.; arrives at Boston, in 16 hours.—From Boston, by Worcester, Stafford, Hartford and New-Haven, to New-York: leaves Boston, Sundays, Tuesdays, Thursdays and Saturdays, at 3 o'clock, A. M.; arrives at Hartford same day.—Leaves Hartford every Monday, Wednesday and Friday, at 3 o'clock, A. M.; arrives at New-York same days.—Leaves New-York every Tuesday, Thursday and Saturday, at 3 o'clock, A. M.; arrives at Hartford same days.—Leaves Hartford Sundays, Mondays, Wednesdays, and Fridays, at 3 o'clock, A. M.; arrives at Boston same days.

Each passenger will be allowed 14lb. baggage gratis, 100lb. baggage will pay equal to one passenger: the proprietors will not be accountable for any baggage.

FLAGG	CAMP,	LOVEJOY.
SIKES,	SWATHEL,	MATT,
DRAPER,	PECK,	DAVENPORT,
BABCOCK,	POTTER,	ARMSTRONG,
BARNES.	NICHOLS.	GOODYEAR

Stage Notice, Hartford.

FARE REDUCED.

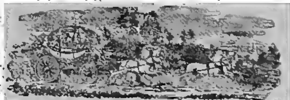
FOR

WORCESTER

AND

BOSTON,

RAIL ROAD LINE.



The TREMONT LINE OF COACHES will leave daily the General Stage Office, State-street, at 4 o'clock A. M. and arrive in Worcester at 3 P. M. and in Boston by the BOSTON and WORCESTER RAIL WAY CARS, at 6 P. M.

FARE

To Worcester $2

From WORCESTER to BOSTON $1,50

This Line runs on the shortest, cheapest, and most direct rout.
Citizens Line will leave at 7 [illegible] A. M.

U. S. Mail Coach leaves every evening at 6 P M.
and arrives in Boston at 9 A. M.
Hartford, October 21st, 18[illegible]. J. GOODWIN Jr. & CO.

Fac-simile of an Old Stage-coach Handbill.

The original is now in the possession of Judge Sherman W. Adams.

modious stopping places, and was to select the most convenient places for leaving letters and packets and for gathering up the same. It was designed by Governor Lovelace that the first mail should leave the fort at New York on January 1, 1673; but, owing to the failure of some Albany dispatches to reach New York in time, the post-rider did not make his departure until the twenty-second.

His route led him from the fort at the lower end of Broadway, north over that highway, through the land-gate in the palisades at Wall Street, and thence over the cow-path to the Fields, the present City Hall Park. Here he turned east around the rectangular pasture land of the city into the Bowery Lane leading to the Bowery Village, and over the recently opened road to New Harlem. Perhaps he turned aside for a glass of beer for which the village was already famous, or, it may be, continued on to the ferry at Spuyten Duyvil; and, after chaffing the ferryman, Johannes Verveelen, put up at his tavern for the night, after a day's ride of fifteen miles. The short winter's day would not permit him to go farther, and his horse must be conserved until he reached Hartford.

Refreshed by his night's repose, he started on his ride across the country to Eastchester, following the old Indian trail to that place and crossing the Bronx River at Williamsbridge, not far from where the bridge has been for more than two centuries. At Eastchester, he pushed on over the Westchester Path,the ancient Indian trail by which the Mohicans of New York kept up communication with their kinsmen of the Connecticut valley, and over which the Connecticut English had found their way to the *Vriedelandt* of the Dutch and had settled, in 1642, at Throgg's Neck and, in 1654, on the banks of Westchester Creek. He stopped, probably, at Horseneck for the night,

and the next day resumed his journey through the settlements along the shore of the Sound. Trails, slowly developing into wagon roads, connected these villages; for the indefatigable colonizers of New England had been for years spreading their settlements ever westward, encroaching on the lands of the Dutch, and arousing disputes in regard to ownership and boundaries that came down almost to our own times.

From New Haven to Hartford, his way was plain; and from the latter place to Springfield, it was plainer still. At Springfield, he crossed the Connecticut River and turned eastward over the Indian trail from Massachusetts Bay to the valley of the Connecticut, over which the first white men had found their way in 1633. Since then many thousands of feet had trodden the Old Bay and the Old Connecticut paths on their way to Springfield, Windsor, Holyoke, Hartford, Wethersfield, and other Connecticut River towns. Two weeks after his departure from New York, he rode through Roxbury into Boston over the narrow neck connecting the mainland with the tri-mountain peninsula, where he delivered his mails and received congratulations on the success of his journey.

Two days of rest, perhaps, and then the return journey began; for he must be back within the month. His westward trip was easier, for he knew the way, the ordinaries and houses at which to stop, and the distances between; nor had he to stop and blaze his way through the sometimes pathless forests—all this had been done on his outward trip. It was the winter time, and he was not delayed by the smaller streams, for they were frozen over; the larger ones he crossed by ferries. Within the month he rode into the fort at New York and turned his mail bags over to the Secretary. Once more he was ready to start on his eastward trip with the contents of the "locked box."

From New York (1) to Stratford

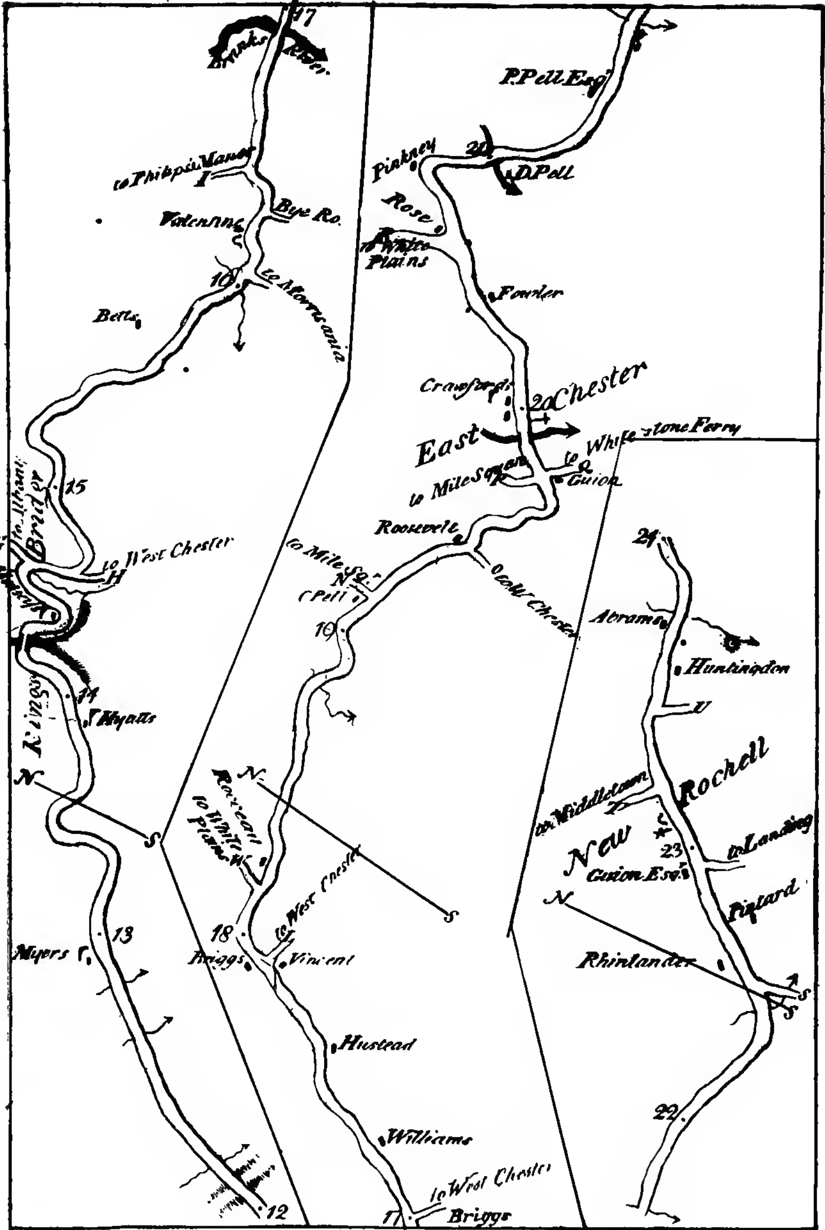
Attwood
Murray
Powder House
Cruger
to Bloomingdale
Horn
to N. River
Tiebout
Mott
Mann
Baron Polnitz
Devenport
to North River
to Bayards
Federal Hall
NEW YORK.

Bussing
to Harlem
M^c. Gowen
Leggets
to Bloomingdale
to Ferry
to Col. White's
Adamsons
Leviny
Hardenbrook
Van Zandt
Gaine
Buchanan
Griersons
Deans
Brevoort
Beekman

Fort Washington
Woldron
Englehart
Morres
Watkins
Ellis
Neils
Delancy
Myers
to Harlem
Days
Duryee
Kortright
Van Bremar
Bussing

Route—New York to Boston.

From New York, (2) to Stratford



Route—New York to Boston.

kept in the Secretary's office. His newly arrived mail was displayed in the Secretary's office—later, at the Exchange—where people came and helped themselves to what belonged to them.

Several trips were made by the post-riders, and all seemed going well, when a Dutch fleet appeared off New York in August, 1673, and the city once more became Dutch. The newcomers did not desire communication with their eastern neighbors, and so the post-rider ceased his trips. When the fleet appeared, Governor Lovelace was in Hartford enjoying the hospitality of Governor Winthrop of that colony. Edward Palmes of New London sent word "post hast for his Majesties speciall service" to Governor Leverett of Massachusetts-Bay that "New Yorke was taken last Wednesday with the loss of one man on each side."

In November, 1674, the Dutch gave up the city, and Major Andros restored the English authority. The year following, 1675, King Philip's War broke out, and the southern and western settlements of Massachusetts were devastated. Under such circumstances, the post was not resumed. After a year, the war ended with the death of Philip; but the post was not re-established until Governor Dongan revived it in 1685, setting up an office in New York and fixing the charge at three pence for distances not exceeding one hundred miles. In 1687, when Edmund Randolph had been named deputy-postmaster for New England under the lord-treasurer of England, Dongan appointed for his own province a notary public named William Bogardus. These appear to have been the first officials of the kind in the colonies. The post was not seriously interrupted from this time until the Revolution.

In November, 1639, the General Court of Massachusetts-Bay enacted:

For the preventing the miscarriage of letters, it is ordered, that notice bee given that Richard Fairbanks, his house in Boston, is the place appointed for all letters, which are brought from beyond seas or to be sent thither, are to be brought unto him, and he is to take care that they bee delivered or sent according to their directions; provided that no man shall be compelled to bring his letters thither except hee please.

This first post-office in the town of Boston was located on Washington Street, not far from the Merchants' Exchange near the head of State Street. On January 6, 1673, under the title, "Messengers to be sent post," there was enacted a rate of wages as follows:

3d per mile to the place to which he is sent, in money, as full sattisfaction for the expence of man & horse; and no inholder shall take of any such messenger or others travayling vpon public service more than two shillings p bushell for oates, and fower pence for hay, day & night.

In June, 1677, it was stated that "many times letters are thrown upon the exchange, that who will may take them up"; and the Court thereupon appointed Mr. John Hayward, the scrivener, "to take in and convey letters according to their direction." Hayward was reappointed three years later to the same position. Previous to this action, the inhabitants had come and selected their own mail, or taken and delivered that belonging to their neighbors.

It was not until 1691 that a proper postal service was established in the colonies. On February seventeenth of that year, Thomas Neale received a royal patent for twenty-one years to control the colonial post-offices. Neale never came to America, but, in connection with the royal postmaster-general in London, he appointed Andrew

Hamilton of Philadelphia his deputy in America. Hamilton applied to each of the colonial legislatures

> to ascertain and establish such rates and sums payable for the conveyance of postal matter, as, affording him sufficient compensation, should tend to the quicker maintenance of mutual correspondence amongst all the neighboring Colonies and Plantations, and that trade and commerce might be the better preserved.

In New York, under date of November 11, 1692, there was passed "An Act for the Encourageing a Post Office," reciting that Andrew Hamilton of Philadelphia, having been appointed postmaster for all the colonies, is given power to appoint a postmaster in New York, who shall have the sole power "to prepare and provide horses and furniture to Let to hyre unto all through Posts' and Persons' Rideing in Post . . . and for the Post of Every Single Letter from Boston to New York . . . nine pence currant money aforesaid, and Soe in proportion as aforesaid." No person or corporation shall carry letters for hire, or furnish horses or "furniture for the horses of any through Posts' or Persons' Rideing Post with a guide and horn as is usuall in their Majties Realme of England," under penalty of one hundred pounds current money for every offence. This act was renewed and extended at intervals of three years for many years thereafter. The Act of September 18, 1708, fixes a rate of nine pence current money for one sheet from Boston to New York.[1]

Duncan Campbell was appointed deputy postmaster-general in Boston. His receipts did not equal his outlay, so that the General Court made him an allowance of about £25 a year. He was so enterprising that he established

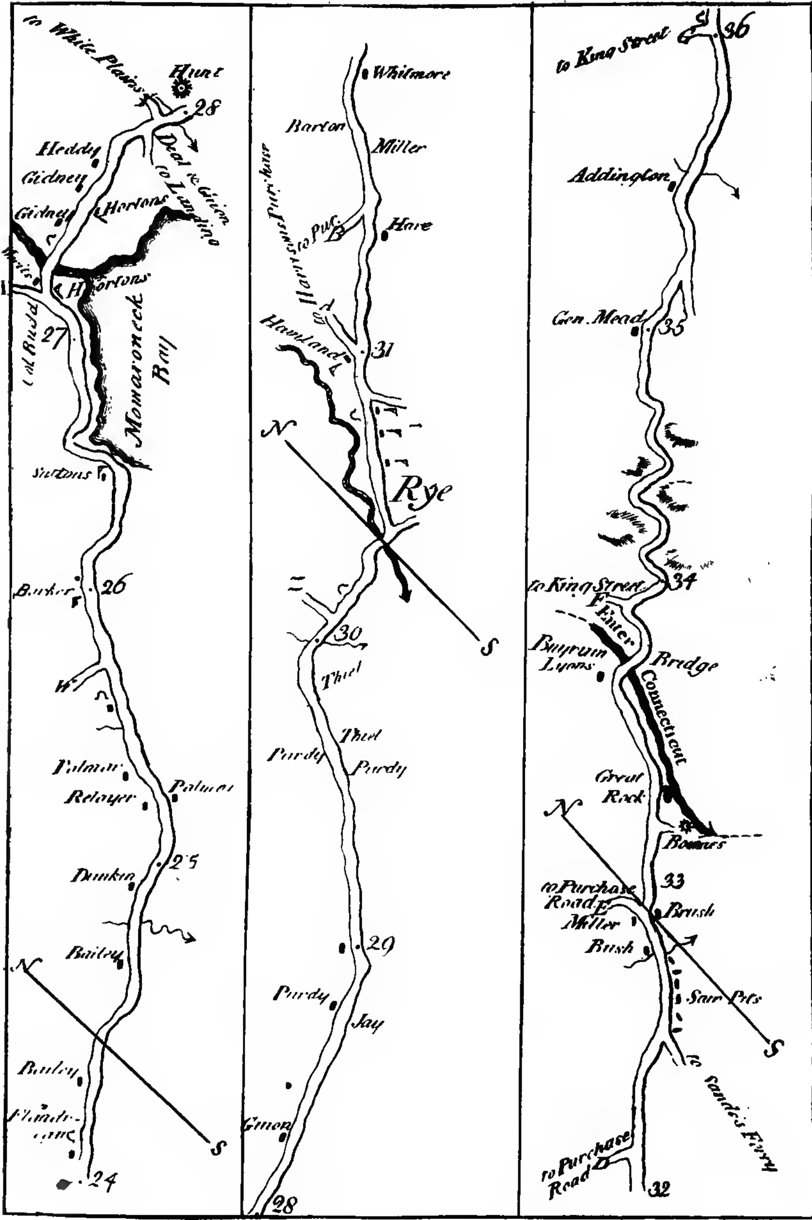
[1] This was before the days of envelopes.

a post to carry letters once a fortnight during the three winter months betwen New York and Boston, his carrier to go "alternately from Boston to Saybrook and Hartford, to exchange the mail of letters with the New York rider." This mail was known as the "western post," a name that it bore until the end of the staging days.

On May 1, 1693, Hamilton's scheme for the postal service went into effect with a weekly post from Portsmouth, New Hampshire, to Boston, Saybrook, New York, Philadelphia, and Baltimore. Five riders were engaged to cover each of the five stages twice a week in summer, and in winter, fortnightly. This scheme was well adapted to colonial needs, but, as late as 1705, no post-rider went east of Boston or south of Baltimore. In addition to other help, the New England colonies gave the post-riders free ferriage over the streams where ferries were located. The great offices of the country were Boston, New York, and Philadelphia. Andrew Hamilton died in 1703, and his son John succeeded him.

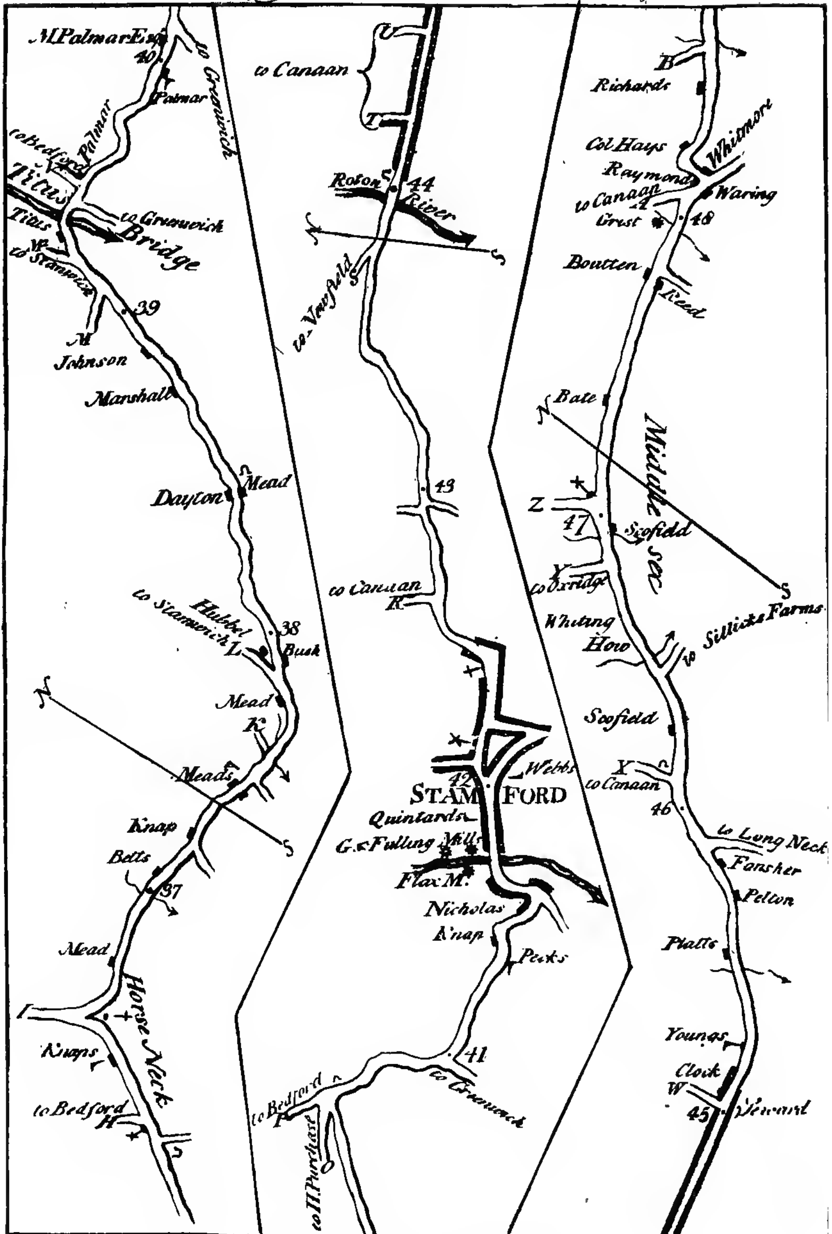
In 1706, a statute of Queen Anne placed the American postal service under the immediate control of the crown, which, in 1707, purchased the good will of the postal service from Neale and continued John Hamilton as postmaster-general. Two years before the expiration of Neale's patent, in 1710, the House of Commons fixed higher rates of postage—one shilling for a single letter from New York to Boston. From this time until the Revolution, the postal service was under the crown, but it was not a revenue-producing part of colonial administration for many years.

In 1704, Governor Lord Bellomont of New York informed the home government that "the post that goes through this place goes eastward as far as Boston; but westward, he goes no further than Philadelphia; and there is no



Route—New York to Boston.

From New York (4) to Stratford.



Route—New York to Boston.

other post upon all this continent." In 1708, Lord Cornbury states: "From Boston there is a Post, by which we hear once a week in summer, and once a fortnight in winter."

In the code of laws of the Connecticutt Colony, printed in 1702, we find "An Act for Encouraging the Post-Office."

Whereas Their most Excellent Majesties King William, *and Queen* Mary, *by their Letters, Pattents, have Granted a Post-Office to be Set up in these Parts of* New-England *for the receiving and dispatching of Letters and Pacquets from one place to another, for Their Majesties Special Service, and the benefits of Their Majesties Subjects in these Parts; and this Court being willing to promote so good a work. It is Declared,* etc.

Another act of 1702 speaks of the extravagant charges of "persons imployed by authority for conveyance of Letters and Pacquets of importance"; and a third act of 1702 fixes the post charges as follows: From May 15th to October 15th, for forty miles' travel out from home and back, eight shillings, and for a horse, five shillings; in all, thirteen shillings, and a proportional amount for lesser or greater journeys; from October 15th to May 15th, forty miles' travel from home and back for man and horse, fourteen shillings, and proportionate pay for greater or lesser distances. In May, 1712, an act was passed, "Because complaints are made about post wages," that postmen should receive from April 1st to November 1st, three pence outward per mile in money, and no more; and from November 1st to May 1st, three pence halfpenny money per mile outward, and no more. These wages are to include the post-rider's horse and the subsistence of both.

Madam Sarah Knight of Charlestown, Massachusetts, made a trip from Boston to New York and return, in order

to attend to some business in which she was interested, and kept a journal of her experiences. She left Boston on Monday, October 2, 1704, at 3 P.M., and reached New Haven at 2 P.M. on Saturday, the sixth. She stayed in New Haven until December sixth, when she continued her journey to New York, arriving there on the ninth. She returned home after five months' absence. Later, she conducted a school in Boston, of which Benjamin Franklin was a pupil during the last year she held it. On a pane of glass in the Kemble house in Charlestown—the house of her father, destroyed in the fire of June, 1775—there were scratched these lines:

> Through many toils and many frights
> I have returned, poor Sarah Knights
> Over great rocks and many stones
> God has preserved from fractured bones.

This journal is one of the most valuable of our early colonial documents; and, as Madam Knight had a keen sense of the ridiculous and was prone to break into poetry upon occasion, it is also at times intensely funny. Notwithstanding her many experiences and the many times she was in danger, her sense of humor prevails. She accompanied the post-rider by way of Dedham, Providence, New London, and Saybrook to New Haven—the Pequot Path, as it was called from the fact that it had formerly been an Indian trail leading to the villages of that tribe in Connecticut. She, of course, rode horseback. A few extracts from the journal will give some idea of the dangers that threatened the travellers of that day:

Tuesday, October y[e] third, about 8 in the morning, I with Post proceeded forward . . . and about 2, afternoon, arrived at the Post's second stage, where the western Post met him

and exchanged letters . . . Having there discharged the Ordinary for self and guide, as I understood was the custom, about 3 afternoon, went on with my third guide, who rode very hard; and having crossed Providence fery, we come to a River w[ch] thay Generally Ride thro'. But I dare not venture; so the Post got a Ladd and Cannoe to carry me to tother side, and hee rid thro' and Led my hors . . . Rewarded my sculler, again mounted and made the best of my way Forward . . . But the Post told me wee had near 14 miles to ride to the next stage, where we were to Lodg. I asked him of the Rest of the Rode, foreseeing we must travel in the Night. Hee told me there was a bad River to Ride thro', w[ch] was so very firce a hors could sometimes hardly stem it. I cannot express the concern of mind this relation sett me in; no thoughts but those of the dang'ros River could entertain my Imagination; and they were as formidable as varios, still Tormenting me with blackest Ideas of my Approching fate—Sometimes seeing myself drowning, otherwhiles drowned, and at the best like a holy Sister Just come out of a Spiritual Bath in dripping Garments.

She conducted me to a parlour in a little back Lento w[ch] was almost fill'd wth the bedstead, w[ch] was so high that I was forced to climb on a chair to gett up to ye wretched bed that lay on it; on w[ch] having Stretcht my tired Limbs, and lay'd my head on a Sad-coloured pillow, I began to think on the transactions of y[e] past day.

Here we found great difficulty in Travailing, the way being very narrow, and on each side the Trees and bushes gave us very unpleasant welcomes wth their Branches and bow's.

I on a suden was Rous'd from these pleasing Imaginations by the Post's sounding his horn, which assured me hee was arrived at the Stage, where we were to Lodg.

I then betook me to my Apartment, w[ch] was a little Room parted from the Kitchen by a single bord partition . . . But

I could get no sleepe, because of the Clamor of some of the Town tope-ers in next Room . . . I heartily fretted, and wish't 'um tongue tyed . . . I sett my Candle on a chair by my bed side, and setting up, fell to my old way of composing my Resentments, in the following manner:

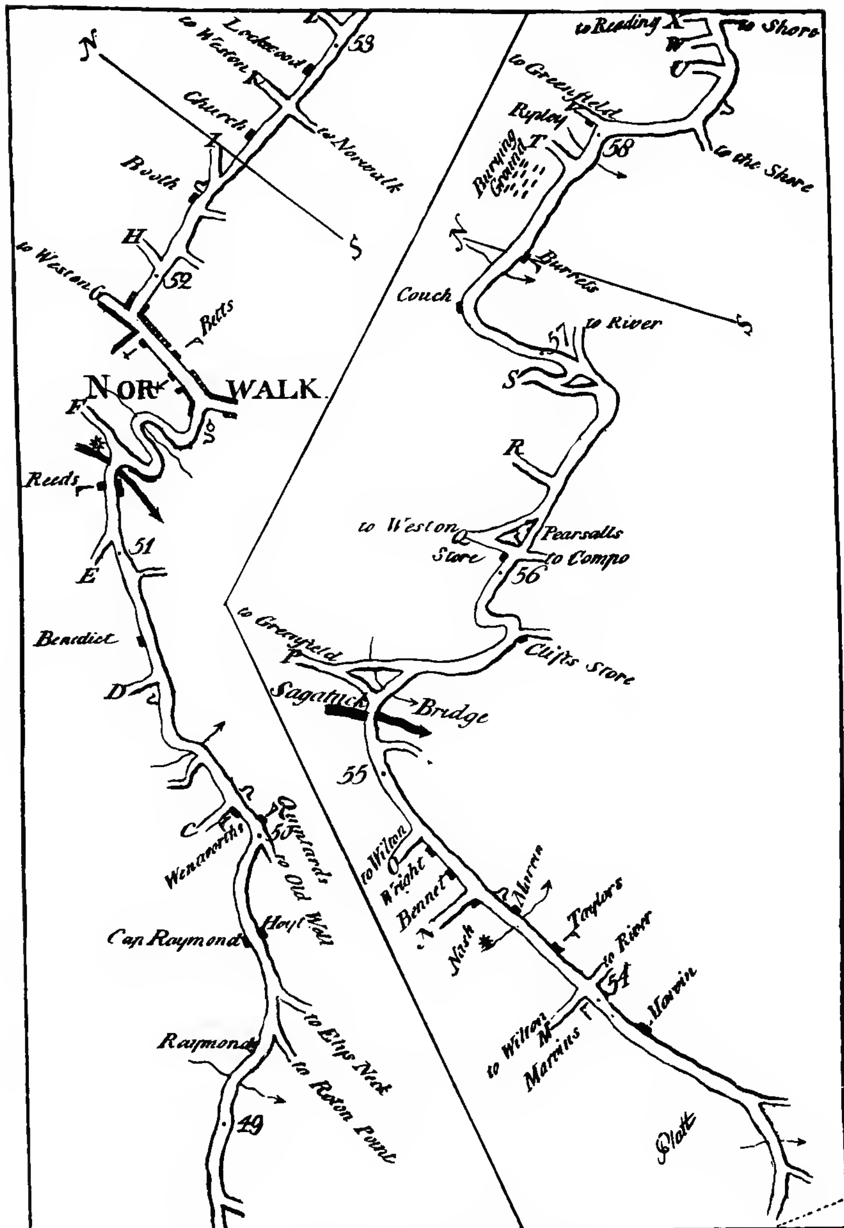
> I ask thy Aid, O Potent Rum!
> To Charm these wrangling Topers Dum.
> Thou hast their Giddy Brains possest—
> The man confounded wth the Beast—
> And I, poor I, can get no rest.
> Intoxicate them with thy fumes:
> O still their Tongues till morning comes!

And I know not but my wishe took effect; for the dispute soon ended wth 'tother Dram; and so Good night.

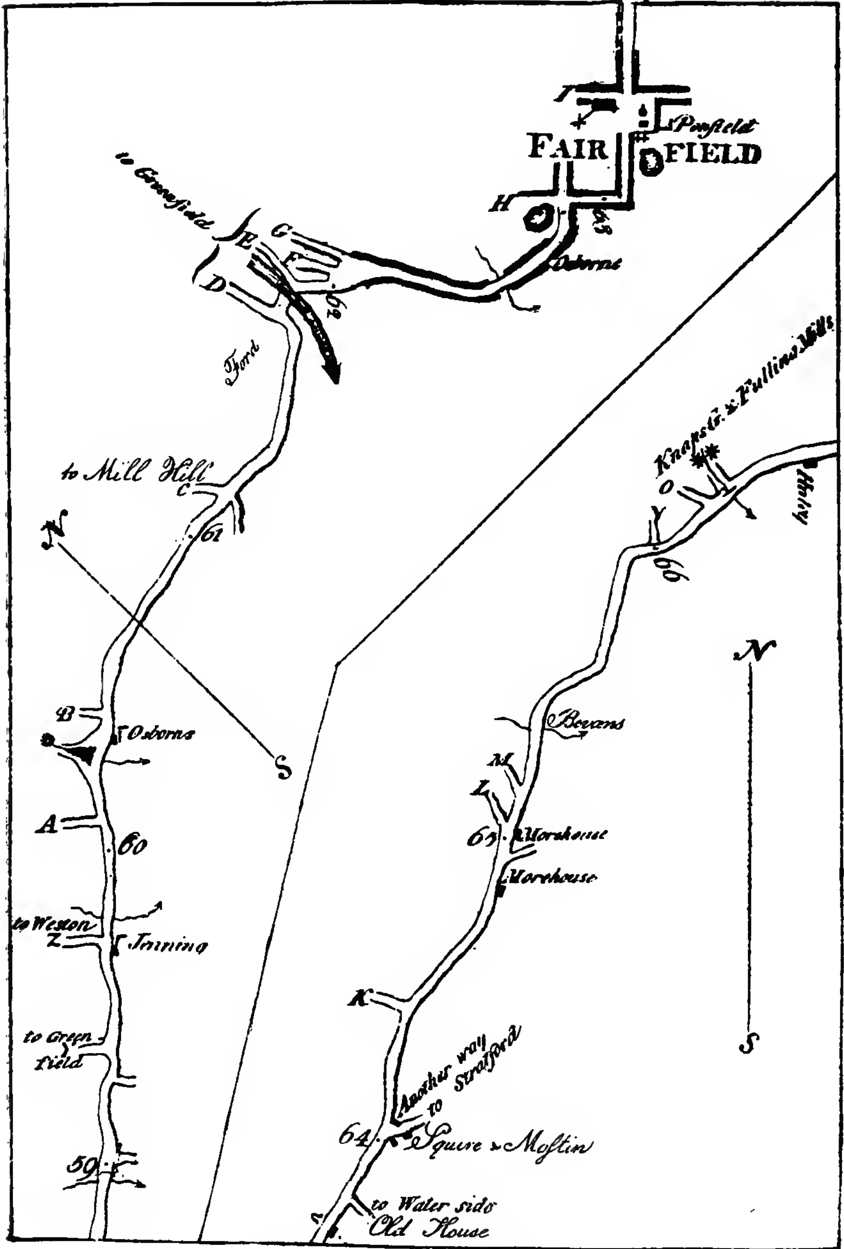
About four in the morning we set out . . . with a french Doctor in our company. Hee and y^{e} Post put on very furiously, so that I could not keep up with them, only as now and then they 'd stop till they see mee.

From hence we hasted towards Rye, walking and Leading our Horses neer a mile together, up a prodigios high Hill; and so Riding till about nine at night and there arrived and took up our Lodgings at an Ordinary wch a French family kept. Here being very hungry, I desired a fricasee, wch the Frenchman undertaking managed so contrary to my notion of Cookery, that I hastned to Bed superless . . . nevertheless being exceeding weary, down I laid my poor Carkes (never more tired) and found my Covering as scanty as my Bed was hard . . . and poor I made but one Grone, which was from the time I went to bed to the time I Riss, which was about three in the morning . . . and having discharged our ordinary wch was as dear as if we had had Better Fare—wee took our leave of Monsier and about seven in the morn came to New Rochell a french town, where we had a good Breakfast And in the strength of that about an how'r before sunsett got to York.

From New York (5) to Stratford.



Route—New York to Boston.



Route—New York to Boston.

In order to bind the different parts of the Province and also to bind it with the other colonies, the Provincial Assembly of New York, on June 19, 1703, passed:

> An Act for the better Laying out ascertaining and preserving the Publick Comon and General highways within this Colony . . . That there be laid out preserved and kept forever in good and sufficient Repair one Publick Comon & general highway to Extend from the now Scite of the City of New York thro' the City and County of New York and the County of West Chester of the breadth of four Rod English measure at the least, to be Continue and remain for ever the Publick Comon General Road and highway from the said City of New York to the adjacent Collony of Connecticoot.

Other clauses provide for the laying out of roads connecting contiguous villages; for fining any one, other than a road commissioner, for cutting down a living tree of four or more inches in diameter; for punishing encroachments on the public roads, and for the appointment of road commissioners with pay at the rate of six shillings a day. This act was revived over and over again, generally at intervals of three years, with various additions and emendations. The Act of October 30, 1708, establishes not more than six days' work on the roads by the inhabitants each year, or a payment of three shillings for each day neglected. Thus was established the system of *working the roads*, which, in the course of two centuries, produced a lot of rural roads that were—and in many places are still—a disgrace to any community calling itself civilized.

The village of Harlem had been established in 1658 "for the promotion of agriculture and as a place of amusement for the citizens of New Amsterdam." Lovelace had established a ferry to the mainland in 1669 and encour-

aged the building of a road to connect New York and Harlem; this was completed before his first postman started on his trip. An Act of October 23, 1713 reads:

> WHEREAS the High-ways and Post-Road through Manhattans Island leading from the City of New York to Kings-Bridge . . . are become very Ruinous, and almost impassible, very dangerous to all Persons that pass those Ways . . . Be it Enacted . . . from the Limits of the Harlem Patent, to the Causeway of Kings-Bridge, shall be, from time to time hereafter, cleared, repaired and amended by the Inhabitants of Harlem Division, as hath been formerly done.

This is the first mention of the road as a post road. An interesting Act was that of October 20, 1764, which, among other things, authorizes road surveyors "to plant Trees at proper Distances along the sides thereof," and provides for the punishment of those who shall destroy or injure these trees, or any already planted in the streets of the city.

An Act of March 9, 1774, is entitled "An Act to prevent the breaking or defacing the Mile Stones now or hereafter to be erected in this Colony." The penalty for so doing was three pounds sterling; but if done by a slave, he is to be "Committed to the Common Gaol and to receive thirty nine lashes on the bare Back unless the said Forfeiture of three Pounds be paid within six Days after such Conviction." An Act of March 19, 1774, uses the expression "from the King's Highway, or road, leading from New York to King's Bridge."

In the colonial laws of Connecticut, we find a highway act in the first printed code of the laws, that of 1673. It was practically the same in its tenor as that of New York, and it received extensions and revisions in the codes published in 1702 and 1715. We do not find, however,

that reference is made at any of these dates to a post road of any kind or description; though that there were post-riders will be seen from the Act of 1702, already given.

In Massachusetts, in 1631, Endicott at Salem could not visit Winthrop at Boston because he was too feeble to do the wading; in the following year, Winthrop visited Plymouth, being carried over the streams on the backs of his Indian guides. In 163$^{4}/_{5}$, the only way of getting from place to place was by means of the "trodden paths," as the Indian trails were known.

In 1639, the first general highways act was passed, which is of the same general tenor as that of New York, including the pernicious provision of working the roads. The Plymouth Path connecting Boston and Plymouth was laid out as a road, the same year, and ferries were also established. Shortly afterward, the Old Connecticut Path, which had doubtless existed for centuries as an Indian path, was established as a permanent thoroughfare by the General Court. Many of the settlements took the matter of highways and ferries into their own hands before the General Court acted; thus Watertown opened a road to Sudbury and Concord in 1638. This ordinance to lay out highways and rectify old ones marks the transition when the government of the white settlers subdues these wild paths and converts them into wheel-tracks and roads easy for their trained animals.[1]

The ordinance creating highways did not enforce itself, so that the towns were fined for failure to do their duty. In 1641, the control of ferries was remitted to the localities in which they were situated. The bridges were, at first, horse bridges only, with a rail on one side. Cart bridges are sometimes mentioned as early as 1669; but, after King Philip's War, they are mentioned more often.

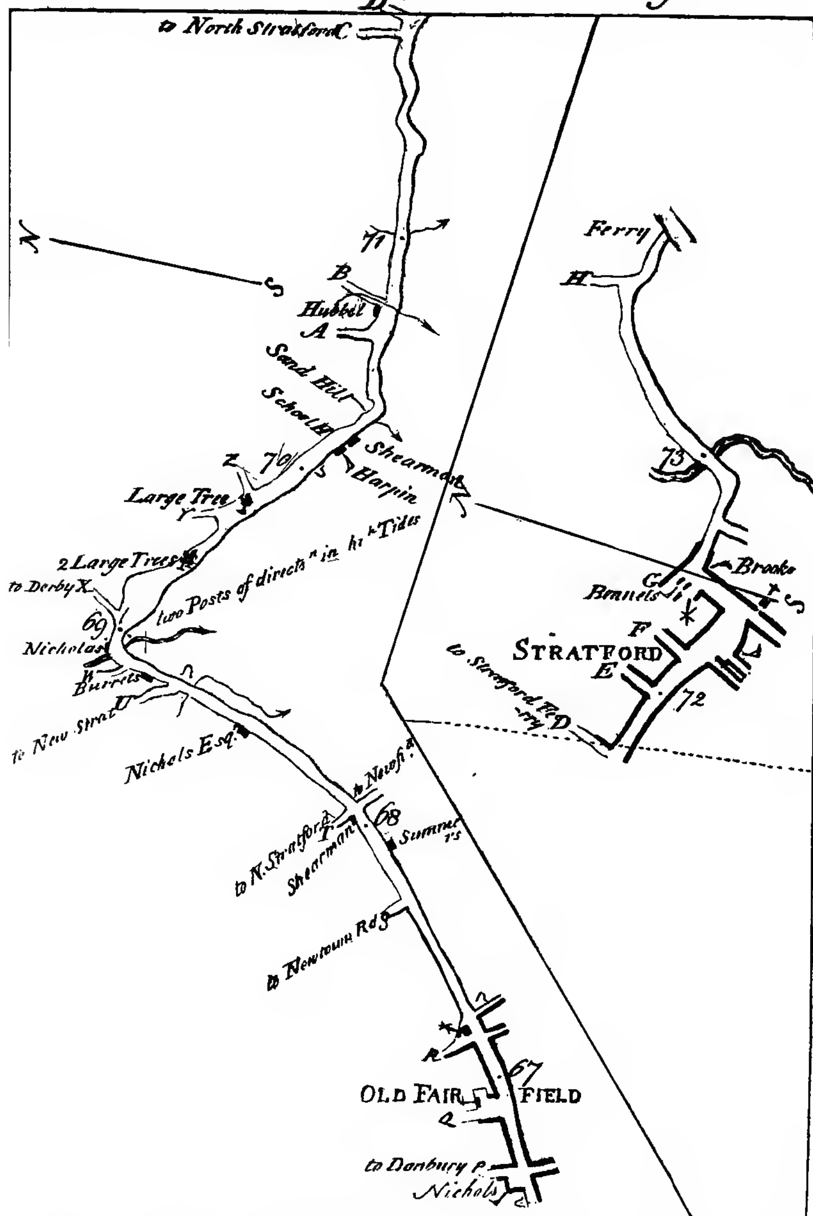
[1] Weeden's *Social and Economic History of New England.*

The roads connecting the older settlements along the shore were in much better shape than the inland ones. The General Court was informed that the interior line between Boston and Connecticut was very dangerous and was encumbered with fallen trees and other obstructions, especially between Worcester and Brookfield. The post-riders were obliged to make their way by the old Pequot Path—later, the King's Highway, or the post road—through Providence and the Narragansett country on the south shore, the route of Madam Knight. The interior line was bettered after 1700.

The trodden paths of the Indians, over which they went softly with moccasined feet, hardly leaving a trace of their passage, were followed by the whites until their heavy boots had cut into the soil and left well defined pathways. The earlier travellers carried packs upon their shoulders, but this method of carrying freight soon gave way to the pack-horse, and the trails widened. Then came the cart, and true, though very bad and clumsy, roads began. That they were difficult of passage, even until a late day, we shall see in the next chapter; but, as Weeden says:

> At last, a true economy of life, a solid social intercourse, was fairly instituted when roads were opened and smoothed, when bridges spanned the intervening torrents, and warm inns offered shelter by the way. The journeying travellers joined village to village, and enlightened the farms as they went. The comfort and genial hospitality of these little shelters in a partial wilderness, where man's ways are strange and nature is oppressive, must be felt to be comprehended. The road, bridge and inn denote a society where people of like desires and tastes live, travel, commingle, trade and cultivate that fellowship which must drive out savagery, and must bring in civilization. The inn was an institution, and not a mere incident of travel and wayfare.

From New York (7) to Stratford



Route—New York to Boston.

A Tavern Sign, Saybrook, Conn.

As early as 1650, an effort to improve transportation appears in the act of the Connecticut Colony in providing that twelve horses shall be kept in five towns for public use at fixed rates; and, in 1717, the exclusive privilege of running a wagon from Hartford to New Haven was granted to one of the citizens for a term of seven years. Throughout the colonies in general, express and regular messengers were employed, and horses were kept in readiness to start at a minute's notice.

From this time forward, there was a gradual, though slow, improvement in the main roads and routes of travel. This is shown in 1775 by the quickness with which the militia and minute-men responded to the alarm at Lexington, which they could not have done had the roads been exceedingly bad.

In 1737, William Bradford of Philadelphia, the printer, who was deputy postmaster-general under Colonel Spottswood of Virginia, was removed from office, and Benjamin Franklin was appointed in his stead. Through his efforts the postal service became a national and commercial feature of colonial life. But it was not until 1753, when Colonel Spottswood died and Franklin and Colonel William Hunter of Virginia succeeded him in joint commission from the English postmaster-general, that the postal service was developed to its best capacity. At this date, there was a line of posts from Boston to Charleston, South Carolina. The two incumbents of the office were to receive between them £600 a year, provided they could raise that sum from the net proceeds of the office, a sum that it had never paid before.

In the summer of 1753, Franklin began visiting all the post-offices in the country, except that of Charleston; and, after four years of close attention, during which the two postmasters were out of pocket, his systematic work

began to tell, and the returns from the service paid the postmasters' salaries and gave a revenue to the crown three times more than that paid by the Irish post-office. Among the improvements were: the delivery of letters by penny post; newspapers had to pay post,—before they had been carried free,—and each mail subscriber had to pay nine pence a year for fifty, and eighteen pence for one hundred, miles of postal carriage; the speed of the riders was increased; and, as the post was established weekly in winter between New York and Boston, a letter could leave Philadelphia on Monday morning and be delivered in Boston on Saturday night. The post roads were still, to a great extent, bridle paths; though this was not the case with the Boston Road. The positions of the milestones that formerly marked the Post Road —a few of which are to be found along the route, even in New York City—were determined by Franklin himself by means of an ingenious attachment to the wheel of his wagon, which showed each mile travelled. The spot was marked by a stake, and the stone post with its appropriate inscription was planted by the workmen. These milestones became favorite places for the location of taverns, and the tavern-keepers abreast of whose houses the milestones were placed considered themselves lucky.

There is a story of two modern sons of the Emerald Isle running across one of these ancient milestones marked "35 Miles from Boston." The first one who noticed it reverently removed his hat and said to his companion: "Tread softly, Mike; the dead lies here. His name is Miles, he 's thirty-five years old, and he 's from Boston."

Franklin was summarily dismissed from his position in 1774, and the revenues of the crown at once fell off to a deficit. We do not have to seek far for the reason of his removal when we consider his patriotic and earnest

efforts for the rights of America. In 1775, Congress made him postmaster-general, and he made his son-in-law, Richard Bache, his deputy, and he was equally kind to the other members of his family in the matter of postal appointments. Under the new administration, mail riders were appointed and stationed twenty-five miles apart, to deliver from one to the other and to return to their starting places, travelling both night and day. During Franklin's absence abroad, after 1776, Bache acted in his place.

In 1775, after Franklin's removal, an independent post-office was established in New York, with John Holt the printer as postmaster. It is believed the "Sons of Liberty" were back of this movement, as they at once began sending threatening letters to prominent Tories.

All through colonial days, and even through the first decade of the nineteenth century, the mail was carried by post-riders on all the main post roads; and it was still a number of years more before they ceased carrying it on the out-of-the-way roads. The pony express, a picture of which figures on many of the documents and papers of the post-office department of to-day, carried the mails over the western plains until 1870 or later. Most travellers who could do so travelled on horseback, sometimes accompanying the post-rider, as did Madam Knight. The roads generally were poor and unsuited for vehicles. Water furnished the cheapest and readiest, though not always the quickest, means of transportation from place to place; and there were regular lines of sloops connecting the more important places. One such line ran from New York by way of Long Island Sound to Providence, where stages were taken for Boston—this seems to have been the ancestor of the Sound lines to Boston. Other sloops sailed the Hudson to Albany, and to other places. Sometimes

the trip could be made to Providence in three days; sometimes it would take three weeks. As there were no lighthouses, the vessels were obliged to anchor every night.

Light two-wheeled vehicles—chairs, gigs, chaises—were the usual means of getting about the difficult roads. No one, either in this country or abroad, ever thought of carriage riding for pleasure; though the custom was first started here and was copied abroad by the English and French officers who were in this country at the time of the war. Some of the great merchants and landowners had coaches for town use and even for travelling; but even then they preferred horseback and saddlebags to the discomforts of the roads. The horses generally were good animals, and not expensive; and the colonies developed some fine breeds. A traveller could buy a horse in one town, make his journey, and sell the animal at his destination for about what he had paid for it, his only expense being its upkeep on the road.

The post-riders were hardy men, who not only carried the mails but who directed travellers who accompanied them to the most convenient taverns and routes. They had to be hardy, for they were abroad in all kinds of weathers and seasons; yet that the life was a healthy one is shown in the careers of two of the riders, Deacon Peet of Stratford, who was post-rider for thirty-two years, and Ebenezer Hurd of the same place, who was post-rider from 1727 to 1775, a period of forty-eight years. It was the latter who carried to New York the news of the battle of Lexington. They had to be honest and reliable, for they were often entrusted with valuable packages. Courage was another necessity; for the roads were dangerous, though, singularly enough, they were not bothered by highwaymen, as were the English roads of this period; yet, the Americans were not more virtuous—though we

The Railroad Depot on Fourth Avenue, Corner of 27th Street.

From Valentine's *Manual*, 1860

A Group of Old Cottages on the Old Boston Road. Corner 46th Street and Third Avenue, 1860.

From Valentine's *Manual*, 1861.

The Old Hazard House, N. Y., Corner 84th Street and Third Avenue, in 1835.
From Valentine's *Manual.*

Harlem Lane, from Central Park to Manhattanville.
From Valentine's *Manual.*

like to believe they were—than their British relatives. One reason for this was the fact that in England travellers carried with them sums of gold, silver, and bank-notes, while in America, the larger sums were carried in drafts or letters of credit. For a description of conditions of travel during the seventeenth and eighteenth centuries, the reader is referred to Chapter III of Macaulay's *History of England.* The whole chapter, but the latter half especially, is well worth reading; and, though the descriptions are of England, they apply with a great deal of truth to the colonies.

The average day's journey of the post-riders was supposed to be from thirty to fifty miles in summer and considerably less in winter. As a matter of fact, they took their time in going over their stage, and there is one case of a post-rider who used to while away the tedium of his trip by knitting as he rode—this could hardly allow a very great speed. All postage collected between the terminals of their stage went into their own pockets; it was only the sealed bags that went untouched. They used to do all sorts of trading on their routes, although the law restricted them to the carriage of the mail. Ebenezer Hurd, who is mentioned above, carried on a money exchange to his own profit, and pocketed all way-postage. He was discovered by the English post-office surveyor, or inspector, upon one occasion, calmly waiting for a team of oxen that he was going to transfer for a customer. The letters were delivered in some tavern or bar, where any one could look them over, and help himself to his or to any one's letters, if he chose. Is it any wonder that complaints were made of the slowness and uncertainty of the mails?

CHAPTER II

THE ERA OF THE STAGE COACH

IN the *New York Journal* of June 25, 1772, there appears the following advertisement:

THE
STAGE COACH
BETWEEN
NEW YORK AND BOSTON

Which for the first time sets out this day from Mr. Fowler's Tavern (formerly kept by Mr. Stout) at Fresh Water in New York will continue to go the Course between Boston and New York so as to be at each of those places once a fortnight, coming in on Saturday evening and setting out to return by way of Hartford on Monday Morning. The price to Passengers will be 4d New York or 3d lawful Money per Mile and Baggage at a reasonable price.

Gentlemen and Ladies who choose to encourage this useful, new and expensive Undertaking, may depend upon good Usage, and that the Coach will always put up at Houses on the Road where the best Entertainment is provided . . If on Trial, the Subscribers find Encouragement they will perform the Stage once a week, only altering the Day of setting out from New York and Boston to Thursday instead of Monday Morning.

JONATHAN AND NICHOLAS BROWN.[1]

[1] Though private coaches and wagons had undoubtedly made the trip between the two cities, and post-chaises probably, I believe that this date,

That the subscribers found the "Encouragement" they desired is shown in the fact that within a short time two and three trips a week were made between the two cities, and a stage three times a week was established to Rye in Westchester County. The stage wagons were boxes mounted on springs, usually containing four seats, which accommodated eleven passengers and the driver. Protection from the weather was furnished by a canvas or leather-covered top with side curtains which were let down in inclement and cold weather. There were no backs to the seats, and the rear seat of all was the one usually preferred on account of the passengers being able to lean against the back of the wagon. If there were women passengers, they were usually allowed to occupy this seat. There were no side entrances to the vehicle, so that any one getting in late had to climb over the passengers who had pre-empted the front seats.

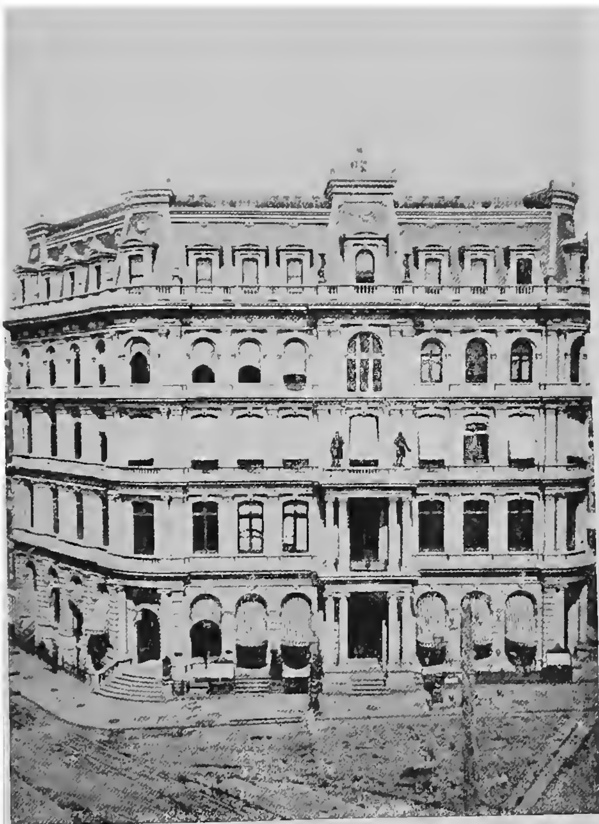
1772 marks the first trips of public passenger conveyances between the two places; though mails were not carried until later. The date 1732 is sometimes given for the establishment of this service. I believe that this is due to a mistake in regard to the meaning of the word "stage," which means "the distance on a road between two places of rest." One writer having made the error, others have followed. In the *New York Gazette* of November 15, 1731, notice is given that "the Boston and Philadelphia Posts will set out to perform their Stages once a fortnight." Similar notices may be found in subsequent years. On September 21, 1732, there is a long notice of the appointment of Spotteswood as postmaster-general and of the establishment of a southern post-route. The word "stage" is frequently used in this advertisement, but always in the sense of an assigned *distance* that the post-rider is to cover. The people of that day spoke of stage-coaches or stage-wagons, vehicles which covered certain distances, or "stages." We have abbreviated the name of the vehicle into *stage*, and the error has arisen from this. The first advertised stage-wagons from New York were to run to Philadelphia. The advertisement appears in the *New York Gazette* of October 13, 1750, and Daniel Obrien notifies the public of a stage-boat to Amboy every Wednesday, thence by "Stage Waggon" to *Borden's Town*, "where there is another Stage Boat ready to receive them, and proceed directly to Philadelphia."

Fourteen pounds of baggage were all that were allowed to the passenger to be carried free; all over that had to pay the same price per mile as a traveller. The baggage was placed under the seats, and was generally left unguarded when the stage stopped at taverns for meals or for change of horses. The roads were poor, the stage uncomfortable, and the whole journey was tiring and distressing; but we must remember that the people of those days were accustomed to inconveniences that we would not submit to now, though we have our own troubles in the way of strap-hanging in street cars and crowded conditions in subway and elevated trains.

Stages were suspended during the Revolution, but were resumed after the return of peace. In Washington's administration, two stages and twelve horses sufficed to carry all the travellers and goods passing between New York and Boston, then the two great commercial centres of the country. Delays in land travel were due principally to the badness of the roads, in which the ruts were deep and the descents precipitous. On summer days, about forty miles were covered; in winter, rarely more than twenty-five. In summer, the traveller was oppressed by the heat and half choked with the dust; in cold weather, he nearly froze.

Levi Pease, of whom we shall have more to say when we reach Shrewsbury in Massachusetts, started a line of coaches in 1783. Josiah Quincy went to New York in one of them in 1784 and gives a far from alluring picture of coaches in their earliest days. He says:

I set out from Boston on the line of stage lately established by an enterprising Yankee, Pease by name, which at that day was considered a method of transportation of wonderful expedition. The journey to New York took up a week. The



The Old Staats Zeitung Building, Park Row and Centre Street.

From a photo by Geo. P. Hall and Son.

General Lafayette's Carriage.

The Park Theatre and Part of Park Row, 1831.
From Valentine's *Manual*.

carriages were old and shackling and much of the harness was made of ropes. One pair of horses carried the stage eighteen miles. We generally reached our resting place for the night, if no accident intervened, at ten o'clock and after a frugal supper went to bed with a notice that we should be called at three the next morning, which generally proved to be half past two. Then, whether it snowed or rained, the traveller must rise and make ready by the help of a horn-lantern and a farthing candle, and proceed on his way over bad roads, sometimes with a driver showing no doubtful symptoms of drunkenness, which good-hearted passengers never fail to improve at every stopping place by urging upon him another glass of toddy. Thus we travelled eighteen miles a stage, sometimes obliged to get out and help the coachman lift the coach out of a quagmire or rut, and arrived at New York after a week's hard travelling, wondering at the ease as well as the expedition of our journey.

Though passengers usually alighted and helped relieve the coach when it was stuck in a rut or mud-hole, they would rebel occasionally. There is a story of such a case of rebellion. It was impossible for the horses to pull the coach out, so the driver asked his passengers to alight; which they refused to do. They were astonished to see him sit down by the roadside and calmly light his pipe. They made anxious, and probably profane, remarks about his peculiar course of action, whereupon he replied: "Since them hosses can't pull thet kerrige out o' thet mud-hole, an' ye wo'nt help, *I 'm a-goin' to wait till th' mud-hole dries up.*" The passengers alighted at once and helped.

For freight transportation, the Conestoga wagon was used. This had been used as early as Braddock's disastrous campaign, and it gradually came to be the great freight carrier of the eighteenth and first half of the nine-

teenth centuries. In this latter, it was the prairie schooner of the western pioneer in which he found his way over the plains of the great West. There is a story of one of them that proudly bore the motto, "Pike's Peak, or Bust," as it rolled through Leavenworth, or one of the other outposts of civilization. Several months later, it was found upon the prairie, a deserted wreck, with its bold motto changed to "Busted! by thunder!" The Union Pacific and other western railroads sealed the doom of the Conestoga.

The wagon had its origin in Pennsylvania near the section from which it received its name. It was a great boat mounted on wheels, and it carried from four to six tons of freight, drawn by four or six horses. These came to be in time a magnificent breed; and the teams were made up of matched horses covered with fine harness to which bells were attached. After the construction of the National Road, or Cumberland Pike, it was no unusual thing to see a string of from fifteen to twenty of these wagons in one column, the horses of one team with their noses against the cover of the cart ahead. The wagons were covered with great canvas canopies, which protected the goods from the weather. While we associate the Conestoga wagon with the western roads, there is no doubt that it was also used upon our seaboard highways. It was too convenient and capable a freight carrier to escape the shrewd Yankee.

After the British evacuated New York, letters were sent to Boston thrice a week in summer and twice a week in winter. Six days were passed on the road; but at New Year's, when the snow lay deep, the post-riders from New York seldom saw the spires of Boston until the close of the ninth day. It was many years before the bulk and weight of the mails exceeded the capacity of a pair of

saddle-bags. There was no security or protection for mails carried a long distance, as the post-riders opened and read all the letters; and there was no protection until the letters became too many to read. As a result, we find that many of our statesmen, Burr, Jefferson, Randolph, and others, were obliged to use cipher codes in communicating with their political friends or with other government officials. Burr had enough to answer for; but some of his detractors have used this fact of code letters to show the secretiveness of his character.

The average day's journey of the post-rider was from thirty to fifty miles; and it was not until Jefferson had been some time Secretary of State that, in a letter under date of March 28, 1792, he suggests seriously the possibility of sending letters one hundred miles a day. On the day when a post-rider was due in a village, a day that was not known by its calendar name but which was called "post-day," half of the inhabitants assembled at the distribution of the mails at the village inn. The weather was no deterrent. There were few or no letters that were emptied from the mail-bag upon the bar; the mail consisted of newspapers and news-letters. The postman was then carried to some one's home for a meal; where, amid the silence of his auditors, he dispensed the latest news and gossip gathered along the way.

The New York post-office was at first in the fort, where a locked box was kept for the deposit of mail matter; later, when postmasters were appointed, the mails closed on Saturday night so that they could be dispatched on Monday morning. After the Federal Government was established, President Washington appointed Sebastien Ballman postmaster, and the office was kept in his house, —which was also the house of the Postmaster-General, Theodorus Bailey,—at the corner of William and Garden

streets. For a long time, it seems, it was customary for the postmaster to keep the post-office at his house; for we run across advertisements calling attention to the fact, and the hours during which the office is open. When yellow fever visited New York on several occasions, the post-office was removed a safe distance from the danger zone. Thus, it occupied the Rotunda in City Hall Park after the great fire of 1835 and during an epidemic in 1849.

On July 4, 1817, the post-office was opened in the basement of the recently erected Merchants' Exchange in Wall Street. On January 1, 1845, the Middle Reformed Dutch Church, on Nassau Street between Cedar and Liberty, was opened by the United States with the New York post-office. The church had been erected in 1729 and was used by the British during the Revolution for a riding-hall; the building was restored in 1790; rented for the post-office in 1845; sold in 1861 to the United States, and torn down in 1882, the post-office having been removed to the City Hall Park in 1875.

In 1789, the first Congress under the Constitution established one main post road from Portland (Maine) to Savannah, Georgia, with certain cross, or divergent, lines as feeders to the main road, or as lines to the interior of the country away from the seaboard; and post-offices were established at the same time. According to Gaines's *New York Pocket Almanac* for that year, the post-offices on the Upper Post Road from Boston to New York were Hartford, New Haven, and Fairfield.

The almanacs of those old days were almost encyclopedic in the information they gave. Besides an elaborate ephemeris and calendar for the year, they gave the sitting of the different courts, remedies for injuries, stanzas of poetry, anecdotes, extracts from classical writers,

curious happenings, bits of history, and, what is of importance to us, stage routes, taverns, and times of starting. It is from them that we glean a great deal of information concerning the old stage routes, of which there were three main lines between New York and Boston, which were called the Upper, the Middle, and the Lower—the Upper Road was also called the Western Road.

From _Low's Boston Almanac for 1800_, we take the following list of towns and taverns on the Upper Road. Those that are starred are the taverns at which the mail stages stopped, and the names in parentheses are supplied from later almanacs:

ROADS to the principal Towns on the Continent &c. from BOSTON; with the Names of thofe who keep Houfes of Entertainment.

WESTERN ROAD TO _PHILADELPHIA & ALEXANDRIA_

Town	Tavern	Miles
Watertown (Willington)*	Wild	7
"	Stone	1
Waltham	Weffon	3
Wefton	*Lampe & Flagge	4
E. Sudbury (Cutler)*	Wolcott	2
"	Baldwin	2
Weft Sudbury	Howe	5
Marlborough (Munro)*	Howe	5
"	*Williams	2
Northboro' (Munro)*	Rice	5
Shrewsbury	*Peafe	4
Worcefter	*Mower	8
Leicefter (Hobarts)*	Lynde	7
"	Swan	
Spencer (Munro)*	Jenks	5
	Whitmore	
Brookfield	Draper	6
"	Rice	2
"	*Hitchcock	1
Wefton (Blair)*	Powers	1
Palmer (Bates)*	Graves	7
Wilbraham (Grosvenor)*	Sikes	1
Springfield Plain	Ruffell	5
Springfield (Williams)*	Parfons	5
Weft Springfield (Worthington)*	Blifs	5
Suffield (Sikes)*	Lovejoy	8
Windfor (Allen)*	Pickett	8
"	Sill	3
Hartford (Lee)*	Bull or Avery	3
Weathersfield	Williams	10
"	Grifwold	3
Middletown	*Johnfon	8
Durham	*Canfield	6
Wallingford	*Carrington	8
North Haven (Brown)*	Ives	6
New Haven	Brown	7
Milford	Clarke	10
Stafford Ferry	Gillet	2
Stratford	*Lovejoy	2
Fairfield	*Penfield	10
Green Farms	Paffell	8
Norwalk	*Reed	4
Stamford	*Webb	9
Horfeneck	*Knapp	6
Rye	*Quintard	6
Maroneck	Horton	4
New Rochel	Williams	4
Eaftchester	Gyon	4
Kingsbridge	*Hyot	4
Harlem Heights	Hafley	5
New York	*Beekman	9

From various almanacs, we get the route of the Middle Road to be from Boston via the following: Roxbury, Dedham, Medfield, Medway, Bellingham (Hollister), Milford, Mendon, Uxbridge, Douglas (all in Massachusetts), Thompson, Pomfret, Ashford, Wilmington, Mansfield, Coventry, Bolton, East Hartford, Hartford, and then by the above route to New Haven and New York.

From the same sources, we find the Lower Road (called the *Old* Post Road to Boston in Gaines's Almanac for 1773) to be from New York to New Haven as above, thence via Branford, Guilford, Killingworth, Saybrook, Chaplins, New London, Col. Williams's, Westerly (R. I.), Hill's, Tower Hill, Newport, Bristol, Warwick, Providence, Attleborough (Mass.), Wrentham, Dedham, Boston. This route would require the passage of the stage over the ferries to Jamestown and Newport. Another route was down the west side of Narragansett Bay. This was the one taken by Madam Knight. The traveller could also take another route from Providence by way of Norwich, Connecticut, thence to New London and along the shore road to New Haven and New York.

A reference to the map accompanying this chapter will show the three routes given above with the changes made between Harlem and New Rochelle, and those made between North Haven and Hartford. The taverns patronized by those using the Lower Road were in some cases different from those given above between New Haven and New York. We find some spelling that is not the same as that we use to-day. Stratford Ferry appears as Stafford Ferry, on several lists; Kingsbridge appears as Kingsbury, Mamaroneck appears as Marrineck and Maroneck; New Rochelle, as New Rochel. Harlem Heights is changed on one list to Halfway House, at the foot of

McGown's Pass in Central Park. Bridgeport does not appear at all.

One will also notice on the list of the Upper Road that the same name occurs more than once among the tavern-keepers. Either the same party conducted taverns in different places, or the taverns were carried on by members of the same family. The latter is more apt to be the case, as in the olden days the landlord came into personal communication with his guest, whom he looked after and for whose comfort and well-being he felt himself responsible. In fact, the personality of the landlord had a great deal to do with the success of the tavern which he conducted.

> Whoe'er has travelled life's dull round,
> Where'er his stages may have been,
> May sigh to think that he has found
> His warmest welcome at an inn.
>
> SHENSTONE.

There is sufficient evidence from English, French and American travellers of the colonial period to show that the landlord was a person of considerable importance in the community. He was often the captain of the train band of his village or town, and also frequently held other positions of importance, besides being the postmaster. The name tavern had a different signification in those days from what it does now, when we associate with it one idea only, that of selling liquor. In the earliest days of the colonies, each town was empowered to select a good responsible person for the keeping of an ordinary for the entertainment of travellers; and the colonial laws were very strict in regard to the conduct of the ordinary, even regulating the strength and price of the beer that was sold, and making it obligatory upon the landlord in some cases

to report to the authorities any sojourner who stayed for more than a few days.

The tavern was the most important place in town; it was the gathering place to learn the news, it was the business exchange for the neighborhood, the place where bargains were made and prices learned and quoted. It was at once the town-hall and assembly room, the court-house and the show-room, the hotel and the exchange. Itinerant actors and showmen gave their exhibitions in its public room, strange animals and curiosities were displayed at the tavern; here were the bulletin boards containing the lists of jurors, the notices of vendues, legal notices, rewards for runaway slaves or servants, for lost animals or other property, and the farmer's advertisements of what he had to sell or of what he wanted to buy. The taverns of New England were famous at the beginning of the nineteenth century for their neatness, cleanliness, and comfort, and for the excellence of the food; and this at a time, too, when all foreign travellers were commenting upon the carelessness, the crowded conditions, the filthiness, and discomfort of the taverns on the roads to the rapidly developing West.

In 1773, the Thursday's post went by way of Hartford to Boston and the regular post stages went over the same route. During the Revolution, the stages were suspended. In 1789, they left the stage office kept by Charles Beekman in Cortlandt Street, New York on Mondays, Wednesdays, and Fridays, and arrived there from Boston on the same days. That the post-riders still continued their work is shown by notice of the same year that the Eastern and Northern posts set out from New York, from November first to May first, on Wednesday evening at nine o'clock and on Sunday evening at eight o'clock, and return Wednesday and Saturday evenings at six o'clock. From May

The Empire City Skating Rink in New York,

"One Mile from City Hall," New York.

first to November first, they set out Tuesday and Thursday evenings at nine o'clock, and on Sunday at eight o'clock, and return on Tuesday, Thursday, and Saturday evenings at seven o'clock.

In 1790, the Boston stage sets off from Mr. Isaac Norton's stage office, 160 Queen [Pearl] Street, every Monday and Wednesday morning at five o'clock, until May first, when the summer season begins, and the stages leave on Monday, Wednesday, and Friday mornings at four o'clock.

From the Boston end of the line, we get for 1800 that the mail stage by way of Worcester and Hartford sets out from Pease's stage office in State Street every Monday, Wednesday, and Friday, at ten A.M. during the summer season, and arrives in New York every Thursday, Saturday, and Tuesday at noon. It leaves New York the same days and hours that it does Boston. In the winter schedule, the stage arrives in Boston Tuesday, Thursday, and Saturday at 10 A.M., "except when the travelling is good, it arrives in Boston Monday, Wednesday and Friday evenings." There is also notice of the "Old Line Stage" leaving the same office on the intervening days, with the following postscript:

N. B. The roads from Bofton to Newhaven, by way of Worcefter and Hartford, are the beft; and by late actual meafurement the diftance is 14 miles lefs than was formerly reckoned. The price of each paffenger in the Mail Stage is 6 cents and a quarter for each mile, and 5 and a half cents in the Old Line. The whole paffage from Newhaven to Bofton, 155 miles. The price in the Mails 9 dols. and 87 cents; in the Old Line 8 dols. 75 cents; Toll Bridges and Turnpikes are paid by the proprietors.

This meant that the fast stage carrying the mail went direct from Hartford to Worcester, without passing through Springfield. The New York stage via Providence, called the "southern line," left from Exchange Tavern in State Street.

Samuel Breck of Boston and Philadelphia, writing of New York after his return from several years spent in France, says:

The city of New York was in ruins in 1787 . . . . As a Colonial town it was a place of considerable trade, but having been in the hands of the enemy for seven years, and visited during that time by an extensive conflagration, we found it in a state of dilapidation, and not at all recovered from the effects of the war. In short, the city of New York . . . was in 1787 a poor town with about twenty-three thousand people. . . In those days there were two ways of getting to Boston: one was by a clumsy stage that travelled about forty miles a day, with the same horses the whole day; so that by rising at three or four o'clock, and prolonging the day's ride into the night, one made out to reach Boston in six days; the other route was by packet-sloops up the Sound to Providence, and thence by land to Boston. This was full of uncertainty, sometimes being travelled in three, and sometimes in nine days.

The roads at this period were little better than they had been half a century before, and the new federation had not yet recovered from the effects of the Revolution and of the critical period that intervened between the war and the establishment of constitutional government. Stage wagons had been introduced on the more important and frequented routes; but the post-riders still delivered newspapers along their stages and carried the mails until after 1800.

In 1785-6, there was begun in Virginia the first piece

of turnpike road made in the United States.[1] It connected the rising city of Alexandria with the lower Shenandoah valley, and, when completed, was pronounced by Jefferson a great success. The construction of the Lancaster Road was begun in 1792, but it was so badly constructed that it proved a failure. Large boulders and rocks were dumped upon the roadbed and covered with earth. When heavy rains came, the earth washed away, and the passing horses, persons, and vehicles had a hard time of it slipping from one boulder to another or in between them; and it is reported that one man, at least, broke his legs in this way. An Englishman, who observed the badness of the road offered to rebuild it. With the experience he had had abroad, he broke up the stones and laid them more compactly in layers of decreasing size, and crowned the road so as to make the water drain off. When completed, it was the finest piece of road in the United States. In 1796, Francis Bailey wrote[2]:

> There is but one turnpike road on the continent, which is between Lancaster and Philadelphia, a distance of sixty-six miles, and it is a masterpiece of its kind; it is paved with stone the whole way, and overlaid with gravel, so that it is never obstructed during the most severe season.

On all these turnpike roads, the owners of wagons were encouraged to use broad tires for their wagon wheels by making less toll for those having such tires.

The success of the Lancaster Turnpike and the great

[1] According to the *Century Dictionary*, a turnpike is a gate that turns. It was placed upon a roadway, for the purpose of preventing the passage of travellers and vehicles without the payment of tolls. The road thus became a turnpike road, and, by natural contraction, a turnpike, or pike.

[2] *Journal of a Tour in Unsettled Parts of the United States in 1796 and 1797*.

movement which began about this time to the Genesee valley, the vicinity of Lake Champlain and the regions west of the Alleghanies, caused a general cry to go up for more and better roads. The States did all they could, but they were not able to stand the great outlay that was demanded. During the first decade of the nineteenth century, they raised money for road-building by means of lotteries, as well as by other means more legitimate in our modern eyes, and devoted the revenue to the building of roads along the frontiers and in the newly opened sections. The older parts where there were already roads which needed improvements were turned over to turnpike companies, which everywhere sprang up in New England and the States of New York, New Jersey, and Pennsylvania. These were chartered by the several States, and the stock was eagerly bought up; they proved to be good to speculate in, and they also proved good for investment; but, in any case, by 1816, the system of turnpike roads built by the Federal Government,—the National Road,—by the States, and by stock companies had revolutionized travel, and the dangers, inconveniences, and delays of twenty years before had gone forever.

Besides the stone and gravel roads which were gradually introduced, swamps and soft places were crossed by means of corduroy roads, as they were called. These were made by laying logs transversely across the roadway, and filling in the interstices with earth. When this last washed out, the progress over the roadbed was shown by a continuous series of bumps; and a wagon that was not soon racked to pieces on one of these roads must have been pretty well built. Another makeshift of the time, which at least made smooth and comfortable riding until repairs were needed, was the plank road. The writer remembers riding on a road of this description in 1876, on his first

visit to Lake George, when he took stage coach—the old Concord—at Caldwell and drove nine miles to Glens Falls to get the train. Flora Temple, a famous trotting horse of the middle of the last century, made the wonderful time of "Two forty on a plank road." This phrase is put in quotation marks, because the expression was so often used to show the acme of speed.

With the improved roads an improved stage wagon, or coach, was evolved, which was egg-shaped and capable of holding six or seven passengers.

In connection with the picture of the stage coach drawn by Captain Basil Hall, R. N., he says:

> The American Mail Stage in which we journeyed over so many wild as well as civilized regions, deserves a place at our hands. And if the sight of this sketch does not recall to persons who have travelled in America the idea of aching bones, they must be more or less than mortal!
>
> The springs, it will be observed are of leather, like those of the French Diligence—and everything about it is made of the strongest materials. There is only one door, by which the nine passengers enter the vehicle, three for each seat, the centre sufferers placing themselves on a movable bench, with a broad leather band to support their backs. Instead of panels the stages are fitted with leather curtains. The baggage is piled behind, or is thrust into the boot in front. They carry no outside passengers—and indeed it would try the nerves as well as the dexterity of the most expert harlequin that ever preserved his balance, not to be speedily pitched to the ground from the top of an American coach, on almost any road that I had the good fortune to travel over in that country.

The baggage allowance was increased to twenty-eight pounds to be carried free, and it was no longer left unguarded, so that the passenger was not in fear of losing

it on the road or whenever a stop was made. These coaches travelled at a rate of six miles an hour over good, safe roads. No more would the driver be heard asking the passengers to lean to one side or the other so as to prevent the coach from toppling over when it struck a rut or mud-hole; no more did the passengers alight and help to lift the coach from a rut. Captain Hall went from Boston in the stage coach. He says:

> In the course of the day we reached Providence, having averaged somewhat less than seven miles an hour, which I record as being considerably the quickest rate of travelling we met anywhere in America.

At Providence, he tried to hire a conveyance to take him to Hartford at his own time and leisure, but he could not do so. He was offered a stage coach, and agreed to take it at the usual price of six passengers; but the owner wanted pay for nine, and then would not let the coach stop at the convenience of the hirer, but insisted upon its going express. As a result, he took the regular coach, and says:

> The nominal hour of starting was five in the morning, but as everything in America comes sooner than one expects, a great tall man walked into the room at ten minutes before four to say it wanted half an hour of five; and presently we heard the rumbling of the stage coming to the door, upwards of thirty minutes before the time specified.

This was in 1829. In 1810, Mr. Breck hired a hackney-coach and four horses in Philadelphia to take himself and wife to Boston in a leisurely way by way of the Middle Road. His journal says:

July 24,–We left New York at noon; slept at Rye.
July 25,–Dined remarkably well at Stamford; supped and slept at Stratford.
July 26,–Dined eight miles beyond New Haven; slept at Berlin.
July 27,–Breakfasted at Hartford; passed the new bridge over Connecticut River; slept at Clarke's on a new turnpike near Ashford.
July 28,–Dined at Thompson's and slept at Merriam's.
July 29,–Dined at Dedham . . . The roads are turnpiked all the way, and of seven ferries that a traveller was obliged formerly to pass from Philadelphia to New York there remains now but that at Paulus Hook [Jersey City], which can never be bridged. The roads are not only extremely improved, but distances are shortened thirty-six miles between Philadelphia and Boston. A stage runs from Hartford to Boston every day on the new road, 102½ miles, from 4 o'clock A. M. to 8 P. M.

Mr. Breck mentions the shortening of the road by thirty-six miles between Philadelphia and Boston. Between New York and Boston, in 1806, it was lowered from 254 miles to 246; in 1812, from 246 to 243; in 1816, to 235, and in 1821, to 210. Though Coles began his Harlem Bridge and new road to New Rochelle before 1800, we do not find any mention of the change in the course of the Boston Road until 1816, when Kingsbridge and Harlem Heights are cut out, and West Farms (Downing's tavern) and Harlem Bridge (Madge's tavern) are substituted. In 1817, Springfield is cut out of the itinerary of the New York stage coach. The coaches still started at very early hours, four or five o'clock, but they stopped at six o'clock in the evening. In 1808, the New York mail, by way of the Hartford Road, started from Lamphear's general stage office in Hanover Street, Boston, every morning, except

Sunday, at five o'clock. In 1815, the fast mail left Boston on Tuesday, Thursday, and Saturday at 4 A.M., and the slow mail on Monday, Wednesday, and Friday at 9 A.M. In 1816, the mail coach travelled from Boston to New York, via Hartford and New Haven, in thirty-eight hours.

In the year 1815, one Louis Downing, a carriage maker, moved to Concord, New Hampshire, and established his shop. In 1827, he gave to the world the Concord coach, which was, and is, the perfection of the stage coach. It has a strong, heavy body, carried on great leather straps, called thoroughbraces, a stout top capable of carrying a number of passengers, and a boot for the carriage of mails and luggage. It is the same coach that transported the mails and treasure across the western plains and mountains —the Wells-Fargo coach,—the same coach that figures in so many western romances, the same coach that we see attacked by Indians when we visit a Wild West show. In all parts of the world where the railroad is not, the Concord coach is still used. So convenient and comfortable was it that, when the first railroads were built,—both horse and steam propelled,—the passengers were still carried in the Concord coaches, whose wheels were altered in order that they should fit and stay on the rails. They were used formerly—and may still be used elsewhere, for all the writer knows—to transport passengers from the boats and stations to and from the New York hotels. It seems as if it were only yesterday that they disappeared from our city streets.

The era of the stage coach, and of the glorious coaching days of which we read so much in Dickens, was from 1820 to 1840. The roads were hard, the bridges good, the relays of horses frequent, and the loads light; so that it was possible to cover the roads at a good speed, and it took only two days to go from New York to Boston. The

driver was expected to make ten miles an hour; and of the two unforgivable crimes for which he might be discharged —being behind time, and drunkenness—he was more liable to be discharged for the latter than for the former. The ancient coachman was always drunk, the driver of the Concord coach never, while on duty. Freight did not have this advantage of speed, but was still carried by packet-boat or by lumbering wagon.

By this latter date, the railway had become an established and accepted fact, and—following the inevitable law, "The old giveth place to the new,"—the old stage-coach was doomed. Just as in 1672, when there were only six coaches in all England, one Cresset was moved to publish a pamphlet against them, because they encouraged too much travel; so people objected to the new-fangled railway. One veteran of the road expressed himself as to possible accidents as follows: "You got upset in a coach—and there you were! You get upset in a rail-car—and, damme, where are you?" Yet, in the old staging days, accidents involving danger to life and limb were so frequent that injuries to travellers were, in comparison with those of these railroad and steamboat days and with the number of passengers carried, far in excess of the present. Even Mr. Breck, with all his intelligence, is moved to write under date of December 21, 1839:

> After all, the old-fashioned way of five or six miles an hour, with one's own horses and carriage, with liberty to dine decently in a decent inn and be master of one's movements, with the delight of seeing the country and getting along rationally, is the mode to which I cling, and which will be adopted again by the generations of after times.

Mr. Breck was too much of an aristocrat to believe in the herding together in a car of some fifty or more persons

of all ranks. The railway carriage was too democratic for him. Yes, the stage-coach has been revived in our day, but not as a means of transportation within the reach of a man of ordinary means. What would Mr. Breck say now if he could see the automobile?

In the following pages—though we live in the age of the railroad and of the automobile—we shall travel leisurely over the route of the first mail carrier of 1673, the same route that was followed by Washington in 1789, when he visited New England after his inauguration, the Upper Post Road to Boston. But before we start on our journey, let us say with the poet who saw the death of the National Pike:

> "We hear no more the clanging hoof
> And the stage coach rattling by;
> For the steam king rules the troubled world,
> And the old Pike 's left to die."

CHAPTER III

PARK ROW[1]

IN the Dutch days, the *Heere Straat*, or Broadway, ended about where the present Ann Street is located, but a lane to which the Dutch gave the name of *de Heere-wegh*, or the Highway, was continued to the Collect Pond. This lane was on the south side of the nearly rectangular tract of land, which was called by the Dutch the *Vlacte*, or Flat, to which they drove their cows and other animals for pasture. In the latter part of the Dutch era, a number of bouweries, or farms, were opened up on the east side almost as far as the present Fourteenth Street, and the lane was continued to them.

In 1654, the settlement at Harlem was made, and the settlers held communication with the fort by means of an old Indian trail which went through the woods for the greater part of the way, and which was at times impassable. In 1669, Governor Lovelace held a court at Harlem to consider "the laying out of a wagon-road, which hath heretofore been ordered and appointed, but never as yet been prosecuted to effect," though "very necessary to the mutual commerce with one another." This road was laid out about 1671–72, and over it the post-rider

[1] The post-rider of 1673 started from the fort at the foot of Broadway, on the site now occupied by the Custom House opposite the Bowling Green, and rode up Broadway. For a description of this part of his route, the reader is referred to the author's *The Greatest Street in the World—Broadway*.

went on his way to Boston, as there was now a continuous road from the fort to Harlem.

The pasture land of the Dutch became the Commons, or Fields, of the English. Governor Dongan directed that the Eastern Highway should be run diagonally across the Commons; as a result, there was cut off a triangular piece of about ten acres. Rather than see it go a-begging, with great magnanimity, he took it for himself. The tract, or a part of it, was known as the Governor's Garden, and later as the Vineyard; and for about three quarters of a century it was kept in the Dongan family. It was used as a public garden and pleasure resort for the greater part of this time, but, in 1762, it was sold to Mr. Thomas White, who divided it into building lots. The first one to be occupied was that at the corner of Ann Street, where Andrew Hopper erected a town residence and store in 1773.

During all this period, the highway was called by the English the Eastern Post Road, or the High Road to Boston. In 1774, however, an ordinance was passed by the Common Council directing that "the street beginning at the house of Andrew Hopper, nearly opposite St. Paul's Church and leading to the fresh water," should be called Chatham Street. This was in honor of William Pitt, Earl of Chatham, who was so valiantly, but vainly, upholding in Parliament the cause of the American colonists against the king and his ministers. In December, 1788, it was ordered that Chatham Street should be regulated from James Street to Division, and in July, 1789, that it should be paved. By 1825, the section abreast of the City Hall Park had become popularly known as Park Row. This became its official title in 1886, and the name was extended to cover the whole section as far as Chatham Square.

At Broadway and Ann Street, there was, in pre-Revolutionary days, the Spring Garden Tavern, which became the Hampden Hall and headquarters of the Sons of Liberty. In 1824, John Scudder caused a marble building to be erected here and moved his American Museum from the Old Almshouse at the north end of City Hall Park to his new building. In 1840, Phineas T. Barnum bought out Scudder and united with his collection of curiosities, the collection from Peale's New York Museum, continuing the combined shows as the American Museum until July 13, 1865, when the building was destroyed by fire. James Gordon Bennett occupied the site with the *New York Herald* Building from April, 1867, until August, 1893. Shortly afterward the *Herald* Building was demolished, and the towering St. Paul Building was erected in its stead.

On the first block of Park Row, our special interest is concerned with the building formerly occupying Numbers 21, 23, and 25. Here, on May 5, 1795, was laid the corner-stone of the New Theatre, which, though unfinished, was opened on January 29, 1798, under the management of Hallam & Hodgkinson, with William Dunlap as stage manager.

It soon became known as the Park Theatre; and for fifty years it was *the* theatre of New York, around which are clustered more memories of things theatrical than are connected with any other building that has ever stood in the city. The roster of the actors and actresses who appeared upon the boards of the Park contains the names of all those who were great during the era of its existence as a playhouse. It was plain on the outside, but its interior was fitted up in a style unusual for that time.

It is said that it cost $139,000, a great sum for those days. Not long after its completion and opening, it was sold at auction and was bought by John Jacob Astor and

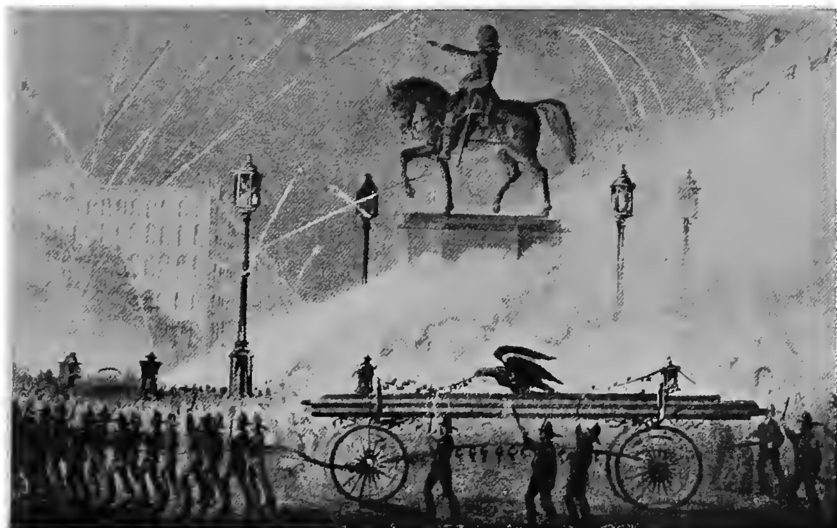
John Beekman for $60,000. On May 24, 1820, the building was destroyed by fire; but the walls stood, and in April, 1821, the theatre was rebuilt almost on its former lines. For the opening of the rebuilt theatre on September 1, 1821, an address was written by *The Croakers*, Halleck and Drake; of which the following is an extract:

> Enlightened as you are, you all must know
> Our playhouse was burnt down some time ago,
> Without insurance. 'T was a famous blaze,
> Fine fun for firemen, but dull sport for plays.
>
> . . . .
>
> But thanks to those who always have been known
> To love the public interest, when their own,
> Again our fireworn mansion is rebuilt,
> Inside and outside, neatly carved and gilt,
> With best of paint and canvas, lath and plaster,
> The Lord bless Beekman and John Jacob Astor!"

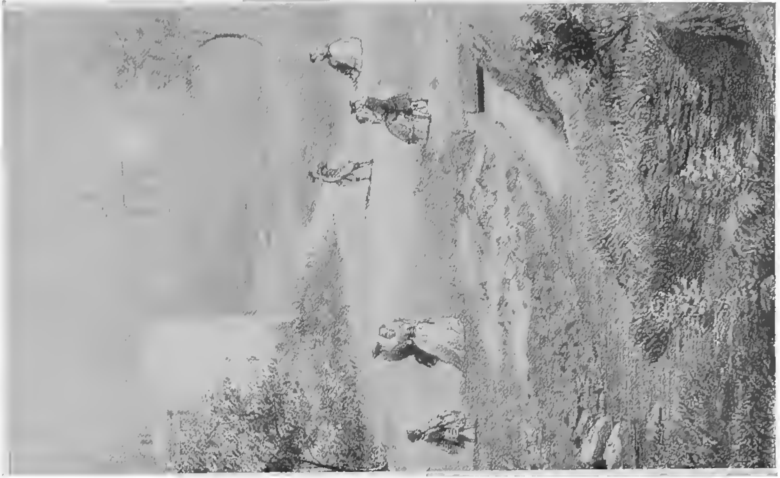
On December 16, 1848, the theatre was destroyed by fire for the second time; and as the site was considered then too far down town for purposes of entertainment, the theatre was not rebuilt. Mr. Astor erected upon its site five handsome brown stone stores. The only memento of this famous theatre is a narrow passage-way connecting Ann and Beekman streets, and lying about midway between Nassau Street and Park Row. This was a rear entrance to the theatre, and was called at first the *Mews*; but since 1807 to the present, it has been called Theatre Alley. It now seems to be a catch-all for the rubbish of the neighborhood.

This first block of Park Row between Ann and Beekman streets was at one time called "Old Newspaper Row," because there were so many publishing offices there. In 1893, there were located here the following papers:

The Bible-House, Cooper Institute, and Tompkins Market.
From Valentine's *Manual.*



The Firemen's Procession passing the Washington Monument, Union Square on the Evening of September 1, 1858.



Recorder, *Mail and Express* (on the Park Theatre site), *Advertiser* and *News*. The first and last of these have gone out of existence, the *Mail and Express* has moved, and the *Advertiser* has combined with the *Globe*. A few years earlier the *World* office was on the same block.

On Park Row, between Beekman, Nassau, and Spruce streets, was an almost triangular plot of ground, which was formerly included in the Commons. In 1766, the English Presbyterian Church corporation applied to the city authorities for a grant of city land for the erection of a larger church with a cemetery attached, as they had outgrown their quarters in Wall Street. The city fathers, wishing to advance the erection of imposing buildings and also to encourage the spread of religion, offered the church authorities a tract of land on the east side of Chatham street between Chambers and Pearl streets, contiguous to a tract recently given by them to the Reformed Dutch Church. The Presbyterians objected to this on various grounds, the principal of which was that the new church would be too far away from the population. They pushed their arguments for the triangular lot mentioned above, stating it would not be suitable for ordinary business purposes on account of its shape, and that it was at that time a public nuisance, being a dumping-ground for all the dirt and filth of the neighborhood. The city accepted the church offer of £40 a year quit-rent and granted the land forever for church purposes. The church plot contained about three fourths of an acre, or about eight city lots. It was sold in 1854 for $175,000 and a year later for $350,000. The church edifice was erected in 1767, and opened for services the following year. On account of the material of which it was made, it was known as the Brick Presbyterian Church. During the Revolution, it was used as a hospital by the British. Services were dis-

continued in 1856, at which time the church was demolished to make way for business buildings.

In May, 1811, there occurred a fire, which was for many years known as "the great fire"—that is, until the fire of 1835 passed it in magnitude of the damages and losses. In the earlier fire, nearly a hundred large buildings were destroyed; and it looked for a time as if the whole city would go, on account of a high northerly wind which blew the flames and sparks from the starting point of the fire on Chatham Street near Duane. During the fire, a burning brand caught on the steeple of the Brick Church, and it appeared as if the building were doomed, as no engines of that day could pump water to that height, nor were there ladders long enough to reach the steeple. A sailor in the crowd saw the danger and went through the church to the roof, whence he climbed by means of the lightning rod to the place where the steeple was on fire. By beating the fire with his hat, he succeeded in extinguishing it, while the watching crowd below cheered him lustily. Having accomplished his task, he descended to the ground and disappeared in the crowd before he could be identified, nor did the rewards subsequently advertised bring him forward. The new jail on the Common was saved by one of the prisoners in an almost similar manner, though there was not in this case a steeple to climb.

The plot is now occupied by two large office buildings, which are numbered respectively 36 and 41 Park Row, though the former is also called the Potter Building. The *Press*, a Republican daily journal, established in 1887, had its offices in the Potter Building for some years, as did also the *World*.

The other building at Number 41 is still popularly known as the *Times* Building, though it is no longer occupied by that paper. The old home of the *Times* was

replaced in 1889 by the present structure on Park Row, which was erected without causing any cessation of work in the offices of the building that was being replaced. This was an architectural and engineering feat that attracted wide attention.

In the year 1642, Govert Loockermans received a grant of land extending north of Spruce Street, the George Street of colonial days. This descended to his step-daughter Elsie, who married a reputable merchant named Peter Cornelisen Vanderveen. After his death, she married Jacob Leisler, the wealthy and progressive German from Frankfort, who had come to this country in 1660, and who after the deposition of Nicholson was forced into the position of Lieutenant-Governor. Upon his marriage to Elsie, or Tymens, Vanderveen, Leisler bought out the other heirs and thus became possessed of the tract facing the Heerewegh, or Post Road; upon it, he had his farm and country-house. Frankfort Street was named after the place of Leisler's nativity.

Some thirty years after his coming to the New World Leisler was, after a trial before a prejudiced court, condemned on the charge of high treason. It was a cold, drizzling, spring morning in May when he and his son-in-law, Jacob Milborne, likewise condemned, were drawn to the place of execution opposite the residence of Leisler, and there first hanged and then beheaded. A large crowd saw the execution of the two whom they considered martyrs, and men wept and women fainted at the sight of this "revengeful sacrifice"; while pieces of Leisler's clothing and locks of his hair were carried away as sacred relics. The place of execution was on the site of the *Sun* building, and the place of burial at the junction of Spruce Street and Park Row, or in Printing House Square, both places on property belonging to Leisler. Four years later,

through the efforts of young Leisler, his mother, and his sister, Mrs. Milborne, Parliament reversed the attainder of high treason, and the confiscated estates were restored to the proper heirs. In September 1698, the bodies of the two victims of political jealousy were exhumed and reburied with all honor in the cemetery back of the church on Garden Street, now Exchange Place; but for twenty-five years afterward the two political parties of the city were the Leislerians and the anti-Leislerians. Lord Bellomont, in a letter to the Lords of Trade ten years later says:

> that the execution of these men was as violent, cruell, and arbitrary a proceeding as ever was done upon the lives of men in any age under an English government. . . . I do not wonder that Bayard, Nicolls, and the rest of the murderers of these men should be disturbed at the taking up of their bones; it put them in mind ('t is likely) of their rising hereafter in judgment against them.

The open space at the north end of Nassau Street, of which Spruce Street and Park Row are the other boundaries, is popularly, though not officially, known as "Printing House Square," from the number of publishing offices which have been and are located here. The two blocks from Spruce Street to the bridge are also called "Newspaper Row" for the same reason. In 1886, there were the following papers above Beekman Street: *World*, *Times*, *Tribune*, *Day-Book*, and *Sun*. Two statues appropriately grace this small open space; that of Benjamin Franklin the printer, the work of E. Plassman, presented to the city in 1872 by Captain Albert De Groot, an old New Yorker; and that of Horace Greeley, the famous editor, the work of J. Q. A. Ward, which was dedicated

in 1890. This latter statue occupies a site on the window front of the *Tribune* Building, and was paid for principally by the owners of that paper.

The *Tribune* Building was erected in 1874, and several additional stories were added in 1883, and again in 1905–7. The building extends in a great L. to Frankfort Street, and is given over to offices. In 1893, it was stated that upwards of six thousand southern and western journals were represented in this building. The *Morning Journal* was established as a one cent paper by Albert Pulitzer in 1882, and was, at first, printed on the presses of the *Tribune*, and had its offices in the Tribune Building.

Adjoining the *Tribune* is the *Sun*, occupying the old, remodelled Tammany Hall, an insignificant-looking structure by contrast with its great neighbors. The *Sun* was established by Benjamin H. Day in 1833 as a one cent paper. The newspaper plant was removed to its present location in 1868, at which time Charles A. Dana became editor.

The Tammany Hall above referred to was a hotel and headquarters of the Tammany Society, formed in New York on May 12, 1789, about two weeks after Washington's inauguration, as a sort of successor of the "Sons of Liberty," whose work had been crowned by the successful revolution which had secured the independence of the United States. In addition, it was a democratic protest against the Order of the Cincinnati, whose hereditary membership in accordance with the laws of primogeniture was considered too aristocratic an institution for a republic.

John Trumbull, so it is said, was the first to suggest the name of "St. Tammany,"—a name that he had originated from the legends associated with a famous chief of the Delawares, whose wisdom, humanity, and many virtues had, by contrast with the actions of other Indian sachems,

well earned for him the title of "Saint." This chieftain was Tamanende, or Tammany, an actual sachem of the Lenni-Lenape, who was probably present at Penn's first interview with the Indians at Shockamaxon. Tammany lived to a very advanced age, as the readers of *The Last of the Mohicans* may remember.

The Society was formed at Bardin's, or the City tavern in lower Broadway, where it had its meetings until 1798, when it removed to the tavern of "Brom" Martling at the southeast corner of Little George (Spruce) and Nassau streets.

The Society was incorporated in 1805. In 1808, it performed a duty in conformity with the patriotic ideas upon which it was founded. This was the removal of the bones of the 11,500 Americans who had died upon the British prison-ships and whose bodies had been carelessly and irreverently buried in shallow graves upon the shores of the Wallabout, where the navy yard is located in Brooklyn.

> By feeble hands, their shallow graves were made;
> No stone-memorial o'er their corpses laid.
> In barren sands, and far from home, they lie,
> No friend to shed a tear when passing by.
>
> FRENEAU.

Attempts were made in 1792 and in 1802 to erect a suitable hall for a meeting-place, but it was not until 1811 that sufficient funds were in hand to warrant the erection of the building. Upon May 13, 1811, with appropriate parade and ceremonies, the corner-stone of the Hall was laid, at the corner of Frankfort and Nassau streets. The Wigwam was finished and occupied shortly after the breaking out of the war with Great Britain.

During that struggle, the Society firmly supported the government and measures of Mr. Madison. The Tammany Hall Hotel was run by Cozzens, who later became famous as the host of Cozzens's Hotel on the Hudson, below West Point. Good cheer could be found here by members of the Society, as Halleck tells us in 1819:

> There 's a barrel of porter at Tammany Hall
> And the bucktails are swigging it all the night long;
> In the time of my boyhood, 't was pleasant to call
> For a seat and cigar, 'mid the jovial throng.

From that time to the present, Tammany has been, more or less—ostensibly, at least—the supporter of the Democratic party of the State and of the Nation; though there have been frequent divisions and intestinal quarrels which have almost torn it asunder. One of these disturbances occurred on October 29, 1835, when a meeting was called at the Wigwam to ratify the Democratic nominations, to most of which there was strong opposition. The secessionists far outnumbered the regulars, and, amid scenes of great confusion, drove them from the Hall. Then some one turned off the gas,—which was not an infrequent occurrence upon such occasions;—but the "antis," in anticipation of such an event, were provided with candles and friction, or *loco-foco*, matches, then of recent invention. They lit their candles, and, in the semi-darkness of the room, organized their convention and made their own nominations. The *Courier and Enquirer* of the next day dubbed them the "Loco-focos," which nickname was afterwards applied to the whole Democratic party by their Whig opponents.

Heretofore, the leaders of the Democracy had been among the older and more respectable citizens of the city.

In the spring of 1840, a registry law for voters went into effect, and the right of suffrage was widely enlarged. As a result, an organized political society such as met in Tammany Hall naturally attracted younger and more ambitious men, and the older men gradually withdrew.

On the block above Frankfort Street, formerly stood French's Hotel. The site was secured by Joseph Pulitzer in 1888 and the corner-stone of the Pulitzer Building, the new home of the *New York World*, was laid on October 10, 1889. The building was the pioneer of the skeleton steel construction; it was doubled in size in 1908 to accommodate the requirements of the newspaper, and the demands for offices, and now covers Numbers 53 to 63 Park Row.

Adjacent to the Pulitzer Building is the entrance to the Brooklyn Bridge. A suspension bridge to connect New York and Brooklyn was suggested as early as 1819 by an engineer named Pope, and the idea was renewed in 1829 and in 1849. In 1860, John A. Roebling publicly outlined his plan; but the Civil War following almost immediately after, the idea was, of necessity, dropped. It was revived after the conclusion of that struggle, and there was incorporated the New York Bridge Company for the construction of a suspension bridge over the East River. The chief engineer was John A. Roebling, and his assistant was his son Washington A. The preliminary work had hardly been begun before the elder Roebling died, and the son succeeded him and directed the work to its successful conclusion. In 1874, the Legislature took the work from the private company and authorized the cities of New York and Brooklyn to finish it, the former to pay one third and the latter two thirds of the cost. This cost, though originally estimated at $8,000,000, increased—as is always the case with

A General View of Chatham Street, looking down from Chatham Square, 1858.
From Valentine's *Manual*.

An Old View of the Present Junction of Pearl and Chatham Streets.
From Valentine's *Manual*, 1861.

Stuyvesant's House in the Bowery.

public work—to about $15,000,000. Washington A. Roebling was early incapacitated by blindness from attending the bridge building in person; but, from his sick-room on Brooklyn Heights, his faithful wife, by means of a telescope, kept him informed of the progress of the construction, so that he was able to direct the engineering part of the work until the bridge was opened.

On the west side of the Boston Road was the Commons, or Fields; later, City Hall Park. Here was placed in the earliest times the common gallows upon which criminals were executed; and, in 1728, a powder-house was built near its former site opposite the present Frankfort Street. The gallows was removed to a spot nearer the Fresh Water, "to the place where the negroes were burnt" during the negro plot scare of 1741. In 1734, a committee of the Common Council, which had been appointed to examine into the location of an almshouse, recommended, that there be forthwith built, erected, and made, at the charge of this Corporation, a workhouse, on the north side of the lands late of Colonel Dongan, commonly called the Vineyard.

The site was that now occupied by the City Hall. The agreement with the contractor, Mr. John Burger, is interesting:

For performing the above work	£80	0	0
For 70 gallons of rum for the use of all the masons and laborers	8	15	0
For 70 pounds of sugar	1	5	0
For small beer	2	10	0
	£92	10	0
For hire of laborers	30	0	0
	£ 122	10	0

Close to Park Row, almost opposite the entrance to the Brooklyn Bridge, formerly stood the New Jail, erected in 1757 and 1758. In front of it stood the public whipping-post, cage, stocks, and pillory. The jail was used during the Revolution as a prison for military officers and for civilians of importance. As it was under the immediate supervision of Provost-Marshal Cunningham, it was called the "Provost" prison. It became the Hall of Records in 1834, and was demolished in 1904 during the building of the subway in this vicinity. North of the almshouse, the Corporation owned the lands as far as the Fresh Water; but the land appeared to be common, and charcoal burners used the timber, while clay was dug from pits. Brick-kilns and lime-kilns were erected and used until an ordinance of 1731 forbade the burning of lime south of the Fresh Water, or the cutting of wood or saplings on the common land. Brick-making continued almost to the Revolution, as there was good clay on Potter-hill, which sloped to the Fresh Water. In 1759, the land north of the jail was laid out in lots, and these were leased for a term of three years. Within a few years afterwards, buildings were erected, and the leases were extended.

Just after the Revolution, a State arsenal was erected at Chatham Street and Tryon Row, on land forming part of the Commons. In 1805, the Free School Society was organized with De Witt Clinton as president. Their first free school was opened in Madison Street, and it was so successful that the society desired to extend its work. In order to aid the society, the City gave to it the arsenal building, on condition that the children of the almshouse be educated. The building was made over for a school and quarters were arranged in it for the accommodation of the teacher and his family. It was named Free School

Number Two, and it was soon overcrowded with the children of the vicinity.

In 1834, the *Staats Zeitung*, a German paper, was established by Oswald Ottendorfer. In 1893, the newspaper erected a fine granite building on Tryon Row at the junction of Centre Street and Park Row upon the site formerly occupied by Storm's Hotel. Two of its prominent features were the statues of Gutenberg, the inventor of printing from movable type, and of Benjamin Franklin, the American printer. The building was razed in 1909 to make way for the erection of the new Municipal Building.

For many years, especially since the formation of the greater city, the old City Hall has been inadequate for the business departments and offices of the municipality. These have been scattered about in several office buildings not, as a general thing, far removed from the City Hall, and the rent for these offices has been a considerable item of expense. The necessity for a new city hall, or municipal building of some kind, forced itself upon the authorities, and steps were taken for the erection of such a building. The site selected was that occupied by the *Staats Zeitung* and the block north of it on Centre Street, giving a nearly triangular space about four hundred and fifty feet in extreme length and three hundred in extreme width. A competition among the architects was decided in favor of the plans of the firm of McKim, Mead & White, and work was begun in 1909, with the proviso that the building should be ready for occupancy within three years and a half. The south end of the building rests upon bed-rock one hundred and forty-five feet below the surface, but the north end rests upon the hard sand at the same depth, the supporting pedestals of concrete being one hundred and six in number. From the sidewalk to the tower

there are twenty-five stories; but from the lowest basement to the top of the tower, there are forty. Provision had to be made in the basement for a six-track subway; and at the surface, Chambers Street passes through the building without interruption to traffic.

The upper part of Park Row as far as Chatham Square has undergone many changes since the earliest times. Between Duane and Pearl streets, there formerly stood a considerable hill sloping to the Fresh Water and to the stream that was its outlet to the East River. So difficult was this hill for laden vehicles approaching the city that a détour was made along Pearl Street to the south around the base of the hill, rejoining the Post Road near Duane Street.[1] This hill was called Catimuts Hill, but whether the name is of Indian origin or a variant of catamount it is not now possible to determine. Watson in his *Annals* ascribes the name to a person he calls Katey Mutz, also called Aunt Katey, who kept a mead garden at this place. The hill was also called Windmill Hill from the presence of a windmill, of which mention is made as early as 1662, when it was erected by Jan De Witt. When the gallows was removed from the Fields to this point, the elevation received the name of Gallows Hill; and it is also spoken of as Fresh Water Hill from its contiguity to that pond. The hill was on the Janeway farm.

On the top of the hill there was a public-house with a garden attached. In 1726, the owner seems to have been Francis Child; for in that year, there was an advertisement to the effect that those wishing to enter their horses for a subscription plate should give their names to him at Fresh Water Hill. The public garden, known as Catimuts Garden, was in existence almost to the time of the Revolution.

[1] This is shown very plainly on the Montgomery map of 1728.

In 1707, a committee was appointed by the Common Council to lay out roads in this vicinity. They laid out a road (probably a horse track only) from the Spring Garden Gate [Broadway] to run east by north to the Fresh Water, thence by a small turning in what is now Chatham Square, to run about north northeast along the Bowery Lane to the furthermost house in the same, and thence by a defined route to Harlem.

In 1723, this section was surveyed, and the surveyors were cautioned to continue the street called Broadway the breadth it now is, showing that this road was expected to be a continuation of Broadway. In 1734, a road four rods wide was ordered to be laid out "from Spring Garden Gate to Fresh Water." In 1740, the Corporation gave permission to several gentlemen to cut the road through the hill at their own expense. This would be on the line of the old Indian trail and of the present highway and would obviate the détour spoken of above. The street was not paved until after the Revolution, notwithstanding the fact that it was the main travelled road from the city.

In 1699, the old palisades erected by Stuyvesant in 1654 along the line of Wall Street were demolished. In 1745, upon the approach of danger from the French, a new line of palisades was established from river to river, a little north of the present Chambers Street. The palisades were made of cedar logs fourteen feet long, planted firmly in a trench, behind which was a breastwork four feet high and four feet wide. They were loopholed for musketry; and abreast of Catimuts Hill, where they crossed the road to Boston, there was a large gateway.

In 1766, upon request of the Reformed Dutch Church, the Corporation granted to it a tract of land in this vicinity. The same year, the English Presbyterians applied for land from the Common Council, who agreed to give it to them

"opposite the old windmill spot"; but, upon the church authorities objecting for several reasons, the grant was made of the Brick Church site.

Between the Revolution and the opening of the nineteenth century, the west side as far as Duane Street was fully built up. One of the leading business houses was that of Peter and George Lorillard, tobacconists. Beyond Duane Street, there were still some vacant lots belonging to the Janeway estate; but many lots were occupied by small stores, and a few by fine residences. On the east side, as far as Pearl Street (the Great Queen Street of the English era), the blocks were covered with shops, some frame and others brick. It must be remembered that at this period and for many years afterward the merchants and mechanics lived over their shops and places of business. Though respectable enough, the inhabitant of Chatham Street was not considered quite so high in the social scale as the resident of Pearl Street, and here again there was inferiority to other streets, and all of them to aristocratic Broadway. In his poem of *Fanny*, Fitz-Greene Halleck gives us the story of a social climber of those early days who began as a small shopkeeper on Chatham Street, and took his first step upward by joining Tammany.

> "For when on Chatham Street, the good man dwelt,
> No one would give a *sous* for his opinion.
> And though his neighbors were extemely civil,
> Yet, on the whole, they thought him—a poor devil."

At the corner of Queen Street, there stood a building of special interest, the Boston Stage-house and Livery Stables. The earliest proprietor after the Revolution was Benjamin Powell, and toward the close of the century, James Tyler. A late owner was a Quaker, whose quiet

and sedate ways were rather different from those we usually associate with horses and livery stables.

Pearl Street was one of the principal thoroughfares of the city, as it was also one of the most ancient, being a continuation of the Strand of the Dutch days. It was the main thoroughfare from the lower east side to the Boston Road and the farms and country beyond. When the powder magazine was erected on an island in the Collect Pond in 1721, the road extended to it was called Magazine Street; but, as this was a continuation of Pearl Street, it became known as Pearl Street when the magazine was removed, and the pond filled up.

The Collect, or Fresh Water, Pond occupied the section bounded by White, Bayard, Elm, Canal, and Pearl streets, and, in the earlier days, was a beautiful sheet of fresh water nestling among the hills and discharging its overflow into both the Hudson and the East rivers. In the primeval days, an Indian village was located near the pond, and the presence of great quantities of shells—the remains of Indian feasts,—prompted the Dutch to name it the Kolch-hoek, or Shell-point, Pond. It was fed by living springs and had a depth variously given as from thirty to seventy feet, and sometimes it was declared to be bottomless. The fishing was excellent. A law of 1734 forbids net fishing and permits fish to be taken only by angling. It was near here that the negroes were executed in 1741, and it was, for some time, the place of execution. Its amphitheatre of hills furnished a fine outlook for spectators to view the winter skating, and here many people gathered upon a day in 1796 to see John Fitch try to propel a boat by steam,—which he succeeded in doing. Owing to the spread of population, by 1800, the hills were denuded of their trees, and the pond itself was becoming a cesspool for all the refuse and filth of the neighborhood. Its unsani-

tary condition caused the Common Council in 1805 to order that it should be drained and filled with clean earth. This task took several years to accomplish. In 1838, the City Prison, or "Tombs," was erected over the Collect from stone taken from the old Bridewell in City Hall Park. The Criminal Courts Building also occupies part of the site, and the new County Court House will do likewise.

The stream discharging into the East River crossed the Post Road between Pearl and Roosevelt streets, and practically followed the course of the latter street to the East River. It must have been of considerable volume, as, in 1657, the Dutch government granted a mill site on it to Abraham Pietersen, who erected here a water-power mill instead of the usual windmill. They called the stream the *Versch Water Killetje*, "the little fresh-water brook," and the pond, the Kolch—hence Collect—or Fresh Water. The stream was also known to the English as the "Old Wreck Brook," by which name it appears in ancient records; this was contracted into "Ould Kill." The stream was not fordable at times, so that it was necessary to build a bridge. The records show this to have been done in 1699 at a cost of £1 10*s*. The bridge was called the "Kissing Bridge," and it appears under this title in the records of the city as the boundary of the city from 1755 until after the Revolution. According to the Rev. Mr. Burnaby, who visited the colony about the middle of the eighteenth century, it was customary for parties of ladies and gentlemen to visit some resort beyond the bridge on pleasure trips, after riding two-wheeled chairs, or chaises. The reverend gentleman continues:

"Just before you enter the town there is a little bridge, commonly called the Kissing Bridge, where it is customary, before

passing beyond, to salute the lady who is your companion, a custom, which," he naïvely remarks, "is curious, yet not displeasing."

On the west side of the highway at the intersection of Chatham and Pearl streets and close to the bridge, was a well-patronized spring, which was fed from the same sources as the Collect. In course of time, improvements obliterated the rural beauties of the spot; but the water was a necessity, so a well twenty feet deep and four feet across was dug and a pump installed. This was the famous Tea Water Pump, and from it were sometimes taken as much as thirty thousand gallons of water a day, yet it maintained its depth of three feet of water. According to the antiquarian Watson, the site of the pump was at No. 126 Chatham Street; for he found the old pump in a liquor store at that number several years after it had ceased to be used, though the proprietor did not know its history.

In Dutch days, there were only two or three houses in this vicinity, as the section was too exposed to Indian attack. The earliest of these houses, built in 1648, was the tavern of Wolfert Webber, which was close to the tea-water spring. It was, for a long time, the outermost of the town on the road to the bouweries, and was, in consequence of its exposed position, the scene of many stirring incidents, having been frequently assaulted and robbed in times of Indian troubles. In one of these, Webber's daughter was taken captive; she returned from captivity in 1655. The tavern was conducted by Webber's descendants, and it became a favorite place of entertainment for pleasure-parties, as well as for travellers. Attached to it, was the Tea Water Garden, in which the early inhabitants of the city took their pleasure. It also prospered in the winter

time from the patronage of the skaters on the Fresh Water and from the sleighing parties.

In the English days, it seems that the development of this section was even earlier than in the vicinity of Beekman Street, so much nearer the city; for upon a map of 1757, made from actual surveys for military purposes, there are shown several houses on both Mulberry and Roosevelt streets, and the other streets of the vicinity are sketched out. In 1737, the highway from the Kissing Bridge to the Downes pasture at the head of Chatham Square was surveyed. Owing to the hill which occupied the site of the square, it was necessary for the highway to go around it in order to join the Bowery Lane.

On the east side of the road the land passed from the hands of William Merritt into those of William Janeway, who bought a piece extending from the Fresh Water Brook one hundred and fifty rods along the highway. In 1731, it became the property of Christopher Banker and later was added to the farm of Anthony Rutgers. In 1747, the property was sold and occupied, so that a little settlement grew up which was, to a great extent, self-contained.

On the west side of the highway, beyond the bridge, the property, consisting of between twelve and thirteen acres, was known as the Minthorne farm until 1751, when it was bought for nine hundred pounds by John Kingston, a blacksmith, and Jacob Read, a tailor. They began to sell at once, their first sale being of a lot of twenty-five feet by one hundred feet at the corner of Chatham Square and Mulberry Street for thirty-five pounds. About 1763, the regulating and improving of streets in this vicinity began, though the square itself was only partially paved when the nineteenth century commenced. At this time, a part of the square was fenced in and a fire engine-house erected upon it. In the Dutch days, there were only two or three

residents in the neighborhood of Chatham Square; but a farm-house was early erected upon the hill, and a dwelling and distillery were constructed at the junction with the Bowery. These latter were removed in 1806, when they were declared to have been a century old.

Besides the famous Park Theatre on the first block of Park Row, Scudder's American Museum had opened here in 1810 at Number 21. There was formerly, at Number 28, a small hall given over to light entertainments. It was called the Cornucopia, and it was opened February 16, 1843. The Virginia Minstrels occupied the place for a long time. In 1822, the Chatham Garden and Theatre were opened on the north side of the street between Duane and Pearl. Good plays were given and good actors appeared, Forrest, among others. The place was closed in 1831 and it became a Free Presbyterian Chapel. In 1811, near the Collect Pond, there was given the first circus performance in the city.

On September 7, 1835, the Franklin Theatre was opened at Number 175 Chatham Street. It was a small place with a seating capacity of five hundred and fifty, but good plays were given with good actors. In 1848, it became the Franklin Museum, and it was conducted on the same lines as Barnum's American Museum. Its last performance was given on April 22, 1854, after which it became a furniture store. The Chatham Museum, just above Pearl Street, was opened in 1841, by P. T. Barnum, who ran it for some time before acquiring Scudder's Museum.

The most important of the later theatres was the Chatham Theatre at Number 193, on the east side of the street between Roosevelt and James streets. It began in 1822 as a small theatre fitted up for summer representations with an awning to cover the audience. In 1824, a new and larger brick building was erected in the interior of

the block, and it became a regular theatre. The entrance from Chatham Street was through a long, narrow entry into an open garden ornamented with shrubbery and a fountain. A newer and larger building was erected on the street and it was opened on September 11, 1839. It was very popular in its day and presented the best plays and actors of the city. It was here that Adah Isaacs Menken made her first New York appearance. In December, 1839, it was remodelled and called Purdy's National Theatre, a name by which it was known for twenty years. In 1859 it became a circus and was called the Chatham Amphitheatre and, later, the Union Theatre. It was torn down in October, 1862; but a portion of it still stands and is occupied by the furniture house of Cowperthwait & Sons, who—most remarkable fact for New York—have been in business near this same spot since 1807.

The earliest literary associations of Park Row are with the Park Theatre, whose manager, William Dunlap, was the author of the *History of the American Theatre* and of other books. Another name, that of John Howard Payne, the writer of one deathless song, springs into mind at the mention of the Park Theatre.

Next door to the Park Theatre was the printing-house of David Longworth—"Dusky Davie," they called him after a popular song of the time. Here he was visited by three young madcaps who had done him the honor to select him as their publisher, without which honor he would probably have remained unknown to fame. After many consultations and secret conferences there was issued on January 24, 1807, the first of the twenty numbers of *Salmagundi*, which its authors, Washington and William Irving and James Kirke Paulding, declared was "to instruct the young, reform the old, correct the town, and castigate the age."

A peculiar sadness attaches to the site of the house the second door from Beekman Street, in the heart of the later Newspaper Row; for here Joseph Rodman Drake had his pharmacy, here he lived and here he died. After starting in business on the Bowery and meeting with success, he removed to this busiest part of New York. It was here that Drake and Halleck planned the *Croaker Papers*, a series of satires printed in verse upon the public characters of the day, which appeared in the *Evening Post.* Here Halleck came to read his poem *Fanny* for the criticisms of his friend, and here Drake wrote his charming poem of *The Culprit Fay*, in answer to the remarks of Paulding, Cooper, and others that the rivers of America offered no such legendary or romantic associations fitted for poetic treatment as those of Europe. It was here that, in 1820, Halleck watched by the bedside of his dying friend and saw the life light extinguished forever.

For others famous in literature who are, or were, connected with Park Row, we must go into the newspaper offices, either past or present, and we find, besides the names of the great editors—Mordecai M. Noah, Charles A. Dana, William L. Stone, Joseph Pulitzer, Horace Greeley, and a host of others,—such names as Jesse Lynch Williams, William Winter, Irving Bacheller, Edward W. Townsend, Richard Harding Davis, and Elizabeth Jordan.

CHAPTER IV

THE BOWERY

CHATHAM Square is the link that connects Park Row with the Bowery. The widening of the highway at this point is due to the hill which stood here in ancient days. The square extends on the west side from Mott Street to Doyers Street and on the east side from Division Street to East Broadway. The property on the east constituted the large Rutgers farm which extended to the East River, near which stood the mansion of the owner, Colonel Rutgers. The shady lane that led to the house was about half a mile long, and it became a favorite strolling place for young couples, so that it was known for a long time as Lovers' Lane. Captain Harman Rutgers had his house on the south side of the square, which, before it became Chatham Square, was called Rutgers Park. Though enclosed by a fence at first, it was later thrown open, and it became a stand for the farmers with their loads of hay. In August, 1739, the Colonial Assembly met at the Harman Rutgers house, owing to the fact that small-pox was raging in the city and that this was considered as being at a safe distance from the scourge. When the streets were laid out in this vicinity, Lovers' Lane became Harman Street and the new street leading to the river was called Catherine Street in honor of Mrs. Rutgers. The name of Harman Street was changed later to East Broadway. The street north

of it, being on the line separating the DeLancey and Rutgers farms, received the name of Division Street. There were three Rutgers brothers, Anthony, Jacobus, and Hermanus, descendants of Jan Rutgers, a brewer of Dutch days. They began their purchases of land in this vicinity in 1728.

On the west side of the square, Mott, Doyers, and Pell streets constitute the principal Chinese quarter of New York. The distillery already spoken of stood on this block; and before its demolition in 1806, it belonged to a Mr. Doyers, after whom the crooked little street was named. On the east side of the square, at Numbers 15 and 16, White, Van Glahn & Co., dealers in hardware, have been established in the same building and using the same shelves since 1816. There are some other business places in the neighborhood which have been on the same sites for nearly a century.

The Bowery begins just above. Broadway is the greatest street in the world, but the Bowery is certainly in a class by itself. Though situated close to the most densely populated section of the globe, it is not by any means a "poor" street. Its shops are fair, and in former days were as good as any in the city; in fact, it was expected that business would follow the ancient post-rider and turn the corner of Ann Street into the High Road to Boston. So firm was this belief, that, at one time, it was not considered worth while to extend Broadway beyond Duane Street.

Shortly after the Dutch obtained possession of the island of Manhattan, the authorities laid out a number of farms, or *bouweries*, which were owned by the West India Company and leased to the inhabitants. There were six of these farms, three of which were along the Hudson and three, the most fertile and desirable, along

the East Side, contiguous to the Bowery Lane, which received its name from the fact that it led to these farms. The three farms on the east side appear to have been increased to six, and were numbered from one to six, the first being the one farthest north near East Fourteenth Street. These bouweries were also known by the names of the occupants; as "Bylevelt's," "The Schout's," "Wolfert's," "Van Corlaer's," "Leendert's," and "Pannepacker's." Most of them lay east of the Bowery Lane toward the East River. During the disastrous Indian troubles of 1642–3, these farms were destroyed, and, after the restoration of peace, the authorities found great difficulty in re-leasing them unless many improvements were made. The Company, therefore, decided to sell them; and, in 1645, Bowery Number 5 was sold to Cornelis Clasen Swits. In 1651, Bowery Number 1 was sold to Jan Damen, who was acting for Governor Stuyvesant, to whom he afterwards transferred it. It became the Great Bowery of the Governor. Bowery Number 6 was to the eastward of Chatham Square and was owned by Cornelis Jacobsen Stille, who died about 1680, and who was succeeded by his son Jacob Cornelison. Nicholas Verlett, a trader, was also an owner in the neighborhood of the square. Early records give his name as a complainant against Wolfert Webber for injuring his cattle and pigs with dogs, because they had injured Webber's trees and garden. All of this section was included in the Out Ward of the city which was to contain the town of Harlem, with all the farms and settlements on the island north of the Fresh Water. These and the other farms passed through various hands and were added to, at last becoming the DeLancey and the Rutgers farms on the east side of the Bowery. The DeLanceys were loyalists during the Revolution, and so lost their property

by confiscation. The purchase of Hans Kiersted extended across the lane to the west side, north of the present Broome Street.

In 1644, the Dutch authorities granted to a number of superannuated slaves the land to the northward of the Fresh Water, in tracts of from eight to twenty acres. The grantees were Manuel de Groote, or the giant, and ten other negroes with their wives. They were themselves released from slavery, but their children were to remain slaves; in addition, they were to pay quit-rent in the shape of yearly contributions of fixed quantities of farm produce. This was not a disinterested and charitable act on the part of the government, for these negro outposts of the town were to serve as "buffers" in the event of further Indian hostilities. At the same time, a cattle enclosure was established within the negro settlement, and this was cleared and fenced. It lay between the "Great Bowery" and the farm of Manuel de Groote, practically south of Houston Street.

In 1651, the tract called Werpoes, containing about fifty acres and lying between the Fresh Water and the negro settlement, was granted to Augustine Heermans, who was the great land speculator of the Dutch era. This land lying west of the present Bowery is believed to have been occupied by the Indians, who had a village upon what became later Bayard's Mount, from which a lookout could be kept;—hence the name. The path used by these Indians became the line of Chatham Street and the Bowery. This was the first of Heermans's purchases in this locality. The Kiersted plantation later became his and also many smaller parcels obtained from the negroes and others. They were all consolidated into one farm, and he lived here for some years before his removal to Maryland. His farm was afterwards purchased by

Nicholas Bayard, a Huguenot, member of the Council and implacable enemy to Leisler. Bayard also bought other tracts which had belonged to Steenwyck, Van Cortlandt, and others. About the middle of the eighteenth century, the Bayard farm extended along the Bowery from Canal Street to Bleecker, and as far west as McDougal. The part adjacent to the Bowery was divided up into city lots before the Revolution, and many of them were sold. The Bayard mansion was situated near the present Broadway and Grand Street, but the entrance was from the Bowery.

In 1655, a stupid Dutchman shot an Indian squaw whom he caught robbing his peach orchard, and her people naturally started out for revenge. Before they had finished, about one hundred Dutchmen had been killed, thousands of cattle and other domestic animals had been destroyed, and the farms devastated. The bouweries in this section did not escape, a number of the occupants were killed, and the wives and children of some of them were carried into captivity. Among these were Cornelis Clasen Swits, Tobias Tunison, Cornelis Groesens and wife, Johannes Van Beeck, Peter Creen and wife, and Stoeffel Harmensen, all of whom were killed. So many children were left without parents, that it was necessary to establish an orphan's court,—the same as that of a surrogate,—the first of its kind in the city. As a result of this Indian raid, the Governor and Council issued an order in 1660, directing the inhabitants to gather into towns after the English fashion, an order that was not at once obeyed except in the case of Esopus.

The occupants of the farms beyond the Fresh Water sent a petition asking that their houses be permitted to remain, but that others might be encouraged to form a village in this vicinity. The Council granted the request,

and the site of the proposed village was to be either near the bowery of Mr. Heermans, near the present Chatham Square, or near the bowery of the Governor. The latter site was selected, and thus began the Bowery Village, or village of Stuyvesant, as it has been sometimes called, which consisted, in a short time, of a tavern, a blacksmith's shop, and a few other buildings. The tract was taken from Stuyvesant's farm, and he aided the enterprise by erecting a small church for the new hamlet.

From a curious pamphlet entitled *The Evolution of Stuyvesant Village*, we learn that it extended from "Bleecker to Tenth Street, Broadway to Second Avenue, and Around There." As to the condition of the road in 1660, we have the application of one Jansen, who asked to be released from his tenancy of land near the Bowery, "as he had two miles to ride through a dense forest." Stuyvesant erected a fine country-house on his farm, where he and his family passed the summer months. After the conquest by the English and his return from Holland, the doughty ex-Governor spent the rest of his life here on his bowery, and here he died in January, 1678.

After Stuyvesant's occupation of his bowery, it seems that the road was improved, though it did not extend beyond his farm. Before 1660, the village of New Harlem had been started at the upper end of the island upon the most desirable meadow lands of Manhattan, and the road to it led mostly through the woods and was in such a dangerous condition that horsemen were cautioned when attempting to make the passage. In 1671, under the prodding of Governor Lovelace, a new road was mapped out and constructed; the part of it between Bowery Village and the Fresh Water was widened and improved under Stuyvesant's direction, and Jansen had no further cause to be released from his tenancy of the tavern at the

Bowery, for it became popular with visitors, many of whom took the two-mile walk out from the town on pleasure trips. Besides Webber's, two or three other small taverns were between the two places. In 1690, during Leisler's incumbency of the lieutenant-governorship, he called a meeting of delegates from the several colonies to come to New York for the purpose of planning for combined action in the invasion of Canada. Small-pox was epidemic in the city, and the commissioners from New England refused to enter it, so Leisler recommended the tavern at the Bowery, "a good, neat house, about two miles from the city, and kept by Captain Arien Cornelis."

Madam Knight writes of the New Yorkers of 1704:

> Their Diversion in Winter is Riding in Sleys about three or four miles out of the town where they have a House of Entertainment at a place called Bowery. . . . I believe we met fifty or sixty Sleys that day; they fly with great swiftness, and some are as furious that they 'll turn out for none except a Loaden Cart.

Speaking of the highway in 1776, William Dunlap says:

> The Bowery, that noble street, was then the Bowery Road, and the only avenue from the city to the country. On each side were meadows and orchards.

Felix Oldboy, writing about 1885–90, says:

> But the Bowery has never been a place of sentiment or romance. Its life was largely passed out-doors; its people loved the street and its excitements. Those who are living and remember all about it, have told me of the crowd that daily gathered at No. 17 Bowery to see the Boston stage, carrying the United States mail, depart and arrive. It was a great event of the day. Those who travelled by coach down into the wilds of Massachusetts Bay were considered as a species

of Argonauts, and indeed the journey by such mode would be a formidable one to-day.

A later innkeeper was John Clapp, who, in 1697, published the first almanac issued in New York. The printer was Bradford. In his table of distances, he states that his tavern is about two miles from the post-office and that it is the usual baiting-place where gentlemen going on journeys took leave of their friends and drank with them a glass of wine, which,

> If well applied makes dull horses feel
> One spur in the head is worth two in the heel.

In his chronological list he says under June:

> The 24th of this month is celebrated the feast of St. John the Baptist, in commemoration of which (and to keep up a happy union and lasting friendship by the sweet harmony of good society) a feast is held by the *Johns* of this city, at John Clapp's in the Bouwerie, where any gentleman whose name is John may find a hearty welcome to join in concert with his namesakes.

Tradition says that apparently the whole masculine portion of the community was named John, so many responded to the invitation. Clapp also states in his almanac that in the year previous he had supplied the first hackney coach used in the city for public accommodation.

Let us return to Chatham Square and begin our journey over the thoroughfare. Originally called the Bowery Road, it became known later (about 1760) as the Bowery Lane; but since 1807 it has been known officially as the Bowery. A portion of it was called during Dutch days the "Boree." It extends to East Fourth Street, where

Cooper Square connects it with Fourth Avenue on the west and with Third Avenue on the east, the two forks into which the Bowery divides. Before the days of Cooper Square, the Bowery ended at Fourth Street, where the Eastern Post-Road, or Highway to Boston, began, though Grand Street was an earlier limit.

In 1836, P. T. Barnum had a hall at the corner of the Bowery and Division Street, where he exhibited Joyce Heth, the first of the freaks for whose exhibition he afterwards became so famous. At Numbers 17 and 19, on September 13, 1852, a theatre, called White's Varieties, was opened with a minstrel show, but it later became a regular dramatic house. In February, 1853, it was remodelled and called the St. Charles Theatre, and was given over to the legitimate drama. In 1854, it became a German theatre, but was closed on January 1, 1855, and, a few months later, it was converted into stores.

At Number 24, there stood until after the Revolution a small, low, frame house, in which, according to tradition, Charlotte Temple, the unfortunate victim of Captain Montressor in Mrs. Rowson's harrowing story, lived the last of her blighted life. On the next block above, just below Canal Street, was the Bull's Head Tavern, which had been opened here before 1750. It was a great centre for the sporting residents of the town, who indulged in racing, prize-fighting, rat-baiting, cock-fighting, and other so-called sports of the period. It probably received its name and most of its patronage from the butchers of the neighborhood, for here were located the slaughter-houses of the city, though the first shambles had been on the site of the Bowling Green. The landlord in 1755 was George Brewerton; in 1763, a newspaper advertisement says:

> The noted Inn and Tavern in the Bowery Lane, near the windmill, at the sign of the Bull's Head (where the slaughter-house is now kept) lately kept by Caleb Hyatt, is now occupied by Thomas Bayeux who is well provided with all conveniences for travellers.

Caleb Hyatt afterwards became landlord of the Dyckman Tavern at Kingsbridge after the failure of its founder; and Hyatt's Tavern at this latter place is frequently mentioned in the annals of the pre-Revolutionary and Revolutionary periods.

Richard Varian, a prosperous butcher and superintendent of the public slaughter-house, was the owner from 1770 until the breaking out of the Revolution; he returned after the peace and found his wife running the inn, which she had done throughout the war. He later became the tenant of Heinrich Ashdor, or Astor, who came to this country with the British troops, and who practised the trade of butcher, in which he was ably assisted by his handsome and frugal wife. Astor remained after the Revolution, having a stall in the Fly Market. Instead of waiting for the drovers to bring their cattle into market, Astor was in the habit of going out the Bowery Lane to meet them and buy their cattle. As practically all the beeves that came to the city were driven in by this route, Ashdor was able to corner the market and oblige his fellow-butchers to pay him higher prices, a "pernicious practice," as they called it in their complaints to the Common Council. However, Heinrich waxed rich; and, in 1796, he owned and occupied a handsome residence north of the Bull's Head. He had also become the owner of the old tavern and of the adjoining slaughter-yards.

In 1783, a younger brother, John Jacob, arrived from London, where he had been for three years with another

brother. Heinrich furnished the newcomer with his first stock in trade, a basket of trinkets, with which John Jacob went among the vessels along the docks, trading the trinkets for furs and other commodities which the sailors had brought with them from other sections of the globe. Thus began that business which was to make John Jacob Astor the wealthiest merchant and landowner in New York.

It was down the Bowery Lane that there came on November 25, 1783, a body of tried and veteran troops escorting General Washington, Governor George Clinton, and General Henry Knox. They halted at the Bull's Head, while an advance guard marched down to Queen Street, through which they passed to Wall Street and to Broadway, following the retiring British who had been in the city for over seven years. There was a little delay while the British flag was being hauled down from the greased flag-pole at the Battery and the American flag was being put in its place; then the guard was formed at the tavern, and

Beat of drum and thrill of fife
    Down the Bowery lane;
Tramp of troops, in exile long,
    Marching home again.
Battle-seasoned soldiers these,
    In their buff and blue:
Victors in a wasteful war,
    Tried, triumphant, true.

The Bull's Head remained the meeting-place of the butchers until 1826, when the old inn was pulled down; and, amid the plaudits of his fellow-citizens, Mayor Philip Hone laid with much ceremony the corner-stone of a new theatre, which was to rival the Park. This new

theatre was called at first the Bull's Head Theatre, then the New York Theatre, then for two years after 1831, the American, and finally, the name by which it is best known, the Old Bowery. It was a very fine structure, both inside and out, and it had a seating capacity for three thousand, with a stage large enough for presenting the most elegant spectacles. The corner-stone was laid in May, and the theatre was opened on October 23d, the audience being much pleased with the innovation of lighting the building by gas, the first in the country to be so illuminated.

It would be impossible to give a history of the actors who appeared here or the plays that were given; but they included the best that appeared upon the boards of any New York theatre. Only a few incidents can be touched upon. On February 7, 1827, a French danseuse, Madame Hutin, gave the first exhibition in America of dancing in abbreviated skirts. The audience was horrified; and, while she was roundly hissed, the women in the audience hid their blushing faces. After the first performance, she appeared in Turkish trousers, and thus spared the tender susceptibilities of the spectators. On May 26, 1828, the theatre was destroyed by fire, but within twenty-four hours the ground was cleared and the erection of a new theatre begun; it opened ninety days later. The Theseum, the best preserved of all the Athenian temples, served as a model for the new theatre, which with its great columns and white exterior in imitation of marble, was considered at that time the finest specimen of Doric architecture in the United States. For a while, the Bowery was under the same management as the Park.

On September 22, 1836, the building was again destroyed by fire, but rebuilding began at once so that it was reopened January 3, 1837. "Tom" Hamblin, a very capable actor and manager, was the proprietor at the

time, and, as there was no insurance, his loss was nearly $100,000. The theatre was burnt for the third time on February 18, 1838, and the fire was suspected of being of incendiary origin. It was a stock company theatre at the time. It was rebuilt and reopened on May 6, 1839, with Hamblin as manager.

Hamblin, while a most successful and well-liked actor and manager, did not live a private life that would bear the closest inspection, and he was also a little slow at times in paying his debts. There is a story told of him, which, if my memory serves me, goes something like this: His tailor for several years was a man named Berry, who knew "Tom's" peccadilloes about money matters and did not bother him about payment. Berry died and was succeeded by his son, who was up-to-date and who presented his bills on the first of each month. Upon receiving his bill, Hamblin wrote a letter which went something like this:

> I have received your bill, Berry, and I wish to say that it has irritated me as would a rasp, Berry. Your father, the elder Berry, would never have been such a goose, Berry, as to send me a bill before it was due, Berry. However, I do not care a straw, Berry; but if it should occur again, I shall be tempted to come over and kick you until you are black, Berry, and blue, Berry.

The theatre became a circus for a while in 1841. On December 8, 1842, the prices were: boxes, twenty-five cents, pit, twelve and a half cents. April 25, 1845, fire destroyed the house for the fourth time; but, phœnix-like, it again rose from its ashes and was opened in the following August. In July, 1861, the theatre was in a dilapidated condition, owing to the fact that it had been used to house some of the troops that were on their way to the

front. The people who had free admission to the house at the time the soldiers were there made away with a good deal of the theatre's property and injured the rest.

The population of the East Side had changed completely from the time that the house was built, so that in its latter days as an English-speaking house, it was given over to melodrama of the broadest type, where the working girl, or the working man, triumphs over all temptations and vicissitudes and the curtain falls on the last act with Love, Virtue, and Labor triumphant.

Long before 1879, the East Side had become German, but it was not until that year that the theatre became the Thalia with German actors, and with such managers as Amberg and Conried. For ten years, the most famous actors and actresses of the German stage walked the boards of the theatre; but in May, 1889, it again opened with English and the prices at ten, twenty, thirty, and fifty cents. Melodrama, of course. In 1891, it became Jewish for a while, but reopened in September with the Lilliputians, and later, German again. The thin edge of the Yiddish wedge had been entered, and on March 30, 1892, it became again a Hebrew theatre where plays in Yiddish were given up to the time of closing in 1910, at which time it was known, in honor of the proprietor, as Adler's Theatre. Since that time, the front of the historic play-house has been labelled with signs that the property is "For sale or to let."

Adjoining the theatre on the north is another place of amusement, which was, in its way, almost as famous as the theatre, but which was closed for many a day. This is the Atlantic Garden, which, in its prime, was a respectable German beer garden to which any man could take his wife or sisters to have a meal and to listen to the music. In its latter days, it became a resort of thieves, Bowery

toughs of the worst kind, and of other members of the "underworld." It is now used as a sporting club, where boxing contests are given. Of the several sycamore trees which originally made this spot a real garden, only one remains; and, though this somewhat interferes with the view of the ring, the manager will not permit it to be cut down, as, he says, "A little something is due to sentiment."

On the block opposite, on a part of the old DeLancey's West Farm, there were many places of amusement, but all of these, as well as stores and buildings of all kinds have been razed to make way for the plaza and approach of the new Manhattan Bridge. At Numbers 37 and 39, the Bowery Amphitheatre was opened in 1833 by the Zoölogical Institute, and was at first used as a menagerie and circus. In 1842, it was known as the Amphitheatre of the Republic; it was given over to minstrel shows for a while, and then returned to a menagerie. In 1865, Poole and Donnelly, then a famous theatrical firm, opened it under the name of the Varieties, and in October of that year it became Montpelier's Opera House. November 20, 1865, it became the New National Circus, but it was closed six weeks later and finally became an armory.

On September 6, 1864, at Numbers, 43, 45, and 47, on this same block, the Germans opened the New Stadt Theatre. It occupied the rear portion of a building five stories high, the front part of which was used as a hotel. It had a large auditorium with a seating capacity of three thousand five hundred. In August, 1867, melodrama in English was introduced, and during the year following, English and German alternated upon its stage. In the seasons of 1869 and 1870, regular German opera and opera bouffe were given. September 16, 1878, it opened for the season under the name of the City Theatre, but its name was changed to the Windsor in November, at

which time it became a combination house, and was conducted as such for several years. The first Windsor Theatre was burned November 29, 1883. The second structure was opened on February 8, 1886. The theatre became a Hebrew theatre on March 27, 1893.

Adjoining the site of the Windsor, at Number 49, directly opposite the Old Bowery, there was opened on August 7, 1854, a theatre that was called White's Opera House. It was given over to comic performances, minstrels, and similar entertainments, until its destruction by fire on January 20, 1857.

Until 1859, the Old Bowery had practically the entire East Side for its own, but, on September 5th of that year, the New Bowery Theatre was opened under the management of George L. Fox and James W. Lingard. It was situated two blocks north of the old theatre, between Canal and Hester streets, and extended from the Bowery through to Elizabeth Street. It had the largest auditorium in the country, with a seating and standing capacity of four thousand six hundred. The plays and actors here were of the same standard of excellence as those at the Old Bowery. The house was destroyed by fire December 18, 1866. On the same block, at Numbers 104 and 106, there was for some time the Teatro Italiano, where plays in the Italian language were given. It was in this building that the first plays given in the city in Yiddish were performed in 1882. It was destroyed by fire April 9, 1898, but rebuilt, and is now called the People's Music Hall, where vaudeville is given in Yiddish. Adjoining it, at Number 102, is the office of the *Jewish Morning Journal.*

On the east side of the street, at Number 227, is a building devoted to other purposes than those we have been describing. This is the Bowery Mission and Young

Men's Home, which was founded in 1880 for the purpose of gathering and reclaiming the human wrecks that drift along this thoroughfare, and, if possible, starting them on the right course by getting work for them to do. There is a lodging-house attached and food is also furnished, but great care is exercised that the recipients of the Mission's bounty do not become pauperized, or imbued with the idea, so common on the East Side, that you can get something for nothing. At 222 and 224, is the Young Men's Institute, founded here in 1885 as the Bowery Branch of the Young Men's Christian Association. There are other agencies for doing good—Salvation Army, Roman Catholic, Evangelical, and settlement workers;—and they have been of incalculable benefit to the poor, the unfortunate, the sinful, and the vicious, all of whom are to be found upon this famous thoroughfare.

During the Revolution, a line of military works extended across the island about on the line of Grand Street. These were partly of American construction, but mostly of British, many of whose troops were stationed along the line of the Bowery at various times, as this was the principal and, practically, the only entrance to the city. On account of the presence of these troops, a great many taverns and tap-rooms sprang up in their neighborhood. The principal fortification near the Bowery was on the Bayard farm near Grand Street; it was called by the Americans Bunker Hill. Lying at its feet were two ponds, one on each side of the road. In 1798, a Frenchman named Delacroix located the Vauxhall Garden in this place, renamed Mount Pleasant, but was compelled to move out eight years later on account of the northerly trend of population. In 1801, the Bowery was bordered by farm-houses as far north as Broome Street, with fields and orchards on either side extending from river to river.

These farms and country-seats were parts of the greater farms which have already been mentioned, Bayard's, DeLancey's, Stuyvesant's, and Rutgers's. Nearly opposite Bond Street was the residence of Andrew Morris, and on the corner of Third Street was the Minthorne mansion; this would put the house about where the Dry Dock Savings Bank now stands.

At the southwest corner of Broome Street is the Occidental Hotel, occupying the site of the Civic and Military Hotel, the headquarters of the Loco-Foco party for a couple of years in 1835–37.

At Number 169, on the east side between Broome and Delancey streets, is Thomashefsky's Royal Theatre, where plays are given in Yiddish. It was formerly Miner's Theatre, and it has been a variety house in the more than thirty years of its existence. Towards the end of its career as an English house, it was given over to melodrama. It has been a Hebrew theatre since August 6, 1899.

On August 5, 1858, Heym's Theatre was opened at Numbers 199 and 201 with ballet and vaudeville. It became Tony Pastor's Opera House in June, 1865, and he remained its owner for ten years. At the time of Pastor's death, every one—actors, actresses, managers, journalists—had something to say about his charity, kindness, and helpfulness, not only to people in his own calling, but also to outsiders. The writer heard him sing once, but not on the Bowery, and was reminded of Josh Billings, who used to say that he had made a fortune by bad spelling, for Pastor certainly had made several fortunes by bad singing. In 1875, the theatre opened with cheap prices under the management of Henry C. Miner, who tore down the old building in the summer of 1883 and replaced it with the People's Theatre, which opened

September 3, 1883, as a combination house, booking Broadway attractions at popular prices.

At Delancey Street is the entrance to the approach of the Williamsburgh Bridge, which was opened for traffic December 19, 1903. A new street, called Kenmare Street, has been opened on the west side as an approach to the bridge. At Rivington Street, one block above, we find on the southeast corner a Raines law hotel with the name of the One Mile House, and on the west side opposite is the milestone which was placed many years ago, though probably not on this spot. On the southeast corner of Third Street is the Dry Dock Savings Institution, whose name is a reminder of the ship-building industry which flourished on the East Side in the first half of the nineteenth century, and which gave to the city merchants some of the fast ships which helped to make New York a great port.

During its several epochs, the Bowery has seen a variety of characters. Probably the most famous is that of the Bowery Boy, who lived before 1850, or before the immigration had affected the population of the East Side, which was practically American or of Dutch descent. In his *Reminiscences of an Octogenarian*, Charles H. Haswell thus describes him:

The Bowery Boy of that period was so distinctive a class in dress and conversation, that a description of him is well worthy of notice. He was not an idler and corner lounger, but was mostly an apprentice, generally to a butcher, and he "ran with a machine." He was but little seen in the day, being engaged at his employment; but in the evenings, other than Saturdays (when the markets remained open all day and evening), and on Sundays and holidays, he appeared *in propria persona*, a very different character; his dress, a high beaver hat, with the nap divided and brushed in different directions, the hair on

the back of his head clipped close, while in front the temple locks were curled and greased . . . a smooth face, a gaudy silk neckcloth, black frock-coat, full pantaloons, turned up at the bottom over heavy boots designed for service in slaughter-houses and at fires; and when thus equipped, with his girl hanging on his arm, it would have been very injudicious to offer him any obstruction or to utter an offensive remark.

At a later period, he is represented as wearing a fireman's red shirt, his coat over his arm, and a cigar projected from his mouth at an angle which pointed to the stars. He was usually referred to as *Moze*, and his girl was called *Lize*. Frank Chanfrau portrayed him on the stage for many years after the type had disappeared from his usual habitat. Thackeray was anxious to meet the Bowery Boy in his natural lair, and approached one of them who was keeping a lamp-post from falling down. "Can I," asked he, "go from here to Broadway?" The Boy took his cigar from his mouth, spat into the street, looked his enquirer over from head to foot, and replied: "You can, sonny, if you 're good." When the Boy fought (and he was never too anxious to avoid a combat), he used the weapons which Nature had given to him, and stabbing or shooting affrays were almost unknown in this locality.

So widespread was the knowledge of the Bowery that there is a story told of a Yankee skipper who visited the South Seas and was boarded by the king of one of the islands. "Can you speak English?" asked the captain. "I kills for Keyser," was the surprising and inexplicable reply, until one of the crew came forward and informed the New Englander that Keyser was the owner of the principal slaughter-house on the Bowery, whose employees were proud of the fact that they worked for him. One of them had drifted down here and taught the cannibal chieftain all the English he knew.

With the advent of the Irish, the Germans, and the Hungarians about 1850, and the substitution of the paid fire department for the volunteers about fifteen years later, the character of the Bowery Boy changed: from being a type, he became a tough. The dress of this later type was different from that of the Bowery Boy—a short coat instead of a frock one, tight-fitting lavender trousers with big bell bottoms, long-pointed shoes, and a derby hat instead of a high beaver. He was an idler, or at least he lived by his wits, and had no steady or regular occupation,—a ward heeler for some politician in whose saloon he made his headquarters, ready to rob some drink-befuddled man, or to rob the conductor and passengers on a street car should the occasion arise, not afraid of the police, for his ward leader would get him off if he were arrested.

The best way to see the Bowery is to walk up from Chatham Square. You will find things in general rather dingy, a good many old houses, with hip roofs and dormer windows, though of a better quality above Canal Street, and many of them not unpicturesque. You will see no skyscrapers, but you will see lodging-houses without number, where the cost of a night's lodging is anywhere from ten cents to fifty, with a bath thrown in. Among them, the Bowery Mission and other agencies do good work. On Sunday, many of the stores are open; you will see more policemen than in other parts of the city, and you will hear more languages spoken, though Italian and Yiddish prevail. A glance into the side streets will give you an idea of the congested tenements of the East Side. Also, you will see moving-picture places, pawnshops, dime or nickel museums with their freaks, and saloons galore. You will see one other sight that you will not see in any other city of the country—a street car still drawn by horses.

It may be that the dingy, dark, ill-smelling, kerosene-lighted car is run as an historic relic, and to remind people that it was on the Bowery that there were run the first street cars of any place in the world. This line belonged to the New York and Harlem Railway Company, which was chartered in 1831. The line, extending from Prince Street and the Bowery to Harlem Bridge *via* Fourth Avenue, was opened in 1832. The cars were like the Concord coaches, swung on leather thoroughbraces, divided into three compartments, with side doors. The driver sat on top and used his foot for working the car brake. The Third Avenue line was opened in 1853 from the City Hall to Harlem. Later, the Fourth Avenue line, *via* Madison Avenue, was extended so as to run from the Post-Office to Mott Haven. It was from this street-car line that the Harlem railroad sprang, now one of the divisions of the New York Central and extending to Chatham, east of Albany. To-day, through the greater part of the Bowery, you will find four lines of car tracks; but, as the street is broad, there is not much interference with vehicular or foot traffic.

Before the days of the street car, travel was by means of stages. In 1801, there were three lines wholly within the city, and two of these lines started from the Bull's Head, one line going to Harlem and the other to Manhattanville. In 1816, the stage left Harlem at 125th Street and Third Avenue early in the morning for Park Row, leaving for the return trip in the afternoon. The fare was twenty-five cents. In August, 1820, the mail stage for West Farms was robbed in open day. In 1853, the Harlem, Yorkville, and Astoria stages left Number 23 Chatham Street every half hour. The Bloomingdale and Manhattanville stages left Tryon Row, corner of Chatham Street, every forty minutes. At the same date, there were

eleven omnibus lines, which used the Bowery or Park Row for some part of their route to the different sections of the city. In addition to the car lines mentioned above, the First and Second Avenue line also used part of the same thoroughfares, at this later date.

As early as 1866, an experimental elevated railroad was constructed in Greenwich Street and Ninth Avenue from plans furnished by Dr. Rufus H. Gilbert. In the session of 1871–2, the Legislature authorized the chartering of two elevated roads, but litigation prevented anything from being accomplished. At last, in 1875, a commission was appointed to decide upon the necessity of rapid transit in New York, and then to determine the routes. Two companies were recommended, and routes were selected upon Ninth, Sixth, Third and Second Avenues. More litigation followed, but the Court of Appeals at last declared the charters of the two roads to be constitutional, and work was pressed by both. Cyrus W. Field secured a controlling interest in the roads, which became united in 1879 under the title of the Manhattan Railway Company. He pushed them to completion with the same zeal he had displayed in laying the Atlantic Cable. The Third Avenue line ran from South Ferry *via* Pearl Street to Chatham Square, thence by way of the Bowery and Third Avenue to Harlem. On August 26, 1878, it was opened as far as Forty-second Street, and two years later, was completed to the Harlem River. The Second Avenue route joined the other at Chatham Square, coming through Division Street to the junction. In 1879, the spur, or branch, running to the City Hall and the Brooklyn Bridge, was completed along Park Row. The subway runs but a short distance under the ancient thoroughfare, from Centre Street to Broadway at Ann Street. The Brooklyn Bridge station, one of the most important on

the whole route, is the only one that is actually under the thoroughfare. The subway was officially opened to the public from Brooklyn Bridge to 145th Street on October 27, 1904; and the extension under Park Row to Fulton Street and Broadway was opened on January 16, 1905. There is a loop under the Park to the City Hall station.

CHAPTER V

THE BOSTON POST ROAD

THE village of New Harlem was started at the upper end of the island of Manhattan in 1651, and Kieft promised the inhabitants a ferry and several other conveniences when the population had increased to twenty families. Governor Nicolls also promised them certain privileges if they would support an inn for travellers and establish a ferry to the mainland. On February 22, 1669, Lovelace held a court at Harlem "to consider first and principally the laying out of a wagon-road, which hath heretofore been ordered and appointed, but never as yet was prosecuted to effect." The result was the road over which the first postman passed in 1673. In 1707, the highway was laid out by commissioners on what is practically the line from Broadway and Ann Street, *via* Park Row, the Bowery, Fourth Avenue to Union Square, thence by way of Broadway (Bloomingdale Road) to Madison Square at Twenty-third Street, and thence—

> From ye said last house ye road for Kingsbridge to run along ye fence upon ye Right hand and so as ye Road now lyes to Kips Runs. From thence N. N. E. to ye Bridge beyond ye Hill, from thence by ye corner of Tutle Bay farm to ye top of ye next Hill about E. N. E. from thence to ye Sawkill Bridge N. E. a little northerly. From Sawkill Bridge along Mr. Codrington's Fence, taking some of ye corner thereof to y^e^

Half Way House ab't N. E. From thence along ye lane to ye next hollow about N., from thence to Meyers N. E., and thence to ye run by Barent Waldrons N. N. E. From thence along the Fence and so by John Kierses house on ye Right hand two corners of ye Fence on ye left being taken in and so along as ye Road now lyes to Hend'k Oblimus's and from thence along ye Road as it now lyes leaving ye Run of water on ye left hand until you come to ye Deep Bridge, from thence along ye foot of ye Hill which is to ye left about half a mile, then turning to ye left and leaving ye Swamp on ye Right hand as ye Road now is unto Nagel & Dyckman's Run, from thence as ye way now lyes leaving ye Fence on ye left hand through ye ground of ye said Nagel and Deyckman by the house where ye said Deykman doth now live, and over his Bridge and so forward as ye Road now is unto Kingsbridge ye main course being N. a little easterly.

It will be seen from this that the road went to Kingsbridge, where it crossed to the mainland. In going over the road from Madison Square we shall identify some of the places mentioned above. Another clause in the report of the commissioners says:

From ye Bridge by ye Half way house ye Road to turn to ye Right hand and so over the creek to Harlem and from Harlem by ye Lane as it now lyes to Johannes Myers where it meets wi^th^ ye main Road.

This road to Harlem was really a branch road, which swung through the village and then back again to the Kingsbridge Road by means of what was called the Harlem Road, and which is mentioned in Harlem documents as the "Indian trail to Kingsbridge."

In the year 1807, there was appointed by authority of the Legislature a commission of three members, Gouverneur Morris, Simeon De Witt, and John Rutherford, to

lay out a plan of streets for the portion of the city of New York lying above Houston Street, to which thoroughfare, the city on the east side was already planned. They chose as their chief engineer and surveyor, John Randel, Jr. He says:

> The Bowery was at that time (1809) the principal road leading out of the city to Harlem and Manhattanville, and thence to Boston and Albany, and was settled, in part, to near North (now Houston) street. At this street, the Commissioners' Plan for the streets and avenues commenced; north of it we encountered in our surveys extensive ancient and neglected hawthorn hedge-fences, then grown to saplings, extending along the east side of the Bowery, in front of the Stuyvesant estate, that were impassable without the aid of an axe. . . .

The map of the commissioners was completed and filed in 1821. It has been called a checker-board plan, because the streets and avenues are at right angles to each other, making square-cornered blocks, which were claimed to be better and more convenient for building purposes than blocks cut on the slant or on a circle. This is probably true, but it has not made for the beauty of the city. This plan rearranged the plan of streets of the Stuyvesant property, and it laid out Third Avenue from Fifth Street northward; the portion of the Bowery from this point to Union Square was named Fourth Avenue.

The Stuyvesant estate, originally the Schout's bouwerie, extended along the Bowery north of the DeLancey West Farm, from about Houston Street to Eighteenth, though its western boundary was rather irregular. Its eastern boundary, including the estates of Petersfield and that belonging to the Bowery House of Nicholas William Stuyvesant, was the East River; but there were entrances

to all these from the Bowery Lane. There is considerable difference of opinion as to the location of the Governor's house, but it stood not very far from St. Mark's Church, probably in the neighborhood of Second Avenue and Seventh Street. It was accidentally destroyed by fire on the morning of October 24, 1778. The village was in the vicinity of the church, which had a small graveyard about it; but the village cemetery was half a block east of it, on the other side of Second Avenue.

The old church fell into decay, and, in 1795, the erection of the present edifice as an Episcopalian church was begun; it was completed in 1799, and was named St. Mark's-in-the-Bowery. In accordance with the terms of Mrs. Stuyvesant's will, the church edifice was built over the tomb of her husband, in which also lie the remains of Governor Sloughter. In the Minthorne tomb is buried Daniel D. Tompkins, a governor of the State and formerly a resident of Bowery Village. Mayor Philip Hone is another of the distinguished dead; also Dr. Harris, the first rector of the church and an ex-president of Columbia College, and, in Chancellor Jones's vault, Thomas Addis Emmett, the collector of Americana. A. T. Stewart, the famous merchant, was buried here, but the body was stolen some time after the burial, and the theft caused something more than a nine days' wonder. Whether the body was recovered, and, if so, where reburied, have never been made public.

The village spread loosely over a considerable territory, which, in these later days, is well built up. Confining ourselves to points near to the ancient highway, we find several names which are great in American literature. First, is that of Charlotte Temple, who, according to tradition, lived in a stone house just east of the Bowery on Art Street, which was the former name of Stuyvesant

Place and of Astor Place. I put her in the ranks of literature, not as a writer, but as a heroine. At Fourth Avenue and Tenth Street, Miss Annie Swift kept the "Deanery," and among her boarders were Richard Henry Stoddard and his wife, who did considerable of their work here. The Stoddards were very popular and had scores of visitors, among whom were Bayard Taylor, Edmund Clarence Stedman, and William Dean Howells. Later, they moved away, but not very far, to the vicinity of Stuyvesant Park. When Stoddard had callers, he usually gave them a bottle of beer and a snack of something to eat before they went home for the night. Upon one occasion, while in the pantry, opening a can of sardines, he succeeded in cutting himself, and at once gave way to some lurid and emphatic language. Mrs. Stoddard had retired, but the sounds awakened her, and her voice came down the stairs anxiously:

"Richard, what is the matter?"

"I cut myself opening a can of sardines."

"What did you use?"

"A knife, of course. How did you suppose I was opening it?"

"Well, my dear, from the language I heard, I did n't know but what *you were opening it with prayer.*"

Richard Grant White also had his home in the village when he wrote *The New Gospel of Peace, According to St. Benjamin*, and Paul DuChaillu here wrote his *The Land of the Midnight Sun.* Within a stone's throw of the old Stuyvesant pear tree Stoddard and Bayard Taylor lived together in the sixties. Brander Matthews and H. C. Bunner are two others who were inhabitants of the tract occupied by the ancient village.

After the opening of the new streets in accordance with the plan of the Commissioners of 1807, Third Avenue be-

came an important thoroughfare for the market gardeners of the upper part of the island, and also a favorite trotting course for owners of horses. It was suggested as early as 1826 that a market-house be established at its junction with the Bowery; but it was not until two years later that the Common Council authorized the founding of a market at this site, and it was not until 1830 that the market was opened. In honor of Governor Daniel D. Tompkins, the market was named Tompkins Market; it stood on the spot formerly occupied by the school-house of Bowery Village. In 1836, the market-house was enlarged, the materials being taken from the old Essex Market which was torn down at that time. In December, 1856, the Common Council advertised for plans for the erection of a three-story market building, the upper floors to be used for an armory for the Seventh Regiment. The new market building opened on August 6, 1860.

Tompkins Market was the scene of much patriotic excitement on the eighteenth and nineteenth of April, 1861, when, in answer to the call of President Lincoln for 75,000 troops, the Seventh Regiment made ready and departed for the front. The regiment left the old market building again with bag and baggage in 1880 to occupy its new armory at Park Avenue and Sixty-seventh Street. After its departure from Tompkins Market, the building became the armory of the Sixty-ninth Regiment until October 13, 1906, when this regiment occupied its new armory at Lexington Avenue and Twenty-sixth Street. While the Seventh Regiment was at the front in April, 1861, there was organized in its armory another regiment of infantry, the Twenty-second, which has held its organization through all the years since, but which became an engineer regiment in 1902.

After the departure of the Sixty-ninth Regiment, the

market building was vacant for some years, as the need of a market in this locality had ceased. In 1907, the Legislature gave the city permission to sell or otherwise dispose of the building and site. As a result, the property was leased on July 25, 1907, to Cooper Union for a period of ninety-nine years at a nominal rental of one hundred dollars a year, with the right of renewal on the same terms. The old building was torn down, and the Union began the erection of the Abram S. Hewitt Memorial Annex. This is to be six stories in height with basement and it is to be of steel construction. It is to accommodate the scientific and technical branches of the institution. Two stories are completed; they were opened on September 25, 1912.

Peter Cooper, merchant and philanthropist, had his store on the block bounded by Seventh and Eighth streets and by Third and Fourth avenues. In 1853, he established an institute for free instruction in the arts and sciences to working men and women. For this purpose, the entire block on which his store stood was utilized for the construction of the necessary building, which was later enlarged by the addition of the present upper stories. In 1859, he deeded the building and land, which had cost him about $630,000, to a board of trustees, in order (to use the words of the act of the Legislature) that

> the above mentioned and described premises, together with appurtenances, and the rents, issues, incomes, and profits thereof, shall be forever devoted to the instruction and improvement of the inhabitants of the United States in practical science and art.

At the same time, it took the name of Cooper Union, though it still is frequently spoken of as Cooper Institute. It was in this hall that Abraham Lincoln made his famous speech in New York in the presidential campaign of 1860.

The writer heard John B. Gough lecture here in 1871, never thinking, as he sat upon the platform a boy, that as a man he would himself address an audience of the Free Lecture Course which was to fill every available seat of the great auditorium. The hall has become a forum for the discussion of live topics of the day, and debates and lectures are encouraged by the trustees. Until 1900, the Union was unendowed, but in that year Mr. Andrew Carnegie established a foundation of $300,000, later increased by a like sum. Mr. J. Pierpont Morgan has also been a contributor to the Union, as have many others, but the principal benefactors have been the members of the Cooper family and of the family of Abram S. Hewitt, who was Mr. Cooper's son-in-law and partner.

On the block above the Union is the Bible House, occupying the entire block. Peter Cooper's house stood on this block until 1820, when he personally supervised its removal to the corner of Fourth Avenue and Twenty-eighth Street. He says in his autobiography:

> I bought a twenty years' lease of two houses and six lots of ground where the "Bible House" now stands opposite the Cooper Union. I was engaged at this time in the grocery business, in which I continued for three years.

There had been formed by June, 1816, one hundred and twenty-eight Bible societies in twenty-one states and territories. These, necessarily, on account of their number, led to weakness; and the idea of having a national society soon spread among them. At a meeting in New York on May 8, 1816, at which were present sixty delegates from societies already existing, there was formed the American Bible Society, with headquarters at New York; it was not incorporated until 1841. Since the formation of the society, there have been printed over ninety-four

million copies of the book, in 489 languages, of which 121 are African; 52, American; 177, Asiatic; 60, Australian and Oceanic; and 57, European. In addition, many books are printed for the blind. The corner-stone of the Bible House was laid with impressive ceremonies on June 24, 1852, and in May, 1853, the society took possession. In 1889, the building was renovated and enlarged by the addition of another story. A curious reminder of the former occupancy of the Vauxhall Garden by P. T. Barnum, just across the way from the Bible House, was the presence in the building for many years of a number of white rats, descendants of some that escaped from Barnum's show.

Fourth Avenue above the Bible House still has a number of old, two-story houses among the larger buildings that have been erected. Among these are many second-hand book- and old print-shops, which seem to do a good business in this neighborhood. The street is quieter than below, owing to the fact that there is no elevated road thundering overhead; and there are more wholesale shops. On Fourth Avenue, between Thirteenth and Fourteenth streets, formerly stood the stage and rear entrance of Wallack's Theatre, whose site is now occupied by a great office building. Just above it, is an alley way leading to the stage of Keith's Theatre, which was originally established as the Union Square Theatre by Sheridan Shook in September, 1871; a year later, the firm of Shook and Palmer was formed, and their famous stock company and their production of the best works of the French playwrights effected great changes in the character of the American theatre. Shook became blind, and Palmer continued the management until 1883; on October 8, 1888, he took Wallack's Theatre at Broadway and Thirtieth Street, and it became Palmer's Theatre. The Union

Square Theatre was burnt in 1888, but was rebuilt and opened in March, 1889. For a time it was a combination house, but it has been a vaudeville house since September 18, 1893, under the ownership of B. F. Keith.

The land above Bayard's farm, on the west side of the Bowery, belonged to Richard Perro, who, in 1721, bought from one Hoppe a house and fifteen acres of ground for £250. Perro's holdings increased until he owned practically from Bleecker Street to West Tenth. His property was divided into two parts by the Greenwich Lane, a road connecting the Bowery with Greenwich Village on the Hudson. The present Astor Place is a part of the road, and Greenwich Avenue is another part, but the ancient road is closed between these two sections from Broadway to the westward. As there was a range of low sand-hills across the island at this point, the road was also called the *Zantberg*, or Sandhill, road. The section between the present Fourth Street and Astor Place came into the possession of Jacob Sperry, who came to this country from Switzerland in 1748.

In 1803, a descendant, another Jacob Sperry, sold the property to John Jacob Astor for £9000. Five years later, Astor gave a twenty-one years' lease of the property to Delacroix, who moved his Vauxhall Garden from the Bayard farm to this place. About 1826, the area of the garden was curtailed by the cutting through of Lafayette Place, now Lafayette Street, under which the subway runs. The buildings on the property were finally demolished by the Astor heirs in 1855, and the famous garden ceased to exist. It is upon this property, on Lafayette Place, that John Jacob Astor erected the Astor Library. Opposite the Library, in Lafayette Street, formerly stood a row of beautiful white marble buildings called Colonnade Row. Only a few of them now

remain to show the elegant architecture of about eighty years ago.

In 1767, Perro's heirs sold a tract of some seven or eight acres along the Bowery to the Hon. Andrew Elliot, whose holdings on and near the Bowery later amounted to twenty-one acres. He called his estate Minto, and he erected a fine mansion and beautified his grounds. He was a loyalist, and left the city, of which he was governor, in 1783. His property was confiscated and came into the hands of Baron Poelnitz, who sold it in 1790 to Robert R. Randall, a wealthy merchant and shipmaster of the city. By his will, he left it to the Sailors' Snug Harbor, an institution for the care of superannuated mariners.

In 1862, the great dry-goods merchant, A. T. Stewart, established an uptown store on the northeast corner of Broadway and Tenth Street, which, in time, took up the whole block, with a frontage on Fourth Avenue. John Wanamaker, the present owner, has added to the original block the block bounded by Eighth and Ninth streets, Broadway and Fourth Avenue, and has erected here a great building, sixteen stories high, which was opened in 1906.

St. Anne's Roman Catholic Church stood upon this block, on the north side of Eighth Street; being succeeded by Aberle's Eighth Street Theatre in May, 1879. During its career as a place of amusement, the theatre was known as the Grand Central, John Thompson's Theatre, the Comedy Theatre, Harry Kennedy's Theatre, and lastly as the Germania, which name it bore from September, 1894, to the end of its career in April, 1902, when it was torn down. At the corner of Broadway and Eighth Street, formerly stood the Sinclair House, one of the last hotels on Broadway below Fourteenth Street.

On the triangular block between Astor Place and Eighth Street, there was opened on November 22, 1847, a beautiful building, the Astor Place Opera House, which was for some years the home of grand opera in New York. On the evening of May 10, 1848, about a week after Macready's unfavorable reception at the theatre in the play of *Macbeth*, he was advertised to appear again in the same play, which his rival, Edwin Forrest, was playing at the Broadway Theatre. The city was not so cosmopolitan in those days as in these, and patriotic feelings ran high. Incendiary handbills were circulated, calling upon the workingmen and freemen to stand against British usurpation and to appear at the English aristocratic Opera House. The tenor of the notices was such that trouble was presaged, and three hundred policemen were sent to the theatre, and two regiments of militia were ordered to be in readiness. No one was admitted to the theatre who was known to be inimical to Macready; but some did get in, and, upon his appearance upon the heath, the demonstration began. The police expelled the agitators, but the crowd outside attacked the building with the paving stones that were piled up in readiness for paving the street. The police were powerless against the mob, and the Seventh Regiment was sent for. They were badly maltreated; but at last the order was given to fire over the heads of the rioters, with the usual result in such cases of further infuriating and emboldening the mob, who jeered and derided the soldiers. A second volley was fired at the crowd, and the mob were dispersed; but they gathered again and attacked the regiment, when a third volley was fired. In this disgraceful riot, one hundred and forty-one members of the regiment were more or less badly wounded, and thirty-four of the mob were killed and many wounded.

Macready was assisted from the theatre and was hidden in a private house for two days, when he went to Boston and sailed for England.

The Opera House again became the home of Italian opera under the management of Max Maretzek until 1852, when it became the New York Theatre. Two years later, in April, 1854, the building became the home of the Mercantile Library, and was called Clinton Hall. In 1890, the books were withdrawn temporarily and the building razed, in order that a modern fire-proof structure should take its place. This was occupied in April, 1891.

North of the Elliot estate was the farm of Elias Brevoort which extended to Eighteenth Street. The Brevoort house stood on the Bowery abreast of Eleventh Street; and though the city twice attempted to cut the street through —in 1836 and in 1849—it could not overcome the Dutch obstinacy of Hendrick Brevoort, then the venerable owner of the farm. In 1845, this part of the farm came into the possession of Grace Protestant Episcopal Church, which removed from Rector Street and occupied its new edifice, corner of Tenth Street and Broadway, in 1846. The city was no more successful with the church corporation than it was with old Brevoort, and so Eleventh Street remains to this day unopened from Fourth Avenue to Broadway. On the former street, are located the offices, parish-house, and other activities of the church.

By the plan of the Commission of 1807, Broadway was to be extended to meet the Bowery at the tulip tree abreast of the present Sixteenth Street; but, as originally planned, there would have been a number of irregularly shaped blocks, to obviate which the Commission laid out an open square to which the name of Union Place was given. At the southeast corner of the square, there was unveiled and dedicated the first statue erected after New York

became an American city. Two statues had been erected in English days, that of George III. in the Bowling Green and that of Wiliam Pitt, Earl of Chatham, in Wall Street. The first American statue was naturally that of Washington. It is the work of Henry K. Brown, and it was dedicated with proper ceremonies on July 4, 1856. The spot selected for the statue is that upon which, on November 25, 1783,—Evacuation Day,—the citizens' committee met Washington and his escort and welcomed them to the city. For a description of Union Square and the part of the Post Road from the square to Twenty-third Street, the reader is referred to *The Greatest Street in the World—Broadway*.

At what is now Twenty-third Street and Broadway, the Post Road swung off to the northeastward, and followed a rather irregular course up the eastern side of the island. Its course, as given in Post's *Old Streets, Roads, Lanes, Piers, and Wharves of New York*, was as follows:

> Northeasterly across Madison Square, crossing Fourth Avenue at Twenty-eighth Street, continuing northeasterly to Thirtieth Street, near Lexington Avenue, then northerly between Fourth and Lexington avenues to Thirty-fifth Street, then northwesterly, crossing Lexington Avenue between Thirty-eighth and Thirty-ninth streets, Third Avenue at Forty-fifth Street and Second Avenue at Fifty-second Street, then continuing northeasterly to Fifty-fourth Street, then northwesterly, crossing Second Avenue at Sixty-second Street, Third Avenue at Seventy-second Street, Lexington Avenue at Seventy-second Street, then northerly and northeasterly, recrossing Lexington Avenue at Seventy-seventh Street, then northeasterly, northerly, and northwesterly crossing Fifth Avenue at Ninety-seventh Street and remaining in present Central Park, continuing northwesterly and northeasterly, crossing Fifth Avenue at 109th Street and Fourth Avenue at

115th Street, then continuing northeasterly between Third and Fourth avenues to 130th Street and Third Avenue.

Madison Square was crossed by a small stream, which spread out into a pond, called by the Dutch *Crom Messie*, or the crooked little knife, which has been changed to Gramercy, a name which still survives in Gramercy Park, a residential park laid out originally by Samuel B. Ruggles, a banker of the city. Between 1794 and 1797, this tract was used as a potter's field for the burial of the pauper dead and for those who died of small-pox and contagious diseases. It was occupied in the early years of the nineteenth century by a United States Arsenal, which later became the House of Refuge for Juvenile Delinquents. The Commissioners planned here a great parade and drill ground extending as far north as Thirty-fourth Street, and as far east as Third Avenue, but the space was contracted in 1814, when it received the name of Madison Square. In 1845, the space was curtailed to its present size and the park was cleaned up by Mayor Harper.

On the east was the farm of John Watts, and beyond this the "Rose Hill" Farm, extending to the East River. Near the stream was the Cruger mansion, which, after the Revolution, became the home of General Horatio Gates, the conqueror of Burgoyne at Saratoga. For many years, there was a weeping willow known by his name at the corner of Third Avenue and Twenty-second Street.

After the destruction of the old Bull's Head Tavern in 1826, the cattle yards and slaughter-houses were removed to this section, and a new Bull's Head Tavern was opened. A village grew up between Second and Fourth avenues and from Twenty-third to Twenty-seventh streets. It was called Bull's Head Village, and it was the principal

cattle mart of the city for many years. In these latter days, it has become the principal horse market of the city. East of the Rose Hill Farm was the Kip's Bay Farm, the Quarry Hill Farm, and the Turtle Bay Farm, the last of which was owned by Francis Beekman Winthrop. The name of Kip's Bay, the ancient country-seat of the Kips, above Twenty-eighth Street, is kept alive to-day in the Kip's Bay Brewery, or malt-house, on the bank of the East River. About the year 1800, and after, there was a small village here.

The next farm above Fiftieth Street was that known as the Beekman place. The mansion, located at Fifty-first Street and First Avenue, on the site of Public School No. 135, was one of the finest in the city in colonial days; and, during the Revolution, it was used by nearly all the British commanders as their summer headquarters. Sir William Howe was so using it in September, 1776, when there was brought before him a handsome young fellow, who had been caught red-handed in the act of spying out the works of the British, and upon whom, when searched, there were found maps and sketches of the British fortifications. He was disguised as a Dutch schoolmaster, but he admitted that he was a spy and that he was a captain in Knowlton's Rangers of the Continental Army,—his name Nathan Hale. He was ordered to be executed the next morning, Sunday, September 22d, and was consigned for the night to the green-house on the Beekman estate. His execution took place in the morning, on a spot in front of the artillery camp, about one block east of the Four Mile Stone,[1] near First Avenue. In accordance with custom, he was probably buried where he was executed. The Beekman mansion was erected in 1763 and demolished

[1] The Four Mile Stone has been removed from its proper site to Third Avenue above Fifty-seventh Street, where it still stands.

in 1874, at which time it was a dilapidated tenement. It is said that Major André slept in the house the night before departing on his mission to meet Arnold.

A small brook had its rise in Central Park and ran into the East River not far from Fifty-third Street. It was known as the Mill Stream, the Saw Kill, and also as De Voor's Mill Stream, from the original owner of the tract, David DeVoor, or Duffore, who received a grant from Governor Andros in 1677. The stream crossed the Post Road about Fifty-second Street and Second Avenue, and here was a "kissing-bridge," the second so far on the route to Harlem. A third spanned a small stream at Seventy-seventh Street and Third Avenue, opposite Smith's Tavern, where the Street Commissioners had their office in 1809 and 1810. The number of them between New York and Harlem proclaims the Dutch as an amorous people. The DeVoor farm was known later at various times as the Odell, the Arden, and the Brevoort estate, according to its owner for the time being.

Other farms followed until, between the present Sixty-second and Sixty-third streets, the road turned northwest, entering Third Avenue at the southeast corner of Hamilton Square, also called the Parade, which, in accordance with the plan of streets, was to extend from Third to Fifth Avenue, and from Sixty-sixth Street to Sixty-ninth. It was afterwards cut down in size, and finally done away with altogether. The Seventh Regiment Armory and the City Normal College are on blocks formerly included within the square. The Post Road followed Third Avenue to near Eighty-third Street, where a number of branch roads led to estates along the East River: Commodore Chauncey's, John Jacob Astor's—where Irving was a frequent guest and where he wrote *Astoria*,—Nathaniel Prime's, William Rhinelander's, Oliver Gracie's, and

others. Between Eighty-first and Eighty-second streets, the Harlem Commons line was crossed, and the road swung to the northwest, crossing and recrossing the Harlem line, until it reached the Middle Road, or Fifth Avenue, at Ninetieth Street. Here it crossed the corner of Observatory Place, a tract laid out for a reservoir between Fifth and Sixth avenues and Eighty-ninth and Ninety-fourth streets. When Central Park was laid out, Observatory Place was done away with.

In crossing the blocks between Second and Third avenues, the road traversed the block between Sixty-third and Sixty-fourth streets, at one time used by the American Institute for its annual exhibitions, or fairs. Two blocks above, at Sixty-fifth and Sixty-sixth streets and Third Avenue, the road crossed the site of the Third Avenue car barns.

Above Seventy-second Street, the road was bordered on the east by the farm of John Jones, which went as far as the East River. After the cutting through of the streets, a portion of the farm along the river bank was used for many years as a pleasure resort called Jones's Woods. The writer remembers going here several times as a boy to see the annual games and sports of the New York Caledonian Club. The farm was owned originally by the Provoost family, of which Bishop Samuel Provoost, the first American bishop of the Protestant Episcopal Church in New York, was a member. It became the property of the Jones family about 1803. In 1856, the Common Council ordered that it be bought for a public park, and a commission, of which Franklin Pierce was a member, examined the site for the city. They decided against it, one reason being that, on account of the high bluff overlooking the river and the swift current of the same, people could be thrown over after being murdered or robbed. In

consequence, the commission selected the present Central Park, and the order concerning Jones's Woods was repealed. A small part of the Woods is now John Jay Park.

Returning to Madison Square, we find, on the west side of the thoroughfare, the Samler Farm, and, above that, a tract belonging to the city. After traversing the present park, the road crossed what is now the Madison Square Garden, upon whose site formerly stood the depot of the Harlem and the New Haven and Hartford railroads. Just across, on the north side of Twenty-seventh Street, in what would have been the middle of the Boston Road, were the carshops of John Stephenson. The highway crossed Fourth Avenue at Twenty-eighth Street, and here, on the southeast corner, stood the homestead of Peter Cooper, which he had moved under his own supervision from the Bible House site. After his death, the old frame house became a restaurant until 1909, when the old landmark was torn down to make way for the Peter Cooper Building now occupying the site.

Above Twenty-eighth Street were farms belonging to James Quackenbush, Thomas Buchanan, Jacob Odell, Thomas A. Emmett, and Treadwell & Thorne. This carries the owners to Sixty-second Street. The estate of James Quackenbush, lying approximately between Twenty-eighth and Forty-first streets, was formerly the Murray Hill property, belonging to Robert Murray, the father of Lindley Murray, the grammarian. The home was called "Inclenburg"; and there is a tradition that Mrs. Murray and her daughter were so entertaining to Sir William Howe and his officers on September 15, 1776, that the British lost two hours in crossing the island from their landing-place at Kip's Bay, with the result that Putnam and his division were able to slip through the gap thus left open and join the Chief.

Odellville was a small settlement in the neighborhood of Third Avenue and Forty-ninth Street, which got its name from the owner of the adjoining property, upon which he conducted a tavern. There was also a tavern near the Four-Mile Stone, which was near the junction of Third Avenue and Forty-fifth Street. The Five-Mile Stone was about where Second Avenue and Sixty-fifth Street now are. There was a tavern here, which, in 1789, was known as Griersen's; a short distance above was the Dove Tavern, which was used by the British artillery officers, as shown by advertisements in the New York papers of the Revolutionary period. At one time, the artillery park of the British was in this neighborhood, though probably after September 22, 1776, the date of Hale's capture. In 1789, this tavern was known as Adamson's.

The Post Road was a favorite drive for gentlemen and others in the early days of the nineteenth century, the objective point being Cato's Tavern, which was a few rods east of the road in the vicinity of Fifty-fourth Street. For nearly half a century, this was the favorite road-house of the city, and Cato was renowned above all others for the dinners and suppers that he served. His tavern was connected by a short road with the Post Road. After 1835, Third Avenue was cut through, and was macadamized from Twenty-eighth Street to Harlem, becoming the speedway for trotters and fast horses. In consequence, for many years, the Hazzard House at Third Avenue and Eighty-fourth Street was a popular resort, as it was the stopping place of the "Danbury Post-coaches," which were the only means of getting from the lower to the upper part of the city until about 1835, when a line of omnibuses was established to Harlem. Rival lines were established, and, at last, the street car. Up to about 1840, with the

exception of the village of Yorkville between Eighty-fourth and Ninetieth streets, there was nothing above Fourteenth Street except country estates and farms. The lines of cars and 'buses brought many visitors into this section, and, as the property owners held out alluring inducements in the way of prices and terms, these visitors became settlers, and the upper part of the city began to build up. In consequence of this popularity of Third Avenue, and the development of this section on the East Side in accordance with the plan of the Commissioners, the Boston Road was closed as a highway in 1839. Its ancient line still shows in places, where we see houses on lots of irregular shape, due to the deviating course of the Post Road as it adapted itself to the hills and valleys of the surface. We can still see the contour of the land, notwithstanding the levelling, if we ride in the front car of a Third Avenue elevated train and keep a lookout ahead.

The Middle Road branched off from the Post Road at Twenty-eighth Street and Fourth Avenue, and had a north-westerly course until it met the line of Fifth Avenue about Forty-second Street. It followed approximately the line of this avenue to the northward. The Post Road crossed it at Ninetieth Street and, after following in the same course for a couple of blocks, entered Central Park and passed through McGowan's Pass. There were two taverns located here in early days, the Black Horse, and McGowan's. During the Revolution, there were built extensive British fortifications across the northern end of what is now Central Park, and the easternmost of these, commanding the Harlem plains and river, were located here. During the scare that prevailed in the city towards the end of the War of 1812, a barrier gate and several redoubts were erected here to control the Eastern Post

Road, the main entrance to the city. These were called Fort Clinton, Fort Fish, and the Nutter Battery. Through the efforts of the City History Club, they have been marked.

The original tavern at McGowan's Pass was built by Jacob Dyckman, Jr., about 1750; but ten years later he sold it to Margaret McGowan, the widow of Captain Daniel McGowan, and she and her son Andrew conducted the tavern. The stone building was replaced by a frame structure about 1790. In 1847, the Sisters of Charity of St. Vincent de Paul secured the property, and the height was called Mount St. Vincent, a name which it bore until 1891, when the original name of McGowan's Pass was restored by law. When Central Park was laid out after 1853, the Sisters moved to what is now Riverdale, in the Borough of The Bronx (1858). Their vacated buildings were used during the Civil War as hospitals, and after that as a road-house and art museum; but fire destroyed both buildings in 1881. The present tavern was erected in 1883, upon the site of the former building.

After descending through the pass, the Post Road reached the Plains of Harlem, emerging from the park at about Sixth Avenue and 110th Street. Near the foot of the hill was the Half-Way House, so called because it was about half way between old Federal Hall in Wall Street and Kingsbridge, a distance of fifteen miles. It was also from this point that the road to Harlem branched off, crossing Harlem Creek about 109th Street, and continuing on to the village, which lay between 116th and 125th streets. It was from about 121st Street and Third Avenue that a road, called Harlem Road, led to the northwest above Snake Hill, or Mt. Morris Park, and rejoined the Post Road at Myer's Corner. Above the crossing of the Middle Road at Ninetieth Street, the highway was

called the Kingsbridge Road. This section of it above the park to Myer's Corner, near Eighth Avenue and 131st Street, was called Harlem Lane, which became a popular course for trotters. Harlem Lane has become St. Nicholas Avenue from the park to 168th Street, where it joins Broadway and becomes Broadway for the remainder of its course to Kingsbridge.[1] It was along this road that the troops of Earl Percy advanced for their attack upon the American position at Fort Washington, and it was over this same road that nearly three thousand American prisoners marched on the afternoon of November 16, 1776, on their way to the prisons of the British in New York after their capture in that fortification. At about 125th Street and Eighth Avenue was Day's Tavern, at which Washington stopped at the time of his entrance into the city in 1783. Myer's Corner was a short distance below the Nine-Mile Stone, and received its name from the fact that the Harlem Road came into the Post Road at this point. Between 146th and 147th streets at Ninth Avenue was the junction with the Bloomingdale Road, now approximately Hamilton Place. At this point the Post Road ascended Bradhurst, or Breakneck, Hill, which is said to have been one of the most dangerous pieces of roadway in the city.

St. Nicholas Avenue does not follow the route given above quite so closely as most modern roads follow old ones. At 124th Street, just below where the avenue crosses 125th Street, Hancock Square is located. It gets its name from the fact that here stands a bust statue of General Winfield Scott Hancock, of Civil War fame. From 128th Street to 141st, is a narrow strip of park, called St.

[1] For a description of the highway above its junction with Broadway at 168th Street, the reader is referred to *The Greatest Street in the World—Broadway.*

Nicholas Park, on the west side of the avenue and under the base of the steep hillside of Washington Heights.

At the northern end of the park, occupying a commanding position, are the buildings of the College of the City of New York, which was moved to this spot between 1905 and 1907. The City College was founded in 1847 as the Free Academy and was located until 1905–07 at Twenty-third Street and Lexington Avenue.

People going to Boston were more or less satisfied to make the long trip to Kingsbridge in order to pass to the mainland; but it may be that the Philipses, who owned the toll bridge over Spuyten Duyvil Creek, were too powerful in the affairs of the Province for any one to think of changing the route. At last, however, on March 19, 1774, there was passed by the Provincial Assembly:

> An Act to enable Lewis Morris and John Sickles to build a bridge across Harlem River. Whereas the laying out of Highways in such Manner as to shorten the Distance from the City of New York to any Part of this or the neighboring Colonies. . . . *And Whereas* a Bridge over Harlem River, and a Road through Harlem Morrissania, and the Borough of West Chester will greatly conduce to both of the aforesaid Purposes,
>
> *Be it therefore Enacted* . . . That Lewis Morris of the Manor of Morrissania Esquire and John Sickles of the Township of Harlem be, and they hereby are impowered at any time within three Years from the passing of this Act to erect and build a Bridge over Harlem River . . . *Provided* . . . And the said Bridge when so built shall be and is hereby declared to be a free and public Highway for the Use Benefit and Behoof of all his Majesty's Subjects whatsoever.

The fact that the Revolution began in the year following the passage of the act prevented anything from being

done, except, perhaps, in the way of preliminary surveys and estimates. It was not until 1790 that Lewis Morris obtained from the State Legislature a franchise to build his bridge over the Harlem. He transferred the right to John B. Coles, who opened his bridge and road in 1798, and thus saved over four miles between New York and New Rochelle, where the old road and the new road became one.[1] The stage coaches changed their route as mentioned in Chapter II., making use of the road to Harlem from 108th Street, at the foot of McGowan's Hill, and branching off from the Kingsbridge Road at that point. Between 106th and 108th streets, this road crossed Harlem Creek, of which Harlem Mere in the northeast corner of Central Park is all that is left, and passed through the village of Harlem, lying between 116th and 125th streets, to Harlem Bridge.

It was in the year 1636 that Dr. Montagne, with his family, landed at the mouth of a stream called by the Indians Rechawanes, and took up the land along its banks. In consequence, it became Montagne's Creek, then, from a later owner, Benson's Creek, and also Mill Creek and Harlem Creek. Montagne's bouwerie, which he called *Vredendal*, or Quiet Dale, was on the flat, adjoining the Kingsbridge Road. After Montagne, other settlers came in, and the fertile plains of the north end of the island were divided up and cultivated. The murder of Smits brought on the Indian war of Kieft's administration, and the settlement suffered badly; so that many of the inhabitants were killed and others had to seek refuge in the fort. The Indian war of 1655 also hurt Harlem, and some of the farms were devastated by the savages and the inhabitants killed or captured. But

[1] See the chapter on "Ferries and Bridges" in the Author's *The Story of The Bronx.*

the settlement continued and was successful, and Harlem became a distinct municipality. Communication with New Amsterdam was, at first, principally by water, notwithstanding the terrors of Hell Gate. Communication with the mainland was by the ferry of Johannes Verveelen after 1669, though travellers preferred the natural ford, or wading place over Spuyten Duyvil Creek; and so the ferry was moved to that point. Let us cross there and continue our journey.

CHAPTER VI

THE MAINLAND TO THE CONNECTICUT BOUNDARY[1]

HAVING crossed Spuyten Duyvil Creek, the Post Road crosses to the east side of the valley and climbs the flank of Tetard's Hill, passing almost within a stone's throw of the site of the Fort Independence of the patriots. It bears the name of Boston Post Road to the top of the hill and then is lost against the side of the new Jerome Park reservoir. It is only by a case of "bluff" that even this part of the old road remains. There is a story to the effect that during the administration of Mayor Gilroy it was planned to do away with the ancient thoroughfare. The board of street openings, or highway commission, or whatever is the legal title of the officials having the matter in charge, gave a public hearing, having first made up their minds—as is usual in such cases—to abolish the road. The hearing was only a sop to public opinion; but among those who appeared before the committee was the late William Ogden Giles, whose former house is built upon the ramparts of Fort Independence. He noticed the apathy of the committee to the arguments advanced, and, presuming upon the lack of local historic knowledge of the city's rulers, put on an appearance of fine indignation and exclaimed:

[1] For a fuller description of the Post Road through the Borough of the Bronx, the reader is referred to *The Story of The Bronx*.

Gentlemen, you may destroy many historic landmarks in this city, and nothing will be said; but if you destroy this one, this ancient, historic road, be sure that the public shall hear of it; and, though that public may stand for many things, it will *not* stand for the abolition of that road made *famous by the ride of Paul Revere.*

At this the committee "sat up and took notice," while recollections of "Now listen, my children, and you shall hear, etc.," flashed across their memories. They put their heads together and came to the conclusion that it would not do to brave the indignation of the public in such a matter, and so the road was saved. Mr. Giles had only exaggerated a little, for, while Paul Revere did not travel over the road on that occasion when he made his midnight ride, he had ridden over it several times in earlier days as the bearer of dispatches from the Committee of Correspondence of Massachusetts to the Committees in New York and Philadelphia at the time of the Stamp Act agitation and later.

At Jerome Avenue on the eastern side of the reservoir we again pick up the ancient road under the name of Van Cortlandt Avenue. We pass the site of the Negro Fort and at Woodlawn Road the ancient Valentine house which, as an outpost of the British, was fired upon by the troops of Heath when they made their attack upon Fort Independence in January, 1777. The old road is lost at the Williamsbridge reservoir, but is merged in the Gun Hill Road, which crosses the Bronx River at Williams's bridge and ascends the hill to the White Plains Road, the junction of the two roads having been called formerly McTeague's Corners. From this point northward, the Boston Road and the White Plains Road were the same, though the present broad boulevard passes over the old road only in part. If, at 231st Street, we go one short

block east, we shall there pick up a street called Bussing Avenue, which is the old road not much changed from its old bed. As we pass over it, we shall see in places some of the old signs, "Kingsbridge Road,"—so-called because it led to Kingsbridge—and "Boston Road." It passes across Rattlesnake Brook near its source and swings in a great curve towards the eastward, crossing the city line into the city of Mount Vernon, where the signs at once become "Kingsbridge Road." As soon as it crosses the city line, the road is in the ancient county of Westchester. A rather steep and rough hill leads under the new New York, Westchester & Boston Railroad and by its station at Eastchester.

At the foot of the hill, the Post Road turns sharply to the northward into what is at present known in Mount Vernon as South Third Avenue and South Columbus Avenue. Beyond Third Avenue (Mt. Vernon), we are in the ancient town of Eastchester, the first settlement having been made here in 1664. A short distance to the south of where the Post Road turns, is the Vincent-Halsey house, the oldest part of which is pre-Revolutionary. It was owned toward the end of the eighteenth century by Major Smith, who was the husband of John Adams's only daughter Abigail. During Adams's presidency, the capital was in Philadelphia, and, in October and November, 1797, the President occupied the house as the executive mansion, as it was too unsafe to be in Philadelphia, on account of yellow fever.

The school-plot, set aside for such purpose by the inhabitants as early as 1693, and occupied by a school-house up to the present generation, was at the corner. Almost adjoining it there stood until about 1895 an ancient building which was one of the famous taverns which lined the Post Road. This was Guion's tavern, and it was

St. Paul's Church, Eastchester (1765).

Fay House (formerly Tavern) opposite St. Paul's Church, Eastchester.

Bronxdale, on the Boston Road, 1903. The Houses are all since demolished.

particularly famous because Washington stopped here upon one occasion for several days, during which he was ill. The landlady, Mrs. Guion, took such good care of him that, upon departing, he expressed a wish to reward her in some way; whereupon her husband said: "Your excellency, we shall be grateful to you if you will *kiss* my wife." Washington bowed and gravely saluted the lady upon the cheek, and, though the lady no doubt performed her ablutions as ladies will, and should, she never, until the day of her death, washed the spot on her cheek which had been kissed by the great man. At least, so saith the legend. In the summer of 1783, in view of the prospective evacuation of the State by the British, Governor George Clinton called the civil authorities to meet at Eastchester to make arrangements for superseding the military. The meeting place was Guion's tavern.

It is only within the last few years that Eastchester has begun to look any different from what it did in the days when Dr. Dwight was a chaplain in the Continental army, or when he revisited it in 1814. He says at the later visit:

> A small, scattered village, composed of indifferent-looking houses, surrounds an Episcopal church, built of stone, about three fourths of a mile North of the present road [the Coles Boston Road]. I passed through this village in the year 1774; and know not a place, possessed of so many advantages, which has altered so little within that period. The rest of the township is covered with plantations.

Our eyes are attracted by a church steeple rising above the heavy masses of the trees and by the white gleams of tombstones, and we come upon one of the historic spots of the county of Westchester, St. Paul's Church. In front of it is the village green, upon which, in 1733, occurred the famous election in which Judge Lewis Morris was trium-

phantly elected as the representative of the people over William Forster, the schoolmaster at Westchester, who was the nominee of the aristocratic party as represented by Chief-Justice James De Lancey, Colonel Frederick Philipse, and Governor William Cosby. Notwithstanding the fact that the Quakers were disfranchised by failing to *swear* in their votes, and the sheriff would not accept their affirmation, Morris had a handsome majority. On this same village green used to stand the stocks, the pillory, and the whipping-post. There are several fine locust and willow trees of a good old age, to one of which there was attached until about twenty years ago—when some vandal, or relic hunter stole it—a large ring to which recalcitrant slaves used to be tied up and lashed. I have no doubt that many a white man also here received his nine-and-thirty lashes. On the same green stood also the first church edifice erected by the Eastchester settlers, dating from 1700, though first proposed in 1692.

In 1765, a sufficient sum of money having been subscribed, the erection of the present stone edifice was begun; it was completed just previous to the Revolution by the aid of a lottery. During that struggle, the Bible and the communion service presented by Queen Anne were buried for safe keeping upon the Vincent place and dug up after the war. The battle of Pell's Point occurred on October 18, 1776, and on the evening of the battle the church was occupied by the enemy as a hospital for the care of their wounded. From that time until the end of the war, Eastchester constituted one of the outposts of the British, though in the summer, they also occupied New Rochelle just beyond. The church building was used during the whole war for hospital and other purposes, and there are several hundred Hessian and British soldiers buried in the adjoining graveyard, where also

lie a number of Continental officers and soldiers who lived in this vicinity after the war. During the British occupancy, the old building that stood on the green was used for firewood within the new, so that the floor of the present building covers the ashes of the old.

At the end of the Revolution, the building was in a dilapidated condition; but it was finally repaired and it was used for some time as a court-house for the Court of Oyer and Terminer. A number of interesting relics are preserved in the church, among others the Bible presented by Queen Anne and a summons issued for Attorney Aaron Burr, who had a case before the court.

When affairs had somewhat settled down after the return of peace, the State Legislature passed several acts for the relief of the various churches and especially for the relief of the Episcopal Church, which had been, in colonial days, the Established Church of the Province. Under these acts the Church was, in 1795, reorganized and incorporated as St. Paul's Church, Eastchester.

Upon the Fourth of July and other holidays, patriotic exercises are held here at the church or in the churchyard, generally under the auspices of Bronx Chapter, D. A. R., of Mount Vernon, or some other patriotic organization.

Almost opposite the church edifice is a well-cared-for building, which is known as the Fay homestead. It was in the year 1732 that some of the Fays came from Vermont and took up their residence in Eastchester, building this house about the same time. The building is the only one left of the early Eastchester houses, of which there were only four in this immediate vicinity, though not very close together. How long before the Revolution the house was used as an inn is not known; but during that struggle, the house was occupied as a tavern by "Billy" Crawford and it was a favorite resort of the British officers stationed in

the neighborhood. It is stated that upon one occasion during the Revolution a British deserter was summarily hung upon the sign-post in front of the tavern door. The twentieth milestone was almost opposite the house. The Fays of that time moved to Bennington, Vermont, where they conducted the famous "Catamount" tavern. They were patriots, and it is said that Colonel Fay had five sons with Stark at the Battle of Bennington and that one of them was killed. Some of the family came back after the Revolution, and the house is now occupied by one of the Fays. During the author's boyhood days, the house was occupied for some time by Theodore Sedgwick Fay, who was for nearly a score of years minister to Switzerland.

It was no unusual thing for a tavern to be so near a church; on the contrary, especially in New England, the authorities required the town tavern to locate adjacent to the church, in order that the more than half frozen congregation would have a chance in the winter time to get thawed out between the forenoon and afternoon services, not only by means of the fires but also by the hot and stimulating drinks—not temperance ones—that were so readily and abundantly obtained.

Another tavern was situated at the southern corner of the Post Road and the Mile Square Road (the present Third Avenue of Mount Vernon), which, in 1733, was kept by Joseph Fowler. After his death it passed to his son William, whose private residence it became. During the Revolutionary struggle, it was sometimes the quarters of Lieutenant-Colonel Emmerick, one of the dashing partisan leaders of the British, whose troops were most frequently encamped in the neighborhood of the old Dutch Church at Fordham, which they used for a hospital and stable. After the war, the house was reopened as an inn by Philemon Fowler, grandson of the first inn-keeper, and

it was a favorite stopping-place of travellers over the Post Road until it was changed to the eastward in 1797–98.

A short distance above Eastchester Church, at the twenty-first milestone, the Post Road crosses the Hutchinson River at what is now Sixth Street in the city of Mount Vernon. The old road can still be traced in its winding course down the hill to the stream. On the heights above—now called Vernon Heights—Colonel Glover and his brigade of patriots after fighting the British all day on the 18th of October, 1776, in what is known as the Battle of Pell's Point, planted their artillery and kept up a desultory and ineffective fire upon the British on the other side of the stream. The enemy could not cross as the Americans had removed the planks of the bridge.

Upon crossing the bridge the Post Road is in the ancient manor of Pelham. The sign reads "OLD BOSTON ROAD." The electric cars follow the road for one block and then turn off to the eastward. The old road continues its way up a hill along the edge of Pelham Heights with its beautiful detached mansions and villas, and then crosses the New Rochelle line, becoming a broad macadamized street named "King's Highway." It passes the Roman Catholic cemetery of New Rochelle, Holy Sepulchre, and then descends a hill under the tracks of the Suburban branch of the New York, New Haven, and Hartford Railroad, becoming one with the later, or Cole's, Boston Road, which we shall now proceed to follow from Harlem Bridge to this point of amalgamation with the original road.

Upon arriving upon the mainland, after crossing Harlem Bridge, the Coles road followed the line of the present Third Avenue then called Fordham Avenue, to the neighborhood of East 163d Street, where it turned to the eastward and followed approximately the line of the present Boston Avenue to West Farms. Here it crossed the

Bronx River at Bolton's "Bleach," passed through Bronxdale and so on to Eastchester.

The lower part of the road, Third Avenue, became the main thoroughfare of this section when it began to build up after 1840, and it is still the principal business street of the Borough of The Bronx. It is the route over which, for some distance at least, the surface lines of cars travel after crossing Harlem Bridge; and overhead, the elevated railroad travels from 145th Street northward to the end of Third Avenue at Fordham Road.

The first surface car line north of the Harlem River was laid out along Third Avenue, and the first extension was to West Farms over the Boston Road. The most prominent building on this portion of the road is the imposing Morris High School at 166th Street, which is situated upon a hill and can thus be seen for many miles in all directions. At Franklin Avenue is the armory of the Second Battery, of the State National Guard; and beyond the high school is an important civic centre, McKinley Square, named in honor of the martyred president. Down a long hill the road descends into the valley of the Bronx River to the old settlement of West Farms, dating from 1663, which was also known in colonial days as DeLancey's Mills, from the fact that here were located the mansion and mills of one of the members of that important and powerful colonial family. The hamlet was of inconsiderable size until the building of the Coles road, when, on account of some peculiar and beneficial quality of the water of the Bronx River, a number of cloth mills were located here, and West Farms became the most important stopping place between the Harlem River and New Rochelle. In addition, several taverns were opened, the most important of which was Johnson's, which was in Bronx Park above 180th Street; it was a change-house for the Boston

stage. During the Revolution, West Farms was the scene of several attacks and struggles, as the British maintained a block-house to command the passage of the Bronx River at this point. Its site was afterwards occupied by Mapes's Temperance Hotel. The surrounding country became a section of farms, and, after 1840, of gentlemen's country estates.

Above 180th Street, the Post Road passes through Bronx Park, its western side being bounded by the Zoölogical Park, to which there is an entrance from the Post Road. At the bridge over the river, formerly was located the bleachery of the Boltons, who established mills here about 1820, with the result that a village grew up, which was called Bronxdale. Its site is within the limits of the park, and all the houses were removed during 1911. Just above the site of Bronxdale, the road crosses the Bronx and Pelham Bay Parkway, and from this point on it has been made a State road, work having been begun in the fall of 1911.

From this point on to Eastchester, the Post Road passes through a section of the city of New York which is still entirely rural. The road crosses Black Dog Brook, the ancient boundary line between the towns of Westchester and Eastchester, and just before reaching the city line it crosses Rattlesnake Brook, upon which there were several mills located shortly after the first settlement in 1664. This part of the road was originally an Indian trail, called the Westchester Path, connecting the villages of Westchester and Eastchester; it later developed into Eastchester Avenue, and the portion near the city line is now called Provost Avenue.

The hotel on the new Post Road at the crossing of Rattlesnake Brook called, since 1900, Dickert's Old Point Comfort, was erected by Stephen Odell in 1876. It

occupies the site of a house occupied by Dr. John G. Wright immediately after the Revolution, which was afterwards converted into a tavern by one Vredenberg in the early part of the nineteenth century. From him it passed into the hands of James Armstrong, an Englishman; and after his death it was conducted by his widow until 1820, when it passed into the hands of David Smith. The Armstrongs had the reputation of setting the best table between New York and Boston; and so noted was the house, that Lafayette was entertained here on his eastward trip in 1824. When the old building was demolished to make way for the present one, a pass for an English soldier was found between two shingles. It is probable that the tavern was near the site of the ordinary of Moses Hoit, which was in this neighborhood, as on January 24, 1679, he was "chosen to keep ordenary and entertayn strangers for the year inshuing, for pay." In 1673, when the Dutch secured possession of the Province again, the same John Hoit was appointed *schepen*, or constable, by Governor Colve, for this easternmost of the New York settlements, with orders "not to suffer any person or persons whatsoever to pass through Eastchester to or from New England; except they can produce a royal pass or license for the same." The inhabitants had all sworn allegiance to the Dutch.

Another famous old tavern after the building of the turnpike was that kept by Hannah Fisher, who was herself the main attraction of her inn. She is represented as being a bearded woman of large frame and immense strength, and able to take up a barrel of cider and drink from the bunghole. Stories of Aunt Hannah and her strength, her good nature and her appearance, were told along the Post Road and brought many a traveller to her inn out of curiosity to see her. Her name is preserved to-day in

Fisher's Lane, a short road of about an eighth of a mile parallel to Eastchester Creek and connecting the old and the new Post Roads.

The road crosses Eastchester Creek on a drawbridge maintained by the city of New York, which, before annexation, was called Lockwood's Bridge. This is necessary, as the creek was deepened several years ago by the National Government and it is navigable at high tide for heavily laden schooners, sloops, and coal barges which discharge their cargoes at the Mount Vernon City Dock, the gas-works, or the docks of the coal and lumber dealers of the vicinity.

A few yards above the bridge, the road crosses the New York City line and is in the township of Pelham. It ascends a steep hill, passing the "Split Rock" road to City Island, over which the Americans retreated before the British at the battle of Pell's Point, and a little farther along it passes Wolf's Lane, a cross-road to the *old* Post Road. This part of the township is the incorporated village of Pelham Manor, a highly restricted settlement with beautiful houses and grounds, occupied by people of wealth. Adjoining the village on the Sound is Travers Island, containing the club-house and athletic grounds of the New York Athletic Club. Adjoining Pelham Manor on the east is the city of New Rochelle. At Woodside, a suburban station of the New York, New Haven, and Hartford Railroad, the Coles road is joined by the ancient Post Road, as mentioned above; from this point eastward, there is only one road. Not far from this point on the railroad, is located the extensive plant of The Knickerbocker Press.

In the year 1654, Thomas Pell of Fairfield in Connecticut, bought from the Indians of this section a large tract of land which, after the settlement of boundary disputes

with his neighbors, Westchester on the south and John Richbell on the east, proved to contain something over nine thousand acres. His title was confirmed by his home colony to lands which were claimed by and which were within the jurisdiction of the Dutch.

In the year 1685, there occurred the revocation of the Edict of Nantes by Louis XIV, resulting in a renewal of the persecution of the Huguenots. Several hundred thousands of them left France. They sought refuge in England, Ireland, Scotland, Holland, parts of Germany, and other Protestant countries, where they carried their arts and manufactures, much to the industrial and financial betterment of those countries. Many thousands of them eventually found their way to America and became very important factors in the development of the colonies.

In 1689, Jacob Leisler interested himself in the affairs of the persecuted Huguenots and got into correspondence with them. As a result, he bought from John Pell, the manor-lord of Pelham, who had succeeded his Uncle Thomas,

> for and in consideration of the sum of sixteen hundred and seventy-five pounds and twenty-five shillings sterling current silver money of this province . all the tract of land being and lying within the said Manor of Pelham, containing six thousand acres of land and also one hundred acres of land more, which the said John Pell and Rachel, his wife, do freely give and grant to the French church, erected, or to be erected, by the inhabitants of the said tract of land, etc. . . To have and to hold . . unto the said Jacob Leisler . . . for ever yielding and paying unto the said John Pell, his heirs and assigns, lords of the said Manor of Pelham . . . one fat calf on every four and twentieth day of June, yearly and every year forever—if demanded.

The deed is dated September 20, 1689.

It is probable that the first scattered Huguenot settlers came here in 1686 or 1687. They were followed by a considerable number in 1689, brought from the West Indies and landed, by an English vessel, according to well sustained tradition, at what is known as Bonnefoy's Neck, where a monument erected by the Westchester County Historical Society marks the spot. Within the rest of that year and 1690, Leisler gave to them as rapidly as possible the deeds to their lands; the consequence was that none of this tract was confiscated when he was executed for high treason. Most of these expatriates came from the Protestant town of La Rochelle in France, and, in honor of their native place, they named their American home, New Rochelle. It is the most important and distinctively Huguenot settlement made in the English colonies. Though most of the French names occurring in the census of 1710 have disappeared, a half dozen or more still remain among the inhabitants.

The first church edifice was of wood and was erected in 1692, but it was frequently without a pastor at first. Its first regular pastor was the Rev. David De bon Repos. Communion Sundays occurred four times a year. When without a pastor, the whole population able to do so, of both sexes, walked to New York and attended the French Protestant Church in Pine Street, in order to partake of communion. As the people were poor and ill-supplied with shoes, in order to save them, it was customary for them to walk barefoot as far as the Fresh Water, where they bathed their feet, put on their shoes, and then walked respectably into the city. On the return journey, they removed their shoes at the Fresh Water and came back barefoot. The distance for the round trip was about forty miles. The church building stood on the Post Road

not far from the present Presbyterian Church in the triangle at the intersection of the Post Road and Huguenot Street, which latter was laid out to escape the difficulties of a steep hill on the line of the Post Road. At the time that the Church of England became the Established Church, the pastor was the Rev. Mr. Boudet, who was ordained an Episcopal minister by the Bishop of London. Most of his congregation seceded with him and joined the Established Church, but a minority still upheld the rights of the French Church and later united with the Presbyterians in 1808, and lost their identity completely in 1812, when the Church became Presbyterian in name as well as in fact.

The Established Church erected an edifice not far from the present beautiful church; this was built of stone, forty feet by thirty feet, and, like all the colonial churches, singularly unbeautiful and, from the descriptions of contemporaries, equally uncomfortable. Other denominations have erected church edifices in the town, until about all are represented. The first Roman Catholic Church was erected mainly through the efforts of Father "Tom" McLaughlin, who was for many years one of New Rochelle's "characters," but withal a devout and capable priest.

There are three names especially noted in connection with the city of New Rochelle, names which span from the seventeenth to the nineteenth centuries. The first is that of Jacob Leisler, of whom we have already spoken. For the other two we shall have to go out North Street, a new street laid out in 1693 at right angles to Huguenot Street. Some distance out was the farm of one Benjamin Fannel, or Fanueil, whose name appears among the earliest settlers. He had a number of sons, among whom there appears the name of Peter, who was born in New Rochelle. Benjamin Fanueil had a brother Andrew in Boston, a bachelor and wealthy merchant, who

The Tom Paine Monument before Removal, New Rochelle.

Tom Paine's House on Original Site, New Rochelle.

sent word that he would like one of his nephews to come and live with him, to learn his business and to become his heir, with the one proviso that he must remain single. Peter's elder brother went to Boston, but, being human, could not withstand the attractions of sex and disappointed his uncle by getting married. Then Peter was sent for, and he willingly agreed to comply with his uncle's bequest; and as he did so until the time of that uncle's death, he became his heir, and, in time, the wealthiest, the most powerful, and the most luxurious of all the Boston merchants. With his luxurious eating and mode of life, he came to be "fat and forty"; at which time, so it is stated, he fell a victim to feminine charms. He was unsucessful in his wooing, however, and so remained a bachelor until his death, which occurred in 1743 when he was forty-three years old. He died without a will, and his property was inherited by his brother, who had been disinherited by Uncle Andrew, and by four sisters. Peter had given a market place and hall to Boston in 1740, and so large was it that it took two years to build. The merchants were not all in favor of having it, and when it was put to a vote whether to accept the gift or not, there was only a small majority in favor oı it. Fanueil Hall, the "Cradle of Liberty," is too well known to require description here.

The third name connected with the history of New Rochelle is that of Thomas, or "Tom," Paine, the able and erratic politician, democrat, and writer, whose *Crisis* and *Common Sense* did so much to bring about the Declaration of Independence, and the formation of the Federal Government. In recognition of his distinguished services in the cause of American liberty, the State of New York presented to him in 1784 an estate of two hundred and twenty-seven acres situated on North Street, which had

been confiscated by the people from Frederick Devoe, a convicted loyalist. In a letter to Jefferson from Paris, dated April 20th, third year of the Republic (1793), he says:

> P. S. I just now received a letter from General Lewis Morris, who tells me that the house and Barn on my farm at N. Rochelle are burnt down. I assure you I shall not bring money to build another.

He returned to America after his tempestuous career as a member of the Directory, where his *Rights of Man* and *Age of Reason* had given him a great prominence, a prominence so great that Robespierre had him arrested and would have sent him to the guillotine had not his friends interfered. Notwithstanding his statement to Jefferson about not rebuilding, he must have done so; for he occupied his farm for several years before his death, which occurred in New York City on June 8, 1809, at the age of seventy-two. While living in New Rochelle in 1805, an attempt was made to shoot him by a man named Derrick, who owed him some money.

He had been born a Quaker, and his body was escorted from New York to New Rochelle by one of that denomination, by Madame Bonneville, the wife of an intimate French friend, and her two children, and by two negroes —a race that should hold him in great esteem, for he early proclaimed their right to be free. Because of his agnostical ideas, no consecrated ground was permitted to receive his body, so he was buried on his own farm.

William Cobbett, the famous English political economist, was a great admirer of Paine, and in the year 1819 Cobbett caused Paine's remains to be exhumed and carried to England. Where they are now no man knoweth. In 1839, a number of his admirers erected a monument

over his grave, upon the sides of which are inscribed extracts from his several works.

In 1903, North Street was widened, regraded, and repaved, so that the monument was moved a few yards from its former site to the middle of the lane leading up to the house, which has been moved down to the street and converted into a museum of historic relics connected with the history of New Rochelle. On October 14, 1905, the monument was rededicated at its new site with appropriate ceremonies and addresses and a benediction pronounced by a Protestant clergyman. The procession was made up of United States troops, State artillery, which fired a salute of thirteen guns, several patriotic societies, and the school children of the city, who sang patriotic songs. A metal box, said to contain a portion of Paine's brain, contributed by Moncure D. Conway, Paine's biographer, was placed under the monument.

Madame Knight in her diary of 1704, describes New Rochelle as follows:

> On the 22d of December we set out for New Rochelle, where being come, we had good entertainment, and recruited ourselves very well. This is a very pretty place, well compact, and good, handsome houses, clean, good and passable roads, and situated on a navigable river, abundance of land, well fenced and cleared all along as we passed, which caused in me a love to the place, which I could have been content to live in it. Here we rid over a bridge made of one entire stone, of such a breadth that a cart might pass with safety, and to spare. . . Here are three fine taverns within call of each other, and very good provision for travellers.

Dr. Dwight, writing in 1818, is not of the same opinion. He says:

> The old French houses, long buildings of stone, of one story, with few and small windows, and high, steep roofs, are very

ill-suited to the appearance of this fine ground. Nor is the church, built by the same people in the same style, at all more ornamental. There are, however, several good English houses.

Under the Act of November, 1788, New Rochelle became one of the townships of Westchester County. It became an incorporated village, October 5, 1857, and a city, January 1, 1899. Since that time, it has increased very rapidly in population, as it is a great centre of electric car lines, and also the junction of the main and suburban lines of the New York, New Haven, and Hartford Railroad. There are more than a score of restricted, residential parks, so that the place is called the "Park City." Hudson Park, situated at the landing-place of the Huguenots, is a public park on Bonnefoy's Neck, much patronized for its bathing facilities.

Another sort of landing took place at Bonnefoy's Neck on October 19, 1776, when seventy-two vessels, carrying the German mercenaries under Knyphausen, debarked their passengers. On the twenty-first, Howe's troops occupied the heights north of the village, a few days later taking up the march to White Plains. Knyphausen, with eight thousand Hessians and Waldeckers, marched up the Post Road to the present Larchmont Manor, where he encamped for several days protecting Howe's base and communications. After the Battle of White Plains on the twenty-eighth, they all withdrew for the capture of Fort Washington on Manhattan Island. From this time forth, New Rochelle was subject to the raids that took place in the famous Neutral Ground, on whose edge it may be said to have been, as it was usually occupied as an outpost by the enemy in the summer time; in the winter, the troops were withdrawn to the Harlem River.

During the War of 1812, several British vessels appeared

off New Rochelle, having come here from the bombardment of Stonington in Connecticut, the home guard of militia retreating ingloriously before them.

Dr. Dwight gives a vivid description of the Neutral Ground and of the Boston Road, a description which not only applies to this immediate section, but also to the part of the road we have already traversed. He says:

> Amid all this appearance of desolation, nothing struck my eye more forcibly than the sight of this great road, the passage from New York to Boston. Where I had heretofore seen a continual succession of horses and carriages, and life and bustle lent a sprightliness to all environing objects, not a single, solitary traveller was visible from week to week, or from month to month. . . . The very tracks of the carriages were grown over and obliterated; and where they were discernible, resembled the faint impressions of chariot wheels, said to be left on the pavements of Herculaneum.

In June, 1913, under the auspices of the local Huguenot society, there was held a celebration in honor of the two hundred and twenty-fifth anniversary of the purchase from Pell. Representatives were present from La Rochelle, France, and a statue of Leisler was unveiled.

In the year 1648, John Richbell, a native of Hampshire in England, was a merchant in Charlestown, Massachusetts, having an extensive trade with the mother country by way of Barbados. In 1657, he met at Barbados two English merchants, Thomas Modiford and William Sharpe, and the three put their heads together to devise ways to defeat the navigation laws so oppressive to colonial trade—in other words, they made an agreement for smuggling merchandise into the colonies. Richbell, who returned to the "American Plantations on the Maine," was directed to make full inquiries of "sober understanding men" as to

the land between "Connecticoot and the Dutch Collony," with special regard to the shore, the islands in the Sound, and the government of this land, whose it is and whether it be "strict or remisse." He was to purchase a small plantation capable of expansion, and he was to "be sure not to fayle of these accommodations:

I. That it be near some navigable Ryver, or at least some safe port or harbour, and that the waye to it be neither long nor difficult;
II. That it be well watered by some running streame, or at least by some fresh ponds and springs near adjoining;
III. That it be well wooded . . . That it be healthy, high ground, not boggs or fens, for the hopes of all consists in that consideration.

He found the spot that accorded with his instructions, "a day's sail from the Manhadoes," at Mamaroneck on the southern shore of Westchester County, "the place where the fresh water falls into the salt," the Indian meaning according to Bolton, but probably a personal name. He bought the land from the Siwanoy Indians in September, 1661. The deed gave him three necks of land; and almost at once, he was in dispute with a merchant named Revell, who claimed two of them under a previous Indian deed. Richbell disproved this claim; and, in 1662, received a *grond brief*, or patent, for his land signed by Stuyvesant himself. This title was afterwards confirmed by Governor Lovelace in 1668. It is probable that the interval between his purchase, 1662, and the English accession, 1664, was too short for him to establish his contraband trade.

Disputes followed with Pell, who claimed the West Neck, and with Rye, which claimed the White Plains, also included in Richbell's patent. The dispute with Pell was

The Disbrow Chimney, Mamaroneck.

The Jay Mansion on the Post Road, Mamaroneck.

The De Lancey House on Heathcote Hill, Mamaroneck.

settled in 1671, the neck being divided between them. In 1668, the boundary line between the colonies of New York and Connecticut was the Mamaroneck River; but, in 1683, commissioners of the two colonies established it at the Byram River.

Richbell died in 1684; and in 1697 his widow, Mistress Ann Richbell, conveyed for the consideration of six hundred pounds, the entire East Neck to Colonel Caleb Heathcote, Mayor of the Borough-town of Westchester, and one of the wealthiest merchants and most influential men in the province. In March, 1701, he obtained from Governor John Nanfan a patent for the "Mannour of Scarsdale." He built a fine mansion on a hill overlooking Mamaroneck harbor; but this manor-house was accidentally destroyed by fire a few years before the Revolution. He left two daughters at his death, Mrs. DeLancey and Mrs. Johnston, between whom his estate was equally inherited. The first was the wife of the famous James DeLancey, Chief Judge of the Province and Lieutenant-Governor of the same. She inherited the Mamaroneck property, which, in consequence, became known as De-Lancey's Neck.

The Middle Neck of Richbell's purchase was mortgaged to Cornelius Steenwyck, and went out of Richbell's possession by foreclosure. It went into the hands of various owners until near the close of the eighteenth century, when it came into the ownership of Peter J. Munro, and was called for many years subsequently "Munro's Neck." In 1845, the property passed into the hands of Edward K. Collins, whose Scotch gardener planted a group of larches to cut off the view of the house from the Post Road; in consequence, Mr. Collins called his estate "Larchmont." After 1880, a Mr. Flint bought the property and laid out a suburban village which he called "Larchmont Manor";

it lies between the Post Road and the Sound and is the next place above New Rochelle. It is a beautiful, restricted, residential park, which numbers among its inhabitants many actors and actresses whose names and persons are well known throughout the country. The Larchmont Yacht Club has a fine house and grounds, and the waters contiguous to the point have been a resting-place on more than one occasion for defenders of the *America's* Cup,—*Vigilant*, *Defender*, *Columbia*, and *Reliance*.

Weaver Street, one of the oldest highways in the United States, leads northward from the Post Road to the Quaker Ridge and White Plains. Over it, a portion of Howe's army advanced in the latter part of October, 1776, on their way to drive Washington out of his position at White Plains. At the same time, the Germans occupied this section at Larchmont until they started for Kingsbridge about November first. During Knyphausen's stay here, the houses of the inhabitants were plundered by his soldiery and especially by the German women who followed the camp.

As we pass east along the Post Road and come within the limits of the village of Mamaroneck, our attention is attracted by the remains of a massive stone chimney, with great fireplaces and closets on both sides. This is the chimney of the ancient Disbrow house, destroyed by fire some twenty-five or more years ago. It is the oldest relic of historic interest in the county of Westchester, dating from 1677. A few years ago, an offer of some patriotic ladies to enclose the old relic in glass was rejected by the then proprietor of the land upon which it stands, and since then the chimney is becoming daily more and more tumbledown; in a short time now, it will have disappeared. Harvey Birch, the hero of Cooper's *The Spy*,

is said to have hidden from pursuit on one occasion in one of the large closets, but whether from Americans or English the legend does not state.

Just beyond the old chimney is the road leading to the East Neck of Richbell's purchase, now called Orienta Point and containing some of the most beautiful houses and estates to be found in the county. At the entrance to the neck, some rocks were blasted a few years ago when the road was widened, and their rough and irregular surfaces at a short distance present a likeness of the "Father of His Country"—a pure accident.

On the north side of the Post Road is Heathcote Hill, upon which Richbell erected his house before 1665. The hill gets its name, however, from the fact that upon it Colonel Heathcote erected a fine, large, brick mansion, which was unfortunately destroyed by fire a few years before the Revolution.

On October 21, 1776, the hill was the scene of a surprise attack by the Americans under Colonel Haslet of the Delaware Regiment upon the Queen's Rangers, a loyalist battalion at that time commanded by Lieutenant-Colonel Rogers, a renegade American. Owing to the cowardice of the guides, the attack was not completely successful, but the Rangers were roughly handled, and the Americans returned to White Plains with several prisoners and considerable spoil. The dead—all Americans—were buried in a common grave:

"Rider and horse—friend and foe—in one red burial blent."

After the war, Captain John Peter DeLancey, a grandson of Colonel Heathcote, and a former loyalist officer, succeeded to the property. He was the fourth son of Judge James DeLancey and was educated in England.

In 1785, he married Elizabeth Floyd, daughter of Colonel Richard Floyd of Long Island, one of the Signers, resigned from the British army in 1789 and built a fine mansion on the site formerly occupied by the manor-house. Why his property was not confiscated is one of those curious questions in regard to the loyalists that we have some difficulty in answering. Two of Captain DeLancey's daughters married famous men: one, Susan Augusta, marrying James Fenimore Cooper, and the other, Anne Charlotte, marrying John Loudon MacAdam, the inventor of the road bearing his name. The house stood until April, 1902, when it was removed to the Post Road, where it has since served as a road-house. The hill has been cut up into building lots and streets and is now occupied by homes. From time to time, there have been found various remains in the way of Indian mounds, fortifications, and implements, some, probably, relics of the fight just described. A short distance above Heathcote Hill we come to the business section of the village.

The township of Mamaroneck was formed in November, 1788. It is separated from Rye by the Mamaroneck River, which is crossed by the Post Road,—the ancient "Westchester Path,"—on a modern bridge. The river was decided upon by the commissioners appointed by Colonel Nicolls and the colony of Connecticut to be the eastern boundary of the possessions of the Duke of York. In this matter, Colonel Nicolls was hoodwinked by the Connecticut people; but the conditions upon which the settlement was made were such as to permit of the reopening of the question by the New York authorities. We find that a very large part of the volumes devoted to the colonial affairs of both colonies is taken up with this question of boundary. The present township includes

the villages of Larchmont, incorporated 1891, and Mamaroneck, incorporated in 1895.

The earliest settlers in Mamaroneck were drawn from the Connecticut Colony, and so were members of the Congregational Church. When the Church of England was established, Mamaroneck was included within the parish of Rye, which also at first included Horseneck, or Greenwich, in Connecticut, the ministers taking the three places in rotation. The French ministers from New Rochelle also officiated occasionally. April 12, 1814, the parish of St. Thomas was organized, and the wooden church edifice was erected and consecrated in 1823. The present handsome stone church was erected in 1884 by James M. Constable and his children as a memorial to Mrs. Constable.

The first place of worship was erected by the Quakers, whose society was in existence as early as 1686. They worshipped at first in a private house, but, in 1704, they made application to the court for a regular, authorized place of meeting at the house of Samuel Palmer. Their first meeting-house probably stood near the Westchester Path in what is now Larchmont, as the Quaker burying-ground is located there. In 1768, the old meeting-house was taken apart and removed to Weaver Street on the Quaker Ridge.

Except for the attack upon the Rangers on Heathcote Hill, there are few Revolutionary incidents connected with the town. Undoubtedly, the loyalists among the inhabitants ran supplies into New York at every opportunity, and the patriots went out on their buccaneering whaleboat expeditions. On the eighth and ninth of July, 1778, Governor Tryon marched through the town with a body of troops in his advance upon Horseneck and in his return from that place. Simcoe, in command of the Queen's

Rangers, led the advance and covered the retreat. What must have been the feelings of these troops as they passed Heathcote Hill, where they had been so roughly handled two years before!

As soon as we cross the bridge over the Mamaroneck River we are in the township of Rye, as formed in November, 1788. From this point to the Byram River is a distance of six and a half miles. This western part of Rye was called by the Indians, Apawamis, and by the English, Rye,[1] or Budd's, Neck, the latter after the first English purchaser from the natives. Peningoe Neck is farther east. We pass by the Catholic and Methodist churches and many fine suburban residences. One of these on our left is the house in which James Fenimore Cooper lived for some time and in which he wrote some of his earlier novels. Some distance beyond is an old building which was used at one time as a toll-house on the turnpike. We cross Stony Brook and are then on Budd's Neck proper. From here on, the road is lined with magnificent country estates and residences, which are still somewhat secluded, as the electric cars do not run upon this part of the Post Road.

The fine and imposing mansion of the Jay family is on our right, with its tall white columns rising to the roof, against a light yellowish background. Here John Jay, the most eminent of all the inhabitants of the county of Westchester, spent his boyhood, his father having bought the property in 1745, the year of John's birth. The original mansion was a long, low building, but one room deep and eighty feet long, having attained this size by repeated additions to meet the wants of a numerous family.

[1] An enterprising grocer of the place has combined the two names, the Indian and the English, into one and dispenses *Apawamis Rye* by the bottle or gallon.

It occupied approximately the site of the present building. The founder of the Jay family was a Huguenot who came to America after the revocation of the Edict of Nantes. His name was Augustus, and his son John married Eva, the daughter of Jacobus Van Cortlandt; and through her, his mother, the Hon. John Jay came into possession of the Bedford estates. The burial ground of the Jay family is to the southeast of the mansion.

There is a succession of necks and coves along this whole Sound shore from Throgg's Neck to Byram River, from which, in Revolutionary days, the patriots used to issue in their whale-boats or galleys to annoy the vessels passing with supplies for the British in New York or to prey upon the loyalists of Long Island by sudden descents across the Sound. In colonial days, these coves and bays were convenient for the contraband trade; and there was, as a matter of fact, a great deal of smuggling carried on.

The Post Road leading through Rye was originally laid out as a country road in 1672, following generally the old Westchester Path, or Indian trail. Under the act of the province relating to highways, the Boston, or "Stanford" [Stamford] road was laid out in 1703. Following the construction of the Harlem Bridge in 1798 by Coles, there was incorporated, in 1800, the Westchester Turnpike Company which reconstructed the Post Road of 1703, straightening it and generally improving it, while several important changes in direction were made.

The first white owners of this section were the Dutch, who bought from the Indians in 1640, and who claimed even to the shores of Cape Cod. There were constant disputes between them and Connecticut over the boundary line, which, in 1650, became a line about four miles this side of Stamford. It was into this debatable land that there came, in 1660 and 1661, some men from Green-

wich, who bought lands from the Indians, and who settled here on Manussing Island, probably in the fall of 1660. These men were Robert Blomer, Hackaliah Browne, and Thomas Merritt, who bought together, and John Budd of Southold, Long Island, who bought separately. They named the settlement Hastings, so it is probable that some one at least of the pioneers came from that town in Sussex, England. The first record of this settlement is a declaration of allegiance to Charles II. under date of July 26, 1662, following the receipt of the news of his restoration to the throne. It reads:

> that inhabitants of Minnussing Island . . . therefore doe proclayme Charles the Second ovr lawful lord and king; and doe voluntaryly submit ovr selves and all ovr lands that we have bought of the English and Indians, under his gratious protection; and doe expect according to his gratious declaration; vnto all his subjects which we are and desier to be subject to his holsom laws that are jvst and Righteous according to God and ovr capableness to receive, where vnto we doe subscribe. . . . We doe agree that for ovr land bought on the mayn land, called in the Indian Peningoe, and in English the Biaram land, lying between the aforesaid Biaram river and the Blind Brook, bounded east and west with those two rivers, and on the north with Westchester path, and on the south with the sea, for a plantation, and the name of the towne to be called Hastings. . . . And now, lastly, we have joyntly agreed that he that will subscribe to these orders, here is land for him, and he that doth refuse to subscribe hereunto, we have no land for him.

These earliest settlers had fears, no doubt, of being interfered with by the Dutch, upon whose lands, under the boundary decision of 1650, they were certainly encroaching. They were evidently reproached with

settling in a "no man's land," for they took occasion to declare "vnto all the tru[th] we came not hither to live without government as pre[tended]." Under the Connecticut charter, they were directed to send a delegate to the General Court at Hartford; and later, they petitioned for permission to elect a magistrate and a constable, which the Court granted.[1]

In 1664, the English took possession of the Dutch lands, and the Hastings men, having lost their fear of being interfered with, took up their homesteads on the mainland, until, in 1671, Manussing Island was deserted except for Philip Garvin and a few others, who petitioned the General Court to restrain the inhabitants from leaving, a request that was refused, with the further advice to the petitioners to migrate also. Two of the newcomers on the mainland were Thomas and Hackaliah Browne from Rye in England; and the new village, "within the bounds of Hastings," soon became known as Rye, probably in their honor. The village gradually spread from its position along Milton Street, until farms were taken up along the Westchester Path. In 1665, the Connecticut Legislature directed that the two villages of Hastings and Rye should in future be one plantation under the name of Rye, and to constitute a part of Fairfield County.

In 1683, Governor Dongan of New York reopened the boundary question with Connecticut, with the result that the Byram River was declared the dividing line between the two colonies—this, of course, put Rye within the jurisdiction of the Duke of York. Notwithstanding this fact, in 1696–97, the inhabitants of Rye, in disgust at the action of the New York courts in giving an adverse de-

[1]The reader is referred to my *The Story of The Bronx* for the evils that befel the Connecticut men who settled on Westchester Creek without the permission of the Dutch.

cision to their claim to Harrison's Purchase, proclaimed themselves Connecticut men and renewed the application for a patent, a request they had been making since 1686. As a result, they obtained the "Rie Pattent," which confirmed to them all the lands they had purchased from the Indians and others. Colonel Fletcher, the New York governor, made an appeal against this act of Connecticut to His Majesty in Council; and, in 1700, the King's order in Council placed Rye "forever thereafter to be and remain under the government of the Province of New York."

As early as 1667, there appears on the town records mention of a "trayn band," and in the following year Joseph Horton is mentioned as lieutenant of the same. In 1673, the Rye men did not give their allegiance to Governor Colve, like their neighbors to the west. In the different colonial wars, the town furnished men to represent it among those sent against the French in Canada. In later days, the drill ground for the militia and the general meeting-place of the inhabitants was near the middle of the township, probably on the green at the junction of Purchase Street and the Post Road.

During the Revolution, the first appearance of the British was in October, 1776, when the Queen's Rangers passed through the town after their engagement with Colonel Haslet at Heathcote Hill. Until 1777, the Americans maintained a brigade of militia near the line, the headquarters being at the eastern end of the town; after their withdrawal, Rye became a part of the Neutral Ground and did not go without suffering. In July, 1779, General Tryon, the last British Governor of New York, with a force of two thousand men, marched through the town for the purpose of destroying the salt-works of the Americans at Greenwich. He met with some opposition; but the Americans fled across the Byram River, removing

the planks from the bridge. Tryon crossed, however, and succeeded in his raid; but on his return he was much harassed by Colonel Aaron Burr, who gathered what force he could and annoyed the enemy so much that they had to relinquish most of their cattle and other plunder.

The inhabitants, being Connecticut men, were Congregationalists; but it seems that at first they had considerable difficulty in getting preachers. The first meeting-house was erected on the Post Road in 1729, not far from the site of the present Presbyterian Church. New York declared the Church of England to be the Established Church of the Province in 1693; and in 1697 the county of Westchester was divided into two parishes, Westchester and Rye. This latter included Rye, Mamaroneck, and Bedford, to which were subsequently added Scarsdale, North Castle, White Plains, and Harrison. The first rector was Thomas Pritchard, who was inducted in 1702; and the first services were held in the town-hall. The inhabitants objected to being taxed for the support of the church, and they also showed considerable opposition to what many of them considered idolatrous forms of worship. By 1708, a stone edifice had been completed by the subscriptions of the inhabitants; it was destroyed during the Revolution. From 1729, it was known as Grace Church, but it was not chartered as such until 1764. The parish was re-incorporated in 1796, under the laws of the State, as Christ's Church, Rye; but the ancient name is still kept in Grace Chapel in Milton and in Gracechurch Street.

Under the laws of Massachusetts and Connecticut, provision was made for the maintenance of a school and schoolmaster whenever the population numbered fifty families; but Rye was so short a time under Connecticut authority that action was probably not taken, as we see "his mark" so frequently on all the ancient deeds and

other legal papers that we must conclude the Rye men were an illiterate lot. When Rye became a part of New York, there was still less inclination to establish schools, as education was entirely a private matter or one under cognizance of the Church. Still, in 1706, a schoolmaster was sent by the Propagation Society, through the efforts of Colonel Heathcote, and in 1711 a school-house was established near the Episcopal Church. In 1739, there was a school-house on the west side of the Post Road, west of the Jay mansion. In 1812, the State took charge of public instruction, and, two years later, Rye was divided into three school districts.

At the junction of the Post Road and Purchase Street, there stands one of the old inns which almost lined the Post Road throughout its course. It has been called at different times the "Square House," "Penfield's," and "Haviland's Inn"; and it is at present labelled with the sign: "Village of Rye, Municipal Hall." The old house was a tavern as early as 1731, when it was kept by one Peter Brown. Later, it came into the possession of Rector James Wetmore and his son Timothy until 1763. Seven years later, it became "Haviland's Inn," under the management of Dr. Ebenezer Haviland, who was a surgeon in the Continental army, and who was killed during the war. His widow, Dame Tamar Haviland, continued it as an inn after the war; and it was in this house that the Episcopalian parish of Rye was re-organized in May, 1796. John Adams stopped here on his way to attend the Continental Congress of 1774, and wrote in regard to Rye: "They have a school for writing and cyphering, but no grammar school." After Washington's inauguration as President in 1789, he made a trip through the New England States; and on the way from and to New York stopped at Haviland's. From his diary, we quote:

"Havilands" Tavern, The Old Square House, now the Town-hall, Rye.

W. P. Watson's Hotel and Residence.

Byram Bridge.

Thursday, October 15, 1789—After dinner, through frequent light showers, we proceeded to a tavern kept by a Mrs. Haviland, at Rye, who keeps a very neat and decent inn. The Road for the greater part, indeed the whole way was very rough and stoney. . The distance of this day's travel was 31 miles, in which we passed through (after leaving the Bridge) East Chester, New Rochelle and Mamaroneck; but as these places (though they have houses of worship in them) are not regularly laid out, they are scarcely to be distinguished from the intermediate farms, which are very close together.

On the twelfth of November, on his way back, he again stopped at the Widow Haviland's, "on account of lame horses," he wrote in his diary. The widow was succeeded by Peter Quintard, whose name is given in the houses of entertainment in the almanac lists, who was landlord in 1797. The next landlord was Peter Marrener, and in 1801 the inn passed into the hands of Nathaniel Penfield, a man of courtly manners and unblemished character. After his death, in 1810, the house was kept for several years by his son, Henry L. Penfield. It was the stopping place of the Boston stages.

In 1824, while Lafayette was on his way from New York to Boston, he stopped here over night, occupying the same room that had been previously occupied by his beloved and illustrious commander. In 1903, the owner of the place, a local builder, was going to demolish the house; but three patriotic gentlemen of Rye bought it, with the intention of converting it into a museum of colonial and other historic relics.

The eastern part of the township of Rye is the village of Port Chester, which, previous to 1837, was called the Saw Pit, because in very early times there was a saw-mill and boat-building shop on the Byram River near its mouth. The first use of the name "Saw Pitt landing" occurs in

1732, and in 1741 "some small lots lately laid out in the Saw Pits, so-called," were divided up among the proprietors of Peningoe Neck. There was no settlement here to speak of until after the building of the railroad. In the beginning of the nineteenth century there were not more than a score of houses. In 1739, a ferry was established from Rye Port, as the place was called, to Oyster Bay, Long Island. The toll-rates are very thorough, but are too long to give here, even extending to empty barrels, frying- and warming-pans, flitches or gammons of bacon, pieces of smoked beef, and looking-glasses of one foot.

Besides the railroad bridge, there are two other bridges crossing the Byram River into the State of Connecticut. In the settlement of the boundary line between the two colonies, there are constant references to the "Great Stone at the Wading-place." This was a great boulder on the Connecticut side, about where the Indian trail forded the stream. Another ford was a little farther down the stream, where the railroad bridge crosses; this was called "the lower going over," contracted into "log all over."

There is little of Revolutionary history in connection with the village. For several years in the earlier part of the war, a brigade of militia, usually from Connecticut, was quartered in this section, with headquarters of the commander at the Saw Pits. Upon Tryon's approach, on July 8, 1777, the militia retreated across Byram bridge and removed the planks, also making some slight and ineffective resistance. The community was about equally divided between patriot and Tory; in fact, the small population may be said to have been "trimmers." During the war a trade was kept up with New York, though, like Rye, the American whale-boatmen helped to make things uncomfortable for passing vessels and for the Long Island loyalists.

In the early days, after the war, there was an important sloop trade with New York, and, later, several steamboats made regular trips until between 1850 and 1860. The trade in earlier days consisted of fish, oysters, and clams, as well as farm products from the surrounding country; but for many years the freight leaving Port Chester has been varied, as there is such a diversity of manufactures in the place.

CHAPTER VII

FAIRFIELD COUNTY, CONNECTICUT—GREENWICH, STAMFORD, NOROTON, DARIEN, AND NORWALK

Land of the forest and the rock—
  Of dark blue lake and mighty river—
Of mountains rear'd aloft to mock
The storm's career, the lightning's shock:
  My own green land forever.

. . . .

Oh! never may a son of thine,
Where'er his wandering steps incline,
Forget the sky which bent above
His childhood like a dream of love—

. . . .

Or hear, unmoved, the taunt of scorn
Breathed o'er the brave New England born.

WHITTIER.

WITH the crossing of the Byram River, we are in New England. Before following our route through its vales and hills, a few general remarks may not be out of place. Every town and village has its soldiers' monument; and, unless they are different from the usual conventional affair of the kind, no mention will be made of them. The same is true of public libraries, generally beautiful and convenient buildings of stone or brick, erected as memorials, or simply as gifts to the towns by some son or daughter who wishes in this way to show

the pride he or she feels in the place of his or her birth. Occasionally, as at Springfield, the name of Mr. Carnegie appears. The same rule will hold in regard to the support of the Revolution and of the Civil War, for every town and hamlet did its share in each. Another thing to which the stranger in New England should have his attention called is the town, or township, as the basis of the civil life of the colony, province, or State. Thomas Anburey, one of Burgoyne's captured officers, says:

> Most of the places you pafs through in Connecticut are called townfhips which are not regular towns as in England, but a number of houfes difpersed over a large tract of ground, belonging to one corporation, that fends members to the General Assembly of the States. About the centre of thefe townfhips ftands the meeting-houfe or church, with a few furrounding houfes; fometimes the church ftands singly. It is no little mortification, when fatigued, after a long day's journey, on enquiring how far it is to fuch a town, to be informed you are there at present; but on enquiring for the church, or any particular tavern, you are informed it is seven or eight miles further.

In the course of many generations, the route of the old road has changed so much and so often that no attempt will be made to identify it with modern streets or highways. Speaking generally, we may say that it began as an Indian trail, then it became a trodden path of the whites, and then a cart road. As the Indian went around obstacles, we may presume that the road was fairly level. Then followed the county roads, which became more irregular as the country became more settled up, and villages and hamlets began to appear. The turnpike came in after 1800; and, from what I have seen of them, I believe that most of the engineers who laid them out worked on the

principal that "a straight line is the shortest distance between two points"; for hills and valleys seem to have no terrors for the turnpike. I have heard the reason given on several occasions and in several states that the turnpikes went to the top of the hills in order that the traveller could see into the valley ahead of him and see if there were evidences of lurking Indians. This is plausible, but it is an explanation that does not explain; for the fact is that after 1800, when the turnpikes were built, there were no unfriendly Indians in this part of the country. Last of all, comes the state road, a product of the last twenty years, which has been built by practical engineers and not by rural roadmasters. Yet, even here, the question is whether it will endure. There is no great depth to it, and the automobiles are tearing its surface to pieces. I believe that the state roads are so near to the course of the pre-Revolutionary post road that we can follow them and not be far off the track.

CONNECTICUT

'T is a rough land of earth, and stone and tree,
Where breathes no castled lord or cabined slave;
Where thoughts, and tongues, and hands are bold and free,
And friends will find a welcome, foes a grave;
And where none kneel, save when to Heaven they pray,
Nor even then, unless in their own way.

FITZ-GREENE HALLECK.

The eastern boundary of the State of New York is the Byram River. Its adoption was the final decision of the almost interminable disputes between the two colonies and states. All of this section was thickly settled by the Siwanoy Indians, whose great chief was Ponus. He held sway from Peningoe (Rye) to the eastward of Stamford;

and his name and those of his sons and brother appear in the earliest deeds given to the whites. After the Indian power was broken, a remnant of the tribe had a small village, called Huseco, on the east side of the river, which was then known as the Armonk. Here, so it is stated, these few Indians were accustomed to buy rum from the whites with pelts and other commodities, so that their village was called "Buy-rum," which, in the course of time became Byram. Upon crossing the bridge, we are in the township of Greenwich, this part of it being called East Port Chester, whose inhabitants are nearly all engaged in the mills and factories across the river in New York. The new state road and the old turnpike are still used in entering the village of Greenwich, though the latter is not kept up.

In October, 1792, it was

> Resolved by the Assembly, That there may be erected and established . . . on such place on the main County or stage road in the town of Greenwich . a gate or turnpike for the purpose of collecting a toll from persons travelling the said road.

In consequence of the gate, the hill which the road ascends after crossing the river is known as Toll-gate Hill.

In the summer of 1640, Captain Daniel Patrick and Robert Feaks, accompanied by several Dutch and English companions, landed at Greenwich Point. They found on the east side of the Mianus River, on a tract later called Strickland's Plain, a permanent, stockaded village of the Siwanoys, a village with one hundred houses within the palisades, and several more scattered without. This village was called Petuquapaen, and its population has been estimated at from three hundred to five hundred. After the Indian wars of Kieft's administration in New

Netherland, many of the Weckquaesgeek and other Mohican Indians came here to escape the wrath of the Dutch, so that the population of the village became upwards of one thousand. This was exceptionally large for an Indian settlement.

Patrick and Feaks were from Watertown, Massachusetts, but they came here under authority of the New Haven Colony. On July 18, 1640, they bought from the Indians the land between the Asamuck and Potommuck rivers, and began a settlement on the east side of the Mianus River. This settlement they called Greenwich, after the town of that name in England. Patrick was a military adventurer who had been second in command during the Pequot War. During the first year of the settlement, there came a still more redoubtable adventurer, Captain John Underhill, of whom Whittier says:

> With Vane the younger, in counsel sweet
> He had sat at Anna Hutchinson's feet,
> And when the bolt of banishment fell
> On the head of his saintly oracle
> He shook from his feet as he rode away
> The dust of Massachusetts Bay.

Patrick and his companions were not in accord with the Puritanical practices of the New Haven Colony, and so they readily admitted the Dutch claim to the land occupied by them, signing an agreement with the Dutch and giving their allegiance to New Netherland on April 9, 1642. Their Indian neighbors were also alarming in their actions, and the settlers wanted the Dutch protection. At the same time, Greenwich was made a patroonship.

In the Indian wars of Kieft's time, all the settlements along the Sound were disturbed and raided; and several English, of whom there were very few, as well as a number

of Dutch, were killed. There is a legend that one of these settlers named Laddin was pursued by several Indians who were gradually overtaking him, though he was on horseback. He rode through the woods to a precipitous rock, and, preferring instant death to the prospects of Indian torture, made his horse leap into space. So close to him were his pursuers that their impetus carried them over the precipice, and pursued and pursuers went crashing together to the bottom, where all were killed. The precipice—a picturesque and awe-inspiring one—is there, and Laddin's Farm is a sort of park, whose owner keeps it in fine shape and admits the public to view its beauties.

The Indians finally became so troublesome that, in January, 1644, a force of Dutch soldiers came from New Amsterdam for the purpose of punishing them. The Dutch commander was advised by Patrick, but he was too anxious to take by surprise the Indians at Petuquapaen, and so pushed into the woods with his tired men. They did not find the Indian village and became almost lost, finally extricating themselves, however, and encamping near Underhill's house. Here the disappointed and wrathy Dutch captain met Captain Patrick and accused him of intentionally misleading and misdirecting the Dutch. Patrick denied this, and the Dutchman called him a liar; whereupon the Celtic blood rose up and Patrick spat into the Dutchman's face and turned to walk away. The Dutch captain drew his pistol and shot Patrick through the head, and the expedition returned to New Amsterdam, where the captain was afterwards court-martialled for the murder; but nothing was done.

Captain Underhill then went to New Amsterdam and offered his services to Kieft, having two objects in view; first, to protect his home and family at Greenwich, and, secondly, to show the Dutch that he had had nothing to

do with the failure and disgrace of their expedition. He was given command of the company, and first defeated the Indians on Long Island. In February, 1644, in command of one hundred and thirty men, he landed at Greenwich Point with the intention of taking the Indian village by su prise. He was delayed, however, by a heavy snow-storm and did not arrive at Petuquapaen until eight o'clock the next morning.

The Siwanoys had knowledge of Underhill's advance, and sent their old men, women, and children to a place farther inland. They then took position about a mile from their village and disputed Underhill's advance. The battle raged for several hours; but the arrow and the tomahawk were no match for gunpowder and the bullet, and the savages were forced to retire to their village, leaving about one hundred slain. They took refuge within their stockade and prepared to make a vigorous resistance. Underhill divided his party and attacked the fort so as to surround it; and soon the battle was on again. Remembering the tactics followed at the Pequot fort, Underhill shouted: "Burn 'em out!" The dry wood and bark of which the native huts were built readily lent themselves to the fire; and the occupants had no choice between the fire in their rear and the bullets in their front. Their village was entirely destroyed; and when the battle was over, between six hundred and one thousand—there are various estimates—Siwanoy braves lay dead. The victors slept upon the field, and the next day, heaped the dead bodies of the Indians together, covering them with the debris and rubbish of their destroyed village. These mounds were visible for many years, and from them have been taken many Indian relics in the way of arrows, tomahawks, javelins, etc. The place at Coscob,—which received its name from Chief Coscob,—is still called the

Indian burying-ground. By this victory of Underhill's, the Indian power was completely broken; as only eight of the defenders escaped and twelve were taken prisoners at the first engagement. These twelve were sold into slavery.

> And the heart of Boston was glad to hear
> How he harried the foe on the long frontier,
> And heaped on the land against him barred
> The coals of his generous watch and ward.
> Frailest and bravest! the Bay State still
> Counts with her worthies John Underhill.
>
> WHITTIER.

Underhill returned to Greenwich and married Elizabeth, the widow of Robert Feaks, this being the second marriage of both. He removed to Flushing, Long Island, and later to Killingworth, Connecticut, where he died in 1672.

The new settlement had boundary disputes with Stamford and with New Netherland; and these were settled by making the Potommuck, between Stamford and Greenwich, the eastern bounds of the latter, so that the stream thus became the western boundary of the New Haven Colony, which, however, still claimed jurisdiction over Greenwich; the inhabitants, especially Richard Cort, declared the General Court had no right to interfere, and they threatened resistance. This was in 1656; and the General Court followed the matter up by threatening punishment and by sending commissioners to Greenwich with warrants for the arrest of Cort and other recalcitrant inhabitants; whereupon they all calmly submitted.

The chief cause of the action of the General Court was that, in 1655, the people of Stamford had complained that Greenwich was too free and easy in its laws and manners, permitting itself to be a sort of Gretna Green for eloping

couples, a refuge for fugitive children, slaves, and indentured servants, and also that drunkenness went unchecked among English, Dutch, and Indians. In the papers exchanged between Stuyvesant and the New Haven Colony, these matters appear, and an agreement was reached in regard to the mutual surrender of runaway slaves and servants, the Dutch surrendering their authority over Greenwich, which became part of the town of Stamford. In 1664, Colonel Nicolls settled the boundary line at the Mamaroneck River, and this put Rye and Greenwich within the Connecticut bounds. The latter has been under Connecticut jurisdiction ever since, and it became a separate town in 1665.

After 1656, when New Haven exercised its control, many new settlers came in. Among these was John Mead of Hempstead, Long Island, who purchased a tract of land from Richard Cort, "Anno 1660, October 26 Daye." He had two sons, John and Joseph, the latter of whom died young. From the elder are descended all the Meads—and their name is legion—now living in Greenwich.

In 1666, a schoolhouse was established; but later, Daniel Patrick, the son of the original patroon and described as being of the same adventurous character, put in an appearance and claimed the property. He was bought off with a horse, a saddle, a bridle, and fifty pounds.

In 1672, a number of settlers, who are known in the town's history as the "Twenty-seven Proprietors," bought a tract of land on the western side of the Mianus, and began a settlement, of which they kept their own records and which they had under their own control. The Indian name of this section was Miossehosseky; but, owing to the fact that Field Point, a high peninsula on the west side of Greenwich harbor, was used as a pasture for horses, the new settlement became known as Horseneck,

a name that it bore through colonial days and through those of the stage coach. It is now the borough town of Greenwich.

The first Congregational Church was erected in 1666 at the old settlement at Greenwich Cove, or Sound Beach; and, in 1678, the Reverend Jeremiah Peck, one of the Twenty-seven Proprietors, became the first minister, his salary being "fifty pounds with firewood, or sixty pounds without." On March 5, 1705, the two sides of the Mianus separated into two societies; and, in 1713, a site was selected at Horseneck for a church edifice near the present one. In December, 1716, there is a record of a town meeting being held in the new church edifice. The position of the present building on the Post Road, or Putnam Avenue, is a commanding one, and its steeple is so high that it dominates the view for miles around in every direction.

In 1704, by the influence of Colonel Heathcote, the Reverend George Muirson was appointed rector of the Established Church at Rye. He opened missions at Stamford and at Horseneck, but there was no church building at this latter place until 1747. The present Christ Church with its beautiful stone parsonage and parish-house on the top of Putnam Hill is the lineal descendant of and occupies the same site as the original church.

The Westchester Path is mentioned in a deed about 1681. In 1685, a sawmill and a grist-mill were erected at Dumpling Pond, which received its name in accordance with the following legend: When the British raided the town in 1779, some of the soldiers found the miller's wife making dumplings, whereupon they said they would have some. She replied that they were not yet properly cooked, and they sat down to wait. Rather than let them have any, she took advantage of their inattention

and threw the dumplings out of the window into the mill-pond, which, in consequence, has been ever since called "Dumpling Pond."

In 1703, the town meetings began to be held in Horseneck instead of in Greenwich old town; and, by 1715, the later settlement was becoming larger than the older one. At the beginning of the French and Indian War, several young men were seized by press-gangs for service; but, later, a volunteer company was formed which joined the Third Connecticut Regiment at Ticonderoga. Until 1760, town meetings were held in the meeting-houses; but, in that year, the town agreed to build a town hall.

The pre-Revolutionary action of the town was patriotic. In November, 1775, Captain Isaac ("King") Sears, one of the leaders of the Sons of Liberty in New York, raised a company of volunteers in Greenwich for the purpose of regulating the loyalists of Westchester County, seizing some of their leaders, and destroying the office and type of *Rivington's Royal Gazetteer*. In all of these, the raiders were successful, and they brought back to Greenwich as prisoners Mayor Lathrop and Rector Seabury of Westchester and Judge Jonathan Fowler of Eastchester, all of whom were kept at Greenwich for several months before being released.

A number of the lawless inhabitants of the town, under the cloak of patriotism, took advantage of the unsettled condition of affairs in the adjoining Province of New York, and made raids on their own account through the Neutral Ground of Westchester County. Ostensibly they were fighting for the patriot cause, and they found refuge within the American lines; but when the opportunity came for helping themselves, they were equally impartial to both Tory and Whig. These bushwhacking gentry were called *Skinners*.[1]

[1] See Cooper's novel, *The Spy, a Tale of the Neutral Ground.*

The Putnam Cottage. At the Time of the Revolution, this was Captain John Hobby's House, Greenwich.

The Residence of Mr. Weed, formerly the Weed Tavern, Greenwich.

As Greenwich was on the border line, a body of troops was kept at Horseneck throughout the war, with pickets and outposts extending as far down toward New York as circumstances would allow. Sometimes, headquarters were at Stamford, and sometimes, in Horseneck.

The principal event in the history of Greenwich is the raid made by Governor Tryon of New York in 1779; but there is so much romance and so many versions of the tale and the escape of General Putnam that it is difficult to arrive at the truth. The descendants of the Revolutionary inhabitants do not, in general, have that idea of Putnam's heroic conduct that is most commonly entertained by those who live at a distance, or who have come here later, and have seized upon the incident and glorified it. The incident as here described is based upon the account given in Spencer P. Mead's recent history of the town.

General Israel Putnam was in command of the district, with headquarters at the house of Captain John Hobby, who lived on the Post Road about opposite the present Sherwood Place. His house was a favorite stopping-place for the patriots. One story of the affair states that on the night of the raid, the general was away at a dance on King Street over the Byram, his companion being a Miss Bush of Coscob, who rode behind him on a pillion. After seeing her home, he stopped at the Knapp Tavern on the Post Road, and discovered the approach of the enemy while shaving, but this last is probably apochryphal.

On February 25, 1779, a small force under command of Captain Titus Watson was reconnoitering in Westchester County, almost to New Rochelle. Between eight and nine o'clock in the evening, they came in touch with Simcoe's Rangers, who were in the advance of Tryon's body of over two thousand troops. Watson was attacked and driven back from the Post Road after a number of his

command had been killed. The remnant succeeded in crossing Byram Bridge, the planks of which they removed in order to delay the enemy. They were hotly pursued and fled through the pickets, giving the alarm. A body of troops gathered near the meeting-house in the early morning, and Putnam took command. Upon the approach of the British, a few shots were fired from some old field-pieces that were mounted there, and also from their muskets; but Putnam, seeing the overwhelming numbers of the British, and not wishing to have his small command cut off, gave the order for them to disperse, while he, himself, started to ride toward Stamford to get reinforcements. When the enemy reached the house of Captain Hobby, they recognized the fleeing mounted officer and at once gave chase.

The hill near the Episcopal Church presents an entirely different appearance now from what it did then, as it has been greatly cut down and the road continued in its previous easterly course. At that time, before reaching the brink of the precipice, the road turned sharply to the north for about thirty yards, and then turned south along the face of the hill and joined the road below. Instead of following the road, Putnam was so closely pressed that he rode directly down the rocky steep, probably almost in the line of the present road, and made what one orator has called "his leap into fame." The enemy had ridden far, their horses were tired, and probably the rugged descent frightened them, so they paused on the brink and fired guns and pistols at the fleeing Putnam. One shot passed through his hat, and he turned, shook his fist at them and shouted his favorite oath: "God cuss ye, I 'll hang ye to the next tree when I catch ye."

For the convenience of those coming to the church from the east, there was a flight of seventy-four stone steps

leading up the face of the hill, but some distance to the south of the roadway. Romance pictures Israel dashing down these steps, and they have been made much of. They were removed before the Civil War. The brink of the hill to the north of the road has been made into a small public park, and there is a memorial boulder here. In 1902, the town cut several stone steps from the road up to the little park; but these are apt to be very misleading, as the original steps were some distance *south* of the roadway.

The enemy spread themselves over the village and pillaged every house, while some went to Coscob and destroyed the salt works there, this being the principal object of the raid. The hard cider and the rum that were found in the houses and taverns made the soldiers drunk, and several of them were captured by inhabitants who prowled on the outskirts of the town. The Tories were not molested. Meanwhile, Putnam had gathered several hundred militia at Stamford, and came back to Greenwich, whence the enemy soon began their return march. Hampered by cattle and by the loot of the pillaged houses, as well as by the strong drink, their progress was so slow that Putnam was able to come up with them, and his militia were able to capture a number of stragglers; so that the retreat became a rout.

After the raid, the town was in control of the Tories for a long time; but it became neutral ground and was plundered by both sides and by the Skinners. Ninety-two of the Tories joined the ranks of the enemy and took an active part in the warfare. The town became so poor that everything belonging to it was sold, and Colonel Mead bought the town house for seven pounds, lawful money, or eighty-four pounds Continental. The patriots of the town during the war sent out their whaleboats to molest the Tories of Long Island and to stop passing vessels.

In the War of 1812, the militia gathered on the shore at the approach of the British vessels; but, like their brothers of New Rochelle, they gave proof that they were not filled with the warlike spirit which had filled the men of '76. In 1824, Lafayette passed through Greenwich on his way to Boston. When he arrived at Putnam's Hill, instead of riding down in his carriage, he alighted and walked down the stone steps which were used by the church people. At the same time, a salute of twenty-four guns was fired in his honor, one of the first of the many honors paid to him in New England.

Opposite the Episcopal Church stands an old house which dates back to colonial days. In 1754, it was conducted as a tavern by Captain Israel Knapp, and it was still known as Knapp's in 1790. In 1906, the Putnam House Association, an offshoot of the Putnam Hill Chapter, Daughters of the American Revolution, dedicated it as the Putnam Cottage for a museum of colonial and Revolutionary relics. It is extremely doubtful, however, whether Putnam ever had anything to do with the place, except to get a drink there.

In leaving Greenwich for Stamford in the olden days, the stage coach would have taken us out by way of Dumpling Pond. The trolley car of to-day will take us more direct, as the various inlets from the Sound have been bridged, and distance has thus been saved. The entrance into Stamford would have been the same, and we would have found the road lined with beautiful shade trees, as it is to-day.

We are within territory which was not in dispute between the two colonies, but which has always been under its present jurisdiction. Therefore, it may be well at this point to explain briefly that there were in early days two distinct and separate jurisdictions; that of the colony

of New Haven, and that of the colony of Connecticut, and that each colony had its own legislature, or general court, until 1662, when, by the charter given by Charles II., New Haven found itself, much to its surprise and without its consent, annexed to the Connecticut Colony. This latter was composed of the towns of Hartford, Windsor, and Wethersfield. This ancient dual jurisdiction is shown in the fact that the State of Connecticut formerly had two capitals, New Haven and Hartford, at each of which the legislature met alternately. This awkward and cumbersome relic of colonial days was abolished in 1873, when Hartford became the sole capital.

Early in 1640, Captain Nathaniel Turner bought for the New Haven Colony the tract of land upon which Stamford is situated. The Indian deed is dated July first, and it bears the names of Ponus, his son Owenoke, and his brother Wescussee. Other Indian deeds were given in 1645; signed by Pianicke; in 1655, signed by Ponus and Onax, his eldest son; on January 7, 1667, signed by Taphance and Penahay; and in 1700, when a final deed confirming all previous grants was made. The patent for the town was granted by the General Court May 26, 1685.

Stamford was an offshoot of the Wethersfield Colony, and was at first known as the Wethersfield Men's Plantation, as well as by its Indian name of Rippowams. It was called Stamford after the English town of the same name. By the end of the year 1641, there were some thirty or forty people settled here; and, in 1642, Captain John Underhill was granted a house lot of eight acres. Though its settlers came from the Connecticut Colony, they were under the jurisdiction of New Haven. There were differences between the settlers and New Haven in 1644 and again in 1653, when a number left Stamford and moved to Long Island under the Dutch.

In studying the early history of all these New England towns, we find that the town records and the church records are invariably the same, as the civil government and the ecclesiastical establishment were based upon the same foundation, the Bible. The government was theocratic, and Church and State were, if not synonymous terms, at least interchangeable ones. In all new plantations, the grantees of lands or privileges to settle were bound to establish a minister as soon as there were a certain number —usually twenty—of families. It was also customary in any place having a church to select seven of the leading men, who were said to constitute the church and to be its pillars. Thus, of the seven members of the Wethersfield church, four of them accompanied the pioneers to Stamford, one of whom, the Reverend Richard Denton, became pastor of the Stamford church in 1641. The church was in all cases the Orthodox, or Congregational; though the historian of the Stamford church calls it the "First Church of Christ."

The people of Greenwich attended and supported the Stamford church until 1678. A new meeting-house had been erected six years earlier, and as there were many differences of opinion concerning the size and shape of the new edifice, the matter was decided by lot.

One of the earliest laws of New Haven required that provision must be made for the education and instruction of the children by the erection of a schoolhouse and the employment of a schoolmaster. A town failing in this respect was subject to severe penalties, but the requirement did not extend to the instruction of girls, even at the time of the Revolution. Accordingly, we find in the town records of December 24, 1670: "ye towne hath agreede to hier Mr. Bellemy for a schoole master for this yeare." The first school building stood on the corner of Atlantic

and Bank streets and was made of the wood of the old meeting-house.

In 1657 and 1658, the town issued an order against "the cursed sect of heretics lately risen in the world which are commonly called quakers." During Davenport's ministry, two Quakers, Roger Gill and Thomas Story,

> Came yt Evneing to a town Caled Stamford in Conacktecok Colny—it being a prety large bvt dark town; not a frind living in all yt provence;—they being all Rigid prespetrions or independents . . . so we went to an Inn. I asked ye woman of ye hows if yt she woold be willing to sufer a meeting to be in her hows. She said yes, she would not deny no sivel Compnay from coming to her hows . . and therfor I sent those frinds yt war with us to go and invite ye peopel to come to our inn, for we ware of those people Caled qoekers, and we had somthing to say to them.

They started their meeting, but the authorities got wind of it and broke it up; and the next day, the two Friends went on to Fairfield and Stratford, where their experiences were presumably similar.

In 1675 and 1676, during King Philip's War, the settlers were much alarmed at the news that came to them, and fear and mistrust of even friendly Indians were prevailing sentiments in all places that were open to attack. Stamford made ready by stockading the town, storing food, and otherwise preparing for an attack; but the towns-people had no occasion to flee behind the palisades, and with the death of Philip, the war collapsed. In 1695, the wood of the stockade was sold.

The differences in the customs laws of adjacent colonies were so many inducements to the avaricious to evade them. For the same reason that Richbell selected Mamaroneck for a plantation, Major Selleck selected Stamford. Under date of 1700, we find Lord Bellomont,

Governor of New York, informing the Lords of Trade of the illegal traffic of the major,

> who has a ware house close to the sea. . . . That man does us great mischief . . . for he receives abundance of goods from our vessels and the merchants afterward take their opportunity of running them into this town. Major Selleck received at least £10,000 worth of treasure and East India goods brought by one Clark of this town, from Kid's sloop and lodged with Selleck.[1]

In a letter dated March 15, 1727/28, the Reverend Henry Caner writes to the Propagation Society in London that he had preached several times in Stamford during the preceding winter, in which place there are from seven to fifteen families professing the Church of England. In 1728, he asks to be appointed a missionary preacher for the towns and villages between Fairfield and Byram River. Ten years later, the Episcopalians of Stamford petitioned to be exempted from paying taxes for the support of the Congregational Church. This could have been only on the plea that they were to use the money for the support of their own church and minister.

In 1757, during the French and Indian War, it was voted that if the "Lord of London [Lord Loudon] shall send regulars into this town, the town will bear the charge of accommodating them with what shall be necessary for them." There are entries on the town records to show that from November 30, 1757, to March 30, 1758, the town paid £369 13*s* 4½*d* for furnishing bed, board, light, and fuel to two hundred and fifty officers and men of the 42d Highlanders (the Black Watch) and to seventeen women and nine children who were with them in their cantonment. The presence of these troops probably had its effect upon

[1] Captain William Kidd, the pirate.

the town, for we find a number of inhabitants volunteered for service in Canada.

In the Revolution, the sentiment of the people was by no means unanimous; for at least one fourth of the inhabitants were active loyalists who took up arms for the king or who had letters of protection on account of their allegiance.

In 1829, Stamford had between three thousand and four thousand inhabitants; and the same year, the *Stamford Advocate* was started. Steamboats had already begun to supplant the stage coaches; and to go to New York, stage was taken to the Sawpits (Port Chester), where the passenger went on board the steamboat for the rest of his journey. In 1830, Stamford was incorporated as a borough, and, in 1879, it became a city. Its beautiful city hall, erected in 1905, faces the open space in the centre of the town where there is a small park.

It was in the fall of 1849 that the first train on the New York and New Haven Railroad passed through Stamford. The local paper says:

> The citizens of this village, as well as the horses, cattle, etc., were nearly frightened out of their propriety on Wednesday afternoon last about five o'clock by such a horrible scream as was never heard to issue from any other than a metallic throat. Animals of every description went careering around the fields, snuffing at the air in their terror, and bipeds of every size, condition and color set off at a full run for the railroad depot. In a few moments the cause of the commotion appeared in the shape of a locomotive, puffing its steam and screaming with its so-called whistle at a terrible rate.

With the advent of the railroad, Stamford began to be the home of many business men of New York. The farms have given way to estates; and the Stamford of to-day, while a manufacturing city, still retains its beautiful houses and estates, and Strawberry Hill has more than a

local reputation. Through the courtesy of Mr. Gillespie of the *Advocate*, I am enabled to give a picture of the Old Stage, or Washington House, at which the stages used to stop and where, so tradition asserts, Washington stopped on one or more occasions. He says in his diary:

Friday the 16th, about 7 A. M., we left the widow Haviland's, and after passing Horse Neck, about six miles distant from Rye, the road which is hilly and immensely stoney and trying for wheels and carriages, we breakfasted at Stamford, at one Webb's, a tolerably good house, but not equal in appearance and reality to Mrs. Haviland's.

It was demolished about twenty years ago.

"Turnpike" seems to be the favorite term in this section to apply to the post road, which, after leaving Stamford, passes through many fine estates. At Noroton is the Wee Burn Country Club with its famous golf course. A détour of half a mile at this point takes us to the old Gorham Tide Mill near the shore. The old inhabitants will tell you of the time when this was a busy place, with stores, taverns, mill, and post-office; for here the farmers brought their grain to be ground, and their produce for shipment by vessel to New York. Now the farms are gentlemen's country estates, and nothing is shipped to New York or anywhere else, and the tide-mill runs no more.

The Connecticut Soldiers' Home is located at Noroton, but it is not visible from the Post Road. A grim reminder of the fact that the veterans of the Civil War are rapidly passing away is seen in the Spring Grove Cemetery, which abuts on the turnpike. The tombstones of the old soldiers are simple and of uniform size and height, and as they are arranged in one part of the cemetery in an orderly and systematic manner, they at once attract the attention.

The turnpike leads into Darien,—frequently pronounced

The "Old Washington House."
Courtesy of Stamford *Daily Advocate.*

The City Hall, Stamford.

The First Episcopal Church, erected 1748, Stratford.

The Freeman Curtis House, built in 1713, Stratford.

Dairy Ann—which was settled about the same time as Stamford, of which it was formerly a part. Except for the thunderous noise of passing trains, the place is as quiet and inactive as in the old coaching days, though there are several fine places within the town. Its first church was erected in 1744, with the Reverend Moses Mather as pastor, and it is with this church that the most important event in Darien's history is connected.

During the Revolution, the whaleboatmen of the town became famous for their exploits upon the Sound in stopping vessels carrying supplies to New York, and in making raids upon the Tories of Long Island and of the shore towns. Darien, itself, harbored a large number of loyalists. On July 22, 1781, while the service was proceeding in the Congregational Church, a band of Tories surrounded the edifice and took fifty men as prisoners. A few of the men escaped, and two shots were fired after them, but the enemy were afraid to fire a third, as three shots was the signal of alarm for this part of the country. With the venerable Dr. Mather at their head, the prisoners were marched to waiting boats and taken to Lloyd's Neck, Long Island, whence they were sent into New York for confinement in the Provost prison, where some of them died. The same fate would have overtaken the aged pastor had it not been for Mrs. Irving, the mother of Washington Irving, who was permitted to supply him with food and other necessaries until his release at the end of the year. One of the prisoners, Peter St. John, who survived the brutalities of Cunningham, related the whole affair in doggeral verse. One stanza, describing the Provost prison reads as follows:

> I must conclude that in this place
> We found the worst of Adam's race;

Thieves, murderers, and pickpockets, too,
And everything that 's bad they 'd do:
One of our men found, to his cost,
Three pounds York money he had lost;
His pockets picked, I guess before
We had been there one single hour.

Surely, in this counter raid of the loyalists, Darien had been "hoist with its own petard." The present stately brick structure in which the Congregationalists worship was erected in 1837. A tablet on its façade, describing the history of the church and the capture of its congregation, was installed here in 1894 by the Colonial Dames of America and by the Sons of the Revolution of the State of Connecticut.

It is about five miles over the turnpike to Norwalk, but there is nothing of special interest on the way. We pass a fine hospital and descend a steep hill to the lower level of the town. This portion of the Post Road is called West Avenue; after the bridge is crossed, it becomes East Avenue.

Right at the foot of the hill, we pass a beautiful drinking fountain, which bears these inscriptions on its two sides:

In Memory of
Nathan Hale.
The Path of Duty
Was the Way
to Glory.
Erected by the
Norwalk Chapter
D. A. R.
and
Patriotic Friends.

Children
of the Town
of Norwalk
Have given
This Tablet
in Loving
Memory of Him Whose
Last Words
Were
"I only Regret that
I Have but One Life
To Lose for My Country."

Gorham's Tide Mill, Noroton.

The Congregational Church, Darien.

Hale's connection with Norwalk was a brief one. When he started on his secret journey into the British lines in September, 1776, he came here in order to get a vessel to take him across the Sound. He bade good-bye to his companion, Sergeant John Hempstead of his own company of Knowlton's Rangers, and was taken across to Huntington, Long Island, by Captain Pond in the sloop *Schuyler*. This was the last known of him until the afternoon of September 23d when Captain Montresor of the British army brought word under a flag of truce of Hale's execution as a spy that morning.

On February 26, 1640, the first purchase of land in this vicinity was made from the natives by Roger Ludlow. It included all the land between the Saugatuck and the Norwalk rivers. The purchase price was:

8 fathom wampum, 6 coats, 10 hatchets, 10 hoes, 10 knives, 10 seizers [scissors?], 10 juseharps, [who says the Indians are not musical?], 10 fathom tobacco, 3 kettles of six hands about, and 10 looking glasses [probably for the squaws].

On April 20, 1640, the central part of the town was bought by Captain Daniel Patrick of Greenwich. In giving the boundaries of the purchase, there is the following:

fourthly all the land adjoyninge to the aforementioned, as farr up in the Country as an indian can goe in a day, from sun risinge to sun settinge.

From this walk to the northward, it is often stated that the town derived its name of North Walk, or Norwalk. It is more likely, however, that the name is derived from Norawake, the Indian sachem who sold to Patrick, as in the early town records the name of the town appears as Norwake. The Norawokes were the Mohican tribe that

had several villages in this neighborhood as late as 1651. It was in this last-mentioned year that the first settlement was made, though it is probable that a few bold pioneers had come here soon after the purchases were made. On June 19, 1650, Roger Ludlow of Fairfield made an agreement with a number of people for the occupation of the land he had bought from the native owners, and the settlement followed in 1651. On April 13, 1654, Ludlow assigned his remaining interests to the settlers.

The first settlers, among whom were some Huguenots, selected the site for their plantation on the east side of the Norwalk River, on Fort Point, where the Indian fort had formerly stood. Here they reared their log-houses and built a blockhouse for protection from the natives. There were few of these, however, and they were of a mixed race. The inhabitants were alarmed at the time of King Philip's War, but, though the Indians were pilferers and otherwise troublesome, they were not warlike. In 1690, there were no Indians in the town. The first comers occupied tracts along the Indian trails, which they fenced in; and later, these became the King's highways.

The first church was organized in 1652, and on January 3, 1659, it was voted to build a meeting-house. Church and town remained one until 1726. On January 1, 1671, it was voted and agreed upon that there should be a bridge over Norwalk River; and, on February 9, 1671, "Christopher Comstock was chosen and approved of to keep an ordinary for the entertayning of strangers." On May 29, 1678:

> it was voted and agreed to hier a scole master to teach all the childring in the towne to learn to Reade and write; & that Mr. Cornish shall be hierd for that service & the townsmen are to hier him upon as reasonable terms as they can.

The bridge had not been built by 1680; for, on December 28th, at town meeting, a committee of three was appointed to select the place for it, "whether at the great rock below the lower cart path; or Below the falls . . . a sufficient horse bridge." The bridge was the object which distinguished the town, and Norwalk was known as the "Bridge," while the settlement nearer the shore was known as "Old Well," from a well at which the vessels used to fill up their tanks before going on a cruise. With the advent of the railroad, this latter developed into South Norwalk and has become of larger size and of more importance than the town on the Post Road, though the "Bridge" is only two miles from the main line on a branch going to Danbury. On March 30, 1686, the General Court granted a patent to the town.

At the town meeting of February 11, 1733/34, the Church of England was allowed a rood of land upon which to erect a church with a burying-ground attached; and on March 25, 1747, St. Paul's parish was organized.

During the French and Indian War, there were several volunteers, and the town taxed itself to quarter a battalion of regulars during that struggle.

> Behold, like whelps of Britain's lion,
> Our warriors, Clinton, Vaughan and Tryon,
> March forth with patriotic joy
> To ravish, plunder and destroy.
> Great gen'rals, foremost in their nation,
> The journeymen of Desolation.
>
> M'FINGAL, by TRUMBULL.

On Saturday, July 10, 1779, a few days after the destruction of Fairfield, General Tryon landed with a large force on the east side of the river mouth, and General Garth landed at South Norwalk. The next day battles

took place between the invaders and the Continental troops and militia who were summoned to the defence of the town. Washington had been informed of the British depredations and had sent General Parsons "to give confidence to the Militia and guide their movements." His force consisted of about four hundred, of whom one hundred and fifty were regulars. The enemy under General Garth advanced with the intention of driving the Americans from Flax Hill; but the deserted houses were too potent an attraction for some of his troops and they made free with the rum and hard cider and became too drunk to fight. Tryon, himself, advanced toward Fitche's Point, the Americans retiring before him. At ten o'clock on that Sabbath morning, the battle of the rocks on France Street began, and the Americans held their own though the enemy had the town.

After an hour's fighting to dislodge the Americans, Tryon started to return to his ships; but before doing so, he fired the town, sparing six houses only which are believed to have belonged to loyalists. He reported that he had destroyed the salt-pans, burnt all vessels at the docks or in the harbor, and towed all whaleboats out to the fleet, and had burnt all told, two churches (Congregational and Church of England), eighty dwellings, eighty-seven barns, seventeen shops, and four mills, entailing a total loss reckoned at $116,000. This was later made good to the town by grants of land in the Western Reserve of the Northwest Territory, and a number of the Norwalk people settled there. When Tryon returned to his ships, most of the resident Tories went with him; and among them was the Episcopal rector, Mr. Leamington, who had continued praying for the King and Parliament until his congregation forbade him and threatened him with violence.

The Old Norwalk Hotel, Wall Street, 1850.

The Norwalk Hotel, 1775.

The Town-hall, Norwalk.

The Nathan Hale Fountain, Norwalk.

The Norwalk Hotel, dating, so it is said, from 1775, was a very important tavern in the coaching days, when it was known as the Connecticut House.

Washington says:

> At Norwalk . . . we made a halt to feed our Horses. At the lower end of this town Sea Vessels come, and at the other end are Mills, Stores, and an Episcopal and Presbiterian Church. From hence to Fairfield, where we dined and lodged, is twelve miles; and part of it very rough Road, but not equal to that thro' Horse Neck. The superb Landscape, however, which is to be seen from the meeting-house of the latter is a rich regalia. The Destructive evidences of British cruelty are yet visible both in Norwalk and Fairfield.

In May, 1800, the first newspaper in southwestern Connecticut was published here in Norwalk by a man named Picket; in 1818, he sold out to other parties, and from that date to the present, the *Gazette* has been published every week without a break. In 1824, steamboat connection with New York was established when the *John Marshall* (named in honor of the Chief Justice) began to make trips between the two places.

The Borough of Norwalk was chartered in May, 1836, and the city was incorporated in 1894. Of late years, manufacturing industries of all kinds have been established, though most of them are in South Norwalk.

In passing out of the beautiful old town, we cross the bridge and go out East Avenue winding up a steep hill to the town green with its fine trees, its old residences, and its three old churches, the First Congregational, the First Baptist, and St. Paul's Protestant Episcopal. On the way up, we have passed a severely plain-looking brick building with a cupola. The presence of two doors sets us to wondering if it is a Friends' meeting-house, or whether

it is one of those "little red schoolhouses on a hill" which have become historic as the places where so many of our famous men have received the rudiments of their educations. Closer inspection discloses the fact that it is the town hall, dating from 1835.

CHAPTER VIII

FAIRFIELD COUNTY, CONNECTICUT—WESTPORT, SOUTHPORT, FAIRFIELD, BRIDGEPORT, AND STRATFORD

AFTER passing out of the Norwalk town green, the Post Road makes a number of sharp and unexpected turns on its way to the Saugatuck River. At one place it passes Peat Swamp, which bore an unsavory reputation in coaching days as the resort of bad characters, who would not hesitate, should opportunity offer, to pilfer from or rob the mails and passengers. About a mile and a half west of the Saugatuck, stood the tavern of Major Marvin, a Revolutionary officer. On his return from his Eastern trip in 1789, President Washington stopped here. His diary says under date of Wednesday, November 11th:

> Baited at Fairfield and lodged at a Maj. Marvin's, 9 miles farther; which is not a good house, though the people of it were disposed to do all they could to accommodate me.

It will be noticed that on this trip, Washington stopped only at taverns and never at private houses, though these latter were placed at his disposal by their owners. The reason was that he was afraid that if he accepted the invitations of some and refused those of others, he would give offence; and further, he wished to show that he was president of a republic who paid his way, and not a king to whom all doors were open.

Major Marvin's is in Westport, though up to 1835, it was a part of Fairfield. In that year, the present township of Westport was formed from Fairfield, Norwalk, and Weston. Westport was first settled in 1645 by Thomas Newton, John Green, and three others, who located near the present Greens Farms station, the place being named after Green, who was an able farmer. Newton was a born litigant whose name appears a number of times in colonial records. He owned a sloop and traded with New Amsterdam without paying much attention to the revenue laws. In 1650, he was informed against by Goody Johnson, a woman of Fairfield, and he was arrested and put in jail. He managed to escape, but he never returned to the new plantation at Maximus, as the place was called,—a corruption of the Indian name, Machamux. In 1672, Green was appointed by the General Court one of a committee of three "to view the township of Rye and consider what highway may be necessary for the use of the town and the colony." Peter Disbrow, the chimney of whose house we passed at Mamaroneck, was also among the first settlers here. Some of the same name conducted the Disbrow Tavern here in Westport, and Washington and his staff stopped there when they were on their way to Boston in 1775. The tavern occupied the site upon which the Memorial Church now stands.

On the afternoon of April 25, 1777, a fleet was seen coming up the Sound, and at nightfall, it anchored off Saugatuck River, where, the next day, Tryon landed between two thousand and twenty-five hundred men for his march on Danbury to destroy the Continental stores there. The alarm at Westport brought together seventeen militiamen, not one of whom had ever been in battle. There was no officer to command them, so, after meeting at Ogden's Tavern, they took post behind a stone wall,

The Bridge over the Saugatuck River at Westport.

The Westport Hotel, Westport.

The Monument at the Scene of the Swamp Fight, Westport.

fired one volley as the enemy approached, and then took to their heels. The town was invaded twice by loyalists from Long Island, and a third attempt was made; but the invaders were scared off by a farmer with a lusty voice who discovered their approach. He remained invisible, but moved from place to place, shouting orders to an imaginary force, which he was, apparently, disposing to the best advantage to capture the enemy. On July 8, 1779, after Tryon's forces had left Fairfield, the houses in the lower part of the town were fired, but one or two were saved. The church, however, and much property of the inhabitants were destroyed. Between 1783 and 1789, the third church edifice was built from money obtained from the sale of fire lands in the Western Reserve, given as recompense for these losses.

The Saugatuck River is navigable for a greater distance than any other stream in Fairfield County, and the lowest fordable place was about two and a half miles from its mouth. There were considerable difficulties in getting across, though a ferry was early established, and a boat maintained. When the stage-coach came, the road was obliged to go inland, as it does to-day, in order to avoid the difficult passage across the river. The bridge followed before 1803.

In 1805, John Scribner set up and operated here the first carding machine in the town and probably in the country. The War of 1812 shut off the supply of many manufactured goods, and the Americans were obliged to start to making things for themselves. These industries, though a century old, are still infants and unable, so we are told, to do much for themselves without protection. Westport began making cotton goods at this time, and also began the making of hats; and there are still several manufacturing plants in the town.

On the east side of the bridge is the Jesup-Sherwood Memorial Library, a gift to the town in 1906 by the late Morris K. Jesup, as a memorial to his two grandfathers, Ebenezer Jesup and Samuel B. Sherwood. For many years, Ebenezer Jesup conducted the bridge store, which used to stand on the site now occupied by the library building. Samuel B. Sherwood was a lawyer, who, like most country lawyers, was called "Judge."

In 1828, when the village was still in Fairfield, the publication of the *Saugatuck Journal* was begun. The old stage tavern at Westport is more pretentious looking than many we find along the Post Road; it is probably about a century old. It is situated at the foot of a hill near the bridge and was a relay house in the coaching days.

Near the village of Southport, called Sasqua by the Indians, with a clump of willows for a background, is a granite monument which can easily be missed if the traveller is passing at any speed. It bears the following inscription on the side toward the road:

THE GREAT SWAMP FIGHT
HERE ENDED
THE PEQUOT WAR
JULY 13, 1637.

on the back is:

ERECTED BY THE
SOCIETY OF COLONIAL WARS
1904.

The Pequot Indians were probably Mohicans, though they showed warlike traits which were like those of the Iroquois. By the murder of John Oldham, war was brought about with these savages, and they were almost annihilated by Captain John Mason, who fired their

stockaded village and castle at Mistick, or Mystic, east of New London. The remnant of the tribe fled westward and took refuge with about two hundred Fairfield Indians in this place, which Mason calls in his account of the war, "a hideous swamp." Mason lost no time in following up the fugitives and discovered their hiding-place by means of his Indian allies and by intimidating an Indian captive. Lieutenant Davenport attempted to rush the Indian camp, but he and his men came to grief in the mire and were almost scalped before being extricated by their companions. A sharp skirmish followed, which proved so disastrous to the savages that the Fairfield Indians asked for quarter, saying that they were there only by accident and that they had shed no English blood,—which was probably true.

An interpreter, Thomas Stanton, went in to them at great risk and told them that any Indian who had not shed English blood could come out. The sachem of the Fairfield Indians then led out his tribesmen and the women and children, and the Pequots were left to fight it out alone. As Mason was determined upon the extermination of the Pequots, the swamp was then surrounded. During the night, a heavy mist fell, and the besieged took advantage of it to try to break through the English lines. They rushed Captain Patrick's quarters, and, had it not been for a party sent by Mason to relieve him, he would not have lived to settle Greenwich. A hand-to-hand conflict ensued, during which about sixty warriors managed to escape. They fled westward, and tradition says they were absorbed in the tribes beyond the Hudson. Of the rest, twenty were killed and one hundred and eighty taken prisoners. These last, with the women and children were divided up between Connecticut and Massachusetts-Bay and sold into slavery, many being sent to the West

Indies. Thus vanished these warlike savages from the earth.

> Here on this field the dusky savage felt
> The iron heel of Angle and of Celt;
> For English Mason and Irish Patrick came,
> And made the Pequot nothing but a name.

In the almost three centuries since, the great swamp has undergone great changes; for it has been drained and cultivated, and the Post Road crosses it on a causeway. Southport, which lies just beyond, is a pleasant village whose history is practically that of Fairfield, of which it was originally a part, the church and town records being the same. On May 26, 1831, it became a separate borough.

The First Congregationalist Church was founded in 1639, and the Reverend John Jones was pastor from that date until 1664. In 1723, Dr. James Laborie, a missionary of the Society for the Propagation of the Faith, began conducting the services of the Church of England in his own house, and, in the following year, Trinity parish was formed. In 1738, the second edifice of the Orthodox Church was erected near the Old Fields-Gate. The church was destroyed by the British.

In 1777, General Silliman was in command at Fairfield and its vicinity, and had his quarters in his own house at Southport. In May, 1779, nine Tories crossed in a whaleboat from Lloyd's Neck and landed on the Fairfield coast with the object of capturing General Silliman. One of the party was a carpenter who had formerly worked for the General, and who knew the premises well. Guided by him, the party broke into the General's house at midnight of a dark May night and seized the General and his son, who were hurried to the boat and taken to Oyster Bay, where they were put in the custody of Lieutenant-Colonel Simcoe of the Queen's Rangers.

The Americans had no prisoners of equal rank to exchange for General Silliman and his son; but they fixed upon Judge Thomas Jones of South Oyster Bay on the south side of Long Island as a victim. On November 4, 1679, a party of twenty-five, in command of Captains Hawley, Lockwood, and Jones, crossed from Newfield (Bridgeport) to Long Island. They remained concealed in the woods one day, and at night proceeded to the Judge's mansion, where they found that an entertainment with music and dancing was in progress. No attention was paid to their knock at the door, whereupon the door was forced, and Judge Jones and a young man named Hewlett were seized and hurried off before an alarm could be given. Six of the party loitered behind and were captured, but the rest, with their two prisoners, reached Fairfield in safety. Here the Judge was kindly entertained by Mrs. Silliman until he was removed to Middletown for greater security. In May, 1780, there was an equal exchange of the four prisoners.

Accompanying the expedition against the Pequots as agent of the Connecticut Colony was Deputy-Governor Roger Ludlow of Windsor, whose discerning eye saw the beauty and fertility of this section of the coast and the advantages it offered for settlement. The warwhoops of the savages had hardly ceased, before he left the comforts of his home in Windsor and, with a few hardy pioneers, was following the Indian trail through the wilderness. They settled at a place called by the Indians Unquowa, and were later joined by men from Watertown, Massachusetts. From the richness and beauty of the comparatively level land, Ludlow called the new plantation Fairfield.

On May 11, 1639, the first treaty of purchase was made with the Pequonnoncke Indians; on June 24, 1649, the

second purchase was made; and, on February 11, 1661, the Sasco, or Sasqua, Indians gave a quit-claim for their lands. In all these treaties, the natives were allowed "the liberty of fishing, hunting and fowling in any river or stream within the town bounds, only they were not to set traps to the injury of the cattle."

After 1650, there arose border troubles with the Indians and with the Dutch of New Netherland, and an appeal for protection was made by Fairfield to the New Haven Colony; but the protection was not furnished. The settlers, therefore, decided to raise troops and carry on a war independently of New Haven, but, in consequence, they were set upon by the General Court. Ludlow, who was the leading man in the plantation, felt that the reproof was aimed at him, and that his influence was gone. Aggrieved at this state of affairs, he went to New Haven, whence he embarked for Virginia with all his property on April 26, 1654.

Salem was not alone in her delusion concerning witches, for in many New England towns, there are records of trials for witchcraft. Here in Fairfield, in 1653, Goody Knapp was accused, convicted, and hanged for practising the black art. In 1692, four persons were put on trial for being in collusion with his Satanic Majesty, but all were acquitted except Mercy Disbrow, who was sentenced to death. A petition from her neighbors, and the revulsion of feeling from the wholesale executions at Salem caused her to be pardoned.

In 1666, the lands of the united colonies of Connecticut and New Haven were divided up into four counties; Fairfield, New Haven, Hartford, and New London. Fairfield became the shire town of this westernmost county, and, in 1685, its inhabitants received a patent from the General Court. In 1720, the court-house and jail were built here; and, in 1768, by action of the town, a new

court-house and jail were erected on the town green. They were destroyed during Tryon's raid, but were rebuilt in 1794 upon the old foundations, and so remained until the removal of the county-seat to Bridgeport in 1855. The lower story of the court-house was used as a town hall, and, at one time, as a school for little children. The jail was used also for a tavern with a public barroom, until prohibited by a State law of 1844. Confinement in the jail could not have been so bad, for an eye-witness of the fire which destroyed it in 1852 says: "The released prisoners stood in a row under guard on the opposite side of the street, and with tearful eyes loudly lamented the destruction of the '*best home they ever had!*'"

The principal historical event connected with Fairfield is the burning of the town by the British during the Revolution. On Sunday, July 4, 1779, a British fleet, consisting of two large men-of-war and forty-eight row-galleys, tenders and transports, appeared off Fairfield under Sir George Collier. The land forces of about twenty-five hundred men were in command of General Tryon, with Brigadier-General Garth in special charge of the German mercenaries. On Monday and Tuesday, the British were at work in New Haven; but, about four o'clock in the morning of Wednesday, the seventh, their return was announced by the firing of a gun on Grover's Hill, where there was a small redoubt. The fleet appeared to be sailing for New York, but a thick fog came on and obscured the vessels from view. When the fog lifted between nine and ten o'clock, the fleet was anchored in the harbor off Kenzie's Point.

About four o'clock in the afternoon, the enemy began to land, and there was some firing upon them from Grover's Hill. The Americans were taken completely by surprise, and the British and Germans occupied the

town almost without resistance. General Tryon went to the court-house and issued, under a flag of truce, a proclamation to the inhabitants, in which he called upon them to return to their allegiance to the King and stated that: "whosoever shall be found and remain at peace at his usual place of residence, shall be shielded from any insults either to his property or person, except civil and military officers who must return to their allegiance and give proof of their penitence & voluntary submission." Even while the flag was advanced, the drunken and plundering soldiery had begun their work of destruction, and the houses had begun to go up in flames.

Captain Whitney, who was in command of the few troops at Fairfield, answered: "Connecticut has nobly dared to take up arms against the cruel despotism of Britain, and, as the flames have preceded your flag, they will oppose to the utmost that power exerted against injured innocence."

An attempt to take the fort was successfully resisted, and the enemy extended his lines as far as Green's Farms; but he did not tarry long, for, since Concord and Lexington, he had shown a wholesome fear of the stone walls, fences, and shrubbery that bordered the American roads. The torch was applied everywhere, and only five houses were saved, one of them being headquarters, a house belonging to Mrs. Buckley. These houses were saved chiefly through the exertions of women. Of all the plunderers, who soon, under their potations of rum and hard cider, became a drunken mob, the German yägers were easily the worst in their wanton smashing of furniture and crockery, in their fiendish thefts or destruction of all property, and in their insults to and maltreatment of women. To them, Whigs and Tories were alike, and Tryon's protections were of no value.

The Sun Tavern (Manual House), Fairfield.

The Protestant Episcopal Church, Fairfield. Originally begun as a New Jail.

When the British fleet withdrew to Huntington, Long Island, on the morning of Thursday, July eighth, they left behind the smoking ruins of two hundred and eighteen buildings of all kinds; a court-house and a jail, three churches, two schoolhouses, ninety-seven dwellings, sixty-seven barns, and forty-eight stores and shops. Quite a number of soldiers and citizens were killed on both sides during the sacking, and several Americans were taken prisoners, carried to New York, and placed on the prison-ship *Jersey*. On the Sunday following the attack, the British fleet recrossed the Sound and destroyed Norwalk. Tryon's apology for destroying a defenceless town was: "The village was burned to resent the fire of the rebels from their houses and to mask our retreat." A poor excuse when we consider that he had no business there anyhow, for there were no stores of ammunition, food, powder, etc., and the population was composed of non-combatants. The property destroyed was private, and not public; it belonged to individuals, not to the State.

When the inhabitants fled from their houses, many articles of value were thrown into wells or into other places where there was little likelihood of their being found, and from which they could be recovered. One looking-glass was hidden in an uncribbed rye field; and, a few days later, a black man cut the swath that revealed the mirror, which reflected his own image. He did not stop for investigation, but, believing it to be the Devil in proper person,—for whom he had a deadly fear,—he let out a wild yell, dropped his sickle, and took to his heels. A portion of the Western Reserve was set apart to pay the losses of these burnt and plundered towns, and was, in consequence, called the "burnt lands." Some of the Fairfield inhabitants migrated to these lands and became pioneers of the great West.

Tryon, behold thy sanguine flames aspire,
Clouds tinged with dyes intolerably bright:
Behold, well pleased, the village wrapped in fire,
Let one wide ruin glut thy ravish'd sight!
Ere fades the grateful scene, indulge thine eyes,
See age and sickness, tremulously slow
Creep from the flames. See babes in torture die,
And mothers swoon in agonies of woe.

. . . . . .

These be thy triumphs, this thy boasted fame!
Daughters of mem'ry, raise the deathless song,
Repeat through endless years his hated name,
Embalm his crimes, and teach the world our wrong.

DAVID HUMPHREYS.

The Burr family is one of the oldest in Fairfield, and has been prominent in its history. Dr. Burr, president of Nassau Hall (Princeton College) and father of Aaron Burr, was a native of the place. At the time of the Revolution, Dr. Burr's brother and his wife, Eunice Dennie Burr, extended a generous hospitality to many Boston friends who had been driven out on account of the siege by the Americans and the unbearable conduct of the British. Among these refugees in June, 1775, were Madam Lydia Hancock, the aunt of President John Hancock of the Continental Congress, and Miss Dorothy Quincy, who was engaged to John, who was some years older than his prospective bride. Who should come along but the nephew of the host, that fascinating and brilliant person, Aaron Burr, whom no woman could resist, if he once put forth his powers of fascination. There at once began a flirtation between the two young people, which might have become serious in its results if Madam Lydia had not become alarmed at seeing her nephew's fiancée being stolen from him and the probable upsetting of the plans of the Han-

cock and Quincy families. Aaron was made to understand that his room was preferable to his company, and so left the field clear for the President of Congress, who came to Fairfield and was married on August 28, 1775. It was a great wedding, and after it, the newly wedded couple went to Philadelphia, where the bride was at once in the midst of affairs. Madam Dorothy Hancock played well the rôle of the wife of the great Boston merchant, and also that of the wife of the Governor of Massachusetts. When Hancock died in 1793, she was still in the prime of life and subsequently married a sea-captain named Scott and went to live at Portsmouth, New Hampshire, where she died at a good old age, leaving no descendants. Holmes's poem to "Dorothy Q." was not written to this Dorothy, but to her cousin, who was Dr. Holmes's great-grandmother. The Burr house is pointed out as the one in which the marriage took place; but that house was burnt in Tryon's raid, and this present one is its successor. It is a lovely old place, however.

Benson's Tavern still exists as it did in stage-coach days, though no longer as a place of public entertainment.

In 1834, Bridgeport tried to get the county-seat away from Fairfield on the chief ground that good and sufficient food could not be readily obtained there; whereupon a Fairfieldian produced before the legislative committee having the matter in charge a half dozen or so of men weighing from two hundred to three hundred pounds apiece. This ended the matter at that time, but other attempts were made in 1841, 1850, 1852, and 1853. This last was successful, owing to the fact that the jail had been burned. It was partially rebuilt of brick; but, upon the removal of the county-seat, it became an Episcopal church.

Another building of interest is the Sun Tavern, situated opposite the town green and now known as the Manuel

house. There had been a Sun Tavern here in colonial days, and the Tories and Hessians made free with its beverages at the time of the raid, though that fact did not save it from destruction. Washington stopped here on his eastern journey in 1789, at which time it was known from its proprietor as Penfield's. It has also been a parsonage and a school. At one time, after 1818, it was the home of the Congregationalist minister, the Rev. Nathaniel Hewit, who was the pioneer of the temperance movement in New England. There are several other houses of interest, but none, owing to Tryon's raid, is pre-Revolutionary.

The town hall is the old county court-house, which has been remodelled for the uses of the town. It bears the following inscription: "Built A.D. 1720: Destroyed by the British A.D. 1779: Rebuilt A.D. 1794: Remodeled A.D. 1870." On the green in front is a large stone bearing the wheel and distaff of the Daughters of the American Revolution and the following legend:

> This boulder commemorates the settlement of Fairfield by Roger Ludlow in 1639 and the burning of the town by the British July 8, 1779. From the founding of the town the religious, military and the civic life of the people has centered around this green. Placed A.D. 1900 by the Eunice Dennie Burr Chapter, Daughters of the American Revolution.

After leaving Fairfield, the old Post Road branches off from the present main highway and runs rather irregularly until it crosses the Pequonnock River at the head of tidewater, near the northern city line of Bridgeport, in which it is known as North Avenue. This détour followed the old Indian trail and was necessary because, in the early days, there was no bridge over the deep stream, and it was not fordable until this point, over two miles from the

Sound, was reached. A short distance beyond the bridge at the head of tide-water the Post Road passes through Old Mill Green and becomes Boston Avenue, then Connecticut Avenue through East Bridgeport, and it enters Stratford under the name of Stratford Avenue. A reference to the Colles map will show just east of the Pequonnock bridge "two large trees," and "one large tree." I do not believe these trees of 1789 are still alive, but there are in this same neighborhood three trees which answer the description given on the map. Near the bridge, on the west side, was the store of Philip Nichols, which was established before the Revolution.

The earliest history of Bridgeport is closely allied with that of Fairfield for the western side of the Pequonnock River, and with that of Stratford for the eastern side; for the present city was formed from these two towns.

The first settlers west of the Pequonnock came here in 1685, and the first document signed by the inhabitants was an application to the General Court to be freed from paying taxes for the support of the school in Fairfield, four miles away, as they had set up one of their own and had forty-seven children in attendance. This petition was from the Fairfield side of the Pequonnock only, but the inhabitants of the Stratford side were not far behind in establishing a school of their own. The schools in both Fairfield and Stratford were too far away; and, in all these shore towns, the children were afraid of the Indians, who were not any too trustworthy or reliable, and who were rather hazy in their ideas of property ownership when it came to a matter of differentiating between *meum* and *teum*. The Indians occupying this locality were the Peguset, or Golden Hill, Indians, who had a village of between one hundred and one hundred and fifty wigwams when the first settlers located themselves.

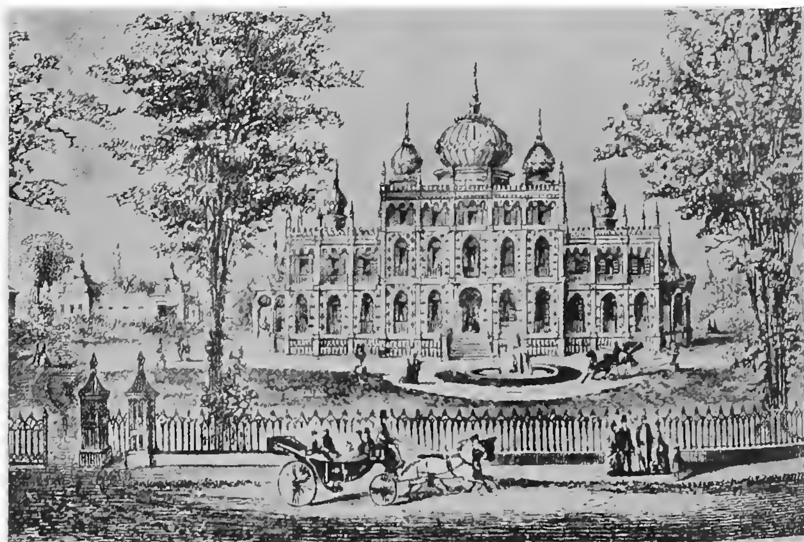
In 1690, both sides united in asking to be relieved from paying the rates for churches and schools in Fairfield and Stratford. In 1691, their request was granted by their being authorised to settle an Orthodox minister. In consequence, they called the first minister, the Rev. Charles Chauncey, a grandson of President Chauncey of Harvard. He married Sarah, a daughter of Colonel John Burr of Pequonnock, and, in a corner of the Burr farm, near what has since been called Cooke's Lane (now Grove Street), a house was built for the young couple, who went there to live in 1693. The house is probably the oldest now standing in Bridgeport. The meeting-house was completed in 1695.

In 1687, the King's highway, later called the county road, the Post Road, and North Avenue, was laid out on the line of the old Indian path. The width was fixed by Stratford, but the abutting property owners have encroached upon it during the centuries, except at Old Mill Green, where it still retains a width of probably twenty rods or more. The green received its name from the fact that, in 1654, John Hand, Senior, and Thomas Sherwood, Senior, established a mill upon Mill Brook, which crosses the head of Old Green near Sand Hill. At the corner of East Main Street and Boston Avenue, there is standing an old, weather-beaten shingled house, built in 1700 by William Pixley. Six generations of the name occupied the house, which was used as a tavern in colonial days. In 1789, it was known as Harpin's Tavern, and, about 1840, it came into the possession of the Rev. William Silliman, whose descendants still own and keep in repair the old landmark. It is stated on good authority that Washington occupied the northwest upstairs room upon several occasions. The schoolhouse used to stand opposite the Seventy Mile Stone, which still occupies its ancient site on the green, now called Pembroke Park.

The Silliman Homestead, formerly Harpin's Tavern, Bridgeport (1700).

The Congress Street Bridge, Bridgeport.

The Oldest House in Bridgeport, built by Rev. M. Cook in 1693.



"Iranistan," the Residence of P. T. Barnum, in 1848, Bridgeport.

About 1700, the green became the aristocratic part of the old town of Stratford; and probably the principal reason for its retaining its width is that, on November 25, 1743, Theophilus Nichols and several others deeded to the town a tract of about six acres "to be and lye a perpetual common to and for them and their successors throughout all generations to the end of time." At the upper end of the green is the Roman Catholic Cemetery.

On November 9, 1691,

> Samuel Sherwood and Robert Cline was chosen and appointed by the town to view where it is most convenient for a highway to pass in y[e] Fairfield to Paquonnock harbor and to treat with y[e] persons through whose land said highway should pass.

State Street was laid out as a result.

In May, 1694, the name of the settlement was changed from Pequonnock to Fairfield Village, and ten years later, it became Stratfield, a combination of *Strat*-ford and Fair-*field*, the two towns in which it was originally. At the time of the Revolution, there were not more than a dozen houses where the city of Bridgeport now stands, and the census of 1790 gives it a population of 110, while that of 1910 gives it 104,000. A few people had settled at the head of the harbor, nearer the Sound,—where the main business part of the city is now located—and the place was called Newfield. It maintained a harbor guard during the Revolution, and the people did some work with their whaleboats, but the place was too insignificant to invite British attack. After the return of peace, it began to grow. During the first century of the plantation's existence, the community was engaged in farming.

In 1787, a ferry was authorized across Pequonnock River and, in May, 1791, the town voted its consent for the

erection of a toll-bridge, and asked for a lottery to raise funds. It was not until 1797–8 that the "Lottery" bridge was chartered and built. As a result, when the borough was incorporated in 1800,—and it was the first borough in the State—it was given the name of Bridgeport, and the place began its commercial and manufacturing career. Even then, it was some years before its name began to appear in the almanacs and stage journals as on a stage route.

Bridgeport became a town in 1821 and a city in 1836. In 1853, it became the county-seat of Fairfield County, and its present court-house is proclaimed by Bridgeporters to be as good as any in the United States. This trait of "boosting" their own town by the inhabitants has been one of the prime factors, if not the principal one, in the wonderful development of the city. Where, in 1800, the only manufacturing plant consisted of the salt-works with their windmills for pumping the salt water from the Sound into the evaporating pans, we now find that Bridgeport makes hats, automobiles, sewing-machines, corsets, shirts, firearms, rubber goods, varnishes, cartridges, machinery, metal goods, and electrical appliances of all kinds—and this list hardly begins to tell them all.

The first post-office for this section was in Stratford, but, in 1801, an office was opened in Bridgeport. Between 1804 and 1810, the mail was brought from New York in a four-horse stage coach, which arrived between eight and ten in the evening according to the condition of the roads. Its arrival was announced by the long sounding of the guard's horn as the coach entered the village. There was only one newspaper subscribed for,—the *Journal of Commerce*,—which was permitted by its owner to be generally read. In 1824, passengers for New York were taken by stage to Norwalk, where a steamer was taken.

But the doom of the stage coaches was sealed when railroad-building began. In 1844, the New York and New Haven Railroad was chartered in Connecticut to build a railroad from New Haven to the western boundary of the State; and, in 1846, the New York Legislature granted permission to extend the line to Williamsbridge in Westchester County. The charter did not permit trains to be run in Connecticut on Sundays during the hours of divine service. Trains began running in 1848, but it was not until January 1, 1849, that they ran the full length of the line. In 1848, the Naugatuck Railroad was started from Bridgeport.

The first Episcopal Church was organized in 1748, and first opened for service in 1749. In October, 1751, the Stratfield Baptist Church was started as a result of the "New Lights" movement; but it was not organized into a society until 1757, by which action the members relieved themselves from paying rates for the Orthodox Church. The first Roman Catholic service was held in a private house in 1834 by Father McDermott. In 1842, the first Catholic edifice, St. James's Church, was erected.

Among the earlier newspapers are the *Republican Farmer*, which was started at Danbury in 1790 and removed to Bridgeport in 1810, where it is still published; the *American Telegraph*, published weekly in 1795; the *Bridgeport Herald*, about 1805; the *Bridgeport Advertiser*, in 1806; the *Connecticut Courier*, in 1810; the *Connecticut Patriot*, in 1826; and the *Spirit of the Times*, in 1831, at the time of the Morgan affair, as the organ of the anti-Masonic party. Other newspapers and journals have been published since, and among them are several trade and technical journals.

Though Bridgeport's manufacturing supremacy is due to such men and firms as Elias Howe and Wheeler &

Wilson, there is one name which stands forth as the best known of all her citizens. That is the name of the world's greatest showman, Phineas T. Barnum, who made his home here, and who also made it the winter home of his great shows and the training place of his riders and acrobats. It is still the winter quarters of the "Greatest Show on Earth."

Barnum was born in 1810; and, until 1841, he was engaged in all sorts of businesses,—minstrel shows, itinerant seller of shoe-blacking, sugar, molasses,—and always ready to turn his hand to anything that promised the return of a dollar. In 1841, he became proprietor of the American Museum in New York, and he soon became known as a theatrical manager, operatic impresario, concert manager, and as purveyor to the public of all kinds of curious persons and things. Among them was Tom Thumb, who was a native of Bridgeport. Barnum erected here a beautiful building completely furnished in the most ornate and gorgeous oriental style, to which he gave the name of "Iranistan." This was his home in Bridgeport until December, 1857, when it was completely destroyed by fire. A later home, he called "Waldemere," and his last, "Marina." He subscribed to the establishment of Seaside Park and gave seven acres of its present domain as a gift to the city.

On account of the number and acreage of its public parks, Bridgeport is sometimes called the "Park City." The principal ones are Seaside Park of one hundred acres, Beardsley Park of one hundred and twenty-five acres, and Old Mill Green (Pembroke Park), Washington Park, and the Parade Ground with several acres more. Beardsley Park is a gift to the city from the late James W. Beardsley, a wealthy and public-spirited citizen and manufacturer. The land now occupied by Seaside Park, which is on the

Sound shore, was known in the early days as "Wolves' Pit Plain," owing to the wolf pits which the colonists dug there.

In passing east over the old road, one cannot help but be impressed by the change from the bustling, manufacturing activities of Bridgeport to the quiet, rural conditions of Stratford. The town originally extended from the Housatonic River to the Pequonnock, but Bridgeport was taken from it in 1821, and the daughter has far outgrown the mother. The tract, ten miles square, was bought in 1639 by seventeen proprietors from the Peguset, or Pequonnock, Indians, who called the place Cupheag. The eastern boundary was the Potatuck River, later called the Stratford, and now the Housatonic. Mr. Fairchild was the principal purchaser from the Indians, and John and William Eustice were the leading settlers. The first settlement was made at Sandy Hollow, and, in 1643, the plantation was first called Stratford, presumably from the fact that some of the owners came from Shakespeare's birthplace.

The ferry over the Housatonic was established at a very early date. In 1648, the General Court referred to the Fairfield Court a motion concerning the Stratford ferry. The first ferryman was Moses Wheeler, who is said to have been a man of extraordinary strength who lived to the century mark. In 1813, the first bridge was built across the stream, and the ferry was discontinued.

There are no town records before 1650; but from that date until 1721, when they separated, the church records and the town records are the same. The first church—Congregational, of course,—was founded probably in 1640, but certainly in 1644. The first pastor, Mr. Blakeman, was inducted in 1651. In the same year, the witchcraft delusion claimed Goody Basset as a victim, for she

was accused, tried, convicted, and hanged. In 1706, the first Episcopal services on the soil of Connecticut were held here by the Rev. Mr. Muirson of Rye. In 1722, the Rev. Dr. Pigott was rector of the Church of England in both Fairfield and Stratford parishes; but it was not until 1723 that the first church edifice was erected. Samuel Johnson, afterwards D.D., was rector of Christ Church from 1723 until 1754 when he resigned to become president of the newly established King's College, now Columbia University, in New York.

His successor at the time of the Revolution was the Rev. Mr. Kneeland, who, on the Sunday after Lexington, prayed as usual for King George the Third; whereupon one of the congregation arose in his pew and declared that no such prayers should be said in Stratford, for George the Third was the worst enemy of every one in the colony. The rector listened to the end of the expostulation, and then shut his prayer-book, pronounced the benediction, and dismissed his congregation from the church, which was then closed until after the war was over.

In 1649, Mr. Birdsey removed from Milford under the following circumstances: One Sunday, he kissed his wife in violation of the law, and, having been discovered in this shameful crime, he was tried on the Monday and sentenced to be lashed. He managed to escape from the town officers and ran to the river, into which he plunged and swam to the Stratford side. From that safe place he shook his fists at his pursuers. His wife followed him later, and they became the ancestors of a long line of Birdseys, whose pedigree forms "the central stem of all Stratford genealogies."

Stratford's most distinguished son is David Wooster, who was born here in 1710. He was graduated from Yale in 1738, and, two years later, married the daughter of

President Clapp of the college. He took part in the various colonial wars, and, at the outbreak of the Revolution, was made a brigadier-general in the Continental army. For some time after Montgomery's death, he was commander-in-chief in Canada. Upon Tryon's raid to Danbury in 1777, Wooster gathered what troops he could to resist the invasion; and, in a fight with the British, he was mortally wounded and died a few days later.

Two of the most famous post-riders were Stratford men, Andrew Hurd, who died at the age of eighty-nine, and Ebenezer Hurd, who was post-rider between New York and Saybrook for fifty-six years before the Revolution, making the round trip once a fortnight. Tradition says that as he approached the turnpikes, Andrew used to call out: "Open the gate for the King's Post!"

For some reasons unknown, Tryon passed Stratford by in his destructive raids upon the Connecticut towns, though some of the inhabitants of the Old Mill section were robbed by stray bands of marauders. In 1812, a gallant home-guard of militia assembled to protect the town from the depredations of the enemy, one of whose vessels anchored off the town. Upon seeing this, their sergeant gave the order: "Scatter, men, scatter!" whereupon the soldiers took to their heels and "scattered" to the sixteen northerly points of the compass.

Dr. Dwight, writing in 1798, says: "Stratford is better built than either Fairfield or Norwalk." It is, indeed, a beautiful place with its old houses, broad streets, and great elms. Its public library, erected in 1894, bears the following tablet:

IN MEMORY OF SIX GENERATIONS OF ANCESTORS, RESIDENTS OF STRATFORD, POSTERITY OF REV. ADAM BLAKEMAN, 1598–1665, DEACON JOHN BIRDSEYE, 1616–1690, THIS GROUND

WAS DEDICATED AND THIS HOUSE BUILT BY BIRDSEYE BLAKEMAN, 1824–1894.

The old burying-ground near the library has at its entrance two stone gate-posts erected as memorials by Mary Silliman Chapter, Daughters of the American Revolution.

Several of the old houses have been modernized and still stand; among them are several Curtis houses and the Walker house, the home of General Walker of the Revolution. One of the Curtis houses was a tavern in 1774, as John Adams mentions having stopped there on his way to the Continental Congress at Philadelphia. The Benjamin Tavern stood nearer the ferry, and it is famous as having entertained Washington and Lafayette at the same time, the former having met the Frenchmen here after the latter's return from France, where he had been to obtain help and supplies for the struggling patriots.

Through Stratford, the Post Road is called Main Street; this changes into Elm Street, and that into Ferry Road, which leads to the bridge over the Housatonic.

CHAPTER IX

NEW HAVEN COUNTY, CONNECTICUT—MILFORD, NEW HAVEN, NORTH HAVEN, WALLINGFORD, MERIDEN

AFTER crossing the bridge, we are in New Haven County and the town of Milford, and we follow Broad Street into the centre of the town, which is about three miles from the Housatonic River. To the north of the road we pass a boulder with a flagstaff near by. The most important legend of the town is connected with this large rock. It is contained in the following ancient stanza:

> Once four young men upon ye rock
> Sate down at shuffle board one daye;
> When ye Deuill appearde in shape of a hogg,
> And frightened ym so they scampered awaye
> And left Olde Nick to finish ye playe.

Upon the rear side of the rock is cut in capitals "LIBERTY—1766." This was done by Peter Pierrott, Jr., the son of a Huguenot inhabitant of the town. On the face is carved:

LIBERTY MEN
1766
MINUTE MEN
1776
LIBERTY ROCK
D. A. R.
SEPT. 7, 1897.

The rock was known popularly as "Hog Rock" up to the time of the last date; but since the flagstaff was erected and the carving done, there is an attempt to have it called "Liberty Rock," a name which has no associations with the boulder, as there is no fact or legend connecting the patriots with the rock.

The old Post Road bore more to the northward than the present one and came down at the First Congregational Church and crossed the stream higher up than the Memorial Bridge. The present road leads into Milford's magnificent broad green. There are some fine elms here in Milford. The one nearer the house in the picture shown has a girth of nineteen and a quarter feet about a yard above the ground.

The first settlement at Milford was made in 1639 by a party of about two hundred from New Haven, headed by Sergeant Tibbals. On their march westward along the Sound shore, they halted at the Wepawaug River and were attracted by the beautiful stream and its surrounding fertile lands. Here were power for their mills and a fine harbor for their trade, and, having procured a deed from the Indians under date of February 12, 1639, they started their plantation. A later deed of 1661 gave more lands to Ensign Bryan, and a last deed of February 23, 1702, completed the Indian title to the patent of Milford. The leading native name on the first two deeds is Ansantaway, whose name and profile appear upon the tower of the Memorial Bridge.

On March 9, 1640, an agreement was made with William Fowler by which he was to erect a grist-mill upon the Wepawaug River. This was the first grist-mill in this section, and it was operated for two and a half centuries, when it and the water privileges came into possession of the New Haven Water Company, and the wheels ceased

to turn. We find that all through the country many of these streams have been taken for the water supply of towns and cities, and their use for furnishing power has been prohibited. The Meeting-house Bridge, over which the ancient road used to cross was built in 1640. Fowler's Bridge, near the mill, was built in 1645. Its site is now occupied by the Memorial Bridge of 1889, which was erected to commemorate the two hundred and fiftieth anniversary of the settlement. The bridge spans the river just above Fox Hole, and it is the pride of the town.

The first settlers lived in a communal house; but house lots of two or three acres were at once granted with the proviso that the planters erect houses within three years. Within that time, most of the grantees had erected "lean-tos." For fear of the Indians, a palisade from ten to twelve feet high was built on both sides of the river and covering about a mile square; but there is no record of any white person having been killed within the town, though, in 1648, there was a great battle between the local Indians and the Mohawks.

The church and the town records begin in 1639. In 1640, it was: "Voted, that the earth is the Lord's and the fulness thereof; Voted, that the earth is given to the Saints; Voted, that we are the Saints." This, I think, is the sublimity of egotism, but it is in keeping with the Puritan character. The First Church was the only meeting-house for over a century. The present edifice, the third belonging to the society, was erected in 1822. The Plymouth Congregational Society was incorporated in 1760. The first Episcopal service of which there is any record was held in 1736, but St. George's Church was not organized until 1764, and the church edifice was not ready for occupancy and consecration until 1775. Dr. Samuel Johnson of Stratford was the first rector. The present

edifice was erected in 1851, at which time the name of the church and of the parish was changed to St. Peter's. There is a tradition that the evangelist, George Whitefield, preached here in 1768 while on one of his New England journeys. In 1789, Jesse Lee preached here every Sunday morning for some months; but, though several attempts were made to form a Methodist Episcopal society, none was successful until 1836.

The early roads were rather irregular in direction, but they were of generous width; Broad Street, forty rods; New Haven Road, sixteen rods; and Wharf Street, ten rods. With the increase of houses and of population, the old roads were encroached upon. The harbor was an excellent one, and a considerable trade was carried on along the coast and with the West Indies. Ship-building was for many years one of the important industries of the town, but the filling in and change of the harbor in the course of nearly three centuries has killed Milford's shipping trade. Oyster culture has also been an important industry from as early as 1752.

There are several ancient houses, some of which have been taverns. Probably the oldest house is that known as the Stephen Stow house, which dates from 1689, or earlier. The house is of particular interest, however, on account of the patriotism and humanity of the owner by whose name it is known, and on account of his wife, Freelove Baldwin Stow, after whom the local chapter of the Daughters of the American Revolution is named. To get a succinct account of Stephen Stow's action, we should visit the ancient cemetery and view the monument erected by the State. It reads:

In honor of forty-six American soldiers who sacrificed their lives in struggling for the Independence of their Country, this

The first House built outside the Palisades, Milford. Residence of Mrs. Nathan G. Pond. Property of Charles W. Beardsley.

The Regicides' House, Milford.

A Group of Elm Trees, Milford.

MONUMENT was erected in 1852 by the joint liberality of the General Assembly, the People of Milford and their contributing friends.

"Who shall say that Republics are ungrateful?"

In memory of Capt. Stephen Stow, who died Feb. 8, 1777, aged 51 years.

Two hundred American Soldiers in a destitute, sickly and dying condition, were brought from a British Prison Ship, then lying near New York, and suddenly cast upon our shore, from a British cartel ship, on the first of January, 1777.

The Inhabitants of Milford made the most charitable efforts for the relief of these suffering strangers; yet, notwithstanding all their kind ministrations, In one month, forty-six died, and were buried in one common grave.

A simple record for Captain Stow, yet it was he who took charge of these poor wretches and nursed them through the smallpox and ship fever, who cared for and tended them, who clothed and fed them, and who heard their last messages and closed their dying eyes, and ended all by giving up his own life that so many of them should live. The names and the homes of the forty-six who died are inscribed on the monument.

Milford is proud of its new Central School on River Street, erected in 1908; but the antiquarian is more interested in the land upon which it stands and in the houses which formerly occupied the site. In 1639, plot number fifteen was alloted to Micah Tompkins, and later, there stood here the house of Governor Low and the Tompkins house, in which latter were hidden the two regicides, Goffe and Whalley. The cellar was dug out of the solid rock, and in it the two fugitives hid; modern tenants have used the place for a coal bin. Milford gave two colonial governors to the colony, Treat and Law. On February 24, 1684, Colonel Thomas Dongan and Robert Treat, gover-

nors of New York and Connecticut respectively, met here in Milford and confirmed the acts of the commissioners on the disputed boundary line between the two colonies.

The first tavern of which there is record was kept by Henry Tomlinson in 1644. The house is still standing on the *old* Post Road, a few rods west of the First Church. It was here that Washington stopped on his Eastern trip of 1789. The following entry appears in his diary:

> In this place, there is but one church, or, in other words, but one steeple, and there are grist-mills and saw-mills and a handsome cascade over the tumbling dams.

Milford Library, consisting of theological works, books of travel and voyages and a few volumes of history and philosophy, was established in 1745. Members of the library society were bonded in the sum of ten pounds in case of loss or damage to the books. In 1761, the Associated Library was founded by the members of the Second Church; but "such was the spirit of contention between the parties they could not read the same book." (Lambert.) In 1858, the Milford Lyceum was chartered, and for many years, it maintained lectures, reading-room, and library. In 1893, the present free public library was incorporated; it is called the Taylor Library after the donor of the building.

Wilcox Park comprises a tract of land that has many historic, romantic, and legendary interests. It was a gift to the town in August, 1909, from Clark Wilcox. Milford is a beautiful, quiet, and interesting old place with many historic associations.

In May, 1802, the New Haven and Milford Turnpike Company was chartered with permission to have one toll-gate between the two places. The turnpike followed the old Milford Path and crossed the West River at the

old West Bridge, which had been in existence as a foot-bridge probably from 1639, and as a cart-bridge since 1642. The pike entered New Haven by way of West Lane, which has become in these days, Davenport Avenue.

After leaving Milford, the road passes through the township of Orange, in that part of it called West Haven. This originally belonged to Milford and was called North Milford. The lands were surveyed and laid out before 1687, but no settlement was made here until long after 1700, though there were some scattered plantations. The town was founded in 1822, but it is virtually a suburb of New Haven. At Allingtown, named after the Allings, who were among the earliest settlers, there is the grave of Major Campbell, over which his enemies, in recognition of the humane spirit in which he performed an obnoxious duty, have raised a monument, upon which are inscribed under his name and the date of his death, the words "Blessed are the Merciful."

Just before reaching the wide marsh to the west of New Haven through which West River finds its way, the road passes over the summit of Milford Hill. The river is spanned by the West Bridge, about a mile and a half from the New Haven town green. Here on the morning of July 5, 1779, a conflict occurred between a small body of Americans and one division of Tryon's invading force under General Garth. Previous to the advance of the enemy, a small band of about twenty-five patriots removed the bridge, threw up slight entrenchments, and planted several cannon to guard the stream and road. There were several Yale students in the band. The number of the defenders was augmented until there were about one hundred and fifty offering resistance to the advance of the British. They were under the immediate command of Captain James Hillhouse, who directed their movements. One

of his volunteer assistants was Colonel Aaron Burr, who, whatever his subsequent political career may have been, certainly performed his military duties during the Revolution in a most commendable way, at all times and upon all occasions. So determined was this resistance that the enemy were obliged to make a détour to the Derby Road in order to enter the town. While they were making this movement, their flank was attacked at the Milford Road, and in the sharp skirmish that ensued, Major Campbell, the British adjutant, was killed. The British were guided by a young Tory named William Chandler.

Among the volunteers was Dr. Naphthali Daggett, late president of Yale. He was wounded and taken prisoner, and would have been bayonetted on the spot had it not been for the intervention of Chandler, who had been a student of the college. As it was, the reverend doctor was obliged to occompany his captors until they all arrived at the green in New Haven after a march of five miles. Dr. Daggett writes:

> They damned me, those that took me, because they spared my life. Thus, amid a thousand insults, my infernal drivers hastened me along, faster than my strength would admit, in the extreme heat of the day, weakened as I was by my wounds and the loss of blood. . . . And when I failed, in some degree, through faintness, he would strike me in the back with a heavy walking-stick, and kick me behind with his foot. At length, by the supporting power of God, I arrived at the Green, New Haven. But my life was almost spent, the world around me several times appearing as dark as midnight.

In 1614, during his explorations through Long Island Sound, Adrien Block, the Dutch navigator, visited the bay of New Haven. There are two hills here, now called the East and the West rocks, which, owing to the presence

The First Congregationalist Church, Mill Pond or Neppaway River, Milford

The Memorial Bridge, Milford.

Harbor View, Milford.

Liberty Rock, Milford.
From a photo by Ernest B. Hyatt.

of iron, presented a reddish appearance; and so Block called the place Roodenberg, or Red Hill.

In the summer of 1637, several wealthy English gentlemen arrived at Boston with the intention of founding a settlement. Though inducements were held out to these desirable colonists by several plantations already established, the newcomers sent several of their number to examine the land between Saybrook and the Saugatuck River, of which glowing accounts had been given by the conquerors of the Pequots. Upon report of this committee, an expedition sailed from Boston early in April, 1638, and landed on the plain at the mouth of the Quinnipiac River, where a site had been selected for the new plantation. The leaders of this migration were the Rev. John Davenport, Mr. Pruden, and Samuel and Theophilus Eaton. In accordance with custom, they bought the lands from the natives, entering into a plantation covenant with them through their sachem Maumaguin.

In 1639, they adopted a written form of government, and Theophilus Eaton was chosen governor, a position which he held until 1658. A general court was ordered to meet annually in the last week of October, and the Bible was decreed to be the basic statute book of the civil administration, as well as of the ecclesiastical. The church was organized by the selection of seven prominent inhabitants, who were called the pillars of the church, and who entered into a solemn covenant for its formation. These "pillars" served as judges, and trial by jury was dispensed with, as no authority for it could be found in the Mosaic law. The power of the clergy reached its extreme point in New Haven, and none but members of the church could vote. In New Haven town itself, about one half of the inhabitants were disfranchised; in Milford, where there were more "saints," about one fifth. Ridiculous

as were many of the New Haven laws, it now appears that the famous "Blue Laws" never really existed, except in the imagination of the Rev. Samuel Peters, a Tory refugee of 1781, who entertained and horrified the people of London by various inventions of an imagination that rivalled that of Baron Munchausen. The members of the church elected the various officers, and, as no others had the right to vote, all power was in the church. Firmly planted on this religious rock, the colony began its successful career.

The Quinnipiac Colony soon changed its name to New Haven, after that port in England. It had hardly become established before it began to encourage and to send out settlers to form new plantations; so that it became a mother colony to many other towns within the State. In 1643, New Haven, Milford, Guilford, and Stamford formed themselves into the Republic of New Haven, to which Branford and Southold, Long Island, were added later. This union of independent towns resembled the union of towns forming the Connecticut Colony. In the same year, New Haven joined the New England Confederacy, with Plymouth, Massachusetts-Bay, and Connecticut as the other members. The confederacy was formed primarily for self-protection from Indian attacks, but, during the half century that followed, it gave united resistance to the acts of aggression of the royal governors, and was the object of bitter attacks from them.

Upon the termination of the Commonwealth in England and the restoration of Charles II to the throne, steps were taken to punish those still living who had taken part in the trial and condemnation of Charles I. Ten of the regicides were executed, and others were imprisoned and fined, while those who could do so fled from the country. Two of them, Generals Goffe and Whalley, came to

America and stayed for a while at Cambridge; but, feeling unsafe there, they migrated to New Haven, where their general bearing and piety gained the confidence of the people and of the Rev. Mr. Davenport. They had not been long in New Haven before officers came with warrants for their arrest. Notice of the fact was sent from Boston before the pursuers arrived, and the judges fled for refuge and safety to a cave on West Rock, where food and other necessities were secretly conveyed to them. Mr. Davenport preached publicly from the text:

> Take counsel, execute judgment; make thy shadow as the night in the midst of the noon-day; *hide the outcasts; betray not him that wandereth. Let mine outcasts dwell with thee, Moab, be thou a covert to them from the face of the spoilers.* Isaiah xvi., 3, 4.

The fugitives led a hunted and wandering life for some months, and then settled near Hadley, where, according to the legend, Goffe appeared suddenly during an Indian attack in King Philip's War, took charge of the frightened inhabitants, repelled the savages, and then disappeared as mysteriously as he had appeared, leaving those not in the secret of his identity with the belief that an angel in the form of an old man had been sent from Heaven for their deliverance. Colonel Dixwell was another of the judges. He came to New Haven in 1670, and lived here as a retired merchant under the name of James David; but he acknowledged his identity before his death in 1688. It is said that Andros once saw him in church and asked who he was, and upon being told he was a retired merchant replied that that was not so, for the gentleman showed by his manner that he had at some time held positions of responsibility. However, before Andros could follow the matter up, his attention was diverted to other matters.

Goffe and Whalley died in Hadley, and it is supposed their bodies were secretly conveyed to New Haven, where all three are buried in the rear of the Center Church.

In 1657, the New Haven General Court emphasized the regulation in regard to schools, as the towns had heretofore neglected the ordinance concerning their establishment and maintenance. In 1660, it was enacted:

that the sonnes of all inhabitants within this jurisdiction shall be learned to write a leegible hand, so soone as they are capable of it.

In 1662, Charles II gave a charter to the Connecticut Colony; and the independent New Haven Colony, without its knowledge and without its consent, found itself included. Encouraged by Massachusetts-Bay and Plymouth, New Haven stubbornly resisted this unwilling alliance with Connecticut, but was at last forced to submit in 1664. In 1701, it became a joint capital with Hartford; it was incorporated as a city in 1784.

In the year 1700, ten of the principal ministers of the colony,—seven of them from towns on the Post Road,—met at Branford and proposed to form a college. Each brought a number of books and presented them to form a library in the new college, saying: "I give these books for the founding of a college in this colony." The college received many endowments from distinguished benefactors among whom were Sir Isaac Newton, Dean Berkeley, Bishop Burnet, and others; but the first and most munificent gift was from Elihu Yale, and so the college was named in his honor. The first commencement was held in Saybrook in 1702, and it was not until 1717 that the first building was erected at New Haven. Most of the ancient buildings have given way to more modern edifices, the gifts of wealthy benefactors and graduates of the

Yale College, New Haven, Old North Middle College—demolished. Old South Middle College—still standing.

From a photo by the Bradley Studio.

Old Yale Campus, New Haven, about 1865.

West Haven Green, West Haven.
From the photo by Bradley Studio.

college, or university, as it became in 1887. The oldest now standing is a brick building known as the South Middle, which bears two tablets with the following inscriptions:

CONNECTICUT HALL
CORNER STONE LAID
1750
RESTORED BY THE GRADUATES
1905.

IN THIS HALL
WAS THE ROOM OF
NATHAN HALE
OF THE CLASS OF
1773.

Dr. Daggett, the president in pre-Revolutionary days, instilled into his students strong ideas of liberty and patriotism; so that there were very few who became Tories. Many of the graduates became distinguished during the struggle, either in civil or military life, and one of them, Nathan Hale, has left a name which is the synonym for sublime patriotism. Dr. Timothy Dwight, afterwards president of the college, was a chaplain in one of the Connecticut regiments during the Revolution. His *Travels in New York and New England* is an invaluable source for information concerning that struggle and also for matter relating to the life, conditions, industries, trade, population, etc., of this part of the country in the generation following the Revolution.

The green at New Haven, comprising over twenty acres, has been the centre of the town's life from colonial days to the present. Here were located the market-place, the church, the court-house, the jail, the stocks, the whipping-post, and the pillory. Here the people assembled to discuss the Stamp Act in 1765 and to celebrate its repeal in 1766. Jared Ingersoll, the stamp agent for Connecticut, upon the arrival of the stamped papers, announced that he was ready to sell them; whereupon New Haven broke out in open rebellion and so menaced the life of the stamp-

master that he deserted his own town and went to Hartford. What happened to him later we shall see when we come to Wethersfield. It was upon the green that Captain Benedict Arnold mustered his company of Governor's Guards upon the news of the Lexington fight and started with forty of them for Cambridge, where they attracted great attention on account of their uniforms and discipline. Arnold kept a shop on Water Street where he sold drugs, stationery, and books for several years before the Revolution, and he was also engaged in the West India trade. His house on Water Street, not far from his shop, stood until about ten years ago, when it was demolished.

The green is still the centre of the town's activities, and if you will look at a map of New Haven, you will be reminded of a spider's web, with the green in the centre and the streets radiating from it and winding around it. On the upper side of it are Trinity, Center, and United churches, and on the north side are the new Ives Memorial Library and the new court-house, while the college grounds also abut upon a portion of it; and on the lower side are the Library and the city hall.

New Haven, like so many of the New England towns, had its trial for witchcraft, but this did not result fatally for the accused person. This was Elizabeth Godman, the town scold, whose tongue proved to be "an unruly member"; and as she had rows with her neighbors, after which peculiar things happened, she was arrested and tried. Though her judges were firm believers in witchcraft, she was acquitted, and wagged her tongue thereafter without further molestation.

On July 5, 1779, a force of about twenty-five hundred men under Generals Tryon and Garth landed from a British fleet for an attack upon the town. Garth's force landed about sunrise on the west side of the harbor and

East Rock, New Haven.

The Pierpont House erected 1764–7, Elm Street, New Haven.

This house was pillaged and used as a British Hospital, July 5, 1779. Now the home of the Rev. Anson Phelps Stokes. On its walls hang rare prints and other Yale memorabilia. East is the Jarvis house of 1767. West stood the house of the Rev. James Pierpont, a founder of Yale.

The old Home of Roger Sherman, "The Signer" and the first Mayor of New Haven. The House was built by him in 1789 and stands on Chapel Street, near High, remodelled into Stores.

United Church on the New Haven Green, erected 1815. The Law School of Yale University on Elm Street.

was met at Milford Hill by a small American force, as has already been told. Tryon's force, composed principally of Hessians and Tories, landed at East Haven a little later and advanced upon the town with but little resistance; so that by evening, the enemy held undisputed possession of the town, and most of them bivouacked on the green.

They at once began plundering, robbing, and burning, insulting unprotected women, and even murdering several unarmed citizens. It was the intention of the invaders to have destroyed the town, but the gathering of large bodies of militia proved such a menace that they withdrew the next morning to their ships, but not without molestation. Some vessels, buildings, and stores were burned at East Haven when they left, and about forty of the inhabitants were taken along as prisoners. Another reason for refraining to fire the town was that there were so many Tories in it that their houses and property would have been destroyed with that of others. Upon the withdrawal of the enemy, those who had taken refuge upon East Rock returned to their homes.

New Haven has been the birthplace and the residence of many distinguished persons, but only a few can be mentioned. Roger Sherman, shoemaker, signer of the Declaration, first mayor of the city, and United States Senator, heads the list; his house is still standing. Another was Noah Webster, the great lexicographer, who commanded a company that escorted Washington through the town at the time of his visit in 1789, and received the great man's commendation for the orderly way in which it was done. Among the fighters was Admiral Andrew Hull Foote, without whose active co-operation it is doubtful whether Grant could have taken Forts Henry and Donaldson, or retrieved the day at Shiloh, while Pope could not have taken Island No. 10, or the Mississippi

been opened. He is best remembered among the old blue jackets of the navy,—but I am afraid there are none of them left,—as the man who was principally responsible for the stopping of the grog allowance. Colonel David Humphreys, aide to Washington, poet, and soldier, sleeps in the cemetery of the Center Church in a goodly company, among whom are Eli Whitney, Lyman Beecher, General Alfred H. Terry, of Fort Fisher fame, Theodore Winthrop, Benjamin Silliman, and several presidents of the college and governors of the colony and State.

The green is to-day the active centre of the city, and here all the lines of trolleys congregate before taking passengers to all parts of the city and of the State. New Haven possesses over twelve hundred acres of parks, though there are so many trees and green places that it is itself like one immense park. From the great number of trees, the city has been called the "Elm City." These, alas, are being infected, a fate that has befallen trees in several of the places already touched upon, and one of the saddest things to the lover of trees is to know that a number of the elms within the college grounds have had to be cut down. East Rock is one of the public parks with an elevation above the Sound of three hundred and sixty feet, while West Rock has an elevation of four hundred. Both are reached by fine driveways, and upon the former is the soldiers' monument.

Besides the college, there are a number of other educational institutions, among which are the State Normal School, the Boardman Training School, and the Hopkins Grammar School, this last having been founded in 1660.

The route from New Haven to Hartford was always a very important one, for we here strike inland and away from the coast. The inhabitants of the towns through which we have travelled were not so concerned about high-

Temple Street, New Haven.

West Rock, New Haven.

"My Farm at Edgewood.'
The Home of Donald G. Mitchell—"Ik Marvel."

ways as those living in the interior; for the former had the Sound upon which to do their voyaging and conduct their trade. These inland roads, following the Indian trails, were laid out several hundred feet wide at first, for land was cheap; and when one portion of the common thus given to a highway became too worn or heavy for traffic, the traveller simply changed to a new part of the highway. As more inhabitants came in, the highway was encroached upon until the towns were obliged to call the trespassers to account, and, in some cases, make them remove fences which they had placed across the highway. Thus, we read that a committee was appointed in 1759, to clear it and to straighten out "the various crooks and notable turns thereof."

On maps of this region, drawn in 1758, 1775, and 1780, I find that the route was west of East Rock and the Mill River; but, in 1795 and subsequent years, the road is shown as going up what is called the "Neck," the point of land between the Mill and the Quinnipiac rivers. There were in the course of time, three principal routes to Hartford; the first, by way of North Haven, Wallingford, Meriden, and Berlin; the second, as above to Wallingford, thence to Durham, Middletown, Rocky Hill, and Wethersfield; the third, by way of Montowese, Northford, and Durham, and, as in the second, to Hartford. This last does not appear until after the construction of the New Haven, Durham, and Middletown Turnpike, chartered in 1813 and completed in 1814. The turnpike crossed the Quinnipiac meadows on a long causeway and bridge which was known as Lewis's. The New Haven and Hartford Turnpike was chartered in 1798, and was nearly thirty-five miles long. It left New Haven by way of Mill Lane (now Orange Street) to Whitneyville, thence northeast toward the Quinnipiac, passing up the west side of that

stream and leaving Wallingford well to the right, and going through Yalesville and Meriden Centre. It was a great stage route during the time of the coaches, and had four toll-gates between the two cities. The following were exempt from the payment of tolls; church-goers; funerals; persons attending society, town, or freemen's meetings, or military trainings; persons going to and from grist-mills; and persons living within one mile of said gates and not passing them more than one mile to attend to their ordinary farming business. The road to Hartford through Meriden is mentioned as early as May, 1766; it left New Haven by way of Neck Lane (now the upper part of State Street). The road to Guilford also entered the city by way of Neck Lane, after it had crossed the Quinnipiac, first by a ferry, and later, by a bridge. There was also a westerly route to Hartford by way of New Britain; for Washington speaks of taking the "middle road" by way of Berlin and Wallingford, but this westerly road was not a post road until after the completion of the New Haven and Hartford Railroad in December, 1839.

Let us pass out State Street and follow the road to the northward. We cross Mill River on a modern bridge, a lineal successor of a cart-bridge erected here in 1642, under which the regicides, in 1660, hid while their pursuers rode with much clamor overhead. The bridge that stood here in the time of the Revolution was the gathering-place of the militia during Tryon's raid; but their action was not required, for the enemy evacuated the city. On our left, East Rock towers overhead, and on our right are the meadows bordering the Quinnipiac River, up whose valley we pass on the level, and come into the township of North Haven, which extends for about eight miles from north to south.

North Haven consists of two tracts bought from the Indians by John Davenport and Theophilus Eaton. The

Phelps Hall, New Haven.

East Rock Park, New Haven.

first was bought on November 24, 1638, from Maumaguin, sachem of the Quinnipiac Indians, and the second, on December 11, 1638, from Montowese, son of the sachem of the Mattabesett Indians at Middletown. At first, this section was called the "North Farms" of New Haven. About 1640, Governor Eaton placed upon the land one William Bradley, who is said to have been an officer in Cromwell's army. About 1660, Thomas and Nathaniel Yale took up some of the land, and, ten years later, Jonathan Tuttle began a settlement, composed chiefly of descendants of the first planters of New Haven. The settlement was slow; for it was not until 1716, that there were enough people in the plantation to form a church society of their own. In the meanwhile, the settlers went on foot to the church at New Haven, a distance of about nine miles. Frequently, the women would carry a child the whole distance. The church edifice was erected in 1718, upon a tract of some eight or ten acres given for the purpose by the Rev. John Pierpont of New Haven. The first pastor was the Rev. Mr. Wetmore, who declared for episcopacy in 1722, and left the church. He went to England for holy orders, and settled in a parish at Rye, New York. A few of his congregation followed him from the church.

The old churchyard occupies part of the land given by Mr. Pierpont. The first burial was made in 1720, and it is probable that before that date, the dead were carried to New Haven. The oldest epitaph is on a stone over Moses Clark, who "dyed Aug ye 21, 1736."

Reder stop your space & stay
& harken unto what I say,
Our lives but cobwebs tho' near so gay,
And death ye brome ye sweeps away.

The first mill was built on Muddy River in 1700, and by 1761, there were seven mills on that stream. Small sea-going craft were built here between 1760 and 1800, to engage in the coasting and West Indian trade.

The valley of the Quinnipiac, or East, River consists of great meadows upon which the hunting was very good. As a result, the meadows were favorite hunting-grounds of the Indians, and great numbers of them resorted here at times. They were a source of alarm to the women and children, but it does not appear that they were troublesome. Underlying these meadows are great deposits of clay, and, about 1720, the manufacture of bricks was begun. This is now, and has been for many years, the principal industry of the town. The most famous tavern was the Andrews Tavern at the northwest corner of the old green. It was established in 1770, and was well patronized in the coaching days until after 1835, when the railroad gave it its death blow.

In 1720, the town was divided into four school districts, but there are no records of a schoolhouse or a schoolmaster until 1750, when a school committee was appointed. In October, 1786, after many attempts by the interested sections, the parishes of Mt. Carmel and North Haven were separated from the town of New Haven and made into a distinct and separate township.

Continuing up the west side of the Quinnipiac, we come within the bounds of Wallingford, which was within the second purchase from Montowese, and originally thirteen miles long and ten wide. In 1667, it was proposed to establish a village here, and, two years later, a plantation was begun, to which the name of New Haven Village was given. Its site was selected "on the hill on the east of the great plain, commonly called New Haven plain." The committee having the matter in charge ordered two high-

ways to be laid out; one along the hill running north and south, and the other across the hill running east and west. The former is Main Street and the latter, Centre Street. At the same time, the division of the land was ordered "on each side of itt [Main Street] to ranges of hous lotts of six acres to a lott." In the spring of 1670, lots along South Main Street were assigned to settlers, who agreed to occupy and build within three years. On May 12, 1670, the Court at Hartford enacted that "the plantation on the playne, in the road to New Haven, be called Wallingford." The name was taken from that of the place of the same name in England, from which some of the earliest settlers came. Main Street was part of the road connecting New Haven and Hartford, to which the name of the Old Colony Road has been given. In some places, it was forty rods wide; but it was gradually encroached upon, and town committees were appointed at various times to see that the road was cleared of such encroachments.

Probably the first tavern was that kept by Nathaniel Merriman in 1673. During Revolutionary times, the principal tavern was kept by Amos Hall, and there were many other taverns in the village and on the plains. Bishop's Tavern, on the turnpike, two miles below Wallingford, now called the Oakdale Tavern, was erected in 1769 by a man named Bishop who came from Virginia. It was conducted by him and his son until 1835, when the railroad interfered with the stages. It was the stage office in coaching days.

Under date of Monday, Oct. 19, 1789, Washington says:

Left New-haven at 6 o'clock, and arrived at Wallingford (13 miles) by half after 8 o'clock, where we breakfasted and took a walk through the Town. In coming to it we passed thro' East Haven about midway; after riding along the river

of that name 6 miles, on which are extensive marshes now loaded with haystacks—the ride is very pleasant, but the Road is sandy, which it continues to be within a mile of the Tavern (Carringtons', which is but an ordinary house) at Wallingford. . . . At this place we see the white Mulberry growing, raised from the seed, to feed the silkworm. We also saw samples of lustring (exceeding good) which had been manufactured from the Cocoon raised in this Town. This, except the weaving, is the work of private families, without interference with other business, and is likely to turn out a beneficial amusement.

On November 10, 1789, on his return journey from New England, he writes:

"Bated at Smith's on the plains of Wallingford, 13 miles from Fuller's, which is the distance Fuller's is from Hartford, and got into New Haven which is 13 miles more, about half an hour before sun-down."

The most distinguished native of the town was Dr. Lyman Hall, who was graduated from Yale College in 1747, and who was a student of theology and of medicine. He moved to Georgia and was sent as a delegate to the first Continental Congress, and he was also a signer of the Declaration and first governor of the State. Another son of Wallingford was the late General Henry B. Carrington, who was the author of *Battles of the American Revolution* and of other works, and who died in the autumn of 1912.

The present town of Wallingford is a busy manufacturing place of varied industries, and its population is made up largely of Italians, Hungarians, and Polanders. If the traveller sticks to the old turnpike, he will see little of the town. It is better to follow the Old Colony Road and come into town on South Main Street, from which fine views may be obtained across and along the valley of the

The Judges' Cave, New Haven.

Osborn Hall, New Haven.

The Oakdale Tavern, formerly Bishop's (1765?), Wallingford.

The Styles, or Trumbull House, North Haven.

river. Centre Street is part of the line of the old highway connecting Middletown with Danbury, over which the post-riders went east to Durham at one time as part of their route to Boston.

At the second town meeting, April 21, 1671, the townsmen voted to lay rates to maintain a minister, but it was not until February, 1675, that the first church was organized. About the middle of the nineteenth century, there was founded a society somewhat similar to the famous Oneida Community. This Wallingford Community, as it was called, occupied a tract of two hundred and forty acres on the west side of the turnpike, where they engaged in both manufacturing and farming.

There is an elevated ridge forming the western boundary of the river valley, and as we pass up the road toward Yalesville, there are many pretty scenes. The site of Yalesville was originally called First Falls, on account of the falls of the Quinnipiac. The first mill was located here on the west side of the stream, but most of the farmers lived on the east side, so that it was necessary to provide a canoe to carry them and their bags across. In 1694, a bridge was built across the stream, which was probably the first one across the river. In 1707, William Tyler made an arrangement with the town to run the mills, which in consequence, were known as Tyler's Mills during the century or more that they remained in the Tyler family. Charles Yale, who had made a fortune in making japanned and tin ware and selling it in the South, bought out the Tyler interests after 1800 and established a factory here where he made pewter and Britannia wares. He was one of the pioneers of these industries in this section. The place was named Yalesville in his honor, and other industries were subsequently established, the power of the river being used. The New Haven and Hartford Turnpike crossed the river

here, and, when Yalesville became a borough in 1853, the turnpike is described as its western boundary.

A short distance beyond, the road passes within the bounds of Meriden, and, before reaching the main part of the town, we pass Hanover Park, which is a popular pleasure resort in the summer time. In 1661, Connecticut made grants of land here to two parties; but no improvements were made until 1664, when Captain Andrew Belcher of Boston secured possession of 470 acres. He built a stone house on the Old Colony Road, about two miles north of the centre of the present city; and, in order to furnish refuge and protection from the Indians to the travellers on that road, the house was loop-holed and a supply of arms and ammunition was kept constantly on hand; for which reason he and his successors were granted the right to keep "tavern forever." The house was enlarged in 1690 and remained a tavern for over a century. It was the half-way house on the Old Colony Road between New Haven and Hartford, and in its latter days was the scene of many convivial meetings, in consequence of which it was called the "Merry Den." The trip between the two towns took two days.

The first settlement was made about a mile east of the present business centre, and the turnpike went through it. When, after 1830, the matter of building a railroad was agitated, the farmers strenuously opposed it, as they were wedded to the idea of the turnpike along which they were accustomed to travel. As a result, the railroad was built along the valley of Harbor Brook, and the business interests gathered around the railroad station.

In 1661, in a letter from Clark, one of the original grantees, he refers to this section as "Pilgromes Harbour"; yet popular tradition ascribes the name to the fact that some time after October 13, 1664, the two regicides, Goffe and

Whalley, after their two years' hiding in Milford, stopped here for several days while on their way to Hadley, and found a safe harbor, or refuge, in the swampy woodland. The Harbor Brook passes through it, and, on account of the growth of trees suitable for making into hoops for the sugar barrels of the West India trade, the land was in great demand, and was allotted to Wallingford proprietors as early as 1677. The lower part of the swampy woodland was called "Dog's Misery," because dogs in pursuit of game often came to grief in the dense swamp and wildwood.

The plantation received the name of Meriden from the Warwickshire home of the Belchers. Though within the bounds of Connecticut, the early settlers were more inclined toward Wallingford, and, upon petition, they were included within its society and church, being called the North Farms of Wallingford. On May 9, 1728, Meriden became a separate parish, and, in 1806, a separate township; it was incorporated as a city in July, 1867.

In 1784, stage-coach travel was resumed over the Old Colony Road. After the building of the turnpike, many taverns sprung up along its line, but, from all accounts, these were like our modern city taverns—they existed for the sole purpose of selling liquor. When the railroad was built through West Meriden about 1840, the old taverns were shut up, and a new era of hotels opened in the Pilgrims' Harbor section, which includes the main business part of the present city.

Whitefield preached here, and also in Wallingford, about the middle of October, 1740. The earliest school record is of the date of April 23, 1814, when it was: "Voted, to appoint a committee of two from each school district to introduce kine pock innoculation." So that it appears that the Meriden people were not slow in following up

Jenner's discovery of vaccination. In 1852, the Connecticut Reform School was established here upon a tract of 195 acres.

The city of Meriden is situated principally in the valley of Harbor Brook, but it is in a region of hills. To the north and west are the famous Hanging Hills, which get their name from the fact that they rise abruptly from the valley, and, to the observer from below, they appear to hang over his head. To the north and east is Mount Lamentation, which gets its name from the fact that an early settler from the Middletown side was lost on the mountain, which caused the searchers to wail, or lament. The hill rises 995 feet above the waters of the Sound.

A shoe shop is mentioned as early as 1765; but Meriden's manufacturing enterprises began in 1791, when Samuel Yale began making cut nails. In 1794, he added the making of pewter buttons, followed in a few years by the making of pewter and Britannia ware. Others embarked in the same line; and, in 1852, most of the firms combined into the Meriden Britannia Company. So much silver-plated ware is made by this company, by Rogers Brothers, and others, that Meriden is sometimes called the "Silver City." Cutlery, hardware, and similar lines are among its chief manufactures, and the Bradley & Hubbard Manufacturing Company is famous for its output of lamps and lamp goods. An active and progressive board of trade has helped very materially in the extension of Meriden's business enterprises and in the development of the city.

Considering New England's part in the abolition of slavery, it is difficult for us now to believe that there ever was a time when the inhabitants resented the attempts of the anti-slavery orators to convert them; yet such was the case in this city in 1837, when there occurred what is called in the history of the abolition movement, the "Meri-

Mine Island and Castle Craig Tower, Hubbard Park, Meriden.

Meriden, Connecticut, from Views Street.

The Old Berkeley Tavern, Berlin.

The Austin House, Durham.

den riot." An anti-slavery speaker was scheduled to deliver an address on an entirely different subject, and announcement was made from the pulpit on Sunday. The place of meeting was to be the basement of the church. On the night of the meeting, the church was stoned by a mob, the meeting broken up, and a number of people injured.

CHAPTER X

MIDDLESEX COUNTY, CONNECTICUT—MONTOWESE, NORTHFORD, DURHAM, MIDDLETOWN, CROMWELL, ROCKY HILL, AND WETHERSFIELD

BEFORE going on to Hartford, let us travel over the stage route as outlined in the above heading, though only Durham, Middletown, and Cromwell are in Middlesex County. There was a highway between New Haven and Middletown before the construction of the turnpike between the two places. The road led out by way of Neck Lane, but turned eastward over the Quinnipiac after passing through a part of North Haven. The bridge over the river was called Long Bridge, and it is mentioned as early as 1784, when New Haven was incorporated as a city and the bridge is given as one of its bounds. In 1814, it became the property of the turnpike company, and it is still in use as a free bridge.

The Muddy River is a tributary of the Quinnipiac; and, in 1670, a settlement was begun on the former stream. This hamlet is now called Montowese, and it is a station on the Air Line of the New York, New Haven, and Hartford Railroad.

The road passes into the township of North Branford, formerly a part of Branford, which was originally settled under New Haven auspices. Northford is the village through which the road passes, and it began originally as a

summer encampment for the planters of Branford, ·
came here in the spring, planted, and cultivated their c
and, after garnering it in the fall, returned to Bran
for the winter. This practice began about 1720, as
1723, the squatters are referred to as the "North Farme
It was about the same time that they began a permar
plantation; and soon after the Revolution, this sec
asked to be made a town separate from Branforc
request that was not granted until 1831. Northfor
near the northerly line of the township, on the west
of Totoket Mountain, from which it is separated by
Farm River. Its Indian name was Paug. The Congr
tional Church was organized in 1725, and the Episcopa
1763. There were several taverns strung along the tu
pike, of which the most popular was the Harrison Tav
Northford's early industries were sawmills, fulling-m
and tanneries; and the town has produced a numbe
inventors. Later manufactures include combs, woo
articles, pins, and card printing.

It is but a short distance from Northford to the Durh
line, and we enter Middlesex County at the same ti
Pistepaug Lake lies near the corner of the township.
are still two or three miles away from the Air Line, so t
Durham Centre and Durham both present a quiet asp
They are separated from each other by Mill, or Ally
brook, over which the Post Road passes on a bridge.

The township was originally a sort of "no man's lan
for, after the surrounding towns were surveyed, tl
remained considerable land between them, which was
small for a distinct township. The legislature m
grants of it to individuals who had served the Colony
some way; and, as early as 1662, grants were mad
John Talcott and others; in 1669, to Samuel Talcott, a
in 1670, to soldiers of the Pequot War. If any man

shown bravery in battle, or had preached a satisfactory election sermon, he was rewarded by a grant of land in Coginchaug, as the Indians called it, or the "long swamp." In this way, over five thousand acres of land became the property of individuals; and, before any settlement was made, the grantees were widely dispersed.

The property belonged to the Mattabesett Indians of Middletown, though there is no evidence that they ever dwelt in Durham in considerable numbers. The land was secured by Indian title, for which Sir Edmund Andros had little respect, for he said: "The signature of an Indian is no better than the scratch of a bear's paw." The Indians resorted to this section for hunting, and many Indian relics have been found, principally from the kitchen-middens and cave shelters of the locality. In 1905, a boy dug up twenty perfect arrow-heads in an old spring near the south end of the village.

In 1698, David Seward of Guilford moved into the town, and his neighbors contemplated following him; so that in the following year, some thirty-one prospective settlers presented a petition asking for a plantation at Coginchaug, on the plea that it was so far from other settlements that its inhabitants could not conveniently attend church. The petition was granted, and a site for a church was selected on Meeting-house Hill; but very few of the petitioners left Guilford, and no settlement was made until 1704, when the legislature suggested that the grantees of lands should surrender one fourth of their grants for common lands. At the same time, the name was changed from Coginchaug to Durham, after the English city of that name. In the following years, additional settlers came in; and, in 1708, a patent was given by the legislature.

On December 24, 1706, the first town meeting was held under the auspices of the Hartford General Court, and,

Meeting-House Green, in 1835, Durham.

Side View of Swathal House, Durham.

High Street, Middletown.

among other things, the town expressed a desire to belc
to New Haven County. Until 1804, Durham was
ecclesiastical parish, but it became a town in that ye
There has been little increase in the population, and it l
always remained a small town. In 1774, the populati
was 1076; in 1810, it was 1101, and in 1910, 997. T
decrease is due to the fact that the town has been chie
agricultural, and that the natural increase has been cc
stantly moving out; so that you will find Durham peo
and their descendants in the great track of emigrati
from New England through the Mohawk and Gene
valleys and in the great Middle West. Though there ha
been manufacturing industries in the past, they are n
reduced to one small shop. At one time, an extensi
trade was carried on through Middletown and New Hav
with the West Indies. Flax was at one time a princi
crop, but peaches and general farm products are now t
rule.

There are still a number of old and interesting hous
The Swathel Inn was half-way between Hartford and N
Haven, and was a relay house in the staging days; a
as six four-horse stages passed through the town dai
it was an important stopping-place. The approach of t
coach was announced by the blowing of the guard's hc
upon entering the village, and the passengers were call
together by another blast. The Concord coaches were
use as late as 1860, but two horses were then consider
enough, though an extra horse was used in bad weath
When the trip was made between Boston and New Yo
the first time within twenty-four hours, bells were ru
and bon-fires blazed all along the route. On Februa
21, 1822, there was a great flood in Allyn's Brook, and t
coach driver was cautioned about crossing the brid
whose abutments were in apparent danger. He answer

with bravado and started to drive across; but the bridge gave way, the coach tumbled in, and several persons were drowned.

The Swathel Inn was built by Abiel Cole, and an old stone found in the cellar has carved on it the date, "June 15, 1730." That may or may not be the date of erection; but this is another of the inns at which Washington stopped. Great barns used to stand near the house, and the sign-post, a gilded ball, gave notice of its having been an inn long after it had ceased to be one, and the stages had stopped forever. The mail was carried by post-riders for a long time between New Haven and Hartford, via Durham and Middletown; but after the re-establishment of the stage line in 1785, the mail was generally carried by stage.

Eli Whitney boarded here in the village and was tutored previous to his entering Yale. Major-General Phineas Lyman, commander-in-chief of the Connecticut troops during the colonial wars, was a native of the place. Another distinguished son of Durham was James Wadsworth (1730–1817), who served his town as clerk for thirty years. At the time of the Revolution, he was on the Committee of Safety, and was a major-general of militia in defence of Connecticut towns. He was also a member of the Continental Congress, and, after the peace, a judge in his native State.

A native of Durham of even wider fame was Moses Austin, the first one to propose American colonization in Texas. He moved from here to Wythe County, Virginia, where his children were born. In 1799, he moved to Missouri, where he was for a long time very successful at his trade of sheet-lead worker; but, though he was known to be honest, reliable, straightforward, and intelligent, misfortunes overtook him, and his affairs became

involved. In 1820, he went to San Antonio, Texas, at great risk and asked for a tract of land and permission to settle three hundred American families upon it. His application was approved, and he returned to Potosi, Missouri, only to die, having contracted disease on his hazardous journey. He designated his son, Stephen F., who had been liberally educated, as his successor in the colonization scheme in Texas. Stephen undertook the colonization, but, when the political troubles began, he did not desire independence from Mexico, but only wished to form a state of the Mexican union. This made him unpopular, and he was defeated for the presidency of the Lone Star Republic by the hero of San Jacinto, "Sam" Houston. The capital city of Texas, Austin, is named in his honor.

The oldest public library in the colony of Connecticut was started here in Durham, October 30, 1733. It comprised one hundred and fifty volumes, and the society was known as the Durham Book Company. It was reorganized in 1789, after the Revolution, with two hundred and ten volumes. In February, 1856, the society was disbanded, and the books were sold at public vendue. Durham now maintains a free public library.

Just north of the Swathel Inn is Bare Rock, from which a fine view of the surrounding country may be obtained. The highway into Middletown is now a State road, and it passes through a well-cultivated and neat country. The road becomes Main Street as it enters Middletown, turning an angle as it parallels the Connecticut River through the city, which is the county-seat of Middlesex County.

The locality in which Middletown is situated was called by the Indians, Mattabesett, which means "a carrying place, or portage." In Algonquin, Connecticut means the "long tidal stream," or the "river with the long tide,"

referring to the rise and fall of the river as far up as Hartford. This whole section was purchased by the Dutch before the coming of the English, and they called the stream the Versch, or Fresh, River. In 1646, the attention of the Hartford General Court was called to the section of the river above the *Wondunk*, as the Indians called the great bend of the river at this point, where it passes through a gap in the Chatham Hills instead of following its previous southerly course to the Sound. The lands here were not so good as at other places along the river, but they were occupied by a numerous tribe, whose sachem was Sowheag. His castle stood on the higher land back from the river in the northern part of the town. He was suspected of being unfriendly to the whites, and some of his many warriors had aided the Pequots in their attack upon Wethersfield, but Sowheag refused to give up the murderers, and, if the whites became too insistent, he was apt to become troublesome.

However, in 1650 and 1673, purchases were made from the native owners, the Indian signers of the deeds being Manacope and his son Sowheag, who gave to Governor Haynes of Connecticut six miles on each bank of the river. The aborigines were numerous in the northwestern part of the town long after the English occupancy, until they were restricted within a reservation on the west side of the river, to which the name of Newfield was given. There were Indian cemeteries on both sides of the river, and bones and other Indian relics have been frequently found. The plantation was begun in 1650, but there were few at first. Within a year, the place began to grow, and the General Court made it a town in 1651; in 1652, it sent a representative to Hartford, and, in November, 1653, its name was changed to Middletown, perhaps, because it was about half-way between Saybrook and Hartford, but

Wesleyan University—" College Row," Middletown.

Sign of Tavern at West Cromwell.

Berkeley Divinity School, Middletown.

more probably from the English home town of one or more of the principal settlers.

The earliest town record bears date of February 1, 1652, at which time it was agreed to build upon the open green a meeting-house twenty feet square, and to surround it with palisades. The first comers located themselves along the present Main Street, north of Washington Street and near the meeting-house yard. They kept close together for mutual protection, and lived within their stockade. They came from England, from Eastern Massachusetts and from the earlier towns of the Connecticut valley.

In the winter of 1669–70, the building of ships began; and this became an important industry of the place, there being several shipyards, ropewalks, and similar establishments of a nautical nature. Middletown was a seaport, and, before the Revolution, carried on an extensive and lucrative trade with the West Indies. After that conflict, a coasting trade with New York and other places was established; and this lasted until the shutting down of the brown-stone quarries at Portland, on the other side of the river and originally a part of Middletown. The Hartford and New York boat makes the old town one of its regular stops. Along the water front, the town presents the appearance of a decayed seaport similar to Portsmouth, New Hampshire, Salem, and dozens of other places which were famous in the old days of spar and sail. Most of the earlier settlers came by way of the river, though a few came by the Indian trails. In 1740, a war vessel, called the *Defense*, was fitted out at Middletown and was authorized by the General Assembly to cruise against pirates and the Spanish.

We can, perhaps, get a good idea of the importance of Middletown from the fact that, in 1756, it was the most populous of the sixty-eight towns then in Connecticut.

So firm a reliance did the inhabitants have upon the ancient river highway that, when the Air Line Railroad was planned to connect New Haven with Boston, the inhabitants opposed its building with all the power at their command on the score of its noise, dust, and discomfort. They did not realize their mistake until 1861, when they turned about and permitted and assisted in the building of the Air Line and its bridge across the river. Then followed the Civil War and the destruction of the maritime trade of the United States. Middletown's trade was gone, so the city has since paid its attention to manufactures, with the natural result of a large number of foreigners in its population.

Among the earlier of these enterprises were a paper-mill and powder-mill, both established in 1793; while, in 1813, a pistol factory and a sword factory, and in 1815, a rifle factory added to the warlike character of the place. Of the gentler arts, a woolen-mill was started in 1810, and a cotton-mill in 1814. Other cloths were also manufactured here, and the industries are becoming of that varied character so common in these Connecticut towns. The first printing-press was established here in 1785 by Woodward & Green, who began soon after to issue the *Middlesex Gazette*. From 1668 to 1786, Middletown was in Hartford County, but in the latter year, Middlesex County was formed, and Middletown was made the county-seat; it had been made a city in May, 1784. Until 1776, the centre of the town was north of Washington Street. In 1795, the first custom-house was established. In 1726, a ferry between Middletown and Portland was ordered by the town. Steamboating began early on the river; for, prior to 1819, the *Fulton* was on the river for a short time, followed by the *Enterprise*. In 1825, the Connecticut River Steamboat Company put on the

Oliver Ellsworth, and, the next year, the *McDonough*, both named after distinguished inhabitants of the State.

Upon the news of the Lexington alarm, the town sent two companies, one of infantry, and the other of light-horse. During the war, many Tories were sent to Connecticut for safe keeping, and among them was Governor William Franklin of New Jersey, the Tory son of a patriot sire, to whom Governor Trumbull gave parole. Franklin wanted to go to Stratford, but was persuaded to go to Wallingford instead. His request to go to Middletown was granted; but his riotous conduct and that of his companions, especially on the Sabbath, shocked the sensibilities and religious convictions of his Puritan neighbors. In addition, he violated the spirit of his parole, if not its letter, by entreating people to return to their allegiance to the king, and by granting to them pardons in the names of Admiral Lord Howe and his brother, Sir William, the British commanders in America. His influence became so pernicious and his conduct so scandalous that the inhabitants requested Governor Trumbull to remove him from the town. The matter was referred to Congress, which ordered him into close confinement and prohibited him the use of pen, ink, and paper; at the same time he was forbidden to see any visitors unless allowed to do so by proper authority.

Another resident of the town was Commodore Thomas Macdonough, a native of Delaware, who became an inhabitant after his marriage with Miss Shaler, a daughter of one of the quarry owners. Macdonough owes his fame to his brilliant victory on Lake Champlain during the second war with Great Britain over a much superior force of the enemy, by reason of which Plattsburg and the northern part of New York were saved from British conquest. As a young officer, he had previously taken part

in that exploit termed by Lord Nelson the most brilliant in the annals of any navy, the cutting out and destruction by Decatur of the frigate *Philadelphia* in the harbor of Tripoli. The Middlesex Historical Society is housed in a mansion given for the purpose by Macdonough's granddaughter.

During the Revolution, a son of Middletown, Major Return Jonathan Meigs, was with Arnold on the Kennebec expedition and was taken prisoner with Daniel Morgan in the attack upon Quebec. In May, 1777, after his exchange, he made a successful raid across Long Island Sound under orders of General Parsons, who was in command of the coast towns. On May 23d, Meigs crossed the Sound in whaleboats from Guilford and advanced to within four miles of Sag Harbor without being discovered. He concealed his boats, and, leaving a guard with them, advanced with one hundred and thirty men against the town at two o'clock on the morning of the 25th. Notwithstanding a spirited defence, the Americans killed or captured the entire British garrison, burned twelve brigs and schooners, destroyed forage, provisions, and other supplies, and returned to Guilford with ninety prisoners and without the loss of a man. For this brilliant exploit, Congress gave him a vote of thanks and an elegant sword. He was also with Wayne in the daring attack upon and capture of Stony Point on July 15, 1779. In 1788, he settled in Ohio and was, for many years, agent to the Cherokees, who called him "the white path."

Major-General Samuel H. Parsons, a native of Lyme, was at Norwalk at the time of Tryon's raid. After the war, he settled in Middletown and practised law; but removed to the Northwest Territory, where he became first judge. He was drowned while on his way to make a treaty with the Indians.

General Joseph King Fenno Mansfield was born in New Haven and was graduated from West Point in 1822. He was appointed to the Engineer Corps and saw service in the Mexican War. He married Mary, a daughter of Ephraim Fenno[1] of Middletown, and this became his residence. At the outbreak of the Civil War, and for some time after, he was in charge of the defences of Washington, but was ordered to the command of a corps of the Army of the Potomac and was killed at the battle of Antietam, September 18, 1862.

That brilliant and entertaining writer, Professor John Fiske, though born at Hartford, passed his boyhood in Middletown. His father's name was Green, but, owing to his disreputable character, so it is stated, John took the name of his mother's family, an act which he afterwards regretted. He was a precocious boy, and in his manhood, became a college professor and writer on many subjects, but principally on history and philosophy. His various monographs on American history are delightful and instructive books.

Among the old or famous buildings is the Burnham Tavern on Washington Street, said to be the oldest building now standing in the city. It was built about 1720 by Samuel Gaylord, and, in 1756, St. John's Lodge of F. and A. Masons was organized at the tavern of Michael Burnham, which was its abiding-place for some years. A tavern on Main Street was opened in 1760 by Timothy Bigelow, and after his death, it was conducted by his widow. The Swathels had possession from 1818 to 1826, and for many years it was the stage-coach office on the route between New Haven and Hartford. It is now demolished. In 1825, Mrs. Harriet M. Swathel purchased a house on the corner of Main and Court streets and opened

[1] The Fenno house, with the date 1765, still stands on the Main Street.

the Central Hotel, which was conducted under the same name until 1851, when it was purchased by the Macdonough Hotel Company. The old hotel and the outbuildings were removed and the new company erected a fine brick hotel named after the hero of Lake Champlain. In 1812, the Washington Hotel Company bought the large house and lot formerly belonging to the first mayor of the city, Jabez Hamlin, and erected a fine brick building, in which Lafayette was entertained in 1825. In 1835, it became a private house; and in 1860, it became the property of the Berkeley Divinity School and the home of the Bishop of Connecticut.

Middletown boasts of several educational establishments of a public and of a sectarian character. In the year 1825, Captain Partridge's American Literary, Scientific, and Military Academy was moved here from Norwich, Vermont, but its name was probably too heavy for it, for it was swamped in 1829. The owners of the defunct academy sold the land and buildings to the newly formed Wesleyan University, which was founded under Methodist auspices in 1831, but which is now non-sectarian. Coeducation existed for some time, but it has ceased. The university buildings are situated upon some of the highest land in the city, and a fine view can be obtained from the towers. The view toward the southeast takes in the State Hospital for the Insane, established here in 1866. Another public institution is the State Reform School for Girls. The Berkeley Divinity School was organized by the Episcopalians in 1854; it occupies a block on Main Street.

Passing through Enfield and Windsor, President John Adams wrote: "This is the finest ride in America, I believe. Nothing can exceed the beauty and fertility of the country." Reaching Middletown, he added: "Middletown, I think is the most beautiful of all;" and,

after spending two days here, he writes: "The more I see of this town, the more I admire it." It is, indeed, a beautiful town with its old houses, many of them with white columned fronts and roomy porticoes. Fiske says:[1] "In the very aspect of these broad, quiet streets, with their arching trees, their dignified and hospitable, sometimes quaint homesteads, we see the sweet domesticity of the old New England unimpaired." Yet it is not the Puritanical New England of old; for the writer arrived here one Sunday night and was of the opinion, as he rode through the very broad Main Street, that all the shops were open, so brilliant was the illumination. Upon inquiry he found that the electric lighting company turned on the lights at dark, and switched them off at eleven o'clock, by which means the church-goers and loungers had a good opportunity to look over the bargains and displays in the shop windows.

Taking our start from the post-office, which is also the starting-point of the electric cars, the Post Road leads north towards the Union station of the two railroads and by St. John's Protestant Episcopal Cathedral and the old burial ground, where

> The rude forefathers of the hamlet sleep.

Some distance above the railroad, we pass over a great meadow, through which flows the Little River, which is also known as the Sebethe. About two miles north of the stream, a settlement was made shortly after the main one was made at Middletown. These outlying settlers trudged in all kinds of weather across the great swampy meadow to attend church, and thus there was formed a path between the two places, which was extended to the

[1] "The Story of a New England Town." *Atlantic Monthly*, December, 1900.

northward to Wethersfield. In May, 1802, the Middlesex Turnpike was chartered to build a road from Middletown to Goffe's Brook in Wethersfield, and it followed the course of the ancient path.

This upper plantation of Middletown was called the Upper Houses to distinguish it from the main settlement, which was called the Lower Houses. In 1703, the Upper Houses became a separate parish with their own rates and pastor, and a meeting-house was built. In 1851, Upper Houses became a township under the name of Cromwell. Near the station in Cromwell is a small triangular park, containing a fine memorial stone, which is not attractive on account of its surroundings.

In 1759, a ferry was established across the river to the Portland side. The building of vessels was one of the earliest industries, and the Upper Houses were famous in this respect. At its height, there were two wharves and three shipyards, none of which now remains; but the river is still there to impress one with its beauty.

The most prominent name in connection with Cromwell is that of William C. Redfield, a native of Middletown, whose youth was spent in Cromwell. Later, he became a marine engineer of note. It was he who, simultaneously with General Reid, R. E., made the discovery of the rotary and progressive motion of storms.

Away from the station, the Post Road passes by many pretty homes and through a fertile country until it reaches Rocky Hill, which was formerly a part of Wethersfield, and which is in Hartford County. It is a picturesque village strung along the Connecticut River for about three and a quarter miles from north to south. It was incorporated as the parish of Stepney in 1722; but the name was changed to Lexington in 1826, and that again to Rocky Hill, in order to prevent confusion with Lexington,

Massachusetts. In 1843, Rocky Hill ceased to be a part of Wethersfield and became a separate township.

The Post Road comes into Wethersfield through the wide and ancient green, and then finds its way through the long village by turning several corners until it passes out over the Hartford Road. Wethersfield is of particular interest as one of the oldest settlements in the present State of Connecticut.

Various Mohegan tribes of Indians occupied the western part of the State. These were all more or less tributary to the Mohawks of the Five Nations in the neighborhood of Albany and more directly to the Pequots, who occupied the land near the Thames River. It is probable that the Pequots, also, were Mohegans, but they displayed warlike and governing characteristics which were more like those of the Iroquois. The valley of the Connecticut was occupied by several tribes who were called, in general, the River Indians, and they were in unwilling submission to the powerful and warlike Pequots. In order to relieve themselves from this burden, several sachems went, in 1631, to Boston from "the river Quonchtacut, which lies West of Naraganset," for the purpose of forming an alliance with the English and inviting them to come to the valley of the great river and to settle there. One of these sagamores, Wahquinnicut, a sachem of the Podunk Indians, had been a servant of Sir Walter Raleigh. The English did not look with favor upon the invitation, and declined it; but the description of the beautiful, fertile country was remembered.

In September, 1633, the adventurer, John Oldham, and three companions came overland to the Connecticut to trade and to examine the land. They were received kindly by the River Indians and entertained, receiving such presents as the natives could give them, and they

returned to the Bay with good accounts of the country and its people. The settlements around Massachusetts-Bay were already seething with religious dissensions, and were becoming overcrowded—think of it!—and a plan of migration was in the air. The three towns which did not agree with the limitation of the suffrage to church members and with other ideas of the Bay Colony, were Dorchester, Watertown, and Newtown (Cambridge). At first, the General Court refused permission to the planters to leave, but some of them went without such permission. In 1635, however, the three towns received permission to move to any place within the jurisdiction of Massachusetts-Bay. In the late summer of 1634, several families came here from Sir Richard Saltonstall's colony at Watertown; and, in the spring, the rest of the settlers came, some by land and some by sea. It is said they arrived several months before the Hooker party at Hartford.

When these newcomers arrived here, they found the land under the dominion of Sowheag, chief of the Wondunks, who took their name from the great bend of the river at Middletown. The deed of the first purchase was lost, and a second deed was obtained from Sowheag's successors in 1671. The Indian name of the place was Pyquag, which is variously given as meaning "the dancing place," or "place of games," and as "clean land," or "open country," from the alluvial meadow lands which surround the town, and which appear constantly in the early records as the "Great Meadow" and the "Little Plain." In the nearly three centuries since the first settlement, the river itself has changed its course very materially. From the place from which they came, the planters called their settlement Watertown; but on February 21, 1637, the General Court named it "Wythersfeild," probably after some place of the same name in England.

The Wethersfield people were unlike those who settled at New Haven and Windsor in the fact that they had no organized church when they came into the wilderness, nor was a church organized until 1636. Most of them were members of Mr. Phillips's church at Watertown. There were several ministers in the plantation, but none was installed until 1641, when the Rev. Henry Smith became pastor. He had considerable trouble with a wealthy and fractious ruling elder, as well as with the other unplaced ministers, whose criticisms helped to cause the religious controversies that distracted the congregation, and which led to the settlement of other places under their guidance. In 1639, the Rev. Peter Pruden headed a considerable company which settled Milford; in 1640, the Rev. Richard Denton and about thirty others went to Rippowams and settled Stamford; and in 1639 and 1640, a smaller company settled Stratford, then called Cupheag. The Rev. John Sherman went to Milford in 1639, but removed to Branford; he was the ancestor of General William T. and Senator John Sherman. The last organized company left Wethersfield in 1659. The Rev. John Cotton appears as pastor from 1660 to 1663, and the rule, at first, seems to have been short pastorates. In 1729, an attempt was made by Dr. Samuel Johnson to establish an Episcopal church, but no parish was organized until 1797, and then it did not last long. In 1740, George Whitefield, the famous evangelist, preached in Wethersfield.

On account of its position, Wethersfield was more open to Indian attack than were Hartford or Windsor, as it was nearer the Pequot country. In April, 1637, a party of about two hundred Pequots fell upon the planters at the Great Meadow, killed six men and three women, twenty cows and a mare, and carried away two maids, daughters of William Swayne, gentleman. The two girls were taken

to Pequot (New London) and were taken care of by Mononotto, the next in rank to Sassacus, the Pequot ruler. A Dutch trader visited the Indian town in his vessel and rescued the girls from captivity, and they were later ransomed by Lieutenant Lyon Gardiner of Gardiner's Island and restored to their relatives. Mononotto's widow and children were taken captives at the Great Swamp fight at Southport, and would have been sold into slavery in the West Indies with the others; but she begged for clemency on the score of her having treated the Swayne girls with kindness; and, her story proving true upon investigation, her captors set her and her children free. In the Pequot War which followed the massacre, the town furnished twenty-six men. In 1640, a fort was built; and, in 1675, owing to the fear of King Philip, a palisado was built around the village. In the following year, several houses were fortified as houses of refuge in the event of attack. In 1704, during one of the wars with the French, the Massachusetts Indians became hostile, and six houses were fortified.

The first meeting-house was erected in March, 164$\frac{6}{7}$; and so fearful of Indian attack was the community that an armed guard attended during the services. The meetings were convoked, as was the case throughout all the New England settlements, sometimes by the beating of the drum and sometimes by the bellringer going through the streets and roads. The present church, with its beautiful Wren spire, modelled after that of the Old South in Boston,—a spire whose beauty evoked the admiration of Washington,—was erected in 1761. It was famous for its choir more than a century ago, and Dr. Dwight speaks of the beautiful singing. Washington and John Adams attended services here before either became president, and many other distinguished men have worshipped within its walls.

Ferries were established early, as the town lay on both sides of the river. In 1674, Richard Smith, Jr., was ferryman and tavern-keeper. The first tavern was kept by John Saddler, probably as early as 1642, as his house on High Street was a tavern in 1648 and he had occupied it six years. During and after the Revolution, there were three or four taverns at a time. May's Hotel was the last of the old coaching taverns, but it is a curious thing that to-day there is not a tavern or hotel in the place, and only two or three stores.

Omitting New Haven, Wethersfield furnished more proven cases of witchcraft than any other plantation in Connecticut. In 1648, Mary Johnson was, "by her owne confession," found guilty of "familiarity with the Devil." She was probably an old offender, for a Mary Johnson was whipped for theft in 1646. John Carrington and his wife Joanne were convicted in 1651, and he (and probably she) was executed. In 1670, John Harryson and his wife Catherine, residents of nineteen years' standing, were convicted, and the former was executed. The widow made an appeal to the General Court, which directed that she be retried without a jury. Upon her retrial, the court ordered her release, but advised her to leave the town. This she did, going to Westchester, in New York, where her advent caused considerable of a commotion, which resulted in her trial there. She was acquitted, however, but was returned to Wethersfield at the expense of Westchester.[1]

Ship-building began as early as 1648, when the "Shipp Tryall" was completed. The fisheries for herring, shad, and salmon were also sources of considerable income, and there were a few manufactures of barrel staves and hoops; but the main dependence was upon agriculture, and to-

[1] See the author's *The Story of the Bronx.*

bacco, onions, and garlic were the principal crops. Brissot de Warville, the French traveller, speaks of the great fields of onions. In 1783, a public mart, or fair, was authorized. In 1797, Levi Dickinson made the first corn brooms in the country, and they soon became an important addition to the packs of the Yankee peddlers. In 1819 and 1820, Mrs. Sophia Woodhouse was awarded premiums for Leghorn hats, which she had plaited. She patented them the next year, and the industry spread, a good deal of the work being done in the homes of the inhabitants. The principal exports, besides the staves to the West Indies, were furs to Europe. Right after the Revolution, the manufacture of tinware and pewter ware was begun by Captain Thomas Danforth of Rocky Hill. One of his apprentices, Ashbel Griswold, went to Meriden in 1808 and began making block tin, which developed into the manufacture of Britannia ware.

A passenger wagon-express was granted to Captain John Munson in 1717. His route between New Haven and Hartford was via Wethersfield and Beckley Quarter (Berlin), and he made one round trip a week in good weather. The Hartford and New Haven Turnpike was chartered in 1798, and the Middlesex in 1802; the latter passed through the western part of the town. Both had gates in Wethersfield, and they were discontinued about 1850 and 1872 respectively. The mail stage route via Wethersfield, Rocky Hill, Middletown, and Durham existed until 1850, or later. It became a Hartford and Durham line, and then a Hartford and Middletown line until 1871. The Hartford and New Haven Turnpike was a mail route until the advent of the railroad.

Wethersfield lost half of its territory in 1693, when the part east of the river was taken from it. In 1822, the village was incorporated. Five years later, it began to

The Chimney of the Silliman House, Wethersfield.

The Burns (or May) Tavern, Wethersfield.

"Hospitality Hall," Wethersfield.
The Webb House, where Washington and Rochambeau were entertained at their first meeting in 1781.

From the Connecticut River Wethersfield is a view of delight; her Christopher Wren spire nestles among the trees, and white stones of the old burying ground, like a flock of sheep on the hillside, appear quite English and pastoral.

grow famous for the same reason as Sing Sing in New York. In 1827, after an occupation of fifty-four years, the State's convicts were transferred from the Newgate in the caverns of the abandoned copper mines at Simsbury to the new prison on the banks of the Connecticut.

When Sir Edmund Andros and his staff were on their way from Boston to Hartford to demand the surrender of the Connecticut charter, they crossed the ferry at Wethersfield and were met by a troop of horse which escorted them into Hartford. The town furnished men for all the Indian wars and also for those with the French. Two companies took part in the disastrous Havana campaign on 1762, but only a few men lived to return.

It was in front of the house of Colonel John Chester on Broad Street that the Sons of Liberty, on September 19, 1765, interrupted the journey of Stamp-Master Jared Ingersoll on his way to Hartford, and compelled him to sign and read a written resignation of his office, and to shout, "Liberty and property!" and to give three cheers. Upon reaching Hartford under escort, he read his resignation upon the Common in the presence of the members of the Assembly and of a crowd of one thousand or more.

When the agitations preceding the Revolution arose, the name of Silas Deane began to appear. He was a native of Groton, where he was born December 24, 1737. He was graduated from Yale and became a lawyer, settling in Wethersfield to practice his profession. Deane served several terms in the legislature of the colony and represented it in the first and second Continental Congresses of 1774 and 1775. He went as a commissioner with the expedition under Ethan Allen to capture Fort Ticonderoga, an expedition that had been suggested, so it is said, by Benedict Arnold, and which had been planned in Hartford. When Congress decided to try to obtain

the aid of France, Deane was sent as an agent to Paris, where he was soon joined by his colleagues, Franklin and Arthur Lee, with whom he was a joint signer of the treaty of commerce and alliance with France. He also personally engaged Steuben, De Kalb, and other European officers, but under such terms as to lead to his being accused of extravagance and dishonesty. He was recalled to America to answer the charge, but had to return to France for certain papers necessary for his defence. Here he found that his letters had been intercepted and published, and his criticisms of the French government had rendered him *persona non grata;* for, in 1779, he had written that the Declaration was a mistake, and that it was better to have a reunion with Great Britain, who was a sincerer friend than France.

Congress did not make good to him his outlays and expenses—an unfortunate way it had with those who lacked the necessary influence,—and Deane was so impoverished that his property in Wethersfield and elsewhere was seized and sold for debt. He then went to Ghent in Belgium, where he became a naturalized citizen and embarked in business. In 1783, he went to England. He conceived the idea of connecting the St. Lawrence River and Lake Champlain by means of a canal, and was ready to sail for America in furtherance of the scheme, when he died suddenly at Deal, England, September 23, 1789, after he had gone on shipboard. Previous to this, he had appealed to Congress to redress his grievances, but his requests were ignored and he applied directly to Washington. Deane's death stopped all action at that time; but, in 1842, after an investigation, Congress found that the blame rested on Arthur Lee,—who was also guilty of misrepresenting Paul Jones,—and paid to Deane's heirs $37,000.

Silas Deane was largely interested in the West India

trade; and his brother Barnabas was actively engaged in fitting out privateers during the war, as were others in Wethersfield, where the long established ship-building industry had naturally produced a tendency towards all things nautical. Deane's house is still standing; and, though fitted with modern improvements, it remains the elegant mansion of colonial days, as its occupants are fully appreciative of its historical associations. The staircase is particularly fine, and its series of carved and twisted balusters reminds one of the cloistered walk of the Church of St. John Lateran in Rome.

The Webb house,—long known as "Hospitality Hall," —adjoins that of Silas Deane. The property was bought from Major Samuel Wolcott in 1752, by Joseph Webb, who probably demolished the old house and built the present one. Webb died in 1761, and his widow married Silas Deane, who occupied the Webb house until he moved into the one he had built adjoining Webb's. Washington was entertained at both houses. His first visit was on June 30, 1775, when he was on his way with General Charles Lee and others to take command of the army at Cambridge.

Philip Skene, the loyalist, was also a visitor at Webb's, as he was furnished with letters of introduction by Deane. Major Christopher French, a British prisoner, wrote:

> Dined with General Putnam at Mr. Webb's, of Wethersfield. He is about five feet six inches high, well set, and about sixty-three years old; and seems a good-natured and merry man.

ON THE RUINS OF A COUNTRY INN.

The friendly Host, whose social hand
  Accosted strangers at the door,
Has left at length his wonted stand,
  And greets the weary guest no more.

PHILIP FRENEAU.

Washington records in his diary, May 19, 1781, that he "lodged at the house of Mr. Joseph Webb." Here he met on the twenty-second the Count de Rochambeau and his suite, and a military conference was held which arranged for the coöperation of the allied armies. The distinguished visitors parted on the twenty-third. At the May session of 1781, the General Assembly appropriated £500 to defray the expense "to be incurred in quartering Gen. Washington, Gen. Knox, Gen. Duportail, Count de Rochambeau, Count de Barras, and the Chevalier de Chastellux, and their suites, in Wethersfield. There were also present at this meeting Governor Trumbull, Colonel Wadsworth of Hartford and Colonel Samuel B. Webb of Wethersfield.

The Webb family has always been one of distinction in the history of the town and of the country. There was a Lieutenant Webb on Washington's staff, but he was taken prisoner in 1777 and was not paroled until 1781. He was the father of General James Watson Webb, and the grandfather of General Alexander S. Webb, who distinguished himself at Gettysburg, and who was for many years the president of the New York City College.

The Wethersfield of to-day is a quiet, shady suburb of Hartford, with which it is connected by trolley cars. A library, now occupying part of the town-hall, was established here in 1783. In front of the post-office is a single slab of stone nearly twenty-five feet long and a foot thick which was formerly the door-step of Deane's store. The picture of the Silliman chimney will give some idea of the size of that important part of a colonial house, with its numerous fireplaces on the several floors. There appear to be almost bricks enough to build a modern house.

CHAPTER XI

HARTFORD COUNTY, CONNECTICUT—BERLIN, HARTFORD, WINDSOR, WINDSOR LOCKS, AND SUFFIELD

HAVING finished our détour by way of Middletown and Wethersfield, we return to the line of the Middle Road and continue our journey through Berlin to Hartford and beyond. The railroad does not pass through Berlin, so that it remains a quiet, clean village strung along the old Post Road.

In 1668, Sergeant Richard Beckley, a former resident of New Haven and then of Wethersfield, received from the General Court a grant of three hundred acres of land by Mattabesett River, and he also bought from the Indians part of their hunting grounds. In January, 1686, the General Court granted to Middletown, Farmington, and Wethersfield all the vacant lands lying between their bounds and the bounds of Wallingford. This grant covered lands now in Berlin and in New Britain. About the same time, a number of settlers came and settled what is called Christian Lane. They had to walk eight miles to Farmington Church, carrying their children in their arms and having armed men before and behind in case of Indian attack. In 1712, on account of the great distance the settlers had to walk, this section was set off as the Second Church Society and called Kensington, and the

first minister was settled among the fourteen families forming the society.

During the Revolution, Berlin was in three different towns, but the inhabitants responded to the calls for men. A lead mine in Kensington Parish was worked during the war, and the metal was run into bullets for the use of the Continental troops. In 1785, the town of Berlin was formed from the three mentioned above. It was divided into religious societies, or precincts, Kensington, Worthington, and Great Swamp. In 1850, the town was in danger of being swallowed up by the more important and progressive New Britain, and a request was made to the State Legislature asking for a separation, a petition that was granted. There is a portion of the township also known as Beckley Quarter, receiving its name from the first settler. A house belonging to one of the name was known as the Beckley Tavern, and it is said that Washington stopped here and planted three trees, only two of which are now standing, as shown in the picture. His diary says under date of Tuesday, November 10, 1783: "Left Hartford about 7 o'clock and took the middle road . . . Breakfasted at Worthington, at the house of one Fuller."

About 1740, a Scotch-Irishman named William Pattison began the manufacture of tinware in Berlin and continued to do so until the Revolution. The manufactured articles were placed in baskets, or panniers, on each side of a horse and taken to all parts of the country, the peddlers taking in exchange anything that was usable and negotiable, as cash was a scarce commodity. The tinware peddlers were welcome guests in the sparsely settled sections, as they were the only purveyors of news and gossip, as well as of pots, kettles, and pans. As the war prevented the getting of sheet tin, the trade ceased during its continuance. The manufacture was resumed after the return of peace

The Connecticut State Capitol and Bushnell Park, Hartford.

The Charter Oak, Hartford.

The Old Home of the Hon. John Webster, Fifth Governor of Connecticut, Hartford.

by apprentices and workmen who had been employes of Pattison. The building of turnpikes and better roads permitted larger loads, and carts and wagons were used to carry the tinware to all parts of the United States. Dr. Dwight says that, in 1815, immediately after the cessation of the second war had permitted the resumption of imports of tin: "ten thousand boxes of tinned plates were manufactured into culinary vessels in the town of Berlin in one year." Yet this poor infant industry needs fostering care! The Berlin Iron Bridge Company was the most important manufacturing industry of recent years until its acquisition by the trust, since which time its plant has been used for other purposes. Brickmaking is also an important industry.

The famous educator, Emma Hart (Willard), was born in Worthington Society in 1787 and began her career as a teacher in her home town at the age of seventeen. She was also the author of that popular song, "Rocked in the Cradle of the Deep." Her sister, who was married twice and appears as Mrs. Alvira Lincoln, and as Mrs. Alvira Phelps, was also a teacher and the author of several books, including a botany. James Gates Percival, geologist and poet, was born in Kensington Parish. In 1802, Berlin Academy was incorporated. The old building still stands as a monument of the architecture of those days. Almost in front of it is a Japanese varnish, or lacquer, tree, which is so called from the glossy appearance of the leaves. There are some fine views from the Post Road across the valley to the west.

In the records of Worthington Society Church, under date of November 1, 1791, there is the following:

Voted, that the thanks of this society be given to our friend, Mr. Jedidiah Norton, for so distinguished a mark of his good

will in giving us an elegant organ and erecting it in the meeting-house at his expence.

This was probably the first organ to be installed and used in a Congregational church in New England. The road from Berlin Centre to Hartford is not a macadamized road, so that it is difficult of passage in wet weather.

In *Documents Relating to the Colonial History of the State of New York*, we find many pages given up to the voluminous correspondence between the Directors of New Netherland, the New England colonies, the English government, and the States-General in regard to the occupancy of the Connecticut Valley and the boundaries thereto. I quote from the letter of November 6, 1653:

In the year 1633, Wolter van Twiller, at the time Director in New Netherland, purchased the territory called Conittekock, situate on the Fresh River of New Netherland, long before any other Christian Nation had been there. Van Twiller, immediately after the sale, payment and conveyance, caused possession to be taken of that land, and there for the account of the Company had Fort Hope built, which is continually to this date occupied by a garrison who also made a bouwerie there and cultivated the soil. . . .

In the year 1635 one Mr. Pinsen established a trading house and plantation [Springfield] on said Fresh river above Fort Hope, against which Director Twiller protested . . . in the name of the Company.

The English proceeding, notwithstanding have founded about a small gunshot from Fort Hope, the town called Hartfoort, and other settlements on the Company's purchased lands, contrary to previous protests.

Let us hear the English side. In a letter read before the States-General, August 9, 1642, complaint was made by Lord Say and Sele, one of the original patentees of Con-

necticut, in which he objects to the claim of New Netherland as far as Narragansett Bay and to Hudson River, and states the Dutch had

entered many protests against the peaceable proceedings of the English, towards whom they have transgressed in various manners and ways, adding thereto sundry threats and haughty arguments. All of which the English bore, and though no more than *five* or *six* Dutch, at most, reside on the aforesaid river Conecticot, where there are exceeding ***two thousand English***, yet the latter have not used any violence toward them, but treated them with all kindness; yea, have they been the means, under God, of saving their lives. . . . Moreover, they live there without rule, in a godless manner, beseeming in no wise the Gospel of Christ. Their abode there will never be productive of any effect than expense to their masters, and trouble to the English.

On August 20, 1642, the States-General to the West India Company

hereby request and require you to take care that no acts of hostility do arise [on any pretense] between the English and Dutch nations; but on the contrary, that good friendship and harmony be maintained with the English.

In September, 1650, Stuyvesant, himself, repaired to New England for the settlement of the boundary, and four arbitrators were appointed, two by each side. Stuyvesant appointed two English inhabitants of New Netherland to act for him. They were William Willett, afterward the first English mayor of New York, and George Baxter; but the decision went against him. The English were more aggressive than the Dutch, and one complaint of the latter states that the English had beaten the garrison "with staves, laming them."

The visit of the River Indians to the Bay and to Plymouth has been mentioned. Though the Bay did not pay much attention to the invitation, Plymouth decided to secure a foothold in the valley, and, in October, 1634, William Holmes sailed up the river and was halted by the Dutch commander at Fort Hope, at a bend of the river on the site of Hartford. Notwithstanding the threats of the Dutch that his vessel would be fired on, Holmes sailed by the fort and was not molested. The little company fortified themselves at the site of Windsor; and the next year, Van Twiller sent a company of seventy men to oust the intruders, but found them too well entrenched to make an attack.

The Indian name of the locality was Suckeag, and early in 1635 a few people had reached this site, and by November, sixty are said to have arrived. The earliest comers formed the company known as the "Adventurers," and to them belonged the section known as "'Venturers' Field." More people came in the spring of 1636, and in June came the Rev. Thomas Hooker with about one hundred, including women and children. They had come overland, following the Indian trail and driving before them their cattle to the number of one hundred and sixty, but their furniture and other household gear were sent by sea. Mrs. Hooker was an invalid and was carried the whole distance in a litter. An Indian deed was given by the sachem Sequasson to the proprietors, ninety-seven in number, and, at first, the government was in the hands of a commission appointed by the Massachusetts authorities; for most of these settlers were from Newtowne (Cambridge), and their settlement was at first called Newtowne, but, in 1637, they renamed it Hartford after the English birthplace of the Rev. Samuel Stone.

Hertford (pronounced Harford) is on the river Lea in

Main Street, Hartford.

Soldiers' Memorial Arch, Hartford.

The Morgan Art Museum, Hartford.

England. It means either a "red ford," or an "army ford"; but the coat of arms of the English town has been, since 1571, a hart fording a stream, and the American Hartford has adopted the same seal.

A meeting-house was erected almost immediately after the settlement was founded, and a schoolhouse followed in 1642. The town was surrounded by a palisado almost from the beginning, but it was built before the town records begin.

The powerful Pequots looked upon the English as allies of the River Indians and were afraid that the English influence would be so great that the River Indians would refuse to pay tribute, by which act they would be humiliated. This jealousy and fear of the English, together with the murder of John Oldham, were the causes of the Pequot War. The danger from Indian attack was so great that armed guards were necessary at the meeting-houses during services. After about thirty settlers had been killed, the General Court, composed of committees from the towns, on May 1, 1637, declared a war of extermination against the Pequots. In 1642, a plot of the River Indians and the Narragansetts was discovered, and all Indians were forbidden to enter the town in a group or at night, and none was permitted to enter a house, except that of a magistrate, and then only a sachem and two others at a time. Many other limitations were put upon the natives, but, in the course of time, matters adjusted themselves.

On January 14, 1639, the free planters of Hartford, Wethersfield, and Windsor met at Hartford and drew up a written form of government, the first in history, called by its makers, the "Fundamental Orders." This first written constitution was the work principally of Thomas Hooker; it was a federation of the three towns, who had equal representation, and it gave an almost unlimited

suffrage, being different from Massachusetts and New Haven, where church membership was the first requisite. This action of the three towns has been called the beginning of American democracy. Another object they had in view was "to preserve the liberty and purity of the Gospell." In 1642, a code of laws based upon the Scriptures was enacted, and the passage in the Bible for each law was quoted. There were fourteen capital crimes. Between 1650 and 1664, there were disputes with the Dutch over rival boundary claims. In 1654, Connecticut received an order from Parliament to treat the Dutch as enemies, and their possessions at Hartford were seized.

In 1640, hemp and flax were ordered to be raised, and the cultivation of tobacco was encouraged, though the act restricted its use to that raised within the colony. It also forbade its use to those under twenty-one, on the training-field, on the streets, or in other public places. From that time to the present, tobacco has been the principal crop of the valley, as the soil seems particularly well adapted to its cultivation. The kind raised is almost exclusively used for cigar wrappers. In 1642, £30 were set aside for a school, and, in 1650, each town of fifty householders was obliged to maintain a schoolmaster, and each town of one hundred householders, to maintain a grammar school to prepare students for Harvard College.

In 1644, the General Court ordered that taverns be established for strangers and travellers; and the first tavern in Hartford, kept by Jeremy Adams, was licensed the same year. The building, which was a tavern for nearly two hundred years, formerly stood on the site of the building of the Travelers' Insurance Company, on the east side of Main Street. In 1687, when the charter was in jeopardy, the General Court met Governor Andros at this inn, and the precious document was laid upon the

table. Suddenly the candles were extinguished, and when they were relit, the charter had disappeared, not to appear again until James II had fallen and Andros had lost his authority. During the interval between its disappearance and reappearance, it lay hid in an oak tree, where it had been placed, according to tradition, by Captain Joseph Wadsworth. This charter had been given to Connecticut, including New Haven, in 1662, when John Winthrop went to London to see King Charles II, who in granting it saw, perhaps, an opportunity of getting the better of Massachusetts. As the charter had never been surrendered, like that of Massachusetts, the lawyers maintained after the accession of William and Mary that it was still in force. So satisfactory was it to the people of Connecticut, that, when the colony became a State in 1776, the charter became the constitution of the State and remained so until 1818, when a new constitution was adopted. The ancient charter is kept in a fire-proof safe in the Capitol.

Zachary Sanford was landlord of the inn at the time of the charter incident. The law required that a sign should be placed upon a tavern so that strangers could see it upon entering town. Some of these signs were simple affairs, others were more elaborate. Many painters,—Benjamin West in America and Raeburn in Scotland are examples,—who later became famous, began their artistic careers as sign painters, or else were obliged to do this sort of work in order to live.

The necessity of roads was early recognized, and, in 1638, a road over the swamp, with bridges for horse and cart, was ordered to be made to Windsor. In 1760, owing to its constant use, Main Street was probably the worst road in the colony. A lottery was proposed for its repair; but, even though the scheme was backed by the ministers, it was rejected. Then, toward the end of

the eighteenth century, came the era of the turnpikes. Gates were placed at intervals of about ten miles, and the tolls were twenty-five cents for stage-coach or carriage, six and a quarter cents for a one-horse wagon, and so on down to one cent each for animals driven along the road.

In 1772, the Brown stage-wagons left Hartford every Monday,—one for Boston and one for New York,—reaching their destinations on Wednesday night. They started on their return on Thursday, reaching Hartford on Saturday night. As Hartford was about half-way between New York and Boston, it became a convenient stopping place for travellers in coaching days. The *Connecticut Courant* contains the names of many travellers. Thus, on June 30, 1768, Sir William Johnson; on July 4, 1768, his Excellency, Lord Charles Greville, Governor of South Carolina and his lady. In later times appear the names of Paul Revere, John Hancock, Washington, Lafayette, John Paul Jones, and of other distinguished men. In 1802, there was a daily stage-coach between Boston and New York. It left Boston at 10 A. M. and reached Hartford at 8. P.M. the next day. The stopping places for the night were Worcester, Hartford, and Stamford, from each of which the start was made at 3 A.M. As late as 1842, there were forty-two stage lines from Hartford running to various places.

In 1764, the first printing-press in Hartford was established by Thomas Green, and, on October 29th, the first copy of the *Connecticut Courant* was published; the present *Hartford Courant* is its successor.

Like the Common in New York, Boston, New Haven, and other towns, the Common of Hartford was the rallying place of popular movements. It was here that Ingersoll read his resignation as Stamp-Master in 1765; it was here, upon the spot now occupied by the post-office,

Old State House, Hartford. Now City Hall.

A Typical Chain Ferry.

that Washington and Rochambeau had their first meeting. One can imagine with what curiosity the trained French soldier must have gazed upon this American whose name was resounding through the world as the "modern Fabius." During the Revolutionary struggle, troops were passing through the town constantly, as it was on the main route between the East and the Hudson; but it experienced no actual scenes of warfare. Being inland and safe, a great many prisoners were sent here. At first, they were looked upon with suspicion and distrust, but later, the paroled officers gave lessons in mathematics and other subjects. Several executions of spies and traitors took place.

The Episcopal church was started at the end of 1761 or beginning of 1762; though, as early as 1664 several of the inhabitants had complained that they were deprived of the services of the Established Church of England and, therefore, should not pay the tax rates for the Congregational church, which was the State church. The Theological Institute of Connecticut (Congregational) was chartered in May, 1834. Trinity College (Episcopal) began in 1792 as an Episcopal Academy at Cheshire, often known as Seabury College; but its supporters could not get a charter for it until the adoption of the State Constitution of 1818 opened the way for it. It was thought that the new college would have been called Seabury College, after the Right. Rev. Samuel Seabury, formerly rector at Westchester, New York, chaplain of a Tory regiment during the Revolution, and first Bishop of Connecticut; but it was chartered under the name of Washington College, May 16, 1823, and this name was changed to Trinity in May, 1844.

In May, 1778, the first dramatic performance was given in the court-house by the Junior Sophister class of Yale, much to the horror of the very good. In January, 1789,

an "Attic Entertainment" was advertised to be given at Mr. Bull's long room. In March, 1793, there was a company of players in town, but it was not until July 28th that the first advertisement of a regular theatre appears. In 1795, in view of the fact that a new theatre was to be built, it was proposed that in the entertainments to be given there, everything indecent or irreligious should be censored and excluded.

Hartford has always been a literary centre, though the literary atmosphere has not been due entirely to its own natives. In colonial days, there was Dr. Thomas Hooker, the preacher, who was also a writer of religious books and sermons, and Roger Wolcott, poet, major-general, judge, and colonial governor. His grandson, Oliver Wolcott, was also a poet and was secretary of the treasury under Washington and Adams. The famous divine, Jonathan Edwards, was a native of East Windsor, but an inhabitant of Hartford for some time. The Golden Age of literature was after the Revolution, when the Hartford Wits, as they were called, formed a club and held weekly meetings. Among them were John Trumbull, the artist (1781); Lemuel Hopkins (1784); Richard Alsop, Joel Barlow, Colonel David Humphreys (1786–1787), Dr. Elihu H. Smith and Theodore Dwight the elder. None of these was a native, nor long a resident, except Trumbull and Hopkins. In 1811, Samuel Griswold Goodrich (Peter Parley) came to the city and joined a literary club including Bishop J. M. Wainwright, Hon. Isaac Toucey, and Colonel William L. Stone among others.

Among the women residents have been Mrs. Emma Hart Willard and Mrs. Sigourney (née Lydia Huntley) who were writers as well as teachers, Mrs. Harriet Beecher Stowe, and Rose Terry Cooke, the last of whom was a native.

Of a later date were Theodore Dwight the younger and George Davison Prentice, the first editor of the Louisville (Kentucky) *Journal*, who began his career in Hartford. Still later came Bishop Arthur Cleveland Coxe, Horace Bushnell, Charles Dudley Warner, Frederick Law Olmsted, the landscape artist, and Mark Twain, while Edmund Clarence Stedman and John Fiske were natives, as was Henry Barnard, the first United States commissioner of education.

Noah Webster, the lexicographer, was born in West Hartford, and he was a soldier during the Revolution. Later, he was editor of a paper in New York, which supported Washington and his policies. He lived in New Haven at one time, as well as being a resident of Hartford. He was a great stickler for the use of the proper word to express the thought to be conveyed. Upon one occasion, so the story goes, he was admitted to his home by the maid, who happened to be young and pretty. Noah could not resist the temptation of kissing her, much to the horror of his wife, who, unknown to him, was looking over the banisters and who saw him do it. "Noah!" she cried, "I am surprised;" whereupon the lexicographer immediately put her in the wrong by saying: "No, my dear, you 're *astonished;* I 'm the one who is *surprised.*"

The colonial trade of Hartford was with England, the West Indies, and along the coast. The exports to the first were tar, pitch, turpentine, and furs; to the second, pork, beef cattle, horses, hoops and barrel staves, and in return, rum, molasses, and cotton; and to New York and Boston, grain, pork, beef, and cattle. Its present industries are principally manufacturing, and its output consists of Colt guns, typewriters, rubber goods—and especially tires,—electrical supplies, bicycles, automobiles, sewing machines, knit goods, etc. Besides its manufactures,

Hartford is sometimes called the "Insurance" city, because of the fact there are so many insurance companies located here, or that have their head offices here. In this respect, it ranks third in the United States.

In 1844, Horace Wells, a dentist, discovered anæsthesia in surgical operations by means of nitrous oxide, or laughing gas, and extracted teeth by its means. A trial of a subject to be otherwise operated upon in a clinic was eminently successful; but ether's wonderful effects were discovered about the same time, and the laughing gas seems to have been relegated to the use of dentists.

Daniel Wadsworth was one of the wealthy and influential gentlemen of the town, at whose elegant mansion on Main Street were entertained, in 1781, Washington, Rochambeau and others. In 1841, he gave the property for the uses of an art gallery and for the Connecticut Historical Society. The Wadsworth Athenæum is the result. It contains the Free Public Library, 90,000 volumes, formerly the Young Men's Institute; the library of the Historical Society, 25,000 volumes, organized in 1825; and the Watkinson Reference Library, 59,000 volumes, founded upon a bequest of $100,000 made in 1857 by David Watkinson, who had long been connected with the Historical Society. The beautiful Art Museum next door on Main Street is a gift from the late J. Pierpont Morgan, and it has just been completed. The State Library of 40,000 volumes and 50,000 manuscripts, is located in the Capitol.

The War of 1812 was intensely unpopular in New England, and some of the states refused to furnish troops to be sent into Canada, so that we do not find the same patriotism that was displayed in the Revolution and in the Civil War. On December 15, 1814, in pursuance of a call, a convention of Federalist delegates met at Hartford

and remained in secret session until January 5, 1815, discussing the policy of the government in having entered into the war and the manner in which it had been conducted. Secession of New England from the Union was more than hinted at, and other ideas almost equally treasonable are alleged to have been advanced, though those who took part claim that they were misrepresented. Even while the convention was in session, war was concluded, so that no active results followed the meeting. The meetings were held in the old State House, now used by the city as a city hall.

Hartford became a city in 1784. It was the capital of the colony from the reception of the charter in 1662 until 1701, when it shared that honor with New Haven until 1873. Since 1875, it has been the sole capital.

There are so many parks in the city and so many trees and fine residences that the visitor is apt to say that Hartford is the second most beautiful city in the United States, his home town being, of course, first. These parks have been opened at various times, and some of them are gifts to the city. They are Keney Park (663 acres), Goodwin (200), Elizabeth (90), Pope (73), and Riverside, Colt, and Charter Oak, with fair grounds and a trotting course. Bushnell Park is in the heart of the city on the Park River. Its main entrance is through the memorial arch to the soldiers and sailors of the Civil War who came from the old Nutmeg State. The imposing Capitol building, erected in 1880, is located on the highest point of the park, and a grand view can be obtained from the dome. In it are carefully preserved the priceless historic relics of the colony and State. There is also a statue of Connecticut's chief hero, Nathan Hale; and in the grounds several statues, among which is the State's popular hero, Israel Putnam.

In the summer of 1908, the new nine-arch bridge across the Connecticut was opened and dedicated with appropriate ceremonies, the most interesting of which were the historic pageants covering the three days set apart for the purpose.

The Post Road passes out Main Street on its way to Windsor, and we are fairly in the Connecticut valley with its background of hills and beautiful, rolling, cultivated country, the white towers and spires gleaming in the landscape. A succession of solid-looking brick houses lines the road from the city until we come to Windsor.

When Holmes came in 1633 and sailed his vessel past the Dutch fort at Hartford, he had with him the frame of the house which he was to erect, and also as passengers Nattawanut and other sachems of the River tribes. He erected the house near the mouth of the Tunxis River, at a place which is still called Plymouth Meadow. The land was bought from the Indians he had with him, and controversies began at once with the Dutch in regard to the ownership of the land. It is true that the Dutch had the earlier deed, having bought from the Pequots; but the English did not recognize the validity of this document, as, according to them, the Pequots were usurping Indians and could not, therefore, give a lawful deed, while the River Indians were the legal, though dispossessed owners. In 1634, Director Van Twiller sent Commissary Van Curler to buy more lands, but he could not get the English to move. A band of seventy soldiers had no effect upon Holmes and his companions, and the Dutch did not use force, as they were anxious to avoid bloodshed.

In 1630, the Rev. John Wareham, with several families, arrived from England, and established Dorchester, Massachusetts. They constituted a wealthier class than those who had preceded them. In 1635, some of their number

visited the valley, and, being pleased, began the journey with their families in December of the same year. Much of their household property was sent around by ship, but failed to arrive on account of the frozen river. The cattle perished and the colonists suffered from cold and famine. The party of sixty, among whom were several women and children, were gentlefolks and were not inured to the hardships of their winter journey. The consequence was that many of them who were weak-hearted started to return to Dorchester at once, and the others returned later.

Holmes was much astonished to see these pioneers and the subsequent party attempt to settle on the lands near him; and, on behalf of Plymouth, he tried to dissuade them from so doing, but without avail, as another party came from Dorchester in the spring of 1636, and occupied the lands at Matianuck prepared for them by the pioneers. The disputes with Plymouth were settled in the spring of 1637, when Thomas Prince, as agent for the Plymouth Colony, sold the land owned by that company to the Dorchester settlers. The company's ownership was based on the deed given to Holmes by Nattawanut and Sequasson in 1633; and the Windsor people, in order to secure their ownership still more, repurchased from the Indians in 1670.

During the earlier years of the settlement, there were constant difficulties with the Indians, who proved troublesome, and the planters always went armed and lived within the fortress, or palisado, whose former existence is still indicated by the Palisado Green north of the Tunxis River, where the first settlement was made. During the Pequot War, Windsor furnished thirty men. There were Indian alarms in 1643 and in 1653, when the English and the Dutch were at odds, and a stone fort was built for the

protection of the people. There was also an alarm in 1675 during King Philip's War, to which Windsor furnished one hundred and twenty-five men, one quarter of whom were constantly on guard night and day; and the workers went to the fields in armed bands with pickets to give notice of attack.

During the first year, the colony was governed by the commission issued by the Bay Colony, but after April, 1636, the courts at Hartford made the laws. In 1638, Roger Ludlow of Windsor unfolded a scheme of representative government, and the Connecticut Colony with its written constitution was the result. One of the first acts of the General Court was to lay out a road between Hartford and Windsor.

Windsor contributed her quota to the various French wars; also for the disastrous Cartagena and Havana campaigns, from which so few Colonials returned. During the Revolution, some of the Windsor men were with Arnold on his wonderful Kennebec expedition and were taken prisoners at Quebec with Morgan and others. In the War of 1812, notwithstanding the indifference of the State authorities, the town raised a company of sixty-five men.

Ancient Windsor lay on both sides of the river, and, in 1641, a ferry was proposed; but it was not until 1648–9 that the General Court made a contract with John Bissell, who "undertakes to keep and carefully attend the Ferry over the Great River at Windsor for the full term of seven years." He and his family renewed the lease until 1677, when the ferry became town property. Bissell's Ferry is still used, and a large scow attached to a cable is used to carry animals and vehicles from one side to the other when the depth of water permits. In the olden days, the ferryman was called by the blast of a horn, but now he is summoned by the ringing of a bell. In 1654, John

Bartlett contracted to keep the Rivulet Ferry over the Tunxis, or Farmington, river at £18 produce at ordinary price. The Rivulet Ferry was continued until 1749, when the first free bridge was built across the stream. The bridge was rebuilt in 1762 by means of a lottery.

The Palisado Green was the centre of Windsor's early life, for here were the church and the schoolhouse, of which John Brancker was appointed the first master in 1656–7. Wareham was the pastor of the church, and it is said he was the first minister in New England to preach without notes. Captain John Mason was a companion of Mr. Wareham to Dorchester in 1630, and was among the first to come to Windsor. He was a trained soldier, so that his services in the Pequot War were invaluable to the colony. Another companion of Wareham was Henry Wolcott, whose descendant, Roger Wolcott, born in Windsor in 1679, rose from nothing to be governor, and major-general at the taking of Louisburg; and, before his death, he had filled almost every civil position, from the lowest to the highest. Another of the settlers was Roger Ludlow, who came to America with Wareham, embarking at Plymouth, England, on March 20, 1630, and he was one of the founders of Dorchester. He was a deputy governor in Massachusetts, but by too much open criticism of the authorities, he made himself so obnoxious to them that he failed of reëlection to the magistracy, and so joined the Wareham party at Windsor. He accompanied Mason in the pursuit of the fleeing Pequots and was present at the Swamp fight. He saw the advantages of the section about Fairfield, and, after living in Windsor for about five years, he went to Fairfield, which he was instrumental in founding. One Matthew Grant arrived in Dorchester in 1630 and in Windsor in 1635. One of his descendants was the most famous of all who came out of Windsor,

General U. S. Grant, born in Ohio, but of Windsor ancestry.

The Palisado Green was also the centre of the colonial trade of Windsor; it was extensive with England and with the West Indies. Both sides of the river were in the township, and ship-building was early established. Before the bridge was built over the river at Hartford, the Tunxis was alive with shipping, and half a dozen coasters and an occasional English or West India ship were to be seen there. Now, one sees many pleasure boats and motor craft belonging to the members of the local yacht club.

The first recorded inns were kept by Simon Chapman and Eliakim Marshall in 1715, but an ordinary was, no doubt, kept at the ferry, as was the custom. Several of the old taverns still stand, or have stood until recent years, —the Loomis Tavern, the Heyden Tavern near an old oak, and Pickett's Tavern. The present town is practically one long street of about seven miles, the length of the township; but the post-office, the town hall, and other business activities are on the southern side of the Tunxis, facing the Common in the middle of the broad highway. The Post Road, which was Windsor Avenue in Hartford, has become High Street below the Tunxis and Palisado Avenue above. It is some little distance from the Connecticut River, from which it is separated by a wide alluvial plain, descending in terraces from the higher level to the lower, these terraces marking the river banks of former days. The Tunxis is crossed by a bridge with a long causeway approach. On the Common is the usual historic boulder.

On the east side of the river there was born on January 21, 1743, John Fitch, who, many people think, is entitled to the honor of having invented the steamboat. It is stated on credible authority that Fulton and Livingston

Chief-Justice Ellsworth Mansion, Windsor.
Life-size Portrait of Chief-Justice Ellsworth and Abigail Wolcott Ellsworth.

Entrance of the Enfield Canal at Windsor Locks.

Bissell's Ferry, Windsor. The Bell to call the Ferryman.

both saw Fitch's steamboat plans in Paris. In 1787, Fitch ran a steam ferry on the Schuylkill until the boiler of his boat exploded. In 1796, he ran a small boat successfully on the Collect Pond, but he could get no one to back his enterprise. Overcome by despondency, he exclaimed to a friend: "Though I do not succeed, some one else will profit by my ideas and win fame and fortune." He gave up the fight against ill-fortune, and killed himself in 1798.

Windsor's most famous son is Oliver Ellsworth, who was born here on March 24, 174$\frac{6}{7}$. He was a judge, a member of the Continental Congress and of the Convention which framed the Federal Constitution, where he was instrumental in reconciling the conflicting interests of the larger and the smaller states in the matter of representation in the proposed Congress. After the adoption of the Constitution, he was United States Senator; and, after Jay's resignation in 1796, Washington appointed Ellsworth Chief-Justice of the United States. In 1799, he was minister to France and made a treaty of commerce with that country. In 1800, he resigned his position of Chief-Justice of the United States to become Chief-Justice of his own state, the Federal position not being held in such honored reverence then as now. He died at Windsor, November 26, 1807. His house and land, which had been in possession of the Ellsworth family since 1665, was presented, on October 8, 1903, to the local chapter of the Daughters of the American Revolution, who preserve here a collection of historical relics; it is situated a short distance above the road to Bissell's Ferry. Washington visited the house on his eastern trip, and there is a tradition that he greatly amused the older children by dancing the younger ones on his crossed knee, while he sang the song of the wonderful "Darby Ram."

"The horns upon this ram, sir,
They grew up to the moon,
A man went up in January
And did n't come down till June.
And if you don't believe
Me and think I tell a lie,
Why just go down to Darbytown
And see the same as I."

The Post Road continues north through a post-office village called Hayden's, and about five miles above the Windsor post-office, it comes to that at Windsor Locks. This was settled as a part of Windsor in 1663, but it was incorporated as a town in 1854. It was called originally Pinemeadow, but its name became Windsor Locks from the fact that the Enfield Falls Canal Company built a series of locks here in order to pass around Enfield Falls, which are in the river a short distance above. The town is devoted largely to manufacturing and it is connected with Warehouse Point on the east side of the river by a suspension bridge, which has replaced the old covered toll bridge which formerly connected the two sides of the river.

Continuing north over the Post Road, we pass between lines of tobacco farms until we come to the Stony River, which is the southern line of Suffield. The old Windsor and Springfield "way" was on the line of High Street, but there is a road nearer the Connecticut River called Feather Street, a name that is probably derived from Ferther, or Farther Street, so called from the fact that it was farther away from the main street of the town. The township consists of a series of ridges parallel to the river upon which were the Indian trails. These ridges, or terraces, mark the banks of the river in former geologic ages when the river was wider than it is now. These terraces are found at

several places along the valley. At Suffield, the river banks are elevated and bold, and there are no alluvial plains, or meadows, as in the other river towns.

All of these river settlements were made under grants from Massachusetts, and they were under her jurisdiction for some time after they were started. Suffield was longer under Massachusetts than the other plantations, as it was part of Hampden County until 1749. The General Court made grants here in 1660 to several proprietors, and an unsuccessful attempt at settlement was probably made. No Indian deed of the town has ever been found, though it is known that Major Pynchon paid the Indian proprietors £30, and that he sold later to the proprietors for £40. Disputes arose at once with Windsor over the boundary, as the southern town claimed to the Stony River and the new plantation claimed to the old line of Woodward and Saffrey, the Massachusetts surveyors of 1642. In 1680, Connecticut proposed to Massachusetts that commissioners be appointed to view the line "with due care and good instruments, so that a final issue of the controversy may be had." Massachusetts did not respond, so, in 1694, Connecticut appointed a committee who became satisfied that the true line was several miles north of the Woodward and Saffrey line. An agreement was made between the two colonies in 1713, by which the Connecticut claim was admitted, and, at the same time, the Bay Colony received an equivalent amount of land farther west.

The earliest plantation was known as Stony River, from the name of the principal stream. In 1670, several Springfield men received a grant "to the contents of six miles square," and after this date, the settlement was called Southfield, both by the Province laws and by the inhabitants. In 1674, a petition was made to the General Court

asking that the town be released from paying the county rates for seven years, "as an encouragement to the planters, it being a woody place and difficult to winne." At the same time, it was asked that the name be changed to Suffield,

> it being the southernmost town that either at present is, or like to be in that Countrey, and neere adjoining to the south border of our Patent in those parts.

The following year (1675), the grantees were ready to go ahead with their plans of settlement, but King Philip's War broke out, the whole scheme fell through, and the plantation was abandoned. Major Pynchon's sawmill at the mouth of Stony River was destroyed, as well as the houses of the settlers. In the spring of 1677, the committee having in charge the replanting of the town announced to the scattered settlers that they could have "forty days to declare their intendments, and full resolutions to settle there," and, "failing to settle within 18 months, their allottments to be disposed of to such as will." In the same year, most of the former inhabitants returned, dug up their buried possessions, and began the resettlement of the plantation.

The settlement of the boundary question in 1713 was never satisfactory to the Suffield people, who realized they were within the bounds of the Connecticut patent. For a number of years after 1720, they tried to join Connecticut, and the authorities of Connecticut appointed two commissioners to meet two from Massachusetts to readjudicate the boundary line; but the latter, probably realizing the weakness of its contention, refused to appoint. At last, in 1749, the patience of the Suffield inhabitants was exhausted, and they revolted from the Bay Colony;

at the same time, by an act of the General Court, Connecticut annexed Suffield.

In the early days, before the river was polluted by the factories and towns upon its banks, the shad and salmon fisheries were a source of considerable revenue to the town. The town was also the place of origin and home of that famous itinerant, the Yankee peddler. The Suffield peddlers, with their packs of "Yankee notions" and budgets of news and gossip were known and welcomed throughout the other colonies. Tobacco for home use was grown from the beginning of the plantation, though the colony laws restricted its use to those of mature age and inflicted severe punishments upon those who used it contrary to the wishes of their parents. Later, it became an object of outside trade, and, in 1727, it became a legal tender for purchases, for payment of debts, etc. Cigars were seldom seen in the country before 1800, and then only those imported from the West Indies. In 1810, a Cuban, or Spanish, tramp of intemperate habits drifted to Suffield and, under the employment of Simeon Viets, began to manufacture "genuine Spanish cigars," the first in Connecticut, and probably in New England. That expression of "genuine Spanish cigars" is somehow reminiscent of the wooden nutmegs manufactured in the same state.

Phinehas Lyman has already been mentioned as having been born in Durham. He was a graduate of Yale and married a Suffield girl and took up his residence here. In 1749, principally through his exertions, the town was added to Connecticut. In March, 1755, he was made Major-General and Commander-in-Chief of the Connecticut forces, one thousand in number, that were sent against Crown Point, and he gave up the largest law practice in the colony in order to take the position. At the battle

fought with the French on September 8, 1755, William Johnson was wounded early in the engagement, and the command devolved upon Lyman. It was he who defeated Dieskau; yet his name was not even mentioned in the despatches of Johnson, who was made a baronet and given five thousand pounds for a victory he had not won.

In the following year, Lyman was again in command of Connecticut's contingent of two thousand five hundred troops; and, in 1758, at the head of five thousand Connecticut troops, he was in Abercrombie's defeat at Lake George. In 1759, with four thousand Connecticut troops, he helped Sir Geoffrey Amherst take Ticonderoga and Crown Point. In 1762, Lyman was ordered to Havana with two thousand, three hundred men and was placed in command of all the provincials during that deadly and disastrous campaign. After the war was over, he organized the company of "Military Adventurers," composed chiefly of those who had taken part in the ate wars. He went to England and succeeded in getting a grant upon the Mississippi and Yazoo rivers for his company. In September, 1774, while making preliminary surveys and settlements, he died at Natchez, his health having been shattered during the Havana campaign.

Dr. Sylvester Graham (1794–1851) was a native of the town and was a strong advocate of vegetarianism. He aroused the enmity of all the bakers in the country by his invention of a new kind of flour and bread which he claimed were of superior nutritive quality, and Graham flour serves to keep alive the name of this country doctor.

Two other natives of Suffield, more distinguished but not so well known as Graham, were Gideon and Francis Granger, father and son. The former was born July 19, 1767. He was graduated from Yale and took up the

Giles Grange (First Postmaster-General of United States) House, Suffield.

dating back almost to 1670, are protected from injury by being placed between white silk covers, which allow the papers to be easily read; and they are stored in the town clerk's safe in the town hall.

CHAPTER XII

HAMPDEN COUNTY, MASSACHUSETTS — AGAWAM, WEST SPRINGFIELD, SPRINGFIELD, WILBRAHAM, AND PALMER.

WITH our northward journey out of Suffield, we pass over the border line of Connecticut into Massachusetts and into the township of Agawam, incorporated as a separate town on May 17, 1885. The northern boundary of the town is the Agawam River, and the earliest settlers in going to church at Springfield were obliged to pass over this river as well as the Connecticut, until 1698, when the West Springfield church was established, and the distance was shortened. Agawam was originally a part of Springfield, and later, of West Springfield. From Suffield northward, the Post Road is bounded on the west by the southern end of the Holyoke range of hills. In 1638, it became lawful for every inhabitant of Springfield to put over the river until November first, for grazing purposes, his horses, cows, and younger cattle. As a result, these hills became known as the "Feeding Hills," a name which one still finds upon a line of electric cars from Springfield, and which is apt to arouse one's curiosity. It was not until 1670 that a permanent settlement was made here, and both the Pynchons, father and son, located mills upon its streams. Being near to the Indian village, these houses and mills were the first objects of destruction when the Indians went upon the

war-path in 1675. Agriculture was the principal occupation of the inhabitants, though, in the early nineteenth century, cotton and wool manufactures were introduced, and a little later, paper and wall-paper mills were established. A distillery for making gin, which is still working, was started here in 1780. The town is to-day practically a suburb of Springfield.

Though the first site selected for a plantation was on the west side of the river, it was vacated for the dryer and safer east side. In 1653, allotments of land were made, but there were only a few, scattered settlers, as the Indian fort was near and the planters were so afraid of the natives that they lived on the east side of the Connecticut and crossed over to cultivate the rich meadow lands on the west side. It was not until the Indian village was broken up after King Philip's War that any number of settlers came to make a permanent plantation. In 1695, they outnumbered the settlement on the east side, and there were thirty-two families and two hundred souls. To escape from being controlled by the west siders, Springfield granted to them a separate parish in 1695, and they became a separate town in 1774. This superiority on the part of West Springfield continued to 1810. It has been during its career, agricultural, manufacturing, and residential. Before the building of the bridge it appears on the itinerary of the old Post Road as Springfield Ferry.

The most prominent man of colonial days was Major Benjamin Day, whose brick house, built in 1754, has been used by the Ramapague Historical Society since 1903 to contain a very excellent collection of historical materials. One of the relics is the great iron camp kettle which was used by the captured Germans when passing through the town. A number of them deserted and settled here, and the German names still extant bear witness to the fact.

Parsons Tavern as it appeared in 1886, Springfield.
From an old wood-cut.

William Pynchon, a gentleman of Springfield, in Essex, England, came to this country in 1630 on the same vessel that brought the Massachusetts charter. He settled at first at Dorchester, but he soon started a new plantation upon the rocks of Boston Neck, which was called Rocksbury. He traded with the Indians and engaged in commerce; but the Massachusetts authorities interfered with him too much, and he found the soil of Roxbury to be poor, so that for these reasons he decided to migrate. After some delay, the Bay authorities gave permission to remove to the inhabitants of Roxbury, Dorchester, and Watertown.

The Bay authorities did not look with much favor on the invitation of the River Indians to occupy the Connecticut valley, nor did they put much faith in the reports of the prospector, John Oldham; but it is certain that Pynchon did; and it is believed that he and his sons-in-law, Henry Smith and John Burr, made a hasty trip to the valley in 1634 or 5 in order to look personally over the land and the opportunities there offered. As a result, John Cable and John Woodcock were sent forward in the spring of 1635 to build a house on the site selected by Pynchon on Agawam meadow. They remained during the summer and cultivated a patch of land, but returned to Roxbury in the autumn.

The route taken by the Roxbury party of settlers was that known as the Old Connecticut Path, which led by way of Cambridge to Wayland (East Sudbury), where the Old Bay Path branched off, thence through Marlborough, Grafton, Oxford, Woodstock, and Springfield, and so on to Albany. It is practically on the present line of the Boston and Albany Railroad. The Old Bay Path ran through Worcester and rejoined the main path east of Springfield; before the Revolution, it was called the

Boston Road. A parallel path, known as the New Connecticut Path, started at Cambridge and ran through Northborough, Shrewsbury, Worcester, Leicester and Springfield to Albany. Of these three, the Bay Path is the best known.[1] The Old Connecticut Path was undoubtedly centuries old when the General Court established it as a permanent thoroughfare, soon after the Plymouth Path between the capitals of the two colonies had been made a public highway in 1639. All of these paths from the Bay to the interior passed through the hilly country and gathered at Quaboag Fort at Brookfield, after which they separated again. The Old Connecticut Path was the route of Oldham and of Hooker and Stone, and by the time of the latter hegira, it had developed from the old Indian trail into a bridle path. The Bay Path was not opened until 1673, though it is mentioned in 1646.

Pynchon was not satisfied to be on the river below the Connecticut settlements, so he ascended the river until he reached the Woronoco, or Agawam, where he bought land from the Indians. He thought that he was still within the jurisdiction of the Connecticut patents, and, in consequence, the new plantation paid a twofold allegiance. The Agawam settlers drew up a plan of town government; and, in July, 1636, the Indians gave a deed to close the verbal agreement of the previous year with Pynchon.

The first pastor was the Rev. George Moxon, who was installed in 1637; if you go to Springfield to-day, you will find the pastor of one of the churches the Rev. George Moxon.

William Pynchon was a trader from the start, and he was a rich man who shipped pelts and other commodities

[1] See J. G. Holland's *The Bay Path*, and Alice Morse Earle's *Stage Coach and Tavern Days*.

up and down the river in his own boats; but Robert Fenwick, the proprietor of Saybrook, levied tolls upon vessels entering and leaving the river. Connecticut bought Fenwick out, and in turn established a tariff, which Pynchon refused to pay. There were other differences between Hartford and Agawam, and, at last, the latter place discovered after a careful survey that it was not under the jurisdiction of the former.

At the town meeting of April 16, 1640, the name of the town was changed to Springfield, after the native place of Pynchon in England. Immigration to the valley continued, and, among those who came, three are deserving of special notice. One was Deacon Samuel Chapin, who was probably of Huguenot extraction, but who was the typical Puritan in speech, dress, manners and thoughts. His statue by St. Gaudens is on the grounds adjoining the City Library on State Street. A second comer was Elizur Holyoke, who married one of Pynchon's daughters, and who was the founder of the city which bears his name. His descendants have played an important part in New England history. The third immigrant was Miles Morgan who came to America from Bristol in 1636. On the passage over, he met a Miss Gilbert, who settled with her family at Beverly. Morgan wooed her by proxy; and, in 1643, accompanied by two neighbors and an Indian, he made the journey to Beverly and was married to her. It is told that the bridal party walked all the way back to Springfield, the bride riding the only horse the party had. Morgan was a butcher, as well as a farmer, and, though he could not write, he held many important positions. One of his descendants is J. Pierpont Morgan. The statue of Miles Morgan, erected by one of the fifth generation in descent, stands in Court Square not far from the site of the old Parsons Tavern.

Municipal Building, Springfield.
From the photo by Copeland and Dodge.

Deacon Chapin Statue, Springfield.

The Springfield Home of George Bancroft.

First Church, Springfield, erected 1645.

In 1651, there occurred the first case of witchcraft, when Hugh Parsons was accused by his wife and neighbors. Dame Parsons was undoubtedly crazy, and finally accused herself, whereupon she was convicted and sentenced to be hanged; but she was far gone in consumption and died before the sentence could be carried out. Her husband was taken to Boston for trial, but the General Court refused to confirm the verdict of guilty and he was set free; he left Boston and Massachusetts.

William Pynchon was the first magistrate, and he served from 1638 to 1651. He wrote a theological work, *The Meritorious Price of Man's Redemption*, which met with disapproval from the theocratic authorities of the Bay, who ordered it burned and its author to retract. The controversy between him and the General Court finally led to his withdrawal from the colony and return to England, leaving worthy and able successors in his son John and his son-in-law Holyoke. That the young men were in charge was soon shown by the severity of the sentences which came from the judge's bench. Goodwife Hunter was gagged and made to stand half an hour in the stocks for sundry "exorbitancys of ye toung." (What would have happened to an English suffragette!!!) Several people were fined for failure to attend town meeting, a good example that should be followed in the case of those who to-day fail to register and vote.

In November, 1646, "ye Bay path" is mentioned in the town records. In 1669, Miles Morgan and Jonathan Burt were stationed "up in ye gallery to give a check to disorders in youth & young men In tyme of God's worship. Anthony Dorchester to sit in ye guard seat for ye like end." In 1661, warrants arrived in Springfield from the Bay for the arrest of the regicides, Goffe and Whalley.

About 1659, John Pynchon built his fortified residence

on what is now Fort Street. The house was the finest in New England outside of Boston and stood well into the nineteenth century. Its site is marked by a tablet on the building at the corner of Main Street.

In June, 1675, Philip plundered and partially burned Swanzey; and, on the third of August, the Nipmucks attacked a fortified house at Brookfield; but the Agawams were still trusted by the Springfield people, though, as a measure of precaution, hostages were required of them. These hostages were freed by their friends, and Philip persuaded the Agawams to join him in his war for the extermination of the whites. The destruction of Springfield was decided upon; but timely notice came from Windsor, where the strange actions of Toto, an Indian who worked for a family there, aroused investigation, and the secret of the proposed attack was gotten from him. A messenger was at once despatched to arouse the Springfield people. He rode post-haste and arrived in the town about midnight, and the frightened inhabitants were soon gathered within three of the houses that had been fortified. Very few men were left in the town, as most of them were away with Major Pynchon towards Hadley, where they were on the lookout for marauding Indians. This desertion of Springfield was due to the fact that the inhabitants had implicit faith and reliance in the honesty of the Agawams. Messengers were sent at once to notify Major Pynchon of the threatened attack.

All was quiet during the remainder of the night, and the courage of the frightened inmates of the fortified houses returned with the daylight. Lieutenant Cooper even went so far as to say he believed the whole matter was a false alarm. He knew every Indian personally and proposed a visit to the Indian fort. He induced Thomas Miller to accompany him. Half an hour later, his horse

returned on the run, with his master's bloody body in the saddle. The horse ran to the house and stopped, and Cooper's dead body fell to the ground. Miller had been killed at the first volley of the savages, who followed closely upon the heels of the fleeing animal. Their yells and whoops gave no doubt of their intentions. They murdered Mrs. John Matthews, who was, for some reason, in her own house, and set fire to thirty-three houses and twenty-five barns, but the forts were too strong for the Indian method of attack. The whites were astonished to see at the head of the attacking band their old friend, the sachem Wequogan.

The Indians secured much plunder but little blood on this dreadful fifth of October. They retreated to Indian Orchard, where they slept in security, with no fear of the return of Pynchon with his two hundred followers, who had ridden from Hadley at full speed at the news of the attack. The number and position of the savages were too strong for the whites to take the offensive, and so Pynchon returned to the desolated town. There were left but fifteen houses in the main settlement and about thirty on the outskirts, a total of forty-five to accommodate forty extra families and two hundred soldiers, so that, during the winter that followed, the inhabitants were sorely cramped for room. Springfield recovered slowly from the disaster, but skulking Indians kept the inhabitants in dread for several years after, and it was found necessary to send armed guards with the parties that went for forage and for firewood. The new meeting-house and several other buildings were fortified and protected by palisades.

During the several French wars, Springfield was in alarm; and John Pynchon and his successors were busy in sending help in men, arms, and provisions to the towns and villages in the neighborhood which were threatened

with attack. During all this period, however, Springfield was fostering settlements, Enfield, Suffield, Brookfield, and others. All the success and progress of Springfield in the latter part of the eighteenth century are due principally to John Pynchon.

Near the top of the hill on State Street (the Boston Post Road) are situated the United States Arsenal and Armory. These were first established here in June, 1776, when the Continental Congress leased the grounds. The Federal government took deeds to the land in 1795 and 1801, in accordance with a law of 1794 to establish an armory here. The making of muskets was begun in 1795, when 245 were turned out during the year; by 1861, the daily output was one thousand, and during the Civil War, it was necessary to run the factories night and day to their full capacity. Washington inspected the Arsenal on his eastern trip in 1789, and Longfellow visited it while on his wedding trip in 1843. Mrs. Longfellow remarked that the tiers of arms reminded her of an organ, a simile that was followed up by the poet.

> "This is the Arsenal. From floor to ceiling,
> Like a huge organ, rise the burnished arms;
> But from their silent pipes no anthem pealing
> Startles the villagers with strange alarms."

For many years, the Arsenal was the principal building of the town, and to be an armorer was to be a man of note. In 1824, the Armory was burned, and, in 1864, during the Civil War, an unsuccessful attempt was made to blow it up. In Benton Park, abreast of the Armory grounds on State Street, is the Boston Stone, erected by Joseph Wait, a merchant of Brookfield, who, tradition says, lost his way in a blinding snow-storm and wandered out of the travelled

The Wait Guide Stone at Federal and State Sts., Springfield.

Historical Tablet on Office Building, Corner of Main and Fort Sts., Springfield.

path of the Boston Road. In order that other travellers should not have the same experience, he erected the stone in 1763. Directly opposite the stone is the Rockingham House, a brick hotel, or tavern, which was a great place of resort for the armorers and for the teamsters in the old coaching days. A few paces from the Boston Stone is a boulder inscribed as follows:

THIS TABLET MARKS THE BATTLE PLACE
OF SHAYS' REBELLION,
JANUARY 25, 1787
ERECTED BY THE
GEORGE WASHINGTON CHAPTER
SONS OF THE AMERICAN REVOLUTION
A.D. 1904.

As this was the spot where the rebellion of Shays culminated, it may be well to state here what that rebellion was. After the close of the Revolution, matters were a long time in adjusting themselves. The men who had taken part in the struggle returned to their homes and attempted to resume the practices of civil life. In many cases, they found that they and their families were hampered by debts that had been incurred during that time of stress and peril; nor was this distressful condition limited to those who had fought; it also extended to those who had stayed at home. There was little, or no money, and the per capita share of the State debt was nearly two hundred dollars for every inhabitant, a sum that to the vast majority was more than their property was worth, or, in their opinion, ever would be worth. High prices ruled for what they had to buy, and low prices for what they had to sell. The middlemen and agents everywhere reaped harvests out of the necessities of the yeomanry. Imprisonment for debt was the common procedure, and creditors

took advantage of this to force their debtors into still worse straits by invoking the law against them. Then, as now, Law was a fetich that had more worshippers than Justice or Humanity; and the duty of the courts and authorities was to carry out the laws.

As a result, the poor sufferers who were cast into jail for debt, or who lost their property by confiscation under the forms of law, came to have a most violent hatred for lawyers, sheriffs, judges and courts, and at last decided that such things should not be. Several leaders appeared, the most prominent of whom was Daniel Shays, an ex-officer of the Revolution. Under his direction and that of Luke Day, Adam Wheeler, Eli Parsons, and others, the disgruntled members of the community, almost entirely composed of the farmers and yeomanry, were, in the late fall of 1786, organized and drilled. Governor Bowdoin directed the authorities of the disaffected districts of Western and Central Massachusetts to employ the militia in putting down the incipient revolt; but it was found that the militia, almost to a man, had joined the insurgents. General Benjamin Lincoln was placed in command of troops raised in the eastern counties who rendezvoused at Worcester. Knowing this, and wishing to arm his adherents with something better than flails and farm implements, Shays, who was at Palmer with eleven hundred noisy insurgents, decided to attack the Arsenal and help himself to guns before Lincoln was ready to advance against him. He sent word to Day at West Springfield to join him, but Day was not quite ready, so Shays took up the march to Springfield.

General Shepherd was in command at Springfield, and both he and Lincoln were apprised of the intentions of Shays. The former arranged for the defence of the Arsenal, while the latter pushed his preparations for a

The Miles Morgan Statue, Court Square, Springfield.
From a photo by Copeland and Dodge.

forced march to assist Shepherd. On January 25, 1787, Shays, with about twelve hundred followers, appeared on the Boston Road coming from Palmer. General Shepherd had placed his small force to protect the Armory, and he had several howitzers. As the insurgent column appeared, a howitzer shot was fired on each side of it, but the rebels were unterrified and kept on. Then the howitzer was trained into the column and a shot was fired. Four men were killed; the column halted appalled; then a panic seized them; and, in a few minutes, twelve hundred thoroughly frightened men were racing away for dear life. They fled to Petersham, robbing houses and barns as they marched, and rested there in fancied security; but Lincoln was making a forced march through the heavy drifts of a blinding snow-storm and came up with the rebels. One hundred and fifty men were captured, and the rest fled; but the rebellion was not ended until February, when the last of the insurgent bands was dispersed. The leaders were tried for high treason and sentenced to death, but none was executed or imprisoned for a long period, as they were pardoned by Governor Hancock, whose election against Governor Bowdoin was carried by the people who were assured of his clemency toward the convicted rebels, while they were doubtful of the action of Governor Bowdoin, should he be reëlected.[1]

The most famous tavern in Springfield in the coaching days was that kept by Zenos Parsons. It was located near the southeast corner of the present Court Square, where there is still a large elm which formerly stood in front of the tavern. It was here that Washington stopped, as did Monroe on his eastern trip in 1817. Captain Charles Colton's Tavern stood at the corner of State and Maple

[1] See *The Duke of Stockbridge*, by Edward Bellamy, also *The Critical Period of American History*, by Professor John Fiske.

streets. At the southwest corner of State and Main streets formerly stood the Bates Tavern, which was conducted by Uncle Jerry and Aunt Phoebe Bates. Their reputation was so great that, so it is said, travellers arriving on this side of the Atlantic took stage at once for the famous Springfield resort, without spending any time in Boston or their port of debarkation.

The Connecticut River was crossed at first by ferry, as there was no bridge until 1805. There were four ferries in all, the southern one being private. The first suggestions to build a bridge across the river were greeted with ridicule in 1786; but the idea gradually took root—probably helped by the completion, in 1793, of the bridge across the Charles River at Boston. A lottery was authorized to raise funds for a toll bridge, which was opened October 30, 1805. It was built on a series of arches, and the roadway, instead of being level, followed the curves of the arches. The freshets of the river soon demolished the bridge; but a second toll bridge—also erected by lottery—was opened October 1, 1816. It was partly carried away in 1818, and was replaced in 1820 by the old covered bridge which spans the river to-day. President James Monroe, while on his tour of New England in 1817, crossed the second bridge. The tolls were abolished in 1872.

Speaking of the Springfield of 1803, President Dwight of Yale says:

At that time the roads in this valley were generally good throughout a great extent. Hence the inhabitants were allured to a much more extensive intercourse with each other than those in any other part of New England, except along the eastern coast. For the same reason a multitude of strangers have at all times been induced to make the valley the scene of their pleasurable travelling. The effect of this intercourse

on the minds and manners of the inhabitants needs no explanation.

Professor Silliman, who came through the valley in 1819, says:

> We found the inns, almost without exception, so comfortable, quaint and agreeable that we had neither desire nor inclination to find fault.

Captain Levi Pease started his Boston and Hartford stages on October 20, 1787. At the end of the coaching period, there were six lines and eighteen coaches between Boston and Springfield; yet, even after 1830, Springfield was a small cluster of houses straggling along a single street, the Post Road. It became a city in 1852, becoming in late years, the "Model City of the Connecticut Valley."

On December 21, 1841, trains passed from Boston to Albany over a route through the Berkshires that English visitors, travelling by coach, had proclaimed impossible of construction by American or any other engineers. Three years later, the Hartford and Springfield Railroad was opened, and this connected Springfield with New York by rail. With the completion of the Western Road, came the closing of the inns and the desertion of the turnpikes and highways.

In the spring of 1843, Charles Dickens passed through Springfield, travelling up the river by steamboat. In April, 1852, Louis Kossuth, the famous Hungarian patriot, stopped with his party at the Massasoit House, then about ten years old and the most famous hostelry in Central Massachusetts. After his name on the hotel register, in the address column, he wrote "Homeless." He spoke from the balcony of the hotel to a great crowd of people. The famous old inn was closed in 1911, and its

site is occupied by a modern business building. From 1846 to 1849, John Brown was a resident of Springfield, where he was engaged in the wool business, besides fighting slavery, and organizing societies to prevent the return of fugitive slaves.

The first newspaper was established in 1782; it was the *Massachusetts Gazette and General Advertiser.* It went through various hands and its name was frequently changed. Other papers followed. In 1824, the oldest existing paper, the Springfield *Republican,* was started by Samuel Bowles, a printer. He, himself, was a descendant of John Eliot, the missionary to the Indians, and his wife was a descendant of Miles Standish. The paper was at first Democratic-Republican, then it became Whig, and when the new party was formed in 1853, it became Republican. It was the first daily newspaper in the State, outside of Boston.

Other publishers known throughout the country are G. &. C. Merriam, the publishers of Webster's Dictionaries, and the Milton Bradley Company, who issue books and materials relating to kindergartens. Josiah Gilbert Holland began his literary and journalistic, career here. In 1835, George Bancroft married Sarah Dwight of Springfield, and came to live at No. 39 Chestnut Street, in a house which was a gift from the bride's father. It was in the law office of Bosworth and Barrows that Bancroft wrote the second volume of his *History of the United States.* Mrs. Bancroft died in 1837, and the historian moved shortly after her death. Marian Harland, Edward Bellamy, Rose Terry Cooke and Clark W. Bryan are a few of the names that have helped to give Springfield the character of a literary centre. In art, also, the city has made its mark, among her sons being Robert Reid, the artist and illustrator.

Court Square, Springfield in the Forties.
From an old print.

Monument to Dead of Second Regiment of the Spanish War, Springfield.

A Fourth of July Celebration, Springfield, in 1911.
From a photo by Copeland and Dodge.

The first library was the Springfield Library Company, whose catalogue of 1796 gives three hundred and twenty titles. The City Library was established on November 27, 1859, and there have been, and are, several others. The City Library now occupies a handsome marble building on State Street; this building was the gift of Andrew Carnegie and it was dedicated in January, 1912.

In 1812, the southerly part of the old county of Hampshire was named Hampden County, and Springfield became the county-seat. The first court-house was erected in 1821. Court Square is the business centre of the city, and there has just been finished here a new municipal building which faces on the square and which is surmounted by a great central clock tower which is visible for many miles up and down the river. All the electric car lines pass Court Square.

At the beginning of the nineteenth century, Springfield was smaller than West Springfield, and it did not begin really to grow until the advent of the railroad, since which time it has become one of the principal manufacturing cities of Massachusetts. Among its manufactures are railroad cars, skates, sporting goods, valves and hydrants, buttons, corsets, picture frames and art goods.

The first horse show ever held in the country was held in Federal Square, on the Arsenal grounds, in 1855. There are five hundred acres of parks, the largest being Forest Hill Park, which has been left in many spots in a natural state. Here was unveiled in 1908 a memorial bust of President McKinley. It is situated on the Pecowsic slope of the park, opposite the Berry mausoleum, overlooking the Connecticut River. Near the Public Library are the Art Museum and the Science Building, and almost opposite the Library is the office building of the

Springfield Fire and Marine Insurance Company, architecturally very beautiful and impressive. One other monument in Springfield, besides those mentioned, is a soldiers' monument, dedicated, not to the soldiers of the Civil War, but to those of the Spanish War.

After reaching the top of State Street, the Post Road continues on a plain until it reaches the Chicopee River near Indian Orchard and Ludlow, northeast of the main part of the city. This was called in the old days Springfield Plain.

Indian Orchard is near the Chicopee River, and it receives its name from the fact that it was here that the six hundred Indians who attacked Springfield bivouacked for the night after the attack. The pursuing party found some plunder and the remains of twenty-four fires, showing that the encampment had been an extensive one. A canal company was organized in 1837 for the purpose of utilizing the power of the Chicopee, but the Indian Orchard Company did not begin manufacturing until 1846. The road passes along the banks of the Chicopee River which presents many beautiful vistas. Washington says, under date of Thursday, November 22d:

> Set out at 7 o'clock, and for the first eight miles rid over an almost uninhabited Pine plain; much mixed with sand. Then a little before the road descends to Chicopee river, it is hilly, rocky and steep, and continues so for several miles; the Country being Stony and Barren; with a mixture of Pine and Oak till we come to Palmer, at the House of one Scott, where we breakfasted; and where the land, though far from good, began to mend; to this is called 15 miles. . . .

Through this portion of Central Massachusetts, there are many thousands of acres of land which are uncultivated

The Old Bridge over the Chicopee River, Palmer.

The Washington Elm, Palmer.

Kidd's Cave, Palmer.

and given over to a scrubby undergrowth of trees and bushes. In the opinion of the writer, this land could be cleared for pasturage, and both beef and dairy cattle raised; but it is doubtful if the beef interests of the West would permit the slaughtering of eastern cattle. The dairy side of the cattle industry would probably serve better at the start. Sheep were formerly raised here in large numbers and were a source of enormous profit to the Massachusetts farmers. The looseness of the soil would make the cultivation of tuberous plants profitable, and, were there sugar refineries convenient, the cultivation of the sugar-beet would pay. In these opinions the writer is confirmed by the State Board of Agriculture of Massachusetts, who also advise the planting of fruits, especially apples and peaches, as a source of income. Years ago this land was profitably cultivated; and with the improvements in modern agriculture, tools, and fertilizers, there is no reason why it should not be again.

In the early days, the land was divided into three parallel strips according to its distance from the Connecticut River; the alluvial meadows bordering the river were called the "plain lands;" the next strip was called the "inner commons," and the farthest from the river, the "outer commons." It is through a portion of the "outer commons" that the Post Road passes through North Wilbraham, adjacent to the Chicopee River. This section was at first considered too dangerous to settle upon on account of the fear of Indian depredations; in addition, the soil was poor, the land hilly, and the forests had been stripped by the former Indian occupants. Governor Andros found that the lands were still (*circa* 1685–88) held as common lands, and threatened to confiscate them unless they were divided up by allotment. In consequence, three divisions were made, the last in

1754, at which times the Pynchon interests managed to secure the most desirable tracts.

The first pioneer came in the summer of 1730; this was Nathaniel Hitchcock, who came from Springfield, cleared about two acres, built a house, and returned to Springfield for the winter. The following spring, he came back with his bride, and Wilbraham was begun. During the three following years, only one settler came each year; but by 1739, there were enough to constitute a separate parish, and the Springfield town meeting gave to "the people of the mountains" the right to have their own preacher and to form the Fourth Precinct of the town. The old Centre, about two miles from the Chicopee, is the main settlement. Here at North Wilbraham are a few houses near the railroad station, and one of them, the Bliss Tavern, is of interest, for it was one of Washington's numerous stopping-places. In what formerly constituted the barroom may be seen upon the floor the marks of the musket butts of the Revolutionary soldiers who patronized the tavern. In stage-coach days, it was a famous inn, being a good place to stop after the fatiguing climb up from the Connecticut River. Peaches constitute the present crop of this section, and great quantities are shipped yearly at a good profit.

About three miles beyond North Wilbraham, the Post Road enters Palmer, which is situated in the hilly country of Central Massachusetts, the highest point being Mt. Pottoquattock, which rises to an elevation of about one thousand feet. There are three streams in the town, which unite to form the Chicopee, giving to the place of their junction the name of Three Rivers. Just before crossing the Chicopee River on a modern steel and stone bridge, we pass a mighty elm tree, beneath which is a stone monument bearing the following inscription:

UNDER THIS ELM,
WASHINGTON
PASSED JUNE 30, 1775,
AND AGAIN OCT. 22, 1789.
ON FIRST DATE, TRADITION SAYS
HE ADDRESSED THE CITIZENS OF
PALMER.
ERECTED BY THE PALMER HISTORICAL SOCIETY
JUNE 30, 1906.

Across the Chicopee, the road passes through Shearer's Corners, which are on the outskirts of the main part of the town, and where there are several manufacturing places. In the coaching days, there were several well-known taverns here; those belonging to Major Aaron Graves, to Scott (where Washington says he breakfasted), and to Sedgwick. The last of them was burned about 1838.

It is stated that when John King, the first pioneer, came in 1716, there was only one Indian family in the place; but many Indian relics have been found, as there were three trails through the town, and the falls at Three Rivers made a favorite resort of the Indians for their fishing when the salmon were going up the river to spawn. It was several years before King was joined by other settlers, but by 1727, many others, chiefly Scotch-Irish Presbyterians, came in from the river towns and elsewhere. Of King's twelve children, eleven were born here. At first, on account of the numerous bends of the Chicopee River, the plantation was known as the "Elbows," but in 1748, in honor of the first settler, it was called Kingstown and sometimes, Kingsfield. It also bore the name of New Marlborough for some time.

The land upon which the settlement was made was owned, supposedly, by the Joshua Lamb Company, which

induced the settlers to come in. It was discovered, however, that the Indian deed to the company did not cover Palmer, and this caused considerable worriment to the settlers, who, in 1732, prayed the General Court to help them out of their difficulties. A committee reported favorably and recommended the erection of a meeting-house. (What a cure for a doubtful title!) The first legal town meeting was held on August 7, 1733, and a committee was appointed to lay out roads, which were, at first, simple bridle paths. In 1796, the first turnpike in Massachusetts was inaugurated, and it became the great stage route from Boston to Springfield and New York, and continued as such until the opening of the Western Railroad in 1839. It ran from Warren through Palmer Old Centre to North Wilbraham. The Old Centre was the only village for a century. In the same year, 1796, the Frick Tavern was built, and it became one of the most famous taverns between Boston and Springfield. Other taverns along the turnpike near the Old Centre were Quinton's and Thompson's. The railroad killed the patronage of the taverns as it did the Old Centre itself, which is now a quiet hamlet. Walker's Tavern was the principal inn of colonial and Revolutionary days; it was destroyed by fire in the spring of 1912. In the fall of 1777, Burgoyne's captured Hessians, to the number of 2431, passed through the town on their way to Cambridge. Baron Riedesel and his wife were entertained at the Walker Tavern, and one of the Hessians who died was buried near it.

One of the sights of the town is an immense pine tree about one hundred feet high and with a girth of seventeen feet. It stands next to the Catholic parsonage and opposite the cemetery, and is called the "Bear" tree, getting its sobriquet from the following tradition. Over one

The French Tavern. Palmer.

The Bear Tree, Palmer.

The Sign of Brewer's Tavern at Wilbraham.

The Bliss Tavern, North Wilbraham.

hundred and fifty years ago, Thomas King, a son of the first settler, while on his way to church one Sunday morning, espied a bear in the branches of this tree and shot it. There are two stories as to what happened further. One is that the church authorities learned of King's apparent desecration of the Sabbath and summoned him before them; but that they forgave him when he gave as a reason for his act that the bear was a menace to the flocks and families of the vicinity. The other story is that King's act was seen by a neighbor who threatened to report it to the church, but that King bought him off by giving him half of the bear. Either story is likely enough; and the latter, if true, exemplifies the hypocrisy—or shall we say, human nature?—which many people believe lay at the back of the Puritan character.

The industries of the people for many years were such as we find in primitive communities, agriculture, blacksmithing, tanning, saw-mills and grist-mills. When manufacturing industries were introduced toward the beginning of the nineteenth century, the abundant water power of the Chicopee attracted factories, and the town began to move from the Old Centre to its present site. Then came the railroad, and the new town began to grow. Now it is the home of several factories and the possessor of four hotels of considerable size.

CHAPTER XIII

WORCESTER COUNTY, MASSACHUSETTS — WEST WARREN, WARREN, THE BROOKFIELDS, SPENCER, AND LEICESTER

FROM Washington's diary, under date of November 22, 1789, we take the following:

From Palmer to Brookfield, to one Hitchcock's is 15 miles; part of which is pretty good, and part (crossing the hills) very bad; but when over, the ground begins to get tolerably good and the Country better cultivated. A beautiful fresh water pond is in the plain of Brookland [Brookfield].

The traveller of to-day will find conditions pretty much the same, for the road passes into the hills from Palmer and into the valley of the Quaboag River, which it follows through West Warren, Warren, and Brookfield.

In the year 1740, certain inhabitants of Brookfield, Brimfield, and Palmer, on account of the distances they had to go to their respective churches, asked the General Court to be incorporated as a distinct town and received permission, January 16, 174½. Until 1834, the name of the town was Western; but in that year, on account of the postal confusion arising from the similarity of name to that of Weston in the same state, the name of the later settled town was changed to Warren. In the course of time, it was divided into Warren and West Warren, but they adjoin each other and have a common history and common characteristics.

It was not long after the new town was formed that its peace was disturbed by the French wars. From 1756 to 1763, it furnished a number of troops, some of whom were killed in the campaigns on and around Lakes George and Champlain. In 1759, Lord Amherst, with ten thousand men, encamped within the town while on his way to Crown Point. Situated as the town is, between Worcester and Springfield, it was much agitated during the time of the Shays' Rebellion.

In the early schools, boys only were taught, not girls. In 1842, Quaboag Seminary was formed by a joint stock company on Furnace Hill, the site being a donation for the purposes of the school. Nathan Reed, a native of the town, was the first applicant for a patent under the Constitution, even before the patent laws had been passed. His invention was a machine for making nails, which, before this time, had all been made by hand. Reed was also among the first to apply steam to locomotives. Powder-mills were established here in 1812, and they were run intermittently until 1826, when they blew up.

The land of the town is generally very uneven, and the roads generally follow the valley of the Quaboag River, which is the principal stream. The Post Road parallels the stream for about two miles along the northern edge of the town, and does not pass through the centre of the old town or by the meeting-house. In 1793, the principal pursuit of the inhabitants was agriculture, but there was some work done in bog iron ore and in the culture of silk, for which purpose many mulberry trees were planted. The plough has turned up many Indian relics; for this section was a thickly settled one, as the river meadows were rich, fertile, and easily tilled, and the hills furnished protection to the Nipmucks from the Pequots and the Mohawks.

The river presents many picturesque views, but it is not scenery that attracts the practical man; he interprets the river as power, and along its banks he has established many large mills. The river presents a succession of dams, but the water does not furnish power as formerly, except that it may be converted into steam, and the mill-ponds serve as reservoirs.

After the return of peace, at the end of the Revolution, everything was in a disturbed state, as the people had not had time to readjust themselves to the new social and political conditions. The many hundreds of returned soldiers could not readily adapt themselves to the ways of peace and, in consequence, there were many breaches of the peace with pilferings and robberies, while horse and cattle stealing flourished. To prevent this, there was formed a society of vigilantes, whose duty it was when the hue and cry were raised, to run down the trangressors and bring them to justice. The example of Warren was followed in other places with similar success. This Warren Thief-Catching Society is still in existence, but it has become a select social society, whose membership is limited to forty, who meet annually for a banquet and the election of officers. The last newly-elected member is invariably chosen president, and the older members proceed at once to have fun with him.

The Post Road leads into West Brookfield, which, with Brookfield and East Brookfield, I shall treat of as one town, as they were originally. The Quaboag Indians were the aboriginal owners of the soil, which was well-watered, and, therefore, cultivated by them. They were an independent tribe, though probably a branch of the great Nipmuck family. When suffering from the hostility of other tribes, they appealed to Massasoit, chief of the Wampanoags, for assistance, and he came and dwelt

The Unitarian Church, Weston.

The Golden Ball Tavern, Weston.

"Stop Thief."

Emblem of "The Thief Detecting Society," Warren

Weston Square, and the Theodore Jones House, Weston.

among them as their sagamore, or ruler, until his death in 1661. The Indians pronounced the name of the place, Squapauke, or Squabaug, which means the "red water place," in allusion to the reddish color of the numerous ponds with which this section abounds, and whose waters are carried by the many streams into the Chicopee River. The Indian villages and habitations lay along the trails which were used later by the whites.

In 1647, the territory first came under the notice of the government when the Indian sachems made an appeal to the authorities of the Bay for assistance against the marauding Indians of other tribes. John Eliot, the famous missionary, visited among and preached to the Quaboag Indians in 1649. He wrote that he went among them at the request of an aged sachem, but that he was delayed by troubles between the Narragansetts and Mohegans. Though furnished with an escort of twenty armed Indians, he thought it safer to have some Englishmen accompany him. He found the natives hungering for religious instruction; but constant rains prevented him from accomplishing much, as he and his escort were in much discomfort from being drenched to the skin for four days and nights.

In 1660, some of the inhabitants of Ipswich petitioned the General Court for a grant of land, and they received a territory six miles square,

> or so much land as shall be contejened in such a Compasse in a place nere Quoboag ponds provided they have twenty familyes there resident within 3 yeares & they have an able minister settled there within the same terme.

Three of the prospective settlers visited the tract about the time of the grant; but, owing to Indian troubles, no attempt was made at settlement until 1665. John Eliot received a grant of four thousand acres near Quaboag,

and, in 1662, Hampshire County was formed, and Brookfield fell within its bounds. The three years' limit having expired, a petition was made for its extension, a request that was granted in 1667. At the same time, a commission, of which Captain John Pynchon was a member, was appointed to attend to the government of the plantation and to supervise its affairs, to divide the lands up among the settlers and proprietors, and to regulate the admission of the planters. An Indian deed was also obtained by Ensign Thomas Cooper of Springfield, who assigned his interests to the Ipswich grantees. The town was fully organized and incorporated on October 15, 1673.

For the first ten years after 1665, the whites lived in amity with their Indian neighbors, most of whom, owing to Eliot, were "praying," or Christianized, Indians; but in 1675, the Quaboags came fully under the influence of Philip and joined him and the warlike Nipmucks in their attacks upon the whites. There were about twenty families in the plantation at the time of the breaking out of King Philip's War. On July 14, 1675, the Nipmucks killed some four or five persons at Mendon. As a result, the Governor and Council sent Captain Edward Hutchinson, son of the famous Anne, to a great rendezvous of these Indians at Quaboag, with power to treat with their sachems. Hutchinson was accompanied by Captain Thomas Wheeler of Concord, with part of his troop, about twenty men. Word was sent to the Indians, asking for a conference, and three of the sachems promised to meet them the next day, August 2nd, at Wickabaug Pond.

The two captains and three of the principal men of Brookfield, with a guard, rode forward to the conference at the designated place, but the Indians did not appear. The party then advanced some distance further, but fell into an ambush, and eight of them were shot down and

Captain Hutchinson was mortally wounded. They escaped back to the settlement, the Indians following them closely; but the inhabitants had received the alarm and had fled to the tavern of Sergeant John Ayers, which was on an eminence, now called Foster Hill, not far from the meeting-house, where preparations were made to meet the expected attack. We have Captain Wheeler's own account of the fight.

The savages burnt about twenty dwelling houses and barns, and then surrounded the house and tried for two days and nights to either capture it or set fire to it, but they did not succeed. Ephraim Curtis, an expert woodsman familiar with the Indian tongues, was sent to bring aid, but he did not succeed in getting clear of the house until his second attempt, and finally reached Marlborough more dead than alive. Philip was at Brookfield in person, and among his forces were many of Eliot's "praying" Indians, and they evidently succeeded in imitating the nasal singing of their Puritan instructors. Burns had not yet written:

> "O! wad some power the giftie gie us
> To see oursels as ithers see us."

or perhaps Wheeler might have recognized the Puritan psalm-singing. He says (the italics are mine):

> The next day being August 3d, they continued shooting and shouting, and proceeded in their former wickedness, blaspheming the name of the Lord, and reproaching us, his afflicted servants, scoffing at our prayers as they were sending in shot upon all quarters of the house and many of them went to the town's meeting-house, (which was within twenty rods of the house in which we were) who mocked saying, come and pray and sing psalms, and in contempt *made an hideous noise somewhat resembling singing.*

On the evening of August 4th, the Indians filled a cart with hemp and other combustibles, fired it, and tried to thrust it against the house; but the rain wet the load and it would not burn. Previous attempts to fire the house by means of burning arrows had been frustrated by chopping holes through the roof to get at the burning brands. Meanwhile, Major Willard, while on another expedition, received news of the attack upon Brookfield from Curtis and made a forced march of thirty miles to the relief of the beleaguered garrison. Notwithstanding the Indian scouts, he and his party were able to join the defenders, as they took advantage of the terrific din the savages were making. The Indians gave up the attack, burned the rest of the buildings, including the meeting-house, killed horses and cattle, and withdrew with much plunder. They were in such overwhelming numbers that no pursuit was made; but the garrison took the first opportunity to find safety elsewhere. Later, the Indians returned and fired the one remaining house, so that the settlement was obliterated. Though Major Willard had saved the inhabitants of Brookfield by his timely aid, he was cashiered for his failure to obey orders and go where he was sent.

The town lay in ashes for several years, and the inhabitants were dispersed. So were their Indian neighbors, for, with the end of the war, the remnants of the Quaboags left their old homes and went west of the Hudson, never to return. The town was abandoned, and its privileges were annulled by the act of May 28, 1679. Its resettlement began in 1686, and, in 1692, the former inhabitants asked for the appointment of a committee to manage their affairs. The horrors through which they had passed were too much for the original planters, and only one family, that of John Ayers, returned. The newcomers

The Hitchcock Tavern, West Brookfield.

The Old Foster House, West Brookfield (1712).

The Merriam Publishing Company's Building, West Brookfield.

Whitefield Rock on Foster's Hill, West Brookfield.

were from Marlborough, Springfield, Suffield and Hadley, and a few from Essex County. Brookfield was a frontier settlement in the wilderness with no other towns near, and subject to attacks by the savages. In 1688, new Indian troubles began, and Gilbert's Fort, containing barracks, storehouses, etc., for soldiers and refugees, was erected for the protection of the inhabitants. Several Indian raids were made and people killed, but the General Court forbade the abandonment of frontier towns without its permission, so that the settlement increased in numbers, but the colony struggled under great difficulties and hardships. The plantation was so poor that, in November, 1698, the inhabitants were obliged to petition the General Court for money to support a minister, and it was not until 1715 that the town could afford to build a new meeting-house to replace that burned forty years before. During Queen Anne's War, the town was again subjected to Indian raids, and a garrison was maintained. In 1710, six men making hay were surprised by the savages, and five of them were killed and the sixth taken prisoner. It was not until 1713 that the inhabitants were free of the Indian hostilities, which had lasted for nearly forty years.

Probably the earliest tavern-keeper of Brookfield was Sergeant John Ayers, who, in 1674, refused to pay his share of Parson Younglove's support on the ground that he kept the ordinary and should be free of it. In the following year, when the Indians attacked the settlement, the inhabitants, to the number of eighty-two, took refuge in the tavern, but Ayers was killed in the ambush preceding the siege. Two women gave birth to twins during the siege, and Willard's reinforcement increased the number while it was decreased by several who were killed. One of the most important taverns in 1735 was that conducted by Colonel Dwight on Foster's Hill. It stood until our

own day, when it was acquired by the Quaboag Historical Society for the purpose of storing their books, pictures, and other relics. It had been long unoccupied, and steps were being taken to put it in shape, when it burned down, presumably by the carelessness of some tramps who were occupying the dilapidated building. The house appears upon the seal of the town of West Brookfield.

At the head of this chapter, in the extract from Washington, mention is made of Hitchcock's Tavern. "Ye Olde Tavern," as it is labelled, was opened in 1765 by Mr. and Mrs. Daniel Hitchcock. It stands near the lower end of Quaboag Park, the common which was given to the town by the brothers Hitchcock. The pictures in oil of the first proprietors of the tavern are in the collection of the West Brookfield Historical Society in the library building. In the old bar book of the tavern for 1827, the writer found such entries as these: "To stage fare to Worcester, .80," "To stage fare to Albany, 3.50," "To stage fare to Boston, 2.00," "To 1 glass of sling to minister who preached here yesterday, .06." This last was before the temperance movement had spread to the clergy, if, indeed, it had even begun among the laity.

Probably the most famous name connected with Brookfield is that of Rufus Putnam, whose civil and military abilities far exceeded those of the more widely known Israel Putnam. Rufus Putnam was a wheelwright by trade; but, before reaching his majority in 1756, he enlisted in the army during the French and Indian War, and rose to the rank of ensign. After the war, he settled in Brookfield, where he worked at his trade, at the same time conducting a farm and doing surveying. In 1775, he entered the Continental Army as a lieutenant-colonel and early attracted the attention of Washington, who gave him engineering work to do in the construction of forts

and redoubts. He had had no previous training in this line; but his natural abilities, aided by the reading of such works on military engineering as he could borrow from General Heath and others, raised him so high in the estimation of the Commander-in-Chief that Washington proclaimed him "the best engineer, either French or American, in the army," of which he rose to be chief engineer with the rank of brigadier-general. He built the redoubts on Dorchester Heights which compelled the evacuation of Boston, and later, planned some of the defences in the vicinity of New York, including Fort Washington on Manhattan Island and the West Point fortifications.

In 1781, Putnam removed from Brookfield with his family and settled in Rutland, Vermont. In March, 1786, he became the mover and organizer of an association known as the "Ohio Company," and he was also the organizer of the Northwest Territory of 1787. He founded Marietta, the first settlement on the Ohio, and, in 1789, he was appointed by Washington judge of the territory. He died in 1824.

In 1741, some of the inhabitants joined with people from other towns to form the plantation of Western, or Warren. Brookfield furnished some men for the French and Indian War, and its militia marched to Cambridge on the Lexington alarm. The vast majority of the inhabitants were patriots, but there were a few who were loyal to King George. One of these, Joshua Upham, became a colonel of dragoons and was on the staff of Sir Guy Carleton. He was in the attack upon Norwalk and also with Arnold in the New London expedition. Another prominent loyalist was Daniel Murray, who became major of the King's American Dragoons. Both of these were graduates of Harvard College.

After Brookfield ceased to be a frontier town, it increased so rapidly that a second parish was formed in 1750. By 1793, it was the third town in age and the first in wealth and population in the County of Worcester. Peter Whitney says:[1]

> The great poſt road from Boſton to New York, runs through it; and the ſixty one mile ſtone ſtands near the eaſtern boundary, and the ſeventy mileſtone near the weſtern line.

The land in this section was more fertile than that farther west. The Quaboag River winds through a succession of meadows, which fact gives the name of Brookfield. In the eastern part of the town is Quaboag Pond, which was called by the natives, Podunk; and in the west, is Wickabaug Pond, from which, in former days, great quantities of bog iron ore were taken. These and other smaller ponds and streams render this section one of great natural beauty.

In the interval between the destruction of the plantation and its resettlement, nature had obliterated the relics of the first occupation, and the sites of the tavern, meeting-house, and other dwellings are doubtful, though it is now generally accepted that the village was located on Foster's Hill, between West Brookfield and Brookfield, over which the old Post Road passes, while the modern state road passes around the base of the hill. The greater part of the hill is occupied by Indian Rock Farm, so named from a great boulder behind which the Indians protected themselves while attacking the fortified house. The owner of the farm, Mr. C. D. Richardson, maintains a game preserve, where one can find many of our native wild animals. A tablet in front of Mr. Richardson's house reads:

[1] *History of the County of Worcester*, 1793.

The Monument to the Three Howes, Spencer.

Unveiling the Soldiers' Monument at Spencer.

The Howe Homestead, Spencer.

The Lopez House and Store, First Academy Building, 1784–1806, Leicester.

HERE STOOD
THE FORTIFIED HOUSE
BESIEGED IN KING PHILIP'S WAR
AUG. 2-4, 1675.

and a short distance away are tablets marking the well and the site of the two meeting-houses. In a field on the hill is another great boulder known as Whitefield Rock, because tradition says the famous evangelist preached from it. A little farther down the road are the foundations of the old Dwight Tavern. The view from the top of the hill is a very fine one, and the spectator is able to get a good idea of the beauty of the hills and ponds with the gleam of the white dwellings and the uplifted spires of the churches in the surrounding villages.

One of these hills is Marks's Hill, upon which a fort was erected for the protection of the inhabitants from Indian attack. Upon one occasion, all of the garrison were away, when the place was threatened by a small band of Indians who were aware of the absence of the men. Mrs. Marks dressed herself in some of her husband's clothes and showed herself to the Indians, calling as if to other men within the house. This scared the savages, and they withdrew without making an attack. Coy's Hill is another of the eminences within the town. Lucy Stone Blackwell, one of the first women to advocate the right of suffrage for women, was born here.

West Brookfield is a beautiful, shady village. Upon entering it the attention is drawn to the library building, which contains an interesting historical collection, and which is a gift to the town from George and Charles Merriam, the publishers of Webster's Dictionaries. On the opposite side of the street is the brick building erected by the father of the Merriams about a century ago, and

used by him for printing and publishing. Several hundred thousand volumes were printed and issued here before the Merriam Brothers moved their plant to Springfield. A short distance farther are the town hall and, on the opposite side, the Hitchcock Tavern, beyond which is the house in which Professor Phelps, the father of Elizabeth Stuart Phelps Ward, used to live. Not far from the park is a memorial stone bearing the following:

HERE STOOD
FORT GILBERT
BUILT ABOUT 1688 TO PROTECT
SECOND SETTLEMENT OF
BROOKFIELD (CALLED QUABOAG)
FROM INDIAN RAIDS.

Just before entering the village of Brookfield, we pass the Brookfield Inn, which dates back to colonial days. The common here was owned by Seth and Solomon Bannister, and the latter conveyed it to the town in October, 1773, so that it became the rallying place of the patriots. Other members of the same family have since presented to the town a handsome town hall and memorial library.

The next town through which the Post Road passes is Spencer, which was included in the original grant of Leicester, of which it became the western parish in 1744. It was incorporated as a town, April 3, 1753, but remained a part of Leicester until 1775, and did not secure full rights as a town until 1780. Its surface is very irregular and abrupt, but it is fertile.

During the rebellion of Shays, many of the inhabitants, as well as the militia and their officers, took the side of the rebels, and the town magazine was broken open and the powder taken by the insurgents. Henry Gale of Spencer,

one of the leaders of the revolt, was sentenced to death for high treason, but was reprieved on the gallows by Governor Bowdoin and was pardoned by Governor Hancock.

The first post road was a travelled highway as early as 1725; for, during that year, Leicester was presented to the Court of Quarter Sessions for having no bridge across Seven Mile River. A second presentment followed, and the bridge was erected in 1729. In 1800, the attorney-general of the Commonwealth made complaint of the "badness of the Great Post Road," and an attempt was made to convert it into a turnpike, but the town successfully resisted the scheme.

In the old coaching days, Spencer, with its three taverns, was a famous stopping-place and relay station, and it was no unusual thing to see fifteen coaches here at the noon hour, and as many as twenty-five on extra occasions. The three taverns were those kept by Isaac Jenks on the site of the present Massasoit House, the Mason House beneath the three big elms, and the Livermore House. The oldest of these was the Jenks Tavern, which dated from 1754, when John Flagg started it and kept it for seven years. In 1775, Isaac Jenks became the owner, and it became famous with the travelling public. A French visitor who stayed here one night in 1788, said: "The chambers were neat, the beds good, the sheets clean, the supper passable; cider, tea, punch and all for fourteen pence per head." I stopped here one night in 1912, but I am sorry to say that I cannot speak of the tavern's successor in as laudable terms. Washington spent the night of October 22, 1789, here, and complimented the hostess, Mrs. Jenks, at the breakfast table by saying: "Madam, your bread is very beautiful." Isaac Jenks and his son were postmasters from the establishment of the

post-office in 1810 until 1825, when it was removed to the upper village by Charles Bemis.

There are many beautiful shade trees in the town, but one's attention is attracted especially by three grand elms near the corner of Maple and Mechanic streets, which were set out on June 17, 1775. This is the date of the Battle of Bunker Hill, and tradition says that while the men were at work setting out the trees, they heard the booming of the British guns. As the milestone under the trees reads, "59 miles to Boston," either the men had very acute hearing, or sound travelled farther in those days than in these.

In front of the town hall there is a fine monument to commemorate the fact that Spencer is the birthplace of three famous inventors, all of the name of Howe, and all born in the same house, William, Tyler, and Elias. William, born in 1803, was the inventor in 1840 of the wooden truss bridge which was the safest and most practicable in use then and for many years after. The truss frame was also used for supporting the roofs of buildings. Tyler Howe was the inventor in 1855 of the spring bed, which has replaced the old rope and sacking bottoms of the era before that date.

The last on the list, Elias Howe, was born in 1819 and was the nephew of the other two. He was a farmer's boy, but a chance remark made in a scoffing way about a machine to do sewing set him to thinking and his wits to work. After years of experimentation, poverty, and discouragement, he evolved the sewing machine in 1846, which was at first treated as a toy. It was uphill work for him to show that the machine was practicable and that it would not destroy the means of livelihood of seamstresses, as the enemies of all labor-saving machines declared. Even after he had made a machine that would

sew, it took years of litigation for him to establish the priority of his invention and his patent rights, and several years more before he reaped the financial success that was his due.

Adjoining the Mason House in the valley below the town hall, the Post Road passes a large shoe shop, and we are reminded of the principal industry of this section, though woollen, cotton, and other leather goods are made here. Josiah Green was the pioneer maker of boots and shoes, which, as early as 1812, he used to peddle in Boston and the surrounding country; after the War of 1812, his business grew to large proportions.

Though generally unpopular and unsupported in New England, that same War of 1812 was a blessing in disguise; for the supply of so many articles being cut off, the ingenuity of the New Englander was spurred to supply their places, and manufacturing began. One of the things of whose supply they were deprived was wire, and Windsor Hatch and Charles Watson began to draw wire, which the wool carders of Worcester had promised to use.

On January 27, 1686, nine gentlemen of Roxbury bought from the heirs of the sachem Oraskaso, a tract of land called by the aborigines Tortaid, which was a part of the Nipmuck domain. The purchase price was £15 English money. In the central part of the tract was a hill upon which the first prospectors found many wild strawberries, so they termed their plantation Strawberry Hill. Twenty-seven years afterwards, in February, 1713, the number of proprietors had increased to twenty-two, and the General Court made a grant to Colonel Joshua Lamb and others of the above tract, which, on February fifteenth of the same year, was given the name of Leicester, after the English town of that name. The grant also included Spencer. None of the original grantees ever settled in Leicester, as

it was a matter of simple land speculation on their part, nor was any attempt at settlement made until the date of the grant, 1713. Besides Congregationalists, there were a good many Quakers among the early planters, and a meeting-house was erected by them. By terms of the grant, the usual provisions were made in regard to reserving land for church, minister, and school, and that within seven years twenty families should be located on the land and a meeting-house erected.

The easterly part of the patent was first offered by the proprietors for settlement, and the land was laid off in fifty house lots of from thirty to fifty acres each, which were to be sold at one shilling an acre, with after rights of one hundred acres of farm lands for each ten acres of house lot, so that the purchaser could secure a farm of five hundred and fifty acres for fifty shillings. The purchasers selected their tracts by lot, and the deeds were passed January 11, 1724 (O. S.). According to early tradition, the first comers found a hermit named William Carey living in a cave which he had dug out of the side of a hill which, in consequence, is still called Carey's Hill. He had lived in the wilderness in solitude for many years, with no companions except the wild animals with which the section abounded.

The first town meeting was held in 1721/22, at which time a meeting-house had already been erected. Judge John Menzies was the earliest representative in the General Court. He served three terms and refused to accept any pay for his services. In 1724, when his successor was to be chosen, the town first voted that whoever should be chosen "should be paid the same as Judge Menzies, and no other." Lieutenant Thomas Newhall was elected to serve on these rather unfair conditions. The first mail-carrier, according to tradition, was a dog

named Hero belonging to David Henshaw. Hero used to go to Boston and return with any messages that were attached to him. In 1717, the snow-storms were exceptionally severe, and the post-riders were obliged to travel on snow-shoes instead of on horses.

In early days, the principal road in the town was the Great Post Road—also called the County Road,—leading from Boston to Albany by way of Springfield. Its course through the town has been materially changed within the recollection of those who are not yet old. It was over this road that the volunteers travelled on their way to Lexington in response to the alarm, and the people of Leicester kept their houses lighted up and their doors open in order to encourage the patriots and to furnish them rest and refreshment. The stage line established by Pease and Sikes in October, 1783, traversed the town, and the first post-office was established here in 1798.

One of Leicester's patriots was a man named Earlé, whose gun was of home manufacture. It was greatly admired by Washington, so Earle made a new gun and travelled on foot with it to New York and presented it to the General. Another patriot who saw service in Canada, and who was afterwards surgeon at West Point, was Dr. Austin Flint, the ancestor of the two famous New York physicians of the same name.

The chief object of interest in the town is Leicester Academy, with its associations of a century and a quarter. It was founded in 1784 by Colonels Ebenezer Crafts and Jacob Davis, both of whom had seen service in the Revolution. They bought the property and store-building of Aaron Lopez, a Portuguese Jew, who, in 1777, with about seventy of his relations and friends, came here from Newport, Rhode Island, to escape the exactions of the British, who had rendered life and business unbearable. When the

property was bought by Crafts and Davis, it was "with the intent and design to promote the public benefit in the education of youth," as they stated in their petition to the Legislature asking for incorporation on the same lines as had been granted to the academy at Andover. From the beginning, the word "youth" has included both sexes.

The academy was incorporated March 3, 1784, and the first meeting of the trustees took place on the seventh of April. One of the founders, Colonel Crafts, was present, and there were many of the most distinguished men of Worcester County, including General Rufus Putnam, who gave £100 to the academy. A later benefactor was the printer, Isaiah Thomas of Worcester. While the academy has graduated many men and women who have become distinguished, including several governors of the State, probably the ablest students who did not stay for graduation were Eli Whitney and William L. Marcy, the latter of whom rose to be United States Secretary of State, and who originated the political maxim that "to the victors belong the spoils," now, happily, an almost dead practice.

One of the earliest principals was Ebenezer Adams, of whom it is told:

> He was uncommonly amiable in his deportment. . . Different from his temper and manners, his voice was harsh to such a degree that the master from whom he tried to learn to sing advised him to give up the attempt, "and keep his voice *to saw wood with.*"

The academy has virtually lost its position as an independent corporation, and it is now the town high school.

The principal industry of Leicester, besides farming, was the making of steel clothing for cotton and wool cards. This industry was begun before 1800, and the clothing was used in the carding machines in the Worcester mills. The

manufacture began in a small way in the houses of the inhabitants, and these expanded into factories. This industry was the main reliance of the town until the trust got possession of the factories, consolidation took place, and the Leicester factories were closed up. A few people got together afterwards, and, moved entirely by sentiment, attempted to continue the old-time industry with no expectation of making a profit. The trust was too powerful for them, however, and they had no market for their goods at all. Under these circumstances they shut down altogether.

This absence of factories leaves Leicester one of those quiet, beautiful, residential places where "gentility" is written large over every house and person you see. Upon the summit of the hill, with a lovely park in front, are located the Congregational Church, the town hall and library, and the academy. Another attraction is a row of buttonwood trees, planted, so it is said, on Bunker Hill day.

Among the famous sons or residents of Leicester have been the Rev. Dr. John Nelson, who was pastor of the church for fifty-nine years; the Hon. John E. Russell; the Rev. Samuel May, a well-known and dearly loved minister, and Pliny Earle, an inventor, whose inventions have helped to enrich the near-by city of Worcester.

The road into Worcester passes through Cherry Valley and New Worcester, though the old Post Road used to climb up over a hill. At Cherry Valley was Jones's Tavern, well-known in the coaching days and still remembered by the older inhabitants. At the latter place, which is a suburb of the larger town, is the reservoir which supplies Worcester with water. We enter the city by way of Main Street, which is the line of the ancient Post Road as far as Lincoln Square.

CHAPTER XIV

WORCESTER COUNTY, MASSACHUSETTS (*Concluded*)—WORCESTER, SHREWSBURY, AND NORTHBOROUGH

ON October 24, 1668, a tract of land eight miles square on the Nipmuck, or Blackstone, River, was granted by the General Court to Daniel Gookin, Daniel Henchman, Richard Beers, Thomas Prentice and others. The tract was called Quinsigamond, and Indian title was secured July 13, 1674, when Solomon, alias Woonaskochu, sagamore of Tataesit, and John, alias Hoorawannonit, sagamore of Packachaug, gave a deed to the lands. Captain Gookin, later major-general of the Bay forces, though not a settler himself, is often called the "father of Worcester." He was interested with Eliot in converting the Indians, and it is probable that the Solomon and John who gave the deeds were "praying Indians." Packachaug was the principal Nipmuck village in this section, containing about twenty houses and one hundred souls. It lay "about three miles south of the new road that leadeth from Boston to Connecticut." Other smaller hamlets occupied the hills to the west, which were originally called Tataesset, now corrupted into Tatnuck. The main tract received its name from the long, narrow, beautiful Lake Quinsigamond, which is the source of the Blackstone River and a great place of resort for the Worcester people. It means "the fishing place for long noses;" that is, for pickerel.

The Floating Bridge, Lake Quinsigamond, 1818–1860.

Mechanics' Hall, Worcester.
From the photo by E. B. Luce.

The City Hall, Worcester.
From the photo by E. B. Luce.

No attempt at settlement was made until 1674; and, in the following year, King Philip's War raged, and the destruction of Brookfield and Lancaster left Quinsigamond an exposed frontier post. The few settlers therefore abandoned the plantation, and the six or seven houses which formed the hamlet were burnt by the Indians on December 2, 1675. Owing to the dangerous and unfriendly attitude of the natives, it was not until 1684 that a resettlement was attempted; and, on October fifteenth of that year, the town was incorporated under the name of Worcester, in honor of the town of the same name in England. There are, however, no records extant of a town-meeting until September, 1722. Though threatened by a band of hostile Albany Indians in 1696, the settlement went on prosperously until 1702, when the town was abandoned on account of the danger of Indian attacks during the war then waging with France, often known as Queen Anne's War. Digory Sergeant refused to go with his neighbors, and he and his wife were slain by the savages and their three children—two sons and a daughter—were carried captives to Canada. There they became as savage as their captors and declined to return to civilization upon the return of peace, though they accompanied Miss Williams of Deerfield and her Indian husband on a visit to their English relatives in 1726.

Peace was restored in 1713; and, in October of that year, some of the proprietors petitioned the General Court for aid in re-establishing their plantation. The first settler to return was James Rice, who moved in with his family in 1713 and lived without neighbors until the spring of 1715, when a considerable number joined him. In 1718, there was an influx of Scotch-Irish from the North of Ireland. They were Presbyterians, and, shortly after their arrival, started to build a meeting-house on the

Boston Road. The Congregationalist inhabitants could not permit such an innovation, and so gathered secretly in the night and destroyed the partly constructed building. Insults and religious persecutions finally proved too much for these new immigrants, and many of them left and settled in New Hampshire. From this time forward, the town grew steadily; and, in 1722, at which time it numbered three hundred population, it was re-incorporated. Upon the formation of Worcester County, April 2, 1731, Worcester became the shire town, and, in 1848, it became a city.

The first court-house of 1736, and all subsequent ones—five in all—have occupied the same site on Main Street not far from Lincoln Square. Two of them have been of wood, one of brick, and two of stone. The present fine and commanding building was opened in 1900. Worcester has given two attorney-generals to the United States, Levi Lincoln, 1801–1804, and Charles Devens, 1877–1881, and five governors to the Commonwealth. It is now the second largest city in Massachusetts, with a population of 145,980, according to the census of 1910. Some one of its numerous admirers has dubbed it the "Heart of the Commonwealth," not so much on account of its geographical position, but because it is supposed to represent Massachusetts feeling and sentiment more than any other city.

After the Indians had been quieted, the people were pestered by wolves, reptiles, and other wild animals, and a determined war was waged against them. As late as 1734, notwithstanding the bounties for their scalps, wolves were still so plentiful, that the people were deterred from raising sheep, whose wool was so necessary for their clothing. The occupations were chiefly agricultural until 1825. By the census of 1820, the population of the town

was 2900, of whom only 126 were engaged in manufacturing. From its position as county-seat, Worcester became a trade centre from which goods were distributed throughout the surrounding country, and it also had a considerable foreign and West India trade. In order to connect it directly with the sea by way of Blackstone River and Narragansett Bay, a canal was suggested in 1796. The idea was not well received at that time, but, in 1822, it was revived, with the result that the first boat navigated the canal on October 7, 1828. On June 23, 1831, the Boston and Worcester Railroad was formed for the purpose of building a railroad between the two cities; and, on March 15, 1833, the Western Railroad was formed for the purpose of building a road from Worcester to Springfield, and thence to Albany, Troy, and the Hudson River. About the same time, Worcester's manufacturing industries began to grow. These are general in their character at present, but the city is more famous, probably, for its looms and various kinds of wire than for any other products.

In the olden times, Lincoln Square was the centre of trade, of fashion, and of political and religious life. It received its name from the Lincoln family, who were among Worcester's earliest and most prominent settlers. Lincoln Street, leading out of the square, was the *old* Post Road. Belmont Street is the line of the turnpike to Boston, which crosses Lake Quinsigamond on a causeway and bridge about midway of its length, and which runs practically straight over everything between the two places. Branching from the square toward the westward is Salisbury Street, upon which are located Institute Park, one of the public parks of the city, and the buildings of the Worcester Society of Antiquity, the Art Museum, the Worcester Polytechnic Institute, the American Antiquarian Society, and the Highland Military Academy.

The Salisbury mansion, over a century old, is a fine type of colonial, or early American, residence. It stands on Lincoln Square, and, a short distance above, on the site of the railroad depot, formerly stood the store of the Salisburys. The property is now owned by the Art Museum and is let to the public school teachers of Worcester for a club-house, which is occupied by the Levana Club. Just opposite the old mansion, a tablet, erected by Col. Timothy Bigelow Chapter, Daughters of the American Revolution, in 1904, marks the site of the house of Colonel Bigelow, who led the minute men to Concord on the alarm of April 19, 1775.

In 1764, the Upper Post Road is advertised from Boston to New York, via Hartford and New Haven, but it had been in use since 1755. On June 24, 1772, the Brown stage-wagons started on their first trip from New York, and passed through Worcester a few days later. The Boston *Evening Post* of July 6, 1772, advertises the new line in a card from the owners who solicit the patronage of the public.

The first tavern in Worcester was located on land which was bounded on three sides by Main, Mechanic, and Foster Streets, and on the fourth, by the ministerial lands. It was opened by Captain Moses Rice in 1719. Later, it passed into the possession of Judge Chandler, whose residence it was until its confiscation by the State on account of the owner being a Tory. In 1785, it became the Sun Tavern of Captain Ephraim Mower, and it was here that during the Shays affair, Judge Ward held court. The United States Hotel was erected upon the same site, which it occupied until 1854.

The second tavern in Worcester occupied the site on Main Street upon which the Bay State House stands. The probable date of its opening was 1722, and the land-

The American Antiquarian Society Building, Worcester.

Salisbury Mansion on Lincoln Square (over a century old), Worcester.

the Hancock Arms until the end of the century, when it became the Brown and Butman Tavern. It was headquarters for the rebels during the Shays Rebellion.

The United States Arms (the Exchange Hotel) was built in 1784 by Nathan Patch, and it was closely connected with Shays and his rebels. It became the best tavern in the town, and Washington stopped here on his eastern trip in 1789. It passed through several hands until 1807, when it became the property of Reuben Sikes, who ran it in connection with his stages. A part of the old edifice still stands. A tavern kept by John Curtis stood near the Shrewsbury line.

In accordance with the Massachusetts statutes, provision was early made for the establishment of schools and the education of the young. John Adams, after his graduation from Harvard, was a teacher in the Worcester Grammar School during the three most exciting years of the French and Indian War. In 1758, after the capture of Louisburg, Sir Geoffrey Amherst came through Worcester with his army of four thousand men who had been landed at Boston. Lord Loudon also passed through Worcester in the winter of 1757 on his way from New York to Boston. Adams says in his diary:

> The relations we had of his manners and conduct on the road gave us no great esteem of his lordship's qualifications to conduct the war, and excited gloomy apprehensions. The young Lord Howe, who passed from Boston to New York, was the very reverse, and spread everywhere the most sanguine hopes, which, however, were soon disappointed by his melancholy but brave death.

In 1755, eleven of the expatriated Acadians, called by the Colonials "French Neutrals," were assigned to Worcester, and a subsequent birth made the number twelve.

They were kindly treated, and, in 1767, the remnant of the band were removed to Canada, and the town voted £7 to pay the expenses of returning Jean Lebeau to Quebec.

In June, 1775, a convention at Worcester passed the following resolution:

> That we abhor the enslaving of any of the human race, and particularly of the negroes of this country, and that whenever there should be a door opened, or opportunity present for anything to be done toward the emancipation of the negroes, we will use our influence and endeavor that such a thing be brought about.

The town was always of the same way of thinking and took active part in the abolition and anti-slavery movements; and, when the slave hunter came to Worcester in 1854, his attempt, under the provisions of the Fugitive Slave Law, to return the poor runaway into slavery, was rendered futile by the action of the people.

Worcester was in the storm centre of the Shays Rebellion. In September, 1786, a party of eighty armed men under Captain Adam Wheeler took possession of the court-house with the determination of preventing the sitting of that term of the court. The judges, headed by the Chief-Justice of the State, Artemas Ward, took up their way to the court-house, where they were prevented from entering by an armed sentry. It happened, however, that the sentry had formerly been in Ward's command, and, when the judge ordered him to lower his gun, habit and respect were too much for him, and he came to a present. Wheeler was on the spot and prevented the judges from entering. Judge Ward harangued the mob, but without avail, and the members of the court were

obliged to return to the United States Arms Tavern and adjourn for the day. It was useless to call upon the militia to uphold the authority of the court, as most of them were with the disaffected bands of Shays and others. The insurgents held the court-house and tried to compromise matters with the judges, but without success.

The number of insurgents increased to about four hundred, half of whom were armed with guns, and the remainder with sticks. They marched through Main Street with sprigs of evergreen in their coats or hats as a distinctive sign of their insurgency and carried a pine tree as their standard of revolt, but there was no violence. The court at last adjourned all cases until the next term. In November, the insurgents rendezvoused at Shrewsbury, where Shays showed himself. Governor Bowdoin ordered out five regiments of militia to protect the court, but they could not be relied upon, so that the court met at the Sun Tavern and, by order of the governor, adjourned until January 23, 1787. For some days, Worcester was in control of about five hundred insurgents. On December 6, 1787, Shays arrived in Worcester with about three hundred and fifty armed men and joined those already in the town, all making an imposing appearance. He then withdrew to Palmer and decided to attack the Arsenal at Springfield, with the result already given. After his departure from Worcester, many of the militia returned to their allegiance, and General Benjamin Lincoln was able to gather from the surrounding counties an army of 4400 men. When the news came of the ignominious flight of Shays and his motley army, some poet expressed his opinions in the following verse:

Says sober Will, well! *Shays* has fled,
And peace returns to bless our days.

Indeed! cries Ned, I always said,
He 'd prove at least a *fall back Shays;*
And those turned over and undone,
Call him a worthless *Shays to run.*[1]

In 1789, Washington passed through the town on his way to Boston. The Worcester *Spy* gives an account of the reception to "*his Highness*," and states that he went through the town on horseback and breakfasted at the Sun Tavern. He had been met at the Leicester line by a party of citizens and soldiery and escorted into the town.

Worcester claims Isaiah Thomas, a citizen eminent from a literary and educational standpoint, who was born in Boston, January 19, 1749. Together with Jonathan Fowle, to whom he had been apprenticed at one time, he began the publication of a small paper; but, after a few months, Mr. Thomas bought out his partner and, March 7, 1771, began to issue a new weekly paper under the name of its predecessor, the Massachusetts *Spy*. It soon became the leading advocate of Whig principles, and as such, a thorn in the side of the government.

The Whigs of Worcester requested him to establish a paper there, and he was making arrangements to do so when events crowded so fast that, fearing confiscation of his plant, a few days before the Lexington fight he secretly sent out of Boston his press, type, and paper, and had them conveyed to Worcester. He was in arms during the alarm at Lexington, but a day or so later, he went to Worcester to resume the publication of the *Spy*. Its first issue from its new office was on May 3, 1775, after an interval of about three weeks of non-publication. From this date, the paper was issued without interruption until 1904, when it suspended publication. In 1775, Thomas was

[1] The reader may understand the puns better if he is informed that at that time *chaise* and Shays had the same spelling.

appointed postmaster by Franklin. The principal things carried in the mail were newspapers, and these Thomas was in the habit of opening and reading, thus cribbing the news from the papers in transit for the benefit of his own paper, which he managed to have delivered before the rival papers.

The first book that he published was immediately after the Lexington fight and was a narrative of that affair with twenty-four sworn depositions. It was issued by order of the Provincial Congress of Massachusetts, and copies were sent to the king and his ministers as proof that Lexington was a battle of defence and not of offence, and other copies were sent to the different colonies in America. After the Revolution, Thomas re-established his business in Boston and became the leading printer, publisher, and bookseller in New England, having as many as sixteen presses at work at one time. He started several other journals in various places, and had branch stores in New York, Philadelphia, and as far south as Savannah. The first large quarto and folio Bibles published in America are among the early books issued from his press. In 1802, he turned his business over to his son and retired to enjoy his comfortable fortune. The almanacs issued by the Thomases are invaluable for Americana. In 1810, Mr. Thomas published his own work, *The History of Printing.*

Brissot de Warville, the distinguished French traveller, who visited Worcester in 1788, says:

> This town is elegant and well peopled. The printer, Isaiah Thomas, has rendered it famous throughout the continent of America. He has printed a large part of the works which appear, and it is acknowledged that his editions are correct and well edited. Thomas is the Didot of the United States.

In October, 1912, the American Antiquarian Society

celebrated its first centenary, and President Taft was present to give the official approval of the Nation. The Society was founded by Mr. Thomas, and it remains to-day his greatest monument. It is national in its scope, and its members are in all sections of the country; but, of necessity, the principal officers are Worcester men, and they have been its principal benefactors. The beautiful library building on Salisbury Street bears the following inscription: "AMERICAN ANTIQUARIAN SOCIETY FOUNDED BY ISAIAH THOMAS, 1812. THIS BUILDING ERECTED WITH FUNDS FROM THE LEGACY OF STEPHEN SALISBURY 3D, 1909."

Space will not permit any enumeration of the priceless books, manuscripts, and prints that the library contains, nor of its collection of Americana. One object of interest is the old Blaew press of 1680, brought to Worcester by Isaiah Thomas in 1775, upon which his earliest publications were printed.

> Give me the room whose every nook
> Is dedicated to a book.
>
> FRANK DEMPSTER SHERMAN.

Another distinguished son of Worcester is George Bancroft, the historian. He was the son of the Rev. Aaron Bancroft, and was born in a house on Salisbury Street, not now standing, but whose site is marked by a suitable tablet. After his graduation from Harvard, he went to Europe in 1818, and attended the University of Göttingen, where he took his degree of Ph.D. Upon his return, he tutored at Harvard in 1822 and 1823, and then opened a high school in Northampton. After his marriage he lived in Springfield, and, in 1834, issued his first volume of the *History of the United States*. Besides serving his

country as a historian and a man of letters, he also served her in a diplomatic capacity.

On Salisbury Street, near Lincoln Square, is the building of the Worcester Society of Antiquity, which was founded in 1875. Its library, which is open to the public, consists principally of town histories and genealogies.

In 1829, the Worcester *Republican* was first issued; it is still published. On January 1, 1844, the *Christian Citizen* was commenced by Elihu Burritt as editor and publisher. While the paper is forgotten, the name of its editor is well remembered. At the age of thirty, he knew over fifty languages, ancient and modern. He was the organizer of the first international peace conference ever held, that at Brussels in 1848; and for four years he was United States consular agent at Birmingham, England. When he first came to Worcester in order to be near the Antiquarian Library, he worked at his trade of blacksmith, and it is as the "learned blacksmith" that he is best known.

John B. Gough, though born in England, was a resident of Worcester. It was here that he reached the greatest depths of degradation, and it was here that his reformation began. He was a drunken sot, whose wife and child died in poverty and squalor. Overcome by despair, he stupefied himself with laudanum and planned suicide by throwing himself on the railroad track. He was saved, however, and his moral regeneration was begun by a hotel waiter who interested himself in Gough. He signed the pledge in 1842, and then followed his wonderful career as an orator and lecturer, his lectures being devoted principally to the cause of temperance. For many years, he was the best known and most popular speaker in the country upon the lyceum platform.

The man whom Worcester delights most to honor is George Frisbie Hoar,

Scholar and statesman, ever quick to plead
The cause of Truth.

FRANK ROE BATCHELDER.

He was not a native of the town, but came to it in 1847, at the age of twenty-one. In the following year, he took part in the Free-Soil Convention, held in his adopted city. He became a leading lawyer of the city and engaged in the anti-slavery movements, and, in 1869, he was elected to the lower house of Congress. In 1877, he became United States Senator, a position which he held practically until his death in September, 1904.

Another native of Worcester is Mrs. Alice Morse Earle, whose charming books on old colonial ways, customs, and manners have been sources of pleasure and profit to so many thousands of readers.

The musical world of America is familiar with the two musical societies of the town, the Worcester County Musical Association and the Worcester Choral Union; but most famous of all the musical gatherings throughout the country is the annual Worcester Music Festival, which has been held in Mechanics Hall on State Street every year since 1858, when the first one took place from September 28th to October 1st, both inclusive.

In educational matters, Worcester has been well to the fore, for it was the first to originate the system of graded schools, now so generally adopted. As we come into the city from Leicester, not far from the post-office, we pass the unattractive buildings of Clark University, which was founded by Jonas G. Clark and incorporated in 1887. It opened two years later with G. Stanley Hall as President.

Worcester Polytechnic Institute was founded by John Boynton who gave an endowment of $100,000 to establish a school, free to all residents of Worcester County, in which young men might learn some, or all, of the mechanic

arts. Other people helped, and the institution was incorporated in 1865 and opened in 1868 under the title of The Worcester County Free Institute of Industrial Science. This cumbersome name was later changed to the Worcester Polytechnic Institute. The "Tech," as it is popularly known, is housed in some fine buildings on Salisbury Street, opposite the public park which takes its name from the Institute.

In 1848, Oread Collegiate Institute was opened by Eli Thayer as a seminary for young ladies. It was well patronized by the leading families of the county and bore a very important part in the social affairs of the city. It took its name from a line in the Æneid, which was appropriate on account of the woody hill upon which the Institute was situated. It was closed as a school in 1884, but is now used for other purposes. Other educational institutions are the Worcester Academy, founded by the Baptists in 1832; College of the Holy Cross, a Jesuit college and seminary founded in 1842 upon Packachaug Hill, on the site of the ancient Indian village; and the State Normal School, established in June, 1871.

In 1829, Horace Mann suggested that the insane should be taken care of by the Commonwealth; and, in the following year, the authorities started to build the State Hospital for the Insane, the first in the country to be erected and maintained by a state. The buildings, which are occupied principally by the criminal insane, are large and imposing, and the institution occupies a commanding position overlooking the valley of Lake Quinsigamond.

Worcester was the first city in the United States to buy land for park purposes, and there are now about twelve hundred acres devoted to public parks. Besides the larger parks, Institute, Lake, Elm and Columbus, there are several smaller ones. Instead of going around Lake

Landing Place on Lake Quinsigamond, Worcester.

From a photo by E. B. Luce.

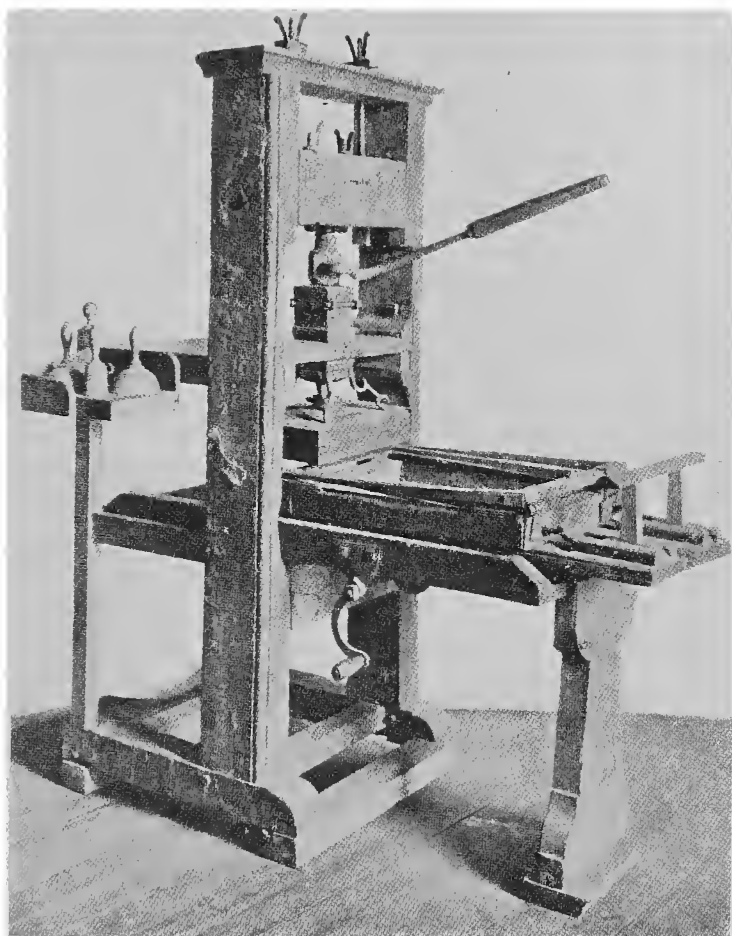
Tombolin was an eccentric character of the town who flourished about 1740. A good many rhymes and doggerel verses were made about him, of which the following will serve as an example:

> "Tombolin had no breeches to wear,
> So he got his mother to make him a pair,
> Flesh side out and wool side in,
> They 're warmer so, says Tombolin."

The reference here is to the undressed leather breeches, which, with leather apron and homespun shirt, were the ordinary dress of the yeoman class of colonial days.

Dr. Austin Flint, who has already been mentioned as having practiced in Leicester, was a native of Shrewsbury, who enlisted in the patriot army at the age of seventeen for service during Burgoyne's invasion. At the age of twenty-one, he re-entered the army, after an illness, as surgeon of Colonel Drury's regiment, and served at West Point. At the age of twenty-three, he settled at Leicester, and, in 1789, he was with General Lincoln in his march through the snow-drifts to repress the rebellion of Shays. The famous surgeons of New York bearing the same name are descendants of the Revolutionary physician.

The Post Road, which passed directly through the town, was well supplied with taverns, and, in 1784, there were three noted inns; Farrar's, Baldwin's, and Howe's. Baldwin's was probably the oldest, for in it, on November 27, 1727, Artemas Ward was born. He entered Harvard College, and, after his graduation, taught school for a while in Groton, Massachusetts. He married and settled in Shrewsbury, where he became a justice of the peace, and where he also kept store. He was an officer of the town militia; and, in the French and Indian War, he was lieutenant-colonel of the regiment of foot commanded by



The Blaew Press of 1680, brought to Worcester by Isaiah Thomas in 1775, now in the Possession of the American Antiquarian Society.

A

NARRATIVE,

OF THE

EXCURSION and RAVAGES

OF THE

KING'S TROOPS

Under the Command of General GAGE,

On the nineteenth of APRIL, 1775.

TOGETHER WITH THE

DEPOSITIONS

Taken by ORDER of CONGRESS,

To ſupport the Truth of it.

Publiſhed by AUTHORITY.

MASSACHUSETTS-BAY:

WORCESTER, Printed by ISAIAH THOMAS, by ORDER of the PROVINCIAL CONGRESS.

THE FIRST BOOK PRINTED IN WORCESTER

From *The Worcester Magazine*, Oct., 1910.

Colonel Williams, the founder of Williams College. Ward took a leading part in the agitation preceding the Revolution and aroused the displeasure of Governor Francis Bernard, who sent post-haste a dispatch relieving Ward of his commission as colonel. The people were all gathered to tear down the old meeting-house when the messenger arrived. Ward read the letter to them; then he turned to the messenger and said: "Give my compliments to the Governor and say to him . . . that I thank him for this, since the motive that dictated it is evidence that I am what he is not, a friend to my country."

After the Lexington alarm, Ward was made commander-in-chief of the Massachusetts forces of about sixteen thousand men who had responded to the call for help. His commission did not authorize him to exercise command over the troops of the other colonies who were arriving rapidly, and so Washington was appointed by the Continental Congress to command the Continental Army and Ward turned over the command to Washington upon his arrival. Ward's headquarters in Cambridge were in the house afterwards occupied by the genial Autocrat, Dr. Oliver Wendell Holmes. Under the Committee of Safety, before the arrival of Washington, Ward commanded the troops during the Bunker Hill fight, but he was much criticized for failing to send aid to Colonel Prescott.

After Washington's assumption of the command, Ward was made the first major-general of the army under him, and was assigned to the right wing. At his suggestion, Dorchester Heights were fortified,—a work that he directed,—and, as a result, the British were forced to evacuate Boston. Ward commanded the city after the British left, and was also in command there when the Declaration of Independence was proclaimed. He resigned from the army at the close of 1776, and then held several civil

positions. In 1779, he was a member of Congress. After the Revolution, he was a judge in his native state, and his action during the Shays Rebellion is described elsewhere. He again returned to Congress, and then retired to civil life, dying October 27, 1800. The house in which he lived and his farm are now owned by a descendant who keeps them both in good condition.

Baldwin's Tavern was the most popular meeting-place of the town. During the Shays Rebellion, the town was appointed the rendezvous of the insurgents, and for some time, it wore the appearance of a military camp with men drilling and marching. Baldwin's was used as headquarters, and the drill ground was in front of it. The insurgents helped themselves to the town's supply of ammunition. The inhabitants were divided in their ideas on the revolt, and the rebellion was a matter of dispute and argument for several years thereafter.

Farrar's Tavern is of more historic interest than any other building now standing in the quiet old town; for Washington stopped here in 1789, and the inhabitants, the school children especially, were much excited at his coming. Little Hannah Farrar, aged ten, the daughter of the landlord, was taken by the brilliant uniforms of the staff, and expected, of course, that this President Washington of whom she had heard so much must be even more resplendent in appearance. When a tall gentleman in plain clothes alighted from the carriage, and she was told this was the President, she was so disgusted that she turned her back on him and exclaimed, "Why! he 's nothing but a man." Washington was much amused, and gave the young miss a silver coin which was long kept as an heirloom in the family.

After the death of John Farrar, Levi Pease bought his tavern in Shrewsbury and brought his family to live there.

Levi Pease, more than any other, deserves the title of "Father of the Stage-Coach." Besides regular travellers, military companies and teamsters were entertained at the inn. There was a large shed behind the house for the wagons, and another for the teamsters. Holes were cut in the side of the house, one above the other to the second story, so that the teamsters could climb up and down from their sleeping-rooms without disturbing others in the household. The tavern was a regular meeting-place of the Free-Masons; and the dancing-room could be separated into two rooms by means of a partition which was swung up to the ceiling and fastened there with hooks when there was dancing. For many years, the old, time-worn, and weather-stained building was in a state of picturesque dilapidation. Now all this is changed, for it has been reshingled, the sides covered with clapboards, and, horror of horrors! the windows formerly containing twenty-four panes of glass have been replaced by sashes containing but two. The interior still remains as of old.

Levi Pease, the most famous innkeeper and stage-driver and -owner of the coaching era, was born in Enfield, Connecticut, in 1740. He married and lived in Somers for a while, and then moved to Blandford, Massachusetts, where he was working as a blacksmith at the outbreak of the Revolution. He was in the army during the whole of the war, and was so tactful, shrewd, and reliable that he was frequently chosen as a bearer of despatches. He was in the Canadian campaign and nursed General Thomas during the attack of smallpox that caused his death. General Wadsworth gave Pease large sums of money to buy horses and stores; and, among other duties, he bought the horses to drag the French artillery from Newport, and later, he foraged for the allies. He was personally known to and esteemed by Lafayette.

In 1783, at the end of the war, Pease went to Boston for the purpose of establishing a line of stage coaches between Boston and Hartford; but, through lack of means, he found difficulty in getting help. He turned for assistance to his friend Reuben Sikes, who had previously driven a stage with him from Somers to Hartford. Sikes was fifteen years younger than Pease, and his father objected to his embarking in this enterprise; but Reuben joined forces with Captain Pease, and, having secured "two convenient wagons," the two partners started at six o'clock on the morning of October 20, 1783, from Boston and Hartford respectively. Pease drove the west-bound stage and started from the Lamb Tavern, stopping over night at Martin's in Northborough, passing through Worcester the next day and stopping the second night at Rice's Tavern in Brookfield. The third day took him through Palmer to his home in Somers, and the fourth day, Hartford was reached. Empty coaches and no patronage was the rule at first.

In the following May, Springfield was made a stopping-place, and the Connecticut River was crossed there or at Enfield. By this new arrangement, the stage left Boston from the Lion Inn in Marlborough (Washington) Street, halted at Farrar's in Shrewsbury the first night, and reached Spencer the next day. Here passengers were exchanged with Sikes, who conveyed them to Hartford. The fare was four pence a mile, or about ten dollars from Boston to Hartford. The business became successful and, two years later, Pease became the owner of an inn in Boston, located on the site of the present St. Paul's Church in Tremont Street. The partners extended the line to New York, Talmage Hall and Jacob Brown being the drivers between that city and Hartford. After November 15, 1784, Worcester was reached in one day from Boston,

The Chaise belonging to Sheriff Ward of Worcester.
From a photo by H. C. Hammond.

The Peace Tavern, Shrewsbury.

The General Artemas Ward House, Shrewsbury

The Wadsworth Monument, South Sudbury.

Hartford, at the end of the third day, and New York, three days later. The fare was reduced to three pence a mile and fourteen pounds of baggage were allowed to each passenger. The lines and connections were gradually extended until a traveller could go by coach from Portsmouth, New Hampshire, to Savannah, Georgia. Pease and Sikes made the first contract for carrying the mails for the government after the return of peace, and the first mail passed through Worcester, January 7, 1786.

Pease was not only the Father of the Stage Coach, but he was, as well, the Father of the Turnpike. The roads were very bad at the beginning of his coaching career, and he interested himself in their improvement. After long efforts, he succeeded in securing from the Commonwealth the first charter for a turnpike, which was laid out in 1808 from Boston to Worcester via Shrewsbury. In 1668, it had been enacted by the General Court that the king's highways were to be "40 feet, at the least;" but the turnpikes were given a width of four rods, or sixty-six feet, twenty-four of which were usually taken for the road-bed and the rest for furnishing materials for the middle parts. The old Post Road was the king's highway, afterwards the county road, and was originally laid out without bounds or compass, following the Indian trails, before there was any county of Worcester, and while the site of Shrewsbury was still within Middlesex. This new turnpike was built parallel to the great Post Road and about a mile from it in Shrewsbury, and, owing to the betterment of the road, notwithstanding the tolls, traffic and taverns increased. Pease drove a coach himself until he was too old and feeble to do so. His death occurred in 1824.

A well-known character in Shrewsbury before the middle of the last century was Old Brazil (Basil Mann), an Indian, who in his younger days had been a pirate. Another

character well-known in Shrewsbury, where he used to come to get drunk, was Richard Grimes of Hubbardstown, who has been immortalized in the verses of Albert G. Green, beginning:

> "Old Grimes is dead, that good old man,
> We ne'er shall see him more,
> He used to wear a long-tailed coat,
> All buttoned down before."

If the whole poem is followed through, it will be found that in nearly every stanza, the first two lines refer to the character, and the latter two, to the dress of the old man.

Town-meetings, concerts, singing-school, spelling-bees, and similar affairs were held for many years in the vestry room of the old church, which also became the Lyceum, when that species of entertainment and instruction became popular and universal. It was here that John B. Gough delivered his first temperance lecture, upon which occasion he met the young lady who was to become his second wife. In 1850, at the request of the inhabitants, George Frisbie Hoar, a young lawyer of Worcester, delivered from the same platform his first political speech, with the Fugitive Slave Law as the subject. The Shrewsbury of to-day is a quiet, pleasant place with a number of old houses among which is that of Peter Whitney, who wrote a history of Worcester County in 1793. There are many beautiful trees and a fine library building, and the people are justly proud of the historic associations of the town.

After passing the Pease Tavern, the road leads on through Northborough, of which it is the main street. By the roadside is a tablet erected by the local historical society, pointing out the spot where Mary Goodenow lies buried. She was one of two women, who, on August 18, 1707, were attacked by Indians as they were crossing the

fields. One of them escaped, but Mary Goodenow was killed and scalped. Upon the alarm being given, the garrison followed the Indians and overtook them, whereupon a battle ensued in which the savages were defeated. They fled, leaving their plunder, among which was the fresh scalp of the young woman. A search revealed her mutilated body, which was buried; the spot was later identified and marked as stated.

In May, 1656, the inhabitants of Sudbury petitioned the General Court for a grant of land to the westward of their plantation, and a commission was appointed to lay out a section six miles square, which included the present Marlborough, Westborough, Southborough, Northborough and Hudson. Until its incorporation in 1660, this new plantation was known as Whipsuppenicke. According to tradition, the first settler in Northborough was John Brigham, who came here in 1672 and located himself upon "Licor Meadow Plain," just north of Liquor Hill. Another early grantee was Samuel Goodenow, and toward the close of the seventeenth century, the tract was cut up into farms. The early settlers were farmers, as the land is well watered; but sawmills and grist-mills were established upon the principal stream of the township, the Assabet. An old mill, still run by water-power, stands at the point where the Post Road crosses the Assabet. Fulling mills for cloth were also established, and bog-iron and potash were two other commodities; later on, there were some traders in European and West India goods. A tan-yard was established in 1781, and a cotton factory in 1814. There are some manufactures in the town to-day, and these have brought into the town large numbers of French Canadians.

Westborough, of which Northborough was originally a part, was set off from Marlborough in 1717; in 1744,

Northborough became the second precinct of the new town; and, in 1766, it became itself a town, but not a full one until the time of the Revolution, when, by an act of the General Court, many incorporated districts became towns automatically. Before its separation from Westborough, Northborough was called for some time, Chauncey; it is the youngest of the four so-called "borough" towns.

About 1825 or 1826, a course of public lectures was begun by the ministers of the town, which ripened into a "lyceum" in 1828, one of the first in the country, in which, for more than thirty years, free lectures and debates were given and held once a week in winter.

CHAPTER XV

MIDDLESEX COUNTY, MASSACHUSETTS — MARLBOROUGH, SOUTH SUDBURY, WAYLAND, WESTON, WALTHAM, WATERTOWN, AND CAMBRIDGE

IN the year 1638, a number of proprietors received a grant of land, which, at first, was called Whipsufferadge Plantation. In the following year, it was formed into a town under the name of Sudbury. In 1656, Sudbury petitioned to make a town about eight miles distant; but before this, Eliot had secured a grant of land to the Indians who named their plantation Ockoocangansett. This was situated on a hill in Marlborough now occupied by the high school and the ancient burying-ground, and it was one of the villages of "praying," or converted, Indians established in several places by the missionary. It seems rather odd that the General Court should be granting lands *to* the Indians who were the original owners.

In accordance with the general custom, the first meeting-house was built upon a hill, and the first minister was installed in 1660. One morning in March, 1676, while the inhabitants were at Sunday service, the town was attacked by Indians; but all the inhabitants, except one, reached the garrison-house in safety. They saw the savages destroy the settlement, but they could do nothing to prevent it. After the Indians withdrew, the people left the town, but came back the next year when the war was over. After

the destruction of Brookfield and Worcester during Philip's War, there were no inhabitants west of Marlborough until one reached the settlements on the Connecticut. In June, 1684, the Indians gave a deed to the proprietors, and the town was named Marlborough after the English town, from which some of the settlers probably came. Bigelow, Warren, and Brigham are among the names most common among the early inhabitants who left their impress upon the town's history and progress. Fay is another name which appears, and these Fays are of the same family and origin as the Fays of Eastchester, who came originally from this Massachusetts town.

On October 25, 1740 (N. S.), the Rev. George Whitefield preached in the meeting-house between the hours of four and six in the afternoon. Governor Belcher was present, and, after the services, he and the famous evangelist rode together into Worcester. From Washington's diary, we find that on Friday, October 23d, he passed through Worcester, and was

> Escorted to Marlborough (16 miles) where we dined, and thence to Weston (14 more where we lodged). . . The Country about Worcester and onwards toward Boston is better improved and the lands of better quality than we travelled through yesterday.

The most famous tavern in the town is that of Lieutenant Williams, which was built in 1662 and burned by the savages in 1676. It was rebuilt and is still standing, though considerably changed and modernized. Captain Edward Hutchinson, who was mortally wounded by the Indians at Brookfield, was carried here after the fight and died here, being the first burial in the old churchyard. During the coaching era, it was a relay house where horses were changed and passengers ate their meals. The sign

"Williams's Tavern," swung to the breeze for over a century and a half. The French nobleman, the Duc de la Rochefoucauld, stopped here during an attack of illness that lasted five days; in his writings, he pays tribute to the kindness and attention of his hosts, to whom he was the same as an ordinary traveller. On October 23, 1789, Washington was entertained here at dinner by the authorities of the town.

The surface of the town of Marlborough is hilly, but there are many good and productive farms. The principal industry in the city is shoe manufacturing, and there are several good shops. On July 14, 1890, Marlborough became a city, and its post-office and city hall, as well as its public library, are buildings that would grace a city of fifty thousand population, or one three times its size.

Hanging in front of the Grand Army of the Republic Hall is a bell underneath which there is the legend, "THE JOHN BROWN BELL." Briefly, its story is as follows:

At the beginning of the Civil War, in 1861; some of the Marlborough volunteers were stationed at Harper's Ferry, Virginia. Nearly everything portable that could be taken as souvenirs of John Brown had already been removed by other soldiers before the arrival of the Marlborough boys. There remained, however, the bell in the engine-house which had been Brown's quarters, where Brown had intended to ring it as a signal for the rising of the slaves when all was ready for the movement. Several of the venturesome soldiers climbed to the belfry and lowered the bell to their waiting companions. It proved to be a sort of white elephant on their hands, for they were too poor in pocket to ship it home and it was too heavy to be carried with them on their marches. It was, therefore, entrusted to the care of a man at one of the locks on the Chesapeake and Ohio Canal at Williamsport, and, in the course of the long war which followed, the bell was forgotten until

1892, when the reunion of the Grand Army of the Republic took place in Washington. Some of the few remaining veterans of the Marlborough company visited the scenes of their earliest campaigning, and the incident of the bell was recalled to them when they visited Williamsport. A quiet search disclosed the widow of the original custodian of the bell, and the old soldiers found that neither she nor her husband had ever divulged its identity. They paid her for her guardianship, recovered the bell and carefully and secretly shipped it to Marlborough, fearing to breathe a word about it until it was hung in its present position.

After leaving Marlborough, the road passes through a rather sparsely settled section, yet we pass one house which people come many miles to see. This is the famous Wayside Inn of Longfellow's Tales. It may well be called the aristocrat of all the New England inns, for it is so in its appearance and also in its associations.

> As ancient is this hostelry
> As any in the land may be,
> Built in the old Colonial day,
> When men lived in a grander way,
> With ampler hospitality.

Besides the usual historic chambers occupied by Washington, Lafayette, and other distinguished historic personages, the Wayside Inn at South Sudbury has the distinction of having been the temporary home on several occasions of the poet Longfellow. It has been the resting-place of valor, of statesmanship, and of genius; and the present proprietor seems to be fully alive to all its historic and literary associations, and has gathered a collection of old-time prints, books, furniture and kitchen utensils, as well as several manuscript poems by writers of celebrity. On a pane of glass formerly on the left side of the entrance,

but now carefully preserved under glass, are these lines scratched with a diamond by one of the madcap roysterers of old Boston town:

> What do you think
> Here is good drink
> Perhaps you may not know it;
> If not in haste do stop and taste
> You merry folks will show it.
>
> WM. MOLINEUX, JR. ESQ.
> 24TH JUNE, 1774, BOSTON.

It is, in fact, a literary shrine as well as an historic one.

It was in 1700 or 1701 that David Howe received a grant of one hundred and thirty acres and began the erection of a house, which was small enough at first. It is said that while the house was building, the workmen went every night to the Parmenter garrison house, about half a mile away. However that may be, the Howes made friends with the Indians and were never molested by them. It seems that the Howes, who came of good English stock, lost their fortunes and took to inn-keeping. The first Howe was succeeded by Colonel Ezekial in 1746, and his reign as landlord lasted just fifty years. During his ownership, the sign-post with its red horse was hung out, and Howe's Tavern became the Red Horse Tavern. Another Howe kept another Red Horse Tavern in Boston. Being on the main road from Boston to Albany, during the French and Indian War, it became a common halting-place for the troops who were continually passing to and from the front during the seven years of that struggle. It gradually increased in size from its small beginning until it became the imposing edifice of to-day. After the establishment of the stage coaches, it became still more famous and important.

In 1796, the third Howe, Adam, became proprietor, and

he conducted the tavern until 1836, when he was succeeded by the fourth and last Howe, Lyman, who died in 1860, when the old house ceased to be a tavern after a record of one hundred and sixty years under four landlords all of the same family. It was the last Howe who was the landlord when Longfellow used to visit the inn, and whom he celebrates in the lines:

> But first the Landlord will I trace;
> Grave in his aspect and attire;
> A man of ancient pedigree,
> A Justice of the Peace was he,
> Known in all Sudbury as the "Squire."
> Proud was he of his name and race,
> Of old Sir William and Sir Hugh,
> And in the parlor, full in view,
> His coat-of-arms, well framed and glazed,
> Upon the wall in colors blazed.
>
> . . . . . .
>
> And over this, no longer bright,
> Though glimmering with a latent light,
> Was hung the sword his grandsire bore
> In the rebellious days of yore,
> Down there at Concord in the fight.

The Howes were something more than ordinary tavern-keepers, for they were gentlemen in the English meaning of the word. From the time of the building of the railroad the tavern gradually lost trade; and after the death of the last Howe in 1860, it was not considered worth while to keep it open as a tavern. In December, 1896, it passed into the hands of the present proprietor, E. R. Lemon; and the building of the state highway and the number of automobile tourists made it worth while once more to conduct it as a tavern, or hotel. A short distance beyond the Inn, a tablet by the roadside is found with this inscription:

"The Wayside Inn," Sudbury.

The Interior of "The Wayside Inn," Sudbury.

A Tavern Sign at Sudbury, "The Wayside Inn."

NEARBY IS THE SITE OF
THE PARMENTER GARRISON,
A STONE HOUSE BUILT
PREVIOUS TO 1686 AND
USED AS A PLACE OF REFUGE
FROM THE INDIANS. RAZED IN 1858.
ERECTED BY
WAYSIDE INN CHAPTER, D.A.R., 1906.

This whole section was originally Sudbury, and settlers were drawn to it by the rich meadow lands along the streams. Most of these were Watertown people, and the first movement for a new plantation was made by them in 1637 when they petitioned the General Court on account of their "straitness of accommodation, and want of meadow, they might have leave to remove." On September 6, 1638, the petition was granted, and, two years later, the plantation received the name of Sudbury after the English town of that name from which several of the planters came. The land was bought from the sachem Cato for £5; it was five miles square, and at first included Marlborough and Wayland, in which latter place the first settlers took up their abodes. Among the one hundred and ten passengers who sailed from Southampton, England, on April 24, 1638, "intended for New England, in the good shipp, the *Confidence* of London, of CC tonnes, John Jobson M^{r} and this by vertue of Lord Treas^{rs} warr^{t} of the xjth of Aprill, 1638," some twenty-eight came to Sudbury. Great prosperity followed the first settlement, and the town was chartered in 1639. In 1642, a cart-bridge was erected over the Sudbury River, and, in 1647, a highway was laid out to Watertown. The Wayside Inn and the scene of Captain Wadsworth's fight are on the Post Road in South Sudbury.

The aboriginal name of Sudbury was Musketaquid,

which probably means "ground grass," or, if applied to a stream, "meadow brook." This would apply very well to the meadows covered with their luxuriant grasses. The plantation was made by Englishmen, most of whom came direct from England, though the settlement was planned in Watertown. The land was granted collectively to the inhabitants, and also partly to them as individuals. The natives and the whites were on friendly terms until the time of King Philip's War, and then the attacks were made by outside, or invading, Indians. Sudbury was a frontier town, and therefore peculiarly subject to attack. The first blow fell on March 10, 1676, when, as Mather says "Mischief was done and several lives cut off by the Indians." On March 27th, a band of savages on their way to surprise the inhabitants were themselves surprised by the English who came from the garrison-houses. Captain Wadsworth was sent into the threatened section with a band of soldiers.

Upon the approach of Captain Wadsworth, the natives gathered here in great force. Some say there were as many as fifteen hundred, but this is probably a good deal too many; however, Philip commanded in person, and his presence and direction were worth a great deal to the savages. Most of the Indians concealed themselves, but a few showed themselves to the English, who pursued them. The savages fled, leading their pursuers into the trap which had been prepared for them. The fight began on Green Hill, not many feet distant from the site of the monument; but the English were obliged to fall back to an adjoining hill, and, though suffering considerably themselves, managed to inflict heavy losses upon the Indians. The latter set fire to the woods, and the flame and smoke drove the whites from their advantageous position. At the same time, an assault was made upon them from all

sides, and only about twenty of them managed to escape and to reach the mill, where they were rescued by Captain Prentice with about fifty horse and by Captain Mason with thirty men who were on their way to Brookfield.

This fight of April 21st was a splendid fight on both sides, and especially so on the side of the English who conducted it against overwhelming numbers. A few of the whites were captured alive; but it would have been better for them to have perished with their comrades, for they were put to death that night with all the cruelty of which the savages are capable. The Indian losses were too great for them to attack the newcomers, who, on their part, on account of the disparity of numbers, were unable to attack the Indians. The day after the battle, Captain Mason went to the scene of the conflict and buried the scalped bodies of Wadsworth and his companions. This was Philip's last success; all of New England was now against him, and he was pursued relentlessly to his fate.

The first monument, still standing within the iron fence was placed here in 1730 by President Wadsworth of Harvard College, who was a son of Captain Samuel. On the two hundredth anniversary of the battle, April 18, 1876, the present monument was erected. It bears this inscription:

This monument is erected by the Commonwealth of Massachusetts and the town of Sudbury, in grateful remembrance of the services and suffering of the founders of the State and especially in honor of

Captain Samuel Wadsworth, of Milton
Captain Brocklebank, of Rowley
Lieutenant Sharp, of Brookline

and twenty-six men of their command, who fell near this spot, on the 18th of April, 1676, while defending the frontier settlements against the allied Indian forces of Philip of Pokanoket.

1852.

(The date now generally accepted for the fight is April 21st.)

After the fight at South Sudbury, the savages destroyed and plundered the houses and property of the inhabitants and attacked the Haynes garrison house on the west side of the river. At first they tried to set fire to it with flaming arrows; but in order to do this they had to come too near to the guns of the besiegers, so they gave that up and sent a cart loaded with blazing flax against the fort, but the cart upset and the flax burnt itself out without damage. Twelve men coming from Concord to the relief of the garrison were decoyed by Indian squaws into an ambush, and all but one were captured. The Indians finally raised the siege. There were three of these garrison houses within the town, yet the Indian attacks continued for some time, and the inhabitants were in constant fear.

In 1776, Sudbury was the most populous of the Middlesex towns, and the Sudbury companies were in the Concord fight. Its most distinguished Revolutionary heroes were General John H. Nixon, and Colonel Ezekial Howe of the Red Horse Tavern.

As soon as the road crosses the Sudbury River to the east side, it is in the town of Wayland, which was formerly a part of Sudbury, but which became East Sudbury in 1780 and received its present name in 1835. Some of the earliest grants were made to men who took part in the Pequot War, and the first settlers came in the fall of 1638, settling on the east side of the river, where about two thirds of the original grants were made. East Street is the line of the ancient highway connecting with Watertown, though there were two others in the early days. It is interesting to note upon the state road the sign-boards directing to New York, a reminder of the olden days of the Post Road. Of these Mill Road was well built upon, and

the meeting-house and the Parmenter Tavern, the first in Wayland, 1653, were located upon it. The presence of so many houses on this street is due to the fact that, in 1635, the General Court had ordered that no dwelling should be above half a mile from the meeting-house in any new plantation; this was for mutual protection in case of Indian attack, to which the inhabitants were subjected forty years later, at the time of King Philip's War. In the spring of 1639, the first grist-mill was erected by Thomas Cakebread.

One of the earliest schoolmasters was Samuel Paris, at whose house in Salem the witchcraft delusion had originated. The first free public library in the State was founded in Wayland in 1848 and opened in August, 1850, though a circulating library association had been formed in 1796. One of the principal donors of the free library was President Francis Wayland of Brown University, after whom the town was named in 1835. The most distinguished writer who lived in Wayland was Lydia Maria Child, who was a resident from 1852 until her death in 1880.

The Boston and Maine Railroad has helped to make the town, whose principal industry is manufacturing shoes. This work, however, is carried on principally at Cochituate, one of the villages forming the township. The Unitarian Church, erected in 1815, is of interest, as it has been less modernized than such churches usually are; for it still retains its old bell with its great wheel, double windows, and enormous shoe scrapers upon its entrance porch, indicating that in wet weather, this must have been a land of mud.

From Wayland, the road passes on through Weston, which was originally a part of Watertown and settled about the same time, as early, perhaps, as 1630, when Watertown received its name. Weston was known at

first as the "Farms," or the "Farm Lands," and also, from the number of farms, the "Farmers' District." The southeast corner of the town, near the junction of Charles River and Stony Brook, was the site originally selected by Winthrop for the capital city of his colony, and a palisaded wall was begun three leagues up the river. Fearing attacks from the French, the work was stopped, and the present Boston was selected instead. In 1631, however, a palisaded post was established at the first site to command the Indian trading resort near-by. In 1638, it was divided by a commission into town lots, but the commissioners took the best for themselves, and the allotment of the remainder caused so much dissatisfaction that the tract was known as the "Land of Contention." In 1663, the lands were resurveyed by John Sherman; and, in 1692, the Watertown township was divided up into three military precincts; Watertown, Captain Bond's Company of Horse; Waltham, Captain Garfield's Company; and Weston, Lieutenant Jones's Company. For sixty-eight years, Weston was joined to Watertown in ecclesiastical affairs, and for almost eighty-three, in those of a civil nature.

In 1694, the inhabitants petitioned for a separate church, as the distance was so great to that at Watertown. The petition was granted, and work on the meeting-house was begun in 1695, and, though it was not completed at the time, preaching was begun in 1700. In this connection, it is in order to say that, after perusing a great many of these old town histories, the writer has come to the conclusion that it took two, three, four, even five years to build these meeting-houses, which, to-day, would be erected in less than a month. Until 1698, the church and town records were the same; in 1712, the town was incorporated.

The first military organization was formed in 1630; and,

at the time of the Pequot War, it became part of one of the regiments made up of companies from the different plantations. In 1643, the New England Confederacy was formed by the colonies of Massachusetts, Plymouth, Connecticut, and New Haven for concerted action against the savages; and in the same year, the Massachusetts Colony was divided into four counties: Essex, Norfolk, Suffolk and Middlesex. When the news came of the Lexington fight, the minutemen gathered for the march to Cambridge, Parson Samuel Woodward said a prayer, and then took a musket and fell in in the company ranks. In 1777, a division of Burgoyne's captured army marched through the town under the guard of General John Glover of Marblehead.

On the night of October 23, 1789, Washington stopped at Flagg's Tavern. He was in his own carriage and was accompanied by his secretaries, Mr. Lear and Major Jackson, and by six servants on horseback. Weston was on the great thoroughfare leading to Boston from Vermont, New Hampshire, and Connecticut, which fact gave it an importance it would not otherwise have had. Many stage lines and freight carriers converged here and passed through the town so that, at one time or another, all of the houses were taverns.

One of the earliest of these taverns was one that was kept by Lieutenant Elisha Jones, whose accounts run back to 1745, though he was established before that. In 1755, Colonel Ephraim Williams bought here his outfit and supplies for his Lake George expedition in which he was killed. Jones's house, before and after the Revolution, was the Golden Ball Tavern. Here General Gage and the British officers came frequently for supper parties and convivial meetings. Jones was a great Tory and was in constant communication with the British until his death about three months before the Concord fight.

It was at the Golden Ball that Sergeant John How, a spy for General Gage, received hospitality and entertainment. Early in April, 1775, disguised as a Yankee farmer, How applied for work at the tavern of Joel Smith at Weston; but his manners and speech aroused suspicion, and a crowd gathered, which accused him of being a spy. The crowd became threatening, and How fled. His instructions were to find out the state of public feeling and to examine all fords and bridges. It was while doing this latter that Landlord Jones discovered him. To Jones's questions, How gave evasive replies, but he soon found out that Jones was a Tory, and then he disclosed himself. Jones took him to the Golden Ball, but How had hardly finished his dinner before word came that the Weston mob was on his track. The spy was hurried quickly from the inn to the house of a Mr. Wheaton, another loyalist, while the mob searched the tavern from attic to cellar. How went as far as Worcester, and returned by way of Concord, where he learned of the military stores that had been gathered there. He sent word of them to General Gage and at the same time informed him that if he attempted to send artillery over the Weston Road not a man of his command would come back alive. How's experience with the mob at Weston may be considered as the cause of Gage's change of plan, which brought on the Concord fight.

The present tavern building was built in 1751 by Colonel Elisha Jones, who was succeeded by his son, who had his estate confiscated for his Toryism. He saved it, however, by taking the oath of allegiance, a vow that he kept, though Anburey speaks of him as being friendly to government. Paul Revere stopped here one night while on his way to meet the Saratoga prisoners with instructions for their guidance and quartering at Winter Hill. The house has been modernized to some extent, though its owners

The Unitarian Church, Wayland (1814).

The Williams Tavern, Marlborough.

From a water-color painting by Ellen M. Carpenter.

The Bridge over the Charles River, Watertown.

The Bird Tavern on the Road to Cambridge at Watertown.

try to keep it as ancient-looking as possible. The old Golden Ball, the tavern-sign, is still carefully preserved.

The Hobbs tannery was established about 1730; and, in 1765, Abraham Hens started a pottery which remained here until 1871, when it was removed to North Cambridge for larger facilities. It was probably the first pottery in New England. Besides mills and farming, the principal industry was chair-making; and organs have been built at Kendall Green for over sixty years. With the running of the railroad trains in 1838, the importance of Weston came to an end, and its industries were reduced to a grocery store, a blacksmith-shop and a grist-mill. It is now a quiet suburban village with many beautiful modern houses among those of older date. With the long evening light upon some of the swales filled with lush grasses, the pictures are beautiful in the extreme.

One of Weston's distinguished residents was Francis Blake, the inventor, who married a Weston girl and came here to live. For a period of thirteen years, Blake was in the United States Coast Survey; he then resigned and devoted himself to electrical work, his best-known invention being the Blake transmitter, which is used practically with all telephones.

The tract of land upon which Waltham is situated was originally a part of Watertown and was known as "the lots on the Further Plain," or the "Great Plain." The first grant of five hundred acres was made to John Oldham, the adventurer, who was a convivial sort of chap and one of the companions at "Merry Mount." In 1691, Watertown was divided into three military districts for protection against the Indians; the Waltham district was known as the Middle, or Captain Garfield's. Other divisions of the town occurred on ecclesiastical affairs in regard to the convenience, location, and distance of meeting-

houses. In 1692, there occurred a division over the location of a meeting-house, and two were established. Other differences arose over the location of schoolhouses, but a constant source of dispute was the maintenance of the bridge over the Charles River at Watertown. At last, on January 4, 173⅞, after several petitions, Waltham was set off as a separate town. It gets its name from the old town of Waltham, England, where one of the wealthiest and most famous of the Norman abbeys is located.

As the road through Waltham was so heavily patronized by the travelling public, there grew up along it a string of taverns, there being as many as nine at one time in 1793. The Central House, formerly the Kimball Tavern, was built about 1798 and is the only tavern remaining and still used as an inn. Among others of the leading taverns were Green's, Cutting's, Bird's and Gleason's. The Massasoit House, on the site of the Cutting Tavern, was the most famous of the stage inns until its destruction by fire in 1849. The Bemis Tavern was established about 1760, and later was succeeded by the Stratton; this was burned in February, 1893, and nothing remains of it except the cellar.

The usual industries were established during its career; and, in 1855, Dr. Francis F. Field invented a process of making school and other crayons, and the business became very extensive. It is from its watch-making industry, however, that Waltham is known throughout the civilized world. This work was started by Aaron L. Dennison and Edward Howard in Roxbury in 1850, but it was removed to Waltham in 1854, under the name of the Boston Watch Company. This company failed in 1857, and the property was bought in for Appleton, Tracy & Company by Royal E. Robbins; and, in September, 1858, the American Watch Company was formed. It has been through a successful

and steady up-hill fight from the first, though for many years now, its only trouble seems to have been to keep a high tariff on imported watches. All the products of the American Watch Company are machine made, some screws being so small that it is almost impossible to see them with the naked eye.

It is the Charles River which adds so much to the beauty of the town; as far as Waltham, it was called by the Indians the Quinrobin. The first bridge over Beaver Brook was built in 1673, and it seems from the town records that a gallon of "liccor" was provided for the workmen who were engaged in constructing it. Perhaps that first mail carrier of Governor Lovelace's passed over the new bridge; if not on his first trip, at least on one of his later ones.

Main Street through Weston, Waltham, and Watertown to Mill Bridge over the Charles River was the ancient Post Road, originally called the County Road, and later the Sudbury Road. After crossing the Charles, it led through Brookline and Roxbury into Boston, and it was for a long time the principal road in the colonies, as over it passed all the traffic bound to and from the west and a great part of that to and from New York and the southward. But, just as outside of New York we had two roads to follow until they met at New Rochelle, so here outside of Boston, we shall have two roads to follow into the city, as the other one is by way of Cambridge. Ensign Anburey, writing in 1777, says that the captured officers of Burgoyne's army were quartered in the towns of Cambridge, Mystic, and Watertown; and in a letter dated from the first-named place, says he considers it strange that a bridge is not built from Charlestown to Boston, "the direct entrance from the inland towns into Bofton. Unlefs you crofs the ferry, you have to make a circuit of feveral

miles, over ſwamps and moraſſes, from this place to Boſton, which is only two miles in a direct line."

Watertown is one of the oldest towns in Massachusetts, originally called by the Indian name of Pequasset. It is situated on the Charles River and there are many ponds in the township; hence its name. Agriculture was formerly its principal industry, and great quantities of lettuce are still grown; but, besides being a suburban settlement of Boston, its industries are now manufacturing ones.

On June 12, 1630, the *Arabella,* one of the seventeen ships that left England that year for America, arrived at Salem, bearing Governor Winthrop, Deputy-Governor Dudley, Sir Richard Saltonstall, Rev. George Phillips and many other passengers. After looking over the shores of Massachusetts Bay, they at last decided upon the Charlestown peninsula as the site of their plantation; but the potable water proved poor in quality and scarce in quantity, so Sir Richard and some others began a settlement about four miles up the Charles River, the first of the inland plantations. At first, it was called Saltonstall's Plantation, but it received the name of Watertown on September 7, 1630; the land was not bought from the Indians until May, 1640. It contained originally about twenty-nine thousand acres, but it has been gradually shorn of its acreage to make four other townships until there are left but twenty-nine hundred acres. It is also famous as being a mother town for many other settlements, for its inhabitants planted Wethersfield, the oldest of the Connecticut towns, and were among the settlers of other Connecticut and New Haven plantations, and in Dedham, Sudbury, and Martha's Vineyard.

Sir Richard Saltonstall returned to England in the spring of 1631 and became one of the patentees of the Connecticut Colony. In 1644, he was Ambassador to

Holland, and, in 1649 a member of the high court of justice. He died in 1658, leaving a posterity in America whose names have been famous in New England history.

For fear of Indian attack, at their second meeting on September 7, 1630, the governor and his assistants engaged Captain Daniel Patrick of Watertown and Captain John Underhill of Boston to give instruction in the military art, the former to the inhabitants of the north side, and the latter to those on the south side of the Charles River, the inhabitants of adjoining towns training together.

Within five years of its settlement, Watertown had become overcrowded; for, in August, 1635, it was

> agreed by the consent of the freemen (in consideration there be too many inhabitants in the town, and the town thereby in danger to be ruinated) that no forrainer coming into the town, or any family among ourselves shall have any benefit of commonage or land undivided, except that they buy a man's right wholly in the town.

John Oldham was an inhabitant of Watertown, who, while trading in his pinnace at Block Island, was killed by the Indians on July 20, 1636, and his crew taken prisoners. Immediately afterward, John Gallup in a slightly larger vessel came upon the scene and learned of Oldham's murder. He at once attacked the pinnace, ramming it three times with his own vessel and drowning or capturing all of the Indian captors, who were unable to manage so large a vessel, and recovering the two boys who had been with Oldham. Gallup's own crew consisted of but one man and two boys besides himself. This was the first American sea-fight on record, and it was one of the main causes that led up to the war with the Pequots.

John Eliot began his missionary labors among the

Watertown Indians, and it is probably due to his influence that they remained on such friendly terms with the whites. During King Philip's War, Watertown supplied her quota of men for the defence of the inland towns and for the extermination of Philip and his warriors. Captain Beeres of the town, while marching from Hadley to save the garrison at Northfield, was ambushed and killed with about twenty of his men on September 4, 1675. He was one of the original settlers of 1630 and had taken part in the Pequot War. Captain Hugh Mason was another Indian fighter from the town, who assisted the inhabitants of Sudbury in resisting the Indian attack of April 20, 1676; but his command was too few in number to give help to Wadsworth's company. He saved some of them, however, and went over the following day to the scene of the fight and buried Wadsworth, Brocklebank, and the others who had been killed. Mason, who was seventy-six years old at this time is believed to have been a brother of the famous Captain John Mason.

In 1633, Mr. Richard Browne was allowed "to keep a Ferry over Charles River against his house." In 1641, the earliest bridge over the river was built at the head of tide water, near the mill, and, in consequence, was frequently called the Mill Bridge. It was also known as the Great Bridge, and its maintenance was a cause of dispute with both Weston and Waltham. This first bridge was a foot-bridge; a horse-bridge was built in 1648, but it was not until 1720 that a cart-bridge was built. It was about 1634 that the first mill was erected. For over a century, the fisheries of the river were important, and the income to the town was considerable from this source; but, since 1860, the river has been so polluted that the fisheries are negligible.

The Boston *Gazette and County Journal*, a leading organ

The Central House on Main St., Waltham.

Robbins Curtis, born November 4, 1809, who was an Associate Justice of the United States Supreme Court at the time of the Dred Scott decision, and who dissented from the opinion of the court, an opinion that threw open to slavery all the free states. Curtis was also one of President Johnson's counsel at the time of his impeachment trial before the Senate.

The Post Road was formerly the Sudbury Road, now called Main Street, which went over the Mill Bridge into Newton, Brighton, Brookline, Roxbury and Boston. Later, there were two turnpikes: one by way of North Beacon Street from Watertown Square to the famous Mill Dam Road built by the Roxbury Mill Corporation across the Charles River, the other from Watertown Square by way of Arsenal Street. Charlestown and Watertown were both settled before Cambridge, and there was a path connecting the two places, which became the county road or main highway. This followed Mt. Auburn Avenue from Watertown Square into Brattle Street and Mason Street, thence around the Washington Elm in Cambridge and out Kirkland Street and Washington Street in Charlestown to the ferry to the North End of Boston. Mt. Auburn Avenue runs into Brattle Street at the northwest corner of Mt. Auburn Cemetery; to the westward, the extension of Brattle Street is Belmont Avenue leading to Waltham; this was the line of the main turnpike leading from Boston to the westward.

Mt. Auburn Cemetery was established in 1831, and it was the first rural cemetery in the country; before it was opened, the dead of Boston were buried in the old, overcrowded cemeteries within the city. The cemetery is naturally one of the most beautiful in the world, but the scientific landscape artist has aided Nature. The cemetery probably contains more distinguished dead than any

other in America. Among them are Longfellow, Motley, Lowell, Holmes, Sumner, Charles Bulfinch, the architect of the State House in Boston and the Capitol at Washington, Agassiz, Phillips Brooks, Rufus Choate, Thomas Bailey Aldrich, Asa Gray, the botanist, Jared Sparks, Alvan Clark, the telescope-maker, Robert C. Winthrop, Edwin Booth and William Warren, actors, Charlotte Cushman, Margaret Fuller, "Fanny Fern," the sister of Nathaniel P. Willis, and a countless number of men and women hardly less famous.

On December 28, 1630, a small party of men gathered on the trail to Charlestown, and when they reached a point about a mile to the eastward of Watertown, they looked over the ground of the wilderness and decided to establish a plantation here. The party included Governor Winthrop, Deputy-Governor Dudley, John Endicott and the other assistants to the Governor, and an armed guard. They all agreed to build houses here by the following spring and to aid in locating a new town which was to be protected from French attack by means of a "pallysado," and which was to be the capital of the Colony. The work was undertaken and carried through successfully by the efforts of Dudley, and a palisade and ditch, about one and a half miles long, were built around an enclosed one thousand acres, the southerly bounds of which were the Charles River. The new town was designated as one of the four towns of the Colony in which the courts might sit. In 1633, it is reported of the inhabitants that "most of them are very rich and have great store of cattle." The plantation was called Newtown, and by this latter date consisted of some sixty or seventy houses located on streets running at right angles to each other.

But these old religious disputants could not get along with each other, and soon there was an exodus of the

greater part of the population. Winthrop records that, on May 31, 1636:

> Mr. Hooker, pastor of the church at Newtown, and most of his parishioners went to Connecticut; his wife was carried in a horse litter, and they drove one hundred and sixty cattle and partook of their milk on the way.

The Rev. Mr. Shepard had already arrived on the scene with some new colonists from England, and these new-comers bought the houses and gear of the emigrants. Mr. Shepard thus succeeded to the house and pastorate of Mr. Hooker, and a year later married Hooker's daughter.

Though the Colony of Massachusetts-Bay could only find £60 to protect itself from the Indians, it could find £400 to protect itself from ignorance; for, on October 28, 1636, the General Court gave that sum of money for the establishment of a college, one half of which was available the following year and the other half upon the completion of the college. In November, 1637, Newtown was selected as the site, and in the following May, the town gave two and two thirds acres for the use of the college; at the same time, the name of the town was changed to Cambridge, in honor of the university town in England where so many of the Puritan divines and leaders had been educated. In September, 1638, John Harvard left £1500 by will, and in the following March, the General Court declared the new college should be called Harvard. The actual value of Harvard's legacy was £779 17*s.* 2*d.* The college was incorporated in 1650, and was an appanage of the Commonwealth until 1865. Beginning early in the nineteenth century, there were established schools of law, medicine, science, etc., and these were all united under Harvard University during the presidency of Charles Norton Eliot

(1869–1909). Radcliffe College, for the higher education of women, was established at Cambridge in 1875, though not called by its present name until 1894; it is closely allied to the university, of which it is virtually a branch for women.

In 1651, Cambridge was a town about eighteen miles long and about one mile wide at the point of its original settlement; its eastern ends separated on both sides of the river somewhat like a pair of scissors. The original grant included the present town, as well as the following, which have been made from its territory: Brighton, Newton, Arlington, Lexington and Billerica. In November, 1656, it was voted to expend £200 to construct a bridge over the Charles River at the foot of the present Boylston Street, but the bridge was not completed until 1662. Previous to this time, communication with Boston had been by the ferry established in 1635 from the foot of Dunster Street, but the increase in traffic and the fact that in the winter time communication by ferry was often interrupted for days at a time led to the construction of the Great Bridge, as it was called because it was the largest in the Colony. In September, 1685, it was swept away by the river, but it was rebuilt five years later.

It was over this bridge that Earl Percy and his troops crossed on their way to Lexington to cover the retreat of the British on the memorable nineteenth of April, 1775. Until 1786, when the first Charlestown bridge was built, this was the main route from Cambridge into Boston, the road joining the Watertown Road and passing through Brookline and Roxbury. In Harvard Square is an old milestone, somewhat removed from its original position, but which bears the legend "8 miles to Boston." To the present-day observer, who knows that it is about two miles into Boston, this is somewhat confusing, unless he is

aware of the fact that the distance is by way of the bridge at Boylston Street.

Brattle Street, by which we enter the town from Watertown, is the aristocratic street of Cambridge, for here, in pre-Revolutionary times, lived some of the most important people in the Colony,—the Brattles, the Vassalls, father and son, the Olivers, the Lechmeres, the Ruggleses, the Sewalls. They were nearly all Royalists, and so the street was nicknamed "Tory Row." The ancient mansions still stand, either on their original sites or removed a short distance, and every one is historic in every sense of the word. On this street, also, formerly stood the "village smithy," with the spreading chestnut tree; this latter was cut down during the widening of the street and the children of Cambridge had made from it a beautiful armchair which they gave to their friend Longfellow. The Richard Lechmere, or Jonathan Sewall, house, formerly on Brattle Street, was occupied by Baron Riedesel and his wife during the stay of Burgoyne's troops in this vicinity. Madam Riedesel says:

> Never had I chanced upon such an agreeable situation. Seven families, who were connected with each other partly by relationship and partly by affection, had here farms, gardens, and magnificent houses, and, not far off, plantations of fruit. The owners of these were in the habit of meeting each other in the afternoons, now at the house of one, now at another, and making themselves merry with music and the dance, living in prosperity, content and happy, until, alas! this ruinous war severed them, and left all their houses desolate except two, the proprietors of which were soon obliged to flee.

During the siege of Boston, most of these houses were occupied by various American commanders. Mifflin had his headquarters in the Brattle house, built by William

Brattle, a mild Tory, who had been by turns, physician, preacher, and lawyer. In the old Governor Belcher house, then the property of Colonel John Vassall, Dr. Benjamin Church, the first traitor of the Revolution, was imprisoned previous to his banishment from the Colony. The most famous of all these houses is that which is commonly known as the Craigie, or Longfellow, house. This was built about 1759 by Colonel John Vassall the younger, and at the first alarm after Lexington was occupied by that sturdy old patriot, Colonel John Glover, with his regiment of amphibious Marbleheaders. Washington occupied it from the middle of July, 1775, until the evacuation of Boston, in March, 1776. Later occupants were Nathaniel Tracy, Thomas Russell, Andrew Craigie, Jared Sparks, Edward Everett, and Joseph E. Worcester, the lexicographer. Longfellow roomed here in 1837 and again in 1843, but he did not secure full possession until after Mrs. Craigie's death. Is there any other house in America that can show such a list of distinguished occupants as this?

On Garden Street, opposite the Common, is Christ Church, Episcopal, built 1759–61. Generally speaking, in the North, Toryism and Episcopalianism went hand in hand, and it is natural to find a Church of England edifice so close to "Tory Row;" yet Washington attended service here on New Year's Eve, 1775, and the patriots made good use of the church, for they melted down the lead pipes of the organ into bullets. There are other famous houses not far from the line of the old Post Road; the Jonathan Hastings house opposite the Common, headquarters of old Artemas Ward and birthplace of the genial Autocrat, Oliver Wendell Holmes. James Russell Lowell was also a native of Cambridge. Another famous house, the headquarters of Washington for a couple of weeks after first

taking command of the army, is on the east side of Harvard Square. It is known as the President's House, from the fact that it was occupied by the presidents of the college from 1726 until 1849. It is also known as the Wadsworth house, after the president of that name, whose father was killed in the Sudbury fight. Other residents of Cambridge were Elbridge Gerry the Signer, Justin Winsor, Margaret Fuller, Washington Allston, the artist, and Thomas Wentworth Higginson.

On the east side of Harvard Square is a tablet marking the site of the house of Stephen Daye, the first printer in British America, who flourished between 1638 and 1668. He came out to this country at the solicitation of Josse Glover, who contributed a font of type and who helped procure a Dutch press for the would-be printer. Daye was the sole colonial printer for about forty years, and there were issued from the press here before 1700 about one hundred titles, among which is Eliot's Bible in the Indian tongue, of which only one word is now known, "mugwump," and even that is going out of use in these progressive days. Daye's crude press has been succeeded by the great establishments of the Riverside Press, the University Press, and the Athenæum Press, so that Cambridge is more than holding its own as a publishing centre.

An old oak on the east side of the Common was the scene of the colonial elections, and a very famous one took place here in 1637 when John Winthrop and Sir Harry Vane were the candidates for the governorship. The fight was a religious one over the question of "faith" or "works," and Sir Harry was defeated. The first meetings of the Massachusetts Provincial Congress took place here in Cambridge; and after the Declaration, upon several occasions of pestilence in Boston, the General Court met here.

For nearly a year at the outbreak of the Revolution, Cambridge was the scene of much military activity, and four redoubts, or forts, were erected within the town. In that first running fight from Lexington, twenty-six Americans were killed within the town limits, of whom six were Cambridge men. Then, on the third of July, 1775, Washington drew his sword, read his commission from Congress and took command of the Continental army, a command he was not to relinquish until 1783, when, at Annapolis, Maryland, he returned his commission into the hands of the body which had given it to him.

> Beneath our consecrated elm
> A century ago he stood,
> Famed vaguely for that old fight in the wood
> Whose red surge sought, but could not overwhelm
> The life foredoomed to wield our rough-hewn helm.
>
> JAMES RUSSELL LOWELL.

When Burgoyne's captured troops arrived in the vicinity of Boston, many of the officers occupied the deserted houses of the loyalists on "Tory Row," and the men were quartered in the college buildings, where the hooks upon which they swung their hammocks were to be seen for many years after. They were a dirty, weary, and disheartened lot when they arrived in Cambridge on November 7, 1777, and one lady, Mercy Warren, who saw their entrance, wrote to a friend: "They were all smoking, and such an effluvia arose from them that we were afraid of being contaminated."

Cambridge became a city in 1846, and ever since that time there has been a slow, but steady growth of what has been called the "Cambridge idea" in the administration of municipal affairs, the "idea" being that the municipality is a business corporation, whose affairs should be conducted

on a non-partisan and business basis. Of course, Cambridge was particularly fortunate in having William E. Russell to inaugurate the idea and carry it into effect in the city as mayor, and in the Commonwealth as governor. Had his life and activities not been cut short by his untimely death, there was a strong likelihood that his career would have been extended to the Nation.

CHAPTER XVI

NEWTON, BRIGHTON, BROOKLINE, AND ROXBURY

WE cross the bridge at Watertown just below the first dam of the Charles River. There are two tablets upon the bridge, one of which states that the river was discovered in 1614 by Captain John Smith who called it the Massachusetts River, and that, two years later, it was called the Charles by Prince Charles of England. The second tablet reads:

A BRIDGE CROSSED NEAR HERE AS EARLY AS A. D. 1641.
HERE BY THE MILL BRIDGES WERE BUILT
A. D. 1647, 1667 AND 1719.

The present bridge of stone was built in 1907.

Upon crossing the bridge we are in Galen Street, Newton. The first house on the left, now used as a tenement, was formerly the Coolidge Tavern, at which Washington stopped more than once. On the right hand, on the bank of the river, formerly stood a house known as the Paul Revere house, because it was occupied for some time by that patriot.

Newton was originally a part of Cambridge and was first known under its Indian name of Nonantum, which means "rejoicing." It was here that Eliot began his work of converting the natives and established the first village of civilized Indians, who may have called the place as

above in consequence. With its neighbor Brighton, Newton was also referred to as Little Cambridge and as Cambridge Village. The road was the county road, also referred to as the "Roxbury path," because it was used by the people of that place in going to and returning from the grist-mills near the bridge. Newton ceased to be a part of Cambridge on December 8, 1691.

Galen Street passes into Centre Street, which becomes Washington Street in its passage through Brighton, where the street traverses Oak Square. This received its name from a gigantic white oak, whose circumference at the base was thirty feet. It was the largest oak in the State, but it was removed in May, 1855. An Indian village was located here under Chief Waban, but Eliot's efforts to convert him and his people were not altogether successful. In 1635, the first settlers came into this section, but the plantation did not increase rapidly in population, there being only twenty-five families in 1689. Brighton became a separate parish of Cambridge in April, 1779, and a town, February 24, 1807; on January 5, 1874, it became a part of the city of Boston.

Brighton is famous for its cattle and slaughtering business, which was established by Jonathan Winship in order to supply Washington's army. Formerly, the cattle were driven long distances, and as many as five thousand were killed in a single week. Upon one occasion when Henry Clay visited the place, he recognized some of his own cattle which had been driven from Kentucky. Before the days of the railroads and Western beef, most of Brighton's beef was salted and barrelled. In 1870, a company of butchers for slaughtering was incorporated; and, in 1873, they erected an abattoir and began business. Naturally, the principal tavern would be called the Bull's Head. This was very

popular in coaching days and even up to forty years ago, when the stretch of road between Brighton and Brookline was a favorite bit for drivers of trotting and other fast horses.

Benjamin Faneuil had an estate in Brighton, and a portion of the district is called Faneuil in his honor. Colonel Thomas Gardner, who was mortally wounded at Bunker Hill, was also a resident; and Richard H. Dana, the author of *Two Years Before the Mast*, was born here on August 1, 1815. After the recovery of his health, he became a lawyer, in which capacity he defended the fugitive slave Shadrach. Mrs. Eldredge (Sarah P. Willis), who is best known under her pen-name of "Fanny Fern," lived here with her husband for several years; but, after 1846, she was left a widow with three small children and little means. In 1856, she married James Parton, the historian and writer. Another native of the town, born in 1847, was Edward Everett Rice, a musical writer, who is best known by the most popular of his works, *Evangeline*. Mary Caroline Crawford, an interesting writer of colonial life and manners, is also a resident of Brighton.

Washington Street enters the town of Brookline between Corey and Aspinwall hills and passes through Brookline Village. From the square here, three principal streets, or roads, radiate towards the west. These are Harvard Street, which is another route that the posts took by way of Cambridge; Washington Street, over which we have just come; and Boylston Street, which is the old Worcester Turnpike of 1808 by way of Wellesley and South Framingham, and the present route of the Worcester Air Line electrics.

The town of Brookline was originally known as Muddy River from the stream which now flows through the Fens and separates Brookline from Boston (Roxbury). The

first mention of the place is made in Winthrop's Journal, in which he says:

> Notice being given of ten Sagamores and many Indians assembled at Muddy River, the Governor sent Captain Underhill with twenty musketeers to make discoveries; but, at Roxbury, they heard they were broken up.

This land south of the Charles River was within the original Indian and royal grants to Massachusetts-Bay and belonged to the towns of Boston and Watertown. In 1632, there were many additions to the settlement at New Town (Cambridge); and, two years later, Hooker and his followers requested permission from the General Court to move to the valley of the Connecticut, as there was not sufficient land in New Town for their cattle. The petition was refused, and Boston and Watertown offered lands in what is now Brighton, Brookline and Newton, with the proviso that if the New Town people were to forsake the lands, they were to revert to the original owners. Two years later, Hooker and his companions departed for New Haven, and the land at Muddy River reverted to Boston and the meadow land along the river, to Watertown. The land was used only for grazing purposes at that time and for some time later. It was sometimes called Boston Commons, because the inhabitants of Boston ranged their cattle and swine here, taking them into the town for the winter.

In 1634, Boston made the first allotments of land at Muddy River, but there was no settlement for several years. On January 8, 1638, eighty-six poor families, comprising three hundred and thirty-seven souls, were allowed four and five acres apiece; and, at the same time, grants of three hundred acres apiece were made to thirty of the principal people of Boston. Among these early

The Town Hall, Brookline.

The Gymnasium (Bath on left), Brookline.

grantees were the Rev. John Cotton, Governor Leverett, and Robert Hull, son of the mint master, whose farm passed into the ownership of his more famous brother-in-law, Judge Samuel Sewall. The Judge's farm was in the upper part of the town on Charles River, and its western boundary was Smelt Brook, in consequence of which the farm was called Brookline. Sewall's Point projected into the river; and in the same vicinity according to ancient maps were many swamps and morasses, one of which was called White Cedar Swamp. It is probable that this was the scene of Irving's story of *The Devil and Tom Walker*, which was laid in the "inlet of Charles's Bay."

A cart-bridge over Muddy River was ordered March 4, 163$\frac{4}{5}$, which was to be paid for by Boston, Roxbury, Dorchester, Watertown and Cambridge, as it was the only way that connected these towns with Boston. The bridge, apparently, was not constructed until 1640. The route connecting the towns was practically that given for the Post Road. The Muddy River Hamlet was under the care and jurisdiction of Boston until March, 1686, when the people asked for their own school and to be relieved from the payment of rates to Boston. This led to a virtual separation, though on March 16, 16$\frac{89}{90}$, Boston:

Voted, that Muddy River Inhabitants are not discharged from Bostone to be a hamlet by themselves, but stand related to Bostone as they were before the yeare 1686.

Various requests were made for separation; and, at last, notwithstanding the opposition of the parent town, on November 13, 1705, the General Court made Muddy River a township under the name of Brooklyn,—a name taken, so it is supposed, from Judge Sewall's farm. The name appears under various spellings, and the town

records show Brooklin; but, for many years, Brookline has been the legal name. Since 1870, many attempts have been made to annex Brookline to Boston, but they have been unsuccessful. The town has an anomalous position, for it is bounded on all sides by the city of Boston; but the highway and other improvements of Boston have been carried out by Brookline as if the two were one, as they no doubt will be when "the big fish gobbles up the little one."

From the Town Records of Brookline, I take the following excerpt:

> May 17, 1714. Att a Town Meeting Legally Warned
> Voted, In that upon deliberation the Inhabitants declined sending a Representative upon the Acc't of their building a Meeting House and the great charges thereof for such a Poor Little Town, We, the Inhabitants, do desire and pray this Hon'd House will excuse us this year.

As Brookline is to-day always referred to as "the richest town in the world," it is hard to believe it ever was "such a Poor Little Town" that it could not stand the expense of a representative in the General Court.

In colonial days, there stood on the Post Road, about where the Brookline Lyceum now stands, a tavern, which, from its sign, was called the Punch Bowl. A blacksmith shop and other buildings were located near it, and the hamlet was known for many years as Punch Bowl Village. This is now Brookline Village, or Square. This was the most popular tavern in Brookline, and it grew with the prosperity of its owners, who, from time to time, bought old houses in Boston, demolished them, and used the materials in building additions to the Punch Bowl.

During the American investment of Boston, there were several redoubts and fortifications in the town, one of

which, erected on Sewall's Point to command the entrance to the Charles River, was of considerable strength. A Rhode Island regiment and that of Colonel Prescott were stationed here for a long time.

Only a few of the famous names of natives or residents can be mentioned. The name of Aspinwall has been connected with the history of the town for over two and a half centuries. On the monument at South Sudbury we found the name of Lieutenant Sharp of Brookline. Miss Hannah Adams was one of the first women in America to take up literature as a profession, and issued her first book in 1784. Mrs. Thomas Lee was another literary woman whose work was commended by Carlyle; so it must have been good indeed to have met with the approval of the "Sage of Ecclefeccan." Eliakim Littell, the founder of *Littell's Living Age*, though a native of New Jersey, was a resident of Brookline. Mrs. "Jack" Gardner, the famous collector of art objects, has a country place here. Others who have been or are residents are the Hon. Robert C. Winthrop; Charles Carleton Coffin, who moved into the town a short time before his death; Rear-Admiral Winfield Scott Schley, of Spanish War fame; Edward Atkinson, the statistician and political economist; Col. Theodore A. Dodge, writer on military matters; Percival Lowell, astronomer and traveller; Samuel Colman, first president of the Society of Painters in Water Colors; Henry Hobson Richardson, architect; B. F. Keith, founder of the continuous theatrical performance; James Jeffrey Roche; Dana Estes, and dozens of others. Frederick Law Olmsted, landscape architect, was a resident as early as 1850 and was a union of the gardener, the farmer, the civil engineer, and the artist. There is no doubt that the many beautiful estates are primarily due to his direction and example.

In the angle between Washington and Harvard streets,

there is a group of notable buildings, consisting of the library, a public school, the town hall, the police station, and a fire-engine house. Playgrounds are scattered through the town, and there are a famous high school, a public gymnasium, and a public bath established in 1896. The Brookline Country Club, which was the first country club started in the United States, has a fine property.

Lafayette was entertained in Brookline on his visit of 1825; and General Grant was entertained here after the Civil War by the Hon. Ginery Twichell, who was president of the Boston and Worcester Railroad during that conflict. An ancestor of President Twichell's was a post-rider in early days, so that the travel and traffic instinct must have been hereditary.

The route just described from Watertown was the only way into Boston by land until 1662, when the "Great Bridge" was constructed over the Charles River, connecting the present Boylston Street in Cambridge with North Harvard Street in Brighton. For one hundred and thirty years,—or until the opening of the West Boston-Cambridge Bridge,—the "Great Bridge" was the principal way for traffic across the river to the north and west. It was made a draw-bridge in 1838. At this writing (April, 1913), a new bridge is building to replace the present one. The view shows the present bridge and the line of the ancient Post Road extending beyond it toward Brookline.

Upon crossing the bridge, we find on our right Soldiers' Field, a gift to the students of Harvard from Major Henry Higginson, for their use as an athletic field. A large stadium has also been erected in which, in 1910, the popular actress, Maude Adams, gave an open air performance of a dramatic spectacle called *Joan of Arc*.

North Harvard Street passes through Barry's Corner, where it crosses Western Avenue. A short distance

beyond, it passes through Franklin Square and becomes Harvard Avenue, passing through Allston and entering the township of Brookline, where it passes through Coolidge's Corner, where it crosses Beacon Street. South of Coolidge's Corner, the avenue enters Brookline Square and merges itself in Washington Street. It was over this highway from Brookline Village to Cambridge that Lord Percy passed with one thousand men on the afternoon of April 19, 1775, to the relief of the harassed British regulars on their retreat from Lexington. There is a popular tradition that Percy inquired his way of a small boy, who answered: "You inquire the way there, but I 'll be d—d if you will ever need to know the way back."

Between Harvard Square in Cambridge and Brookline Village, we pass two of the ancient milestones. These are the seventh, marked "BOSTON 7 MILES, 1729 P. D.," in the yard of the primary school on North Harvard Street in Brighton, and the fifth, similarly marked to the other, which is in the grounds of the Harvard Church in Brookline. Originally, these stones were on opposite sides of the street; the sixth stone has disappeared. The "P. D." stands for Paul Dudley, Chief-Justice of the Province, who caused these stones to be set up. Another relic of old times which we pass is the Devotion house, which belonged to a family of that name.

The earliest Boston legislation in regard to milestones was enacted on February 28, 1795, when the selectman ordered that they be set up. Before that date, individuals had set them up out of public spirit, except those which had been placed by Postmaster Franklin; and they frequently placed their own initials and the date upon the stones, as well as the distance from the old State House in Washington Street, Boston. Under date of July 14, 1707, Chief-Justice Sewall enters in his diary that, with

Mr. Antrim and assistants, he measured the distances of one mile and of two miles from the Boston Town house by means of a wheel, and drove stakes to mark the distances. On August 7th, the stones were set up, as the beginning of the series to Cambridge, later completed by Dudley and Belcher. The first stone, according to Bonner's Map of 1722, was on Washington Street near Lucas; the second stone was probably near Willard Place.

In 1786, a bridge was opened between Charlestown and Boston, which was, at the time, the longest bridge in existence and a marvel of engineering construction; but it did not affect very materially the travel by way of Brookline and Roxbury. In 1793, however, the West Boston and Cambridge Bridge was opened, and considerable travel was diverted to the new bridge. The building and opening of this bridge were the principal factors in the upbuilding of Cambridgeport.

In 1818, the Boston and Roxbury Mill Corporation, after several years of objection from the West Boston Bridge owners, was authorized to build a dam from the end of Beacon Street, at Charles Street, Boston (at the south end of the Common), to Sewall's Point in Brookline, and a cross dam from Gravelly Point in Roxbury to the main dam. The projector of the scheme was Uriah Cutting, and he and his company have been considered as the principal benefactors of Boston. The dam was completed and opened as a toll road in 1821. Beginning at the Common in Boston, it follows the present streets: Beacon Street, Commonwealth Avenue, Brighton Avenue to Union Square, and North Beacon Street. These were built on the swamps, morasses, and marshes bordering the Charles River, which the road crossed by means of a bridge, continuing through the grounds of the United

Christ Church, Cambridge.

The Bridge over the Charles River, connecting Cambridge and Brighton.
From the photo by F. A. Olson.

The Wadsworth House, Cambridge.

States Arsenal at Watertown to Watertown Square and retaining its name of North Beacon Street.

In 1857, after several years of disputes among Roxbury, Boston, and the Mill Corporation in regard to riparian rights in the marshes and shallow waters of Charles River, the State authorized Boston to begin filling in this section. Work was begun the following year and completed after 1880. The magnificent Back Bay District is the result. At the earlier date, Brookline ceded to Boston about seven hundred acres of these marshes, and tolls ceased to be collected on the turnpike.

Leaving Brookline Square, the road continues over Washington Street until it reaches the long, narrow parkway connecting the Arnold Arboretum with the Back Bay Fens and the Charles River Embankment. This park, the Fenway, is the separating line between Brookline and Boston, and in it are Jamaica Pond, Leverett Pond, and several smaller ones. The stream connecting them and draining into the Charles River is practically the Muddy River of olden times. Upon crossing the park into Roxbury, the road becomes Hungtingdon Avenue, upon which we pass the House of the Good Shepherd, in whose brick wall is incorporated a stone marked "BOSTON 4 MILES 1729 P. D." This is the only milestone remaining between Brookline and Boston. Just beyond the House of the Good Shepherd is one of Boston's public schools, which, instead of being numbered as are the New York schools, is named the Farragut School. Less than a block beyond the school is a group of notable buildings, constituting the Harvard Medical School and the Huntingdon Memorial Hospital. Opposite to them, the road turns to the eastward into Tremont Street, which it follows to Roxbury Crossing, where it passes under the tracks of the New York, New Haven and Hartford Railroad,

formerly the Boston and Providence. In 1832, Tremont Street was opened into Boston from Roxbury in order to relieve the crowded condition of Washington Street, which was widened in 1855. The site of Pierpont's Mills and Village was near the Roxbury station of the railroad. After passing the railroad, Tremont Street enters Hanley Square, and here the Post Road enters Roxbury Street and climbs up to Eliot Square and Meeting-house Hill. Roxbury street was called in olden times Town Street and also Cambridge Road. In 1824, it was paved and sidewalks were laid.

Just before reaching Eliot Square, we pass the site of the ancient almshouse and that of the Roxbury Free Latin School, the first in the Colony and due chiefly to the inspiration and efforts of Eliot, the pastor of Roxbury Church.

Eliot Square was named in honor of the Apostle. Here we find one of the most interesting relics in the vicinity of Boston, a square block of granite standing at the point where Roxbury Street leaves the Square toward the west and Centre Street leaves it toward the south. On the side facing the Square, the stone is inscribed "THE PARTING STONE 1744 P. DUDLEY;" on the south side there is carved "DEDHAM X RHODE ISLAND," and on the north side, "CAMBRIDGE WATERTOWN." It was called the "parting stone" because here the one road leading from Boston separated, or parted, into two, the left-hand one leading to Dedham and the Lower and Middle post roads, and the right-hand one leading to Cambridge and the route over which we have come. It is almost by accident that we have this stone located in, or near, its original position; for, a few years ago, while some building operations were going on here, a Mrs. Titus, a member of several patriotic societies, passed the spot and saw that the workmen were about to cart the stone away. She gave a man a dollar

" Old Massachusetts " in The Yard, erected 1720.
Occupied by the American Army, 1775–1776. Matthews Hall.
In the Background are the Johnston Gate and First Parish Church—The " Sentinel " of Holmes's Poem.

Roxbury was settled as early as Boston by a number of those who came over with Winthrop. Their leader was William Pynchon, and they were men of substance and standing. They located here in the first week of July, 1630, and, as the surface of the land was rocky and uneven, they called their settlement Rocksbury, or Rocksborough. There were quantities of the conglomerate rock known as "pudding stone," for which Oliver Wendell Holmes accounts as follows: In Dorchester there lived a giant who had a wife and three children, and, upon the occasion of an election, he locked them all up and strode away, leaving them to partake of an election pudding with which he had provided them. Naturally, they were very angry, and, instead of eating their pudding in quiet,

> They flung it over to Roxbury hills,
> They flung it over the plain,
> And all over Milton and Dorchester too
> Great lumps of pudding the giants threw;
> They tumbled as thick as rain.
>
> . . . .
>
> Giant and mammoth have passed away,
> For ages have floated by;
> The suet is hard as a marrow-bone,
> And every plum is turned to a stone,
> But there the puddings lie.

The settlement at first was chiefly on the Neck, though their meeting-house was located on the hill at Eliot Square. However, in compliance with the law to protect themselves and assist each other in the event of Indian attack, their houses were within half a mile of the meeting-house. The pastor for nearly sixty years was the Apostle Eliot.

Outside of Boston, no town in New England can show

Harvard College Gate, Cambridge.

Washington Elm.

a list of more distinguished names. Dudley was the most prominent family in Roxbury, and, among others, we find the names of Heath, Warren, Curtis, Pierpont, Williams, Bowles, Gore, Alcock (Alcott), Hewes, Grosvenor, Guild and Eliot. Dr. Joseph Warren, Major-General William Heath, the author of the *Memoirs*, and Brigadier-General John Greaton,—all of Revolutionary fame,—were natives of the town. Eleven governors of the Province or Commonwealth were natives or residents; and among others may be mentioned General Henry Dearborn, veteran of the Revolution and Commander of the American Army during the War of 1812; his son, General Henry A. Dearborn; Major-General W. H. Sumner, of the Civil War; Rear-Admiral John A. Winslow, of *Kearsarge-Alabama* fame; Gilbert Stuart, the artist, and Epes Sargent, the littérateur.

In the agitations preceding the Revolution, Dr. Warren, William Heath, and Col. Joseph Williams were in constant communication with Samuel Adams and the other leaders in Boston. When the investment of Boston took place the American right under Artemas Ward occupied Dorchester, Roxbury, and Brookline, and several fortifications were thrown up, the principal one being on Meeting-house Hill. As a measure of military necessity, Washington ordered the demolition of several houses on the Post Road; and the town generally bore the brunt of the siege, as it was so close to the British lines. There were constant skirmishes and affrays between the advanced posts of the opposing sides. The inhabitants were not by any means unanimous for the patriot cause, for several of the best and wealthiest class were Tories. Among them were Sir William Pepperell, Isaac Winslow, and Commodore Loring of the Governor's Council.

The land north of Dudley Square, about as far as the

present Dover Street and lying between Stony and Smelt brooks, was called Boston Neck. The Neck was a low, marshy tract, which was a favorite place for sportsmen. In early days, however, travellers over the narrow pass often lost their way at night and came to grief in the adjacent marshes, while robberies were frequent. By 1753, it had become so dangerous that the General Court ordered the Neck to be fenced in; and, in 1757, the same body authorized the raising of £2000 by means of a lottery in order to grade and pave the Neck, while, in 1758, another lottery was authorized to raise money to pave the highway from the Boston line to Meeting-house Hill in Roxbury. In 1800, there were not more than three houses between the site of the Catholic Cathedral at Malden Street and Roxbury, all the others having been destroyed during the siege and not rebuilt. In 1855, Washington Street was widened from the burying-ground to Warren Street.

During the American investment of Boston in 1775 and 1776, a line of strong entrenchments and redoubts extended across the Neck from brook to brook near Clifton Place, just north of the boundary line between Boston and Roxbury. The advance line was about one hundred yards in front of these, a little south of Northampton Street and near the George Tavern. All of these redoubts and fortifications were planned and built by Rufus Putnam, Henry Knox, and Josiah Waters. The British had an advanced post near the upper end of the Neck about on the line of Franklin and Blackstone parks, a distance of about a mile from Dudley Square.

A few rods beyond the advanced fortifications of the Americans stood the George, or St. George, Tavern. It was outside the Boston town gate, and it stood in a field of eighteen acres. Many of the royal governors were

received here by the people. In 1721, the General Court met here on account of the prevalence of smallpox in the city. In 1769, Edward Bardin changed the name to the King's Arms, but the inn did not retain the name very long. Bardin seems to have been partial to this name, for he opened a tavern on lower Broadway, New York, near the Bowling Green, under the same sign. In 1775, the tavern was the centre of military operations, and Washington and his staff visited it frequently for observation of the enemy's redoubts. As it was within easy musket shot of the British line, the distinguished party became objects for the marksmanship of the British. Fortunately, their aim was not good, and, though they hit the house, they did not hit any of the party of observation on any occasion.

Surgeon Thacher of Colonel Jackson's Regiment, after a forced march from Providence, wrote:

> A severe rain all night did not much impede our march, but the troops were broken down with fatigue. We reached Boston at sunrising, and near the entrance to the Neck is a tavern, having for its sign a representation of a globe, with a man in the act of struggling to get through it; his head and shoulders were out, his arms extended, and the rest of the body enclosed in the globe. On a label from his mouth was written: "Oh! how shall I get through this world?" This was read by one of the soldiers, and one of them exclaimed: "'List, damn ye, 'list, and you 'll soon get through this world; our regiment will be through in an hour or two if we don't halt by the way."

This space between the lines was the scene of frequent raids, and in one of them by the British on the night of July 30, 1775, the tavern was burned. On March 17, 1776, the day of the evacuation by the British, Washington entered the city from Roxbury. It was feared that the

British were only making a feint of departure, and that the fleet would return; so their fortifications were demolished to prevent them from being used again by the enemy in the event of the recapture of Boston. As smallpox was raging in the town, Washington did not stay long. He reviewed the troops on the Common and, with the Boston authorities, attended a service of thanksgiving at the Old Brick Church.

In the spring of 1782, the French army came by easy marches from their cantonments in Virginia, by way of Peekskill to Boston, for the purpose of re-embarking for France. Though it was cold weather, they changed their travel-stained uniforms for their dress ones in the open fields; and then marched over the Neck into the town, without showing any signs of their long march from Virginia. Then followed a period of banquets, balls, receptions, and other entertainments until the French sailed away.

In 1788, a tavern was re-opened near the site of the George, but it did not last long. On Saturday, October 24, 1789, President Washington with his escort from Cambridge was received here by the authorities of the State; but Governor John Hancock, who thought he was of more importance than the President and that Washington should call upon him first, made illness an excuse for failing to meet the President and escort him to his inn. On July 1, 1817, on the occasion of his eastern trip, President Monroe was received by the authorities on the Neck. He came by way of Dedham. Other distinguished visitors who were received here were Presidents Jackson, Tyler, and Fillmore, and Lafayette and Louis Kossuth.

One of the oldest taverns in Roxbury was the Greyhound, which existed in Eliot's day, for he lived alongside of it; it stood on Washington Street opposite Vernon. In 1734, the innkeeper was named Jarvis; in 1741, John

Greaton, the father of General Greaton, became the last landlord. Like all the taverns, it was a recruiting station during the French wars.

The tavern was demolished as a measure of military necessity when the investment of Boston began. It is said that the chimneys displayed forty fireplaces after the walls were removed.

Beyond Dudley Square Washington Street is a fairly broad and straight thoroughfare, lined with shops. At Eustis Street is an ancient burying-ground, in which the first burial was made in 1633. Upon the entrance gate is a bronze tablet inscribed as follows:

ROXBURY BURIAL GROUND
HERE WERE BURIED
GOVERNORS
THOMAS DUDLEY 1653, JOSEPH DUDLEY 1720,
CHIEF JUSTICE PAUL DUDLEY 1752,
COL. WILLIAM DUDLEY 1743;
MINISTERS
JOHN ELIOT, THE APOSTLE TO THE INDIANS, 1690,
THOMAS WALTER 1725, NEHEMIAH WALTER 1750,
OLIVER PEABODY 1752, AMOS ADAMS 1775,
ELIPHALET PORTER 1833,
AND
BENJAMIN TOMPSON, SCHOOLMASTER AND PHYSICIAN, 1714.

On the triangular field of six acres lying between Washington, Eustis, and Dudley streets the training field of early days was located; and here, on the first Tuesday of every month, Captain John Underhill used to put the Roxbury train band through its drill. Jesse Daggett, a train band captain, kept a tavern called the Ball and Pin close by at a later time. It was conveniently placed to satisfy the cravings of the militiamen after a hot and dusty

drill upon the adjoining field. North of the burying-ground was Washington Hall, later Hotel, which was a tavern as early as 1820. Washington House was a little south of the George Tavern, and was for some years a young ladies' school; it was succeeded by Washington Market.

Between Newton and Brookline streets, on each side of Washington Street, are respectively Franklin and Blackstone parks, occupying the site of the advanced British works. On the corner of Brookline Street, opposite Franklin Park, is the People's Palace, built in 1906 as the headquarters of the Salvation Army.

On the northeast corner of Malden Street the Roman Catholic Cathedral of the Holy Cross is situated. In the yard in front is a statue of Christopher Columbus by Alois Buyens, a replica of the statue at San Domingo.

In 1846, Roxbury became a city, and five years later the idea of annexing it to Boston was first broached. This was not accomplished until January 6, 1868, and then only after great opposition on the part of the Roxbury inhabitants.

From the two parks already mentioned, as far as Beach Street, the Neck was so narrow that it often overflowed at high tides, and Roxbury and Boston were cut off from each other, as there was no bridge over the Charles until 1786. The narrowest part of the Neck was at Dover Street. In Captain Nathaniel Urig's account of his visit to Boston in 1710, he says:

> The Neck of Land betwixt the city and country is about forty yards broad, and so low that the spring tides sometimes wash the road, which might, with little charge, be made so strong as not to be forced, there being no way of coming at it [Boston] by land but over the Neck.

CHAPTER XVII

WASHINGTON STREET, BOSTON

AT Dover Street we are fairly within the ancient town of Boston, upon the highway referred to in 1654 as "the Longe Streate in Boston Leadeing to Roxbury," and, in 1664, as "ye high streete Leading to Roxberry." It was near here at Dover Street that fortifications were constructed in 1710 on each side of the roadway. They were made of stone, brick, and sod, and a number of cannon commanded the approach to the strong gates which gave entrance to the town. Outside the gates, on the east side of the roadway, the gallows were set up. On the west side, within the gates, a tavern is shown on Bonner's Map of 1722, which was probably the Rose and Crown. It was most conveniently located "to welcome the coming, and speed the parting guest."

At the time of the siege, the old fortification was made much stronger by the British; it was called the "Green Store Battery" from the fact that a warehouse of that color was then standing on the site afterwards occupied by Williams's Market on the corner of Dover Street. The advanced works of the British were on a line across the Neck between Dedham and Canton streets, and they were very strong, consisting of twenty guns of heavy calibre, six howitzers, and a mortar battery.

On the site of the old fortification and near it are now

standing the Grand Union Hotel, the Hub Theatre, and the Grand Opera House, and at No. 1151, on the west side, is a building occupied by Charles Russell Lowell and other posts of the Grand Army of the Republic. Williams's Market was established here in 1852.

We take the following from a town order entitled:

The Names of the STREETS, Lanes & Alleys, Within the Town of *Bofton* in *New England* . . . *At a* MEETING *of the* SELECTMEN *of the Town* Bofton, *the 3d day of May, Anno Domini*, 1708.

1 The broad Street or Way from the Old Fortification on the Neck, leading into the Town as far as the late Deacon *Eliot's* corner. **Orange Street.**[1]

6 The Street from the corner of the Houfe now in the Tenure of Capt. *Turfey*, nigh Deacon *Eliot's* corner, leading Northerly as far as Dr. *Oakes's* corner. **Newbury Street.**[2]

16 The Street leading from *Penemans* corner at the upper end of Summer Street, paffing by the South Meeting-houfe, to Mr. *Haugh's* corner. **Marlborough Street.**[3]

34 The Street from the lower end of School Street, leading Northerly as far as Mr. *Clarks* the Pewterers Shop. **Corn-hill.**[4]

These various streets, Orange, Newbury, Marlborough and Cornhill, constituted one continuous thoroughfare, to which the name of Washington Street was given on July 6, 1824. Beyond Dock Square, the highway was con-

[1] Orange Street, from Beach Street to Dover Street, 1663; from Essex Street to the fortifications near Dover Street, 1708.

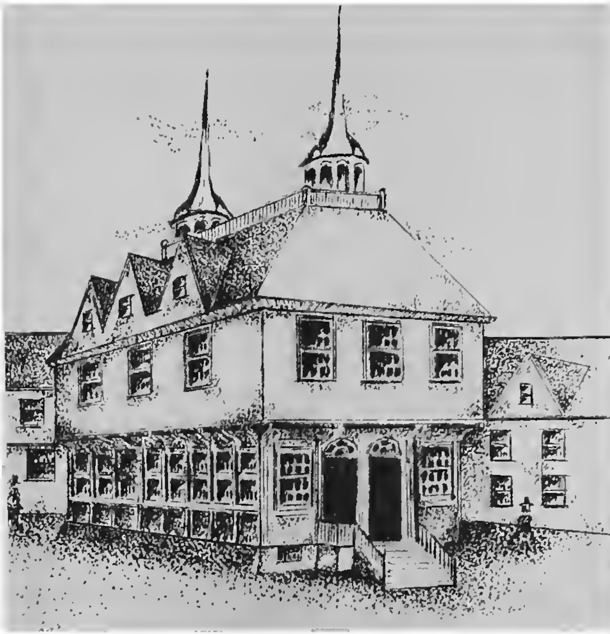
[2] Newbury Street, 1708; from Eliot's corner, Essex Street, to Oakes's corner, Summer Street.

[3] Marlborough Street, 1708; from Summer Street to School Street.

[4] Cornhill, 1708; from School Street to Dock Square (Colson's Storehouse), 1708; line of street laid down and established November and December, 1711, and February, 1712.

These footnotes are all from the *Annual Report of the Street Laying Out Department for the Year 1896.*

The Old State House (1748), Boston, as restored in 1881.



The Old Town House, Boston.

Boylston Market, Washington Street, Boston.

tinued as North Street to Merry's Point. The street was extended to Haymarket Square in November, 1872, and this caused a renumbering of the houses and stores along the street during the following year. The street is now called Washington Street North beyond Haymarket Square and over the former Charlestown Street to Charles River Bridge. From the very earliest times, the thoroughfare has been the main artery of Boston's travel and trade, though King (State) Street was a formidable rival at one time. In our consideration of the ancient highway, we shall not go beyond its first terminal at Dock Square.

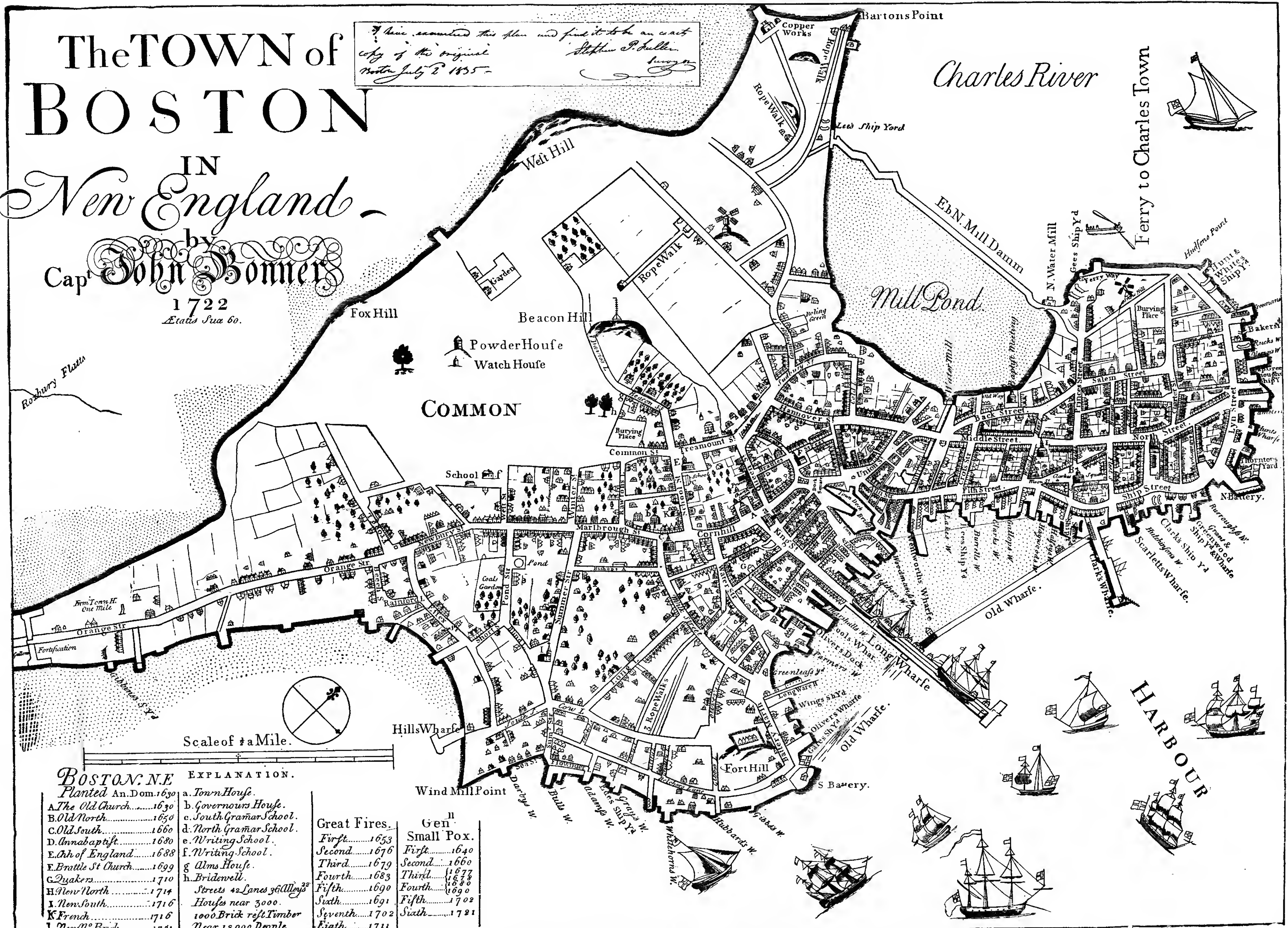
Before 1722, and for many years after, the highway wound along the eastern shore from the fortification to Kneeland Street, where it rejoined the line of the present street. At this date, both sides of the street were well built up for the greater part of the way to the fortification. Josiah Knapp's dwelling stood on the corner of Kneeland Street, and his wharf was so near to this part of Orange Street that the bowsprits of vessels loading and unloading at the wharf projected over the street and obstructed it to such an extent as to call forth the complaints of passers-by. The street still continues its narrow and winding character from Dover Street in.

On October 2, 1711, a great fire destroyed all the houses on both sides of Cornhill from School Street to Dock Square, and among these was the first town house and market on King Street. Another fire on March 18, 1760, destroyed two hundred and ninety-nine buildings, with a loss of a quarter of a million of dollars. The first fire engine in Boston was made by Daniel Wheeler, a blacksmith in Newbury Street. It was tried at a fire on August 21, 1765, and was found to work well. Before that time, leather buckets were used. A third great fire occurred in 1787, when both sides of Orange Street from Eliot to

Common on the west, and from Beach to a point opposite Common on the east were laid in ruins, one hundred houses, of which sixty were dwellings, being destroyed. In the great fire of November, 1872, two blocks on the east side of Washington Street between Milk and Summer streets, were burned. The fire extended to the water's edge, inflicting a loss upon the city of $100,000,000.

In the very early days of the settlement, after 1630, and before it had taken form, the peninsula was divided up into fields, which took their names from their owners. Thus, the highway from Dover Street to Essex passed through Coleborn's Field. In 1732, Governor Belcher's house stood on Orange Street. Near Lucas Street was the first milestone, which had been set up by Judge Sewall.

At the southeast corner of Essex and Washington streets stood the famous Liberty Tree of the pre-Revolutionary agitations. The tree had been planted in 1646; and it was under the wide-spreading branches of this grand old elm that, in 1765, the Sons of Liberty were formed at the beginning of the Stamp Act troubles. The space beneath the tree was called Liberty Hall; and a flagstaff was attached to the tree, upon which a flag was hoisted as a signal to bring the "Sons" together. It was here that, on August 14, 1765, Andrew Oliver, the stamp distributor, was hanged in effigy by the Sons of Liberty, who, a few days later, burned the effigy in front of his house. Other obnoxious persons,—among whom were Lords Bute and Grenville,—were hanged in effigy upon the great elm, which, upon the repeal of the Stamp Act, was decorated with lanterns. During the siege, toward the end of 1775, a Tory party led by Job Williams felled the tree and cut it up into fourteen cords of wood. A British soldier was killed while trying to remove one of the limbs. After the return of the Americans, a pole was fastened to the stump,



The TOWN of
BOSTON
IN
New England
by
Capt John Bonner
1722
Ætatis Suæ 60.
Charles River
Ferry to Charles Town
Bartons Point
Copper Works
Rope Walk
Lees Ship Yard
West Hill
Eb N. Mill Damm
Mill Pond
Fox Hill
Beacon Hill
Powder House
Watch House
COMMON
Roxbury Flatts
Burying Place
Common St
Treamount St
School
Garden
Marlbrough St
Cornhill
Newbury St
Orange Str
Orange Str
From Town H. One Mile
Fortification
Pond
Summer St
Coals Garden
Hanover St
Union St
Back Street
Middle Street
Salem Street
North Street
Fifth Street
Ship Street
Lyn Street
N. Water Mill
Gees Ship Yd
Burying Place
Bakers
Thorntons Yard
N. Battery
Clarks Ship Yd
Scarletts Wharfe
Clarks Wharfe
Old Wharfe
Long Wharfe
Olivers Dock
Greenleafs Yd
Wings Ship Yd
Olivers Wharfe
Old Wharfe
Fort Hill
S. Battery
HARBOUR
Hills Wharfe
Wind Mill Point
Scale of ½ a Mile.
Bulls W.
Hubbards W.
Gibbss W.
Whitehorns W.
BOSTON. N.E.
Planted An. Dom. 1630
A. The Old Church 1630
B. Old North 1650
C. Old South 1660
D. Annabaptist 1680
E. Ch. of England 1688
F. Brattle St Church 1699
G. Quakers 1710
H. New North 1714
I. New South 1716
K. French 1716
L. New N. Brick 1721
EXPLANATION.
a. Town House.
b. Governours House.
c. South Gramar School.
d. North Gramar School.
e. Writing School.
f. Writing School.
g. Alms House.
h. Bridewell.
Streets 42 Lanes 36 Alleys 22
Houses near 3000.
1000 Brick rest Timber
Near 12000 People.
Great Fires.
First 1653
Second 1676
Third 1679
Fourth 1683
Fifth 1690
Sixth 1691
Seventh 1702
Eigth 1711
Genll Small Pox.
First 1640
Second 1660
Third 1677 1678
Fourth 1689 1690
Fifth 1702
Sixth 1721
Engraven and Printed by Fra: Dewing. Boston N.E. 1722. Sold by Capt. John Bonner and Willm. Price against ye Town House

and was replaced by a second pole on July 2, 1826. Lafayette paid homage to the site upon his visit in 1824. The tree had stood in front of a grocery store, but, in 1833, Liberty Tree Tavern occupied the site.

March 11, 1734, the town voted: "to choose a committee to think of and assign three suitable places for erecting markets." One of the sites selected was on Orange Street over against the house and land of Thomas Dowie. The southeast corner was called "Shaving Corner," and it was occupied by Peggy Moore's Tavern, a favorite resort for the farmers who came in by way of the Neck after the Revolution. It was probably due to this fact that the site was selected for that of Boylston Market, which was opened in 1810 and was considered at that time to be far out of town. It belonged to a corporation of which John Quincy Adams was the first president. Boylston Hall occupied the upper part, and here several churches were organized, and various musical, theatrical, and dancing entertainments were held. It was sometimes used as a summer theatre when the regular places of amusement were closed. It was called at one time Vaudeville Hall, being given over to that class of entertainment. The Handel and Haydn Society leased it for several years, and it was also used for drill purposes and as an armory and as headquarters of the First Brigade. It ceased to be used as a market and was converted into stores and offices in 1888. North of Essex and Boylston streets, lies the great shopping district of Boston.

In 1690, Bartholomew Green set up a printing-press, but he was burnt out shortly after. In 1692, he established near the corner of Avon Street the first permanent press in Boston. From this press he issued one number of *Publick Occurrences;* and later, in 1704, he became the proprietor and editor of the first newspaper established on

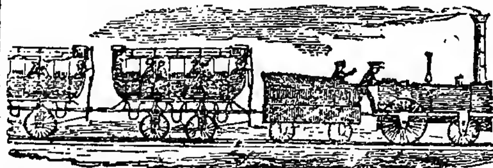
the continent. This was the *Boston News-Letter*, which was founded and published by Campbell the postmaster, "by authority." The first number was for the week of Monday, April 17, to Monday, April 24, 1704; and the paper was issued until the British left Boston, when, being a paper that was loyal to the interests of the crown, it ceased to exist.

The southeast corner of Summer Street was Bethune's Corner. On the opposite side of the street, at a much later date (1836), the Lowell Institute was established in Marlborough Chapel, in the rear of Washington Street between Winter and Bromfield.

Opposite the head of Milk Street, the Hewes house, dating from the early eighteenth century, stood until a few years ago. In its rear was the famous Province House, which was the seat of the Provincial government for many years, and the residence of the royal governors from 1717 to 1776. It was built originally as a residence for Peter Sergeant, a rich London merchant, who came to Boston in 1667. After the adoption of the State Constitution, it became the official residence of the governors. It stood back from the street, from which it was separated by a lawn ornamented with shrubs and several trees; and from its spacious balcony, proclamations were read and the multitude harangued by those in authority. In 1857, it was given over to negro minstrels and was called Ordway Hall, and later, mention is made of "Morris Brothers' Minstrels at their cozy theatre on Washington Street nearly opposite Milk Street." The old Province House was destroyed by fire in October, 1864; and little is left now of the historic edifice except fragments of walls incorporated into other buildings near-by. Province Street and Province Court, queer old byways, keep alive the memory of departed greatness. The site of the ancient building

The Old South Church, Boston. (Built in 1729.)

BOSTON AND WORCESTER RAIL ROAD.



THE Passenger Cars will continue to run daily from the Depot near Washington street, to Newton, at 6 and 10 o'clock, A.M. and at 3½ o'clock, P.M. and

Returning, leave Newton at 7 and a quarter past 11, A.M. and a quarter before 5, P.M.

Tickets for the passage either way may be had at the Ticket Office, No. 617, Washington street; price 37½ cents each; and for the return passage, of the Master of the Cars, Newton.

By order of the President and Directors.

a 29 episif F. A. WILLIAMS, Clerk.

An Old Time-Table.

"Old Corner Bookstore," Boston.

Copyright by Daniel W. Colbath & Co., Boston, 1895.

can be found by passing through the narrow court leading from Washington Street to the Boston Tavern, and passing to the rear of that hostelry. If one wishes to have the old building restored and its halls and chambers repeopled, he should read Hawthorne's *Tales of the Province House.*

On the northeast corner of Milk Street is one of Boston's most cherished relics, the Old South Church, or Meeting House. The site upon which it stands was formerly a part of the garden of Governor John Winthrop, whose house was a few. yards north, opposite School Street. His house stood until the time of the siege, when the British soldiers destroyed it for fuel. In 1669, the Cedar Meeting House was erected on this site, but was so decayed that it was removed about 1728. Benjamin Franklin was born in a house on the south side of Milk Street, which stood opposite the south door of the present meeting-house, and he was baptized in the Cedar Meeting House and attended there as a boy and youth. In 1729, the Old South was erected in place of the first building. Almost equally with Faneuil Hall, it has the honor of being the "Cradle of Liberty," for it was the gathering place of the patriots, and Warren, Quincy, Samuel Adams, Otis, Hancock and others often addressed here the overflow meetings which could not find room in Faneuil Hall. In 1770, the town meeting after the Boston Massacre was held here; and, in 1773, the first war-whoop of the "tea party" was heard in front of its doors, while they were on their way to the harbor to destroy the tea. During the Revolution, the British removed the pews and other fixtures and converted the building into a riding-school. It was restored and used as a church later. During the great fire of 1872, its brick walls withstood the action of the heat and flames and stayed the farther progress of the fire along Washington Street. It was then used as a post-

office for some time, its congregation having moved to the *New* Old South at Copley Square and Boylston Street.

Directly opposite the site of Governor Winthrop's house, on the northwest corner of School Street, stands the Old Corner Book Store, which was for so many years one of Boston's literary shrines. The land upon which it stands belonged originally to William Hutchinson, the husband of the famous Anne, who came to Boston in 1634, and whose lot is described as being bounded by "the highway leading to Roxbury and the lane leading to Centry hill." His house stood back a short distance from Washington Street. The present edifice was erected after the fire of 1711 by Dr. Thomas Crease, who bought the land from the heirs of Henry Shrimpton. The building is, therefore, older than any church edifice in town and thirty years older than the original Faneuil Hall. Just around the corner in School Street formerly stood the Cromwell's Head Inn, where Washington stopped in 1756 when he came from Virginia to consult Governor Shirley in regard to the war then waging with the French.

The building was designed originally for a residence; but, in accordance with the custom of the time, the front room was used as an apothecary's shop by various owners until 1828, when Carter and Hendee opened a bookstore here. For over ninety years, it was so used by different firms that occupied it. The members of these firms—such men as Allen, Reed, Ticknor, Osgood, and Fields—were not mere salesmen of manufactured books, but they were possessed of a fine literary taste and were as well acquainted with the insides of their books as with the outsides. This was especially so with James T. Fields, who was himself an author. The store became famous and numbered among its patrons such men as Hawthorne, Sprague, Willis, Whipple, Aldrich, Prescott, Motley,

Faneuil Hall, Boston, in the 18th Century.

Trinity Church, Corner of Washington and Summer Streets, Boston.

Parsons, Emerson, Agassiz, Sumner, Whittier, Holmes, Lowell, Longfellow, and scores of others, who could be seen frequently browsing over the books here displayed or engaged in conversation with each other. Dickens and Thackeray were also honored guests upon their occasional visits to Boston. From 1865, when Ticknor & Fields withdrew, until 1903, the store was occupied by E. P. Dutton & Company and several other booksellers, the last being the Old Corner Bookstore Inc. It is a bookstore no longer, but has been one of the United Cigar Stores for some time.

On the southeast corner of King Street (State) formerly stood the house of Robert Keayne, a prominent colonial merchant and first captain of the Ancient and Honorable Artillery Company of Boston. Almost directly opposite is the site of the first meeting-house erected in Boston. The third edifice of the First Church was erected in 1713, and was a large and substantial building, which was known until its demolition as the Old Brick Church. Governor Leverett's house adjoined the first meeting-house on the north, at the corner of Court Street, on the site of the Sears Building and opposite the State House. This section must have been pretty well built up, for complaint was made of the first meeting-house because it was so overtopped by the chimneys of surrounding buildings that the "ayre" was cut off,

> the want of the free access whereof hath be'n deeply found . . . making burdensome the ordinances to many, specially to weake hearers, by faynting their spirits in the summertime.

Still standing in the middle of State Street is the old State House, on the site of the quaint town house of 1657, which was destroyed in the fire of 1711. This first town house was built from a legacy left for the purpose by

Captain Robert Keayne, and by subscriptions in money, labor or produce made by the townspeople. The lower part was a market and a merchants' exchange, and the upper part was used for the courts; and here also was established the first library in America, provision for which had been made in Captain Keayne's will. The second town house was probably similar to the first, and it is described by Daniel Neal in 1719 as "a fine piece of building." The same visitor remarks upon the number of booksellers in the vicinity of the Exchange, and says that

> the knowledge of letters flourishes more here than in all the other English plantations put together; for in the city of New York there is but one bookseller's shop, and in the Plantations of Virginia, Maryland, Carolina, Barbados, and the Islands, none at all.

Until recent times, booksellers have been equally in evidence in this neighborhood, or in Franklin, Bromfield, and other streets near-by. In 1879, we find Little, Brown & Company at 254 Washington Street, as the lineal successors of a book-shop kept, in 1784, by E. Battelle, in the Marlborough Street of that day; Houghton, Osgood & Company (now the Houghton, Mifflin Company), successors of Allen, Reed, Ticknor, Fields and Osgood under various firm combinations, in Franklin Street; Lee and Shepard, a firm dear to the juvenile heart, also in Franklin Street; D. Lothrop & Company, in the same street; Estes and Lauriat, at No. 301 Washington Street, opposite the Old South, whose predecessor had been "Ye Antique Bookestore," a favorite resort for those in search of rare, unusual or ancient tomes; Lockwood, Brooks & Company, at No. 381 Washington Street; A. W. Lovering & Company, at No. 399 the same street; and the New

England News Company on Franklin Street. There were several others hardly less known in the same neighborhood. Many of the second-hand and antique book shops will be found now in the new Cornhill, or in neighborhoods where they can attract the wealthier class of customers and booklovers.

In 1747, the second townhall was burned; and, in the two following years, the present structure of brick was in course of construction, incorporating the old walls of its wooden predecessor. Like those that preceded it, this third town house had an open lower story which was used as an exchange. The second story was given over to the courts, the Chamber of Representatives, and the council chamber of the royal governor and his assistants, while the third story was occupied by the town officers. The royal arms were prominent both inside and outside of the building, and the arms of the Colony were over the door of the Representatives' Chamber. Later, a wooden cod fish,—now in the State House on Beacon Hill,—was suspended from the ceiling as an "emblem of the staple of commodities" of the Province.

This old building is often spoken of as the "birthplace of American independence;" for, in 1761, James Otis made here before the highest court in the Province his famous, but ineffectual, address for commercial freedom of the colonies, and his plea against the issuance of Writs of Assistance to the customs officers as an invasion of the individual rights of the subject. From this time forward, the building played its part in the scenes preceding the opening of hostilities, and it was often the place where overflow meetings were addressed by the leading patriots. In its council chamber, on the morning of Bunker Hill, Gage, Howe, and Clinton had a council of war. Here, on July 18, 1776, was read the Declaration of Independence,

and the officials present swore to uphold the new nation. From the east balcony, the same document was read to the assembled people; and, immediately after, the royal arms and other insignia were torn down wherever found. In 1783, the treaty of peace was read from the same balcony. Massachusetts had ceased to be a Province and had become a State; and in the historic building John Hancock was inaugurated as the first governor. The General Court of the Commonwealth met here until 1798, and thus the edifice became the State House.

It was on Washington's last visit in 1789 that he was escorted from Roxbury to this building, and, from a balcony especially erected on the Washington Street side, reviewed the procession in his honor. In front, spanning the street, was an arch, on one side of which was inscribed: "TO THE MAN WHO UNITES ALL HEARTS," and on the other, "COLUMBIA'S FAVORITE SON." After the departure of the Legislature, the building was given over to commercial purposes, being also used at one time as the city hall and at another, as the post-office. In recent years it has come under the control of the Bostonian Society, which occupies the whole building above the basement, and which maintains a fine museum and collection of historic relics. The basement is given over to the entrance to the Washington Street tunnel, or subway.

The section of the thoroughfare lying between School Street on one side and Milk Street on the other and Dock Square is often referred to as "Newspaper Row," because so many newspapers have been, and are, published here. Besides several periodicals and trade journals, we find, at No. 242, the Boston *Globe*, which is one of the younger of the city's newspapers. On the other side of the way is the old building formerly occupied by the *Herald*, which is now located near the Adams House. The

Looking North from Garner and Summer Streets, Boston.

The old Boylston Market, Corner of Washington and Boylston Streets, Boston.

Copley Square, Boston. Trinity Church, built 1877; organized 1728; Richardson, architect. Institute of Techno logy. Spire of Arlington Street Church, organized 1727.

Corner of Winter, Washington, and Summer Streets, Boston.

Herald was first issued as a one cent evening paper in 1846, but its success was so immediate that, in the following year, it was issued in daily, evening, and weekly editions. In the same year, the *American Eagle* was purchased, and, in 1857, the *Daily Times*.

At No. 261 is the *Post*, first published in 1831. After 1878, it was published in a building at No. 17 Milk Street, which was erected upon the site of the house in which Franklin was born. At No. 264 is the publication office of the Boston *American*, one of the chain of papers established throughout the country by William Randolph Hearst.

The publication office of the *Journal*, established about 1833, is at No. 268. At No. 311, are published the *Record* and the *Daily Advertiser*. The latter is the oldest daily newspaper published in Boston, dating from 1813, and formerly occupied a building on Court Street which was upon the site of the printing-office in which Benjamin Franklin learned his trade as a printer. The *Record* is a publication of a much later date (1884). At No. 324 is the *Evening Transcript*, the oldest evening newspaper in New England, first issued in 1830.

The first ordinary, or tavern, of which there is record, was that licensed in 1634. It was kept by Samuel Cole, and was located next to the Old Corner Bookstore on the northerly side and almost opposite to Governor Winthrop's residence.

The Anchor and Fleet's Register,—also called the Blew Anchor,—was in Cornhill, just north of Spring Lane, on the site in Washington Street occupied, in 1886, by the *Globe* newspaper. In 1664, the tavern was kept by Robert Turner; a later innkeeper was George Monck. During Turner's incumbency, he furnished lodging and refreshments to the members of the government, to judges and

juries, and to the clergy when summoned to meet in synod by the General Court.

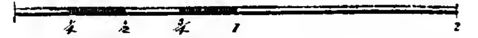
Inns popular with the British officers stationed in Boston were the British Coffee House at 66 State Street and the Blue Bell and Indian Queen, which latter stood on the site of the Parker Block, on both sides of the passage connecting Washington Street with Hawley Street. In 1673, the innkeeper of the Blue Bell was Nathaniel Bishop. Just before the Revolution, the landlady was a good Whig and a strong woman, who, upon one occasion, forcibly resented some disparaging remarks made by the British officers and drove them from the house. In 1800, the owner was Zadock Price, and, in 1820, the inn became the Washington Coffee House, which later became the starting-point of the hourly 'buses to Roxbury when they were established.

The sign of the Lamb is mentioned as early as 1746; in 1767, it became the starting-point of the Providence stages when they began their trips in that year; and, in 1783, it was the first starting-point of the Pease stages. During the siege, its sign-board was struck by a shot from the American batteries. In 1808, the tavern was kept by Joel Crosby, who was succeeded by Laban Adams, who kept the tavern and hotel for more than fifty years. In 1822, the main building was of wood, but an addition in the rear containing the dining-room was of brick. In 1845 Adams pulled down the old building and erected the Adams House, which was opened in 1846. In September 1883 the present hotel was opened at 551–571 Washington Street, on the site of the old Lamb Tavern and the original Adams House.

The Lion Tavern was a short distance north of the Lamb, on the site now occupied by Keith's theatre at No. 543. In 1784, Levi Pease made it the starting-point of his coaches. In 1789, it was kept by Israel Hatch.

BOSTON,
and its
ENVIRONS
in 1775.

SCALE OF MILES



REFERENCES.

1 *State formerly King Street.*
2 *Faneuil Hall & Dock Square.*
3 *Old South Meeting House.*
4 *Beacon Hill.*
5 *Fort Hill.*
6 *Copes alias Cops Hill.*
7 *Fort on Noddles I.d erected after Boston was evacuated.*

CHELSEA
HOG ISLAND
NODDLES ISLAND
Winnisimet
Winnisimet Ferry
CHARLES TOWN
Hudsons P.t
North Battery
Hancocks Wharf
Long Wharf
BOSTON
South Battery
Windmill P.t
Barton P.t
Mill Pond
Powder House
Fox Hill
Floating Battery
Little Cove
Lechmere P.t
Mill Pond
Cobble Hill
Winter Hill Fort
Plowed Hill
Prospect Hill
Charlestown Common
Floating Batteries
Mortons P.t
Cambridge or Charles River
3 Gun Battery
Redoubt
Brookline
ROXBURY
BOSTON NECK
Dorchester Flats
DORCHESTER NECK
Dorchester Point
Snake Island
Apple Island
Bird Island
Shirley Point
Pulling Point
Pulling Point Gut
NAHANT BAY
DEER ISLAND
GOVERNOURS ISLAND
CASTLE ISLAND
SPECTACLE ISLAND
Warren Channel
LONG ISLAND
Nicks Mate
Gallops Island
NANTASKET ROAD
Rainsford or Hospital I.
THOMPSONS ISLAND

Published Sept. 18 1806, by R. Phillips, Bridge Street, Blackfriars London.

The New York Zoölogical Institute secured possession and opened it as the Lion Theatre on June 11, 1836, where equestrian displays were given; but the theatre was soon closed and was succeeded by the Melodeon.

The White Horse Tavern stood a few rods south of the Lamb, on the west side of Newbury Street, just north of Frog's Lane (Boylston Street). In 1760, the landlord was Joseph Morton, who remained as landlord until 1772. In 1787, upon his arrival from Attleborough, Israel Hatch became the tavern-keeper. He had several taverns in Attleborough and elsewhere, and he is called by one local historian the "ubiquitous" Hatch.

On Bonner's Map of 1722, there is shown a tavern on Boston Neck near the fortifications. This may have been the Rose and Crown, of which mention is made in local history.

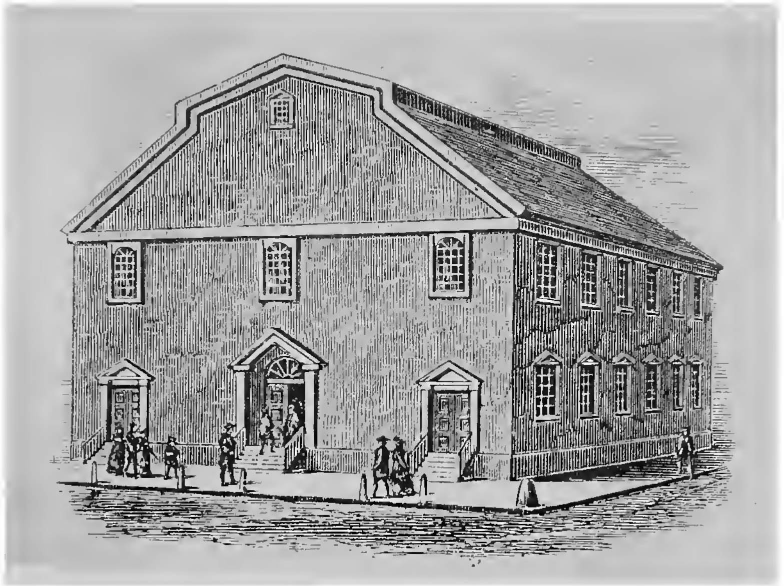
In 1846, there were the following hotels on Washington Street: Adams House at No. 371; Avon at No. 160; La Fayette at No. 392; Marlboro at No. 229; Old Province House, rear of No. 165; Pantheon at No. 439; Suffolk at No. 392; Washington Coffee House at No. 158; and Washington Hall at No. 833. In 1869, the Everett House was at Camden Street. These numbers are the *old* numbers. The Marlboro Hotel was close to the Lowell Institute, north of Winter Street. It was well patronized during stage-coach days, but was torn down in April, 1879.

Among the hotels at present on Washington Street are the Adams House; the Boston Tavern at No.347; Clark's, Nos. 575–581; the Savoy at No. 598; the Cecil and the Reynolds, and Young's near Court Street. While the Tavern and Young's are not directly on the street, there are entrances to them from Washington Street by means of alleys, or courts.

In the early part of the year 1750, the first theatrical performance in Boston was given at the British Coffee House. The play was Otway's *Unhappy Marriage.* So shocked was the General Court that a law was passed forbidding theatrical performances. During the British occupation, the law was, of course, a dead letter, and the British officers used Faneuil Hall for their theatrical performances, one of them being Burgoyne's satire entitled *The Blockade of Boston.* There is a tradition that, during one performance, the Americans made a rather threatening attack, and a sergeant was sent to notify the officers present that they must report at once to their posts. His announcement was taken as being part of the play and was greeted with great laughter, until the seriousness of his manner impressed some of the officers, the truth was realized, and there was a hurried exit by a large part of the audience.

In 1784, the law against theatrical performances was re-enacted for fifteen years by the State Legislature, notwithstanding which, in 1792, Joseph Harper, acting for Hallam and Henry of the Park Theatre in New York, gave a moral lecture in five parts at the New Exhibition Room. This was situated in Broad Alley near Hawley Street and was a theatre in everything but name. This lecture was actually a play in five acts; and Governor Hancock was so angered at this defiance of the law that Harper was arrested; but his lawyer, Harrison Gray Otis, cleared him on a technicality. The law was repealed, and the Federal Street Theatre was opened on February 4, 1794.

Of the theatres on Washington Street, the earliest was probably the Lion Theatre on the site of the Lion Tavern, which was opened January 11, 1836. It was not very successful and was offered for sale. It then became a con-



Old Trinity Church, Corner of Summer and Washington Streets, Boston.

Stephen Stow House, Wharf Street, Freelove Baldwin Stow Chapter, D.A.R., Milford.

The oldest dry-goods Store in Boston, Washington Corner Ruggles Street.
Established 1814.

cert and lecture hall known as Mechanics' Hall; and, in December, 1839, the name was changed to the Melodeon, and the Handel and Haydn Society produced the *Messiah*. The hall was also used for religious services and for panoramic and other entertainments. The property came into possession of the Boston Theatre and New Opera House Company, and lessees of the hall were prevented from giving dramatic performances. After the Civil War, it became a billiard hall until October, 1878, when, the restrictions being removed, it became the Gaiety Theatre at No. 547 Washington Street. In 1886, it came into possession of B. F. Keith, who remodelled the theatre, making it the prettiest in Boston, and opened it as the first of the continuous performance houses in August. It has also been called the Bijou during the present ownership, but it is now known as Keith's Theatre. The present Bijou Theatre is next door at No. 545, and the Pastime at No. 581.

In 1852, an incorporated company built the Boston Theatre upon land formerly belonging to the Melodeon estate. It is the largest theatre in Boston, and, when opened, the highest priced seat was one dollar. Until the building of the new Grand Opera House on Huntingdon Avenue, the Boston Theatre was the place for the presentation of grand opera in Italian, German, or English. Besides such actors as the Booths, Davenport, and others, and the great artists and singers, the theatre has maintained at times a stock company. Edwin Booth was playing here in April, 1865, when the news was flashed over the country that his brother, John Wilkes Booth, had assassinated President Lincoln. Edwin was prostrated by the shock of the disgrace and did not play for some months.

The Aquarial Gardens, on Central Court, off Washing-

ton Street, were opened toward the end of 1860; and, in June, 1862, P. T. Barnum opened with a dog show, followed by a baby show. In October, 1865, the theatre opened as the Théâtre Comique; and, in 1869, it became the New Adelphi under the management of John Stetson. Various kinds of entertainments were given until February 4, 1871, when the theatre was burned. It was not rebuilt, but gave way to a business building.

In October, 1867, Selwyn's Theatre was opened on the east side of Washington Street above Essex, at No. 686. The performances are said to have been "just as good as those given at Wallack's in New York." If so, they must have been excellent indeed. In July, 1870, the theatre became the Globe under the management of Charles Fechter, the German tragedian. On May 30, 1873, the theatre was burned, but it was rebuilt and opened on December 3, 1874. It has been remodelled several times since. In September, 1877, it passed under the management of John Stetson, and became, for several years, the leading theatre of Boston.

The Park Theatre is at No. 619 Washington Street, on the west side, north of Boylston, and adjoining the site of the White Horse Tavern. It was reconstructed from Beethoven Hall and was opened on April 17, 1879, by Lotta, under the management of Henry E. Abbey of the Park Theatre in New York. The seats were on sale for the opening week about a month ahead. The writer arrived in Boston from New York the day that the box-office opened, and rode along Washington Street in a street car. It was one of those Boston March days of east winds; yet so anxious were the people to get tickets that, from the street car, the writer could see a line of people extending from the theatre along Washington Street and away around the corner into Boylston, many

CHARLESTOWN

E. BOSTON

CHARLES RIVER

BOSTON

PUBLIC GARDEN

BOSTON COMMON

NEW YORK AND NEW ENGLAND R. R. TERMINAL GROUNDS

BOSTON, REVERE BEACH AND LYNN R.R. FERRY

MASS. GENERAL HOSPITAL

SUFFOLK COUNTY JAIL

West Boston Bridge

BOSTON GAS LIGHT CO.

UNION WHF.

LEWIS WHF.

COMMERCIAL WHF.

T. WHF.

LONG WHF.

CENTRAL WHF.

INDIA WHF.

ROWES WHF.

CUNARD WHARF

GRAND JUNCTION WHARVES

CURTIS WHF.

WALES WHF.

HOBBS WHF.

PROVIDENCE DEPOT

Elevator

6

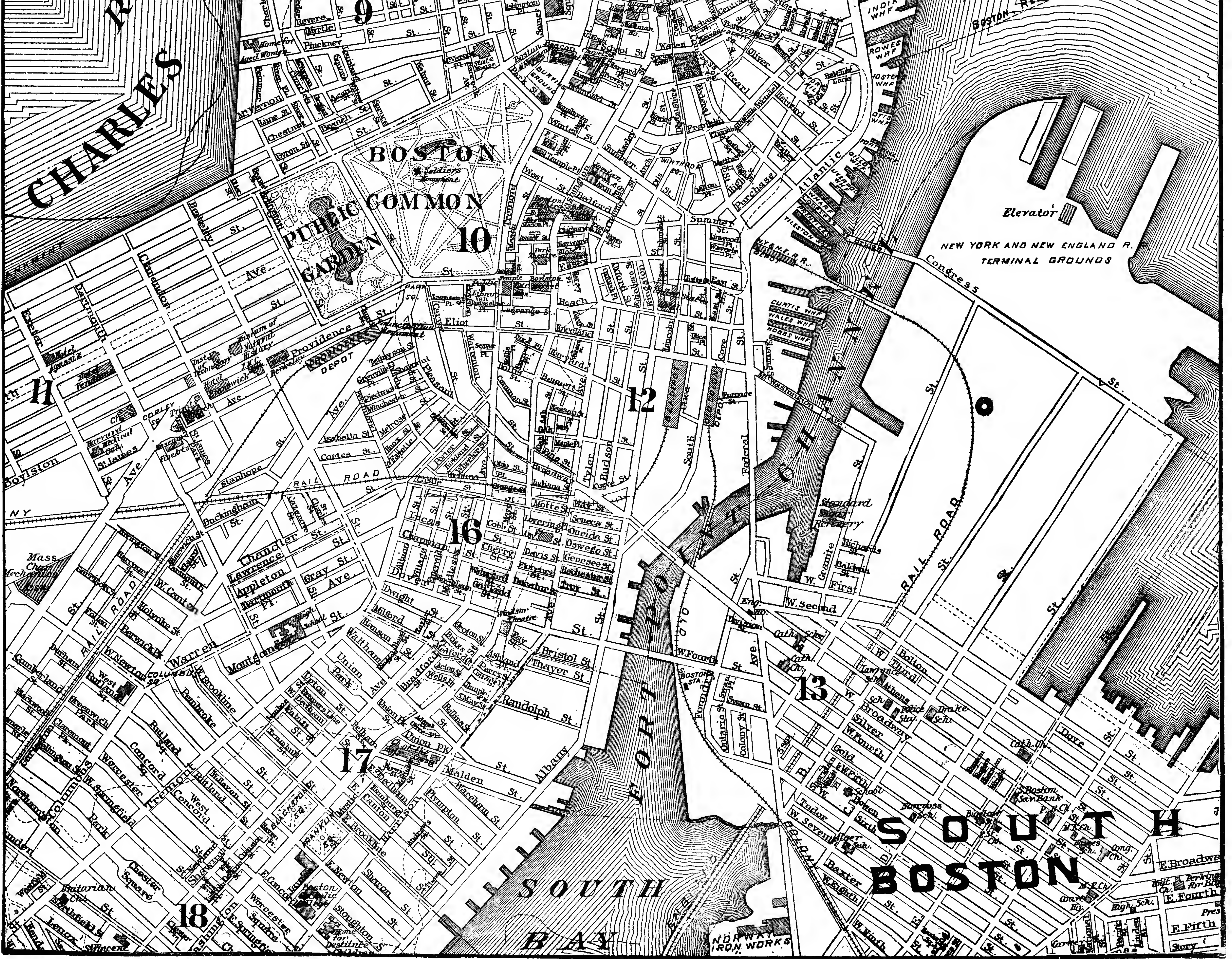
7

8

9

10

12



CHARLES
BOSTON
COMMON
PUBLIC
GARDEN
Soldiers' Monument
NEW YORK AND NEW ENGLAND R. R.
TERMINAL GROUNDS
Elevator
FORT POINT CHANNEL
SOUTH BAY
SOUTH
BOSTON
NORWAY IRON WORKS
PROVIDENCE DEPOT
RAIL ROAD
9
10
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12
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16
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18

of whom, so it was stated, had held their places in line since the previous evening.

As early as 1704 there was an irregular western post, but, in 1711, mail routes were established to the east and to the west of Boston. For Connecticut and New York, the mails were to leave once in two weeks, and this arrangement was not changed for many years. In the same year, the post-office was located in Old Cornhill, opposite the head of State Street; in 1754, the post-office was again in Cornhill, and, in 1770, James Franklin, postmaster, still kept the post-office in Cornhill, between King Street and Dock Square. In 1771, Tuthill Hubbard was postmaster; and between that date and 1788, the post-office was at the corner of Court and Washington streets, on the site of the Sears Building; in the latter year, it was moved to No. 44 Cornhill, where New Cornhill enters Washington Street.

In 1772, the Browns started their stage wagons between Boston and New York, but these were suspended during the Revolution. From a copy of the New York *Daily Advertiser* of the year 1833, we get the following:

> About 1786, a great many of the passengers between Boston and New York took sloops at New Haven for New York, and *vice versa*. Along the shore of the Sound, a considerable part of the road between New Haven and New York was extremely rough, rocky and uncomfortable, and, in fact, in some places impassable for wheeled vehicles. Jacob Brown of Hartford began running stages in 1786, and a few years later, a man by the name of Hall petitioned the Legislature of Connecticut for the exclusive privilege of running stage carriages on the road from New Haven through that state, to Byram River. . . . Not far from the same time an exclusive privilege of running stage carriages from Hartford to the Massachusetts line, on the great post road to Boston . . .

was granted by the legislature of Connecticut to Reuben Sikes, who, for many years, in connection with Levi Pease of Shrewsbury in Massachusetts, and probably with others, kept up the line through to Boston.

So numerous were the stage lines that there were regular journals giving descriptions of the routes and the times of arrival and departure of the various lines as well as their starting-places and other necessary information. Such a journal was Badger & Porter's *Stage Register*, which was published once in two months. In the issue of September 6, 1825, we find:

> *Boston and* New-York Mail Coach, leaves Earl's 36 Hanover-st. Boston, daily at 1 P.M. arrives in Hartford next morning at 6, in New-Haven at 2 P.M. and in New-York at 6, second morning.

The route was by way of Worcester, Sturbridge, Stafford, Hartford, Middletown, New Haven, and along the Sound to New York, "distance 210 miles—fare $11." The route, part stage and part boat, from either Hartford or New Haven, is also given. Another route is given via Norwich with boat to or from New York. Subsequent *Registers* to 1833 give little change in the time, the distance, or the route.

In 1826, Brooks Bowman started an hourly stage from Boston to Roxbury via Washington Street. Previous to this, the stage coaches on the several routes had been the only public means of conveyance, and the only notice that the prospective passenger had of the approach of a stage coach was the sound of its horn. In 1829, there were seventy-seven lines of stage coaches out of Boston; and, in 1832, there were one hundred and six.

We have completed our journey over the ancient Post

Road and have arrived at our destination. At the beginning of our journey, the reader was invited to accompany the post-rider on his jogging way. We have ridden in the uncomfortable stage wagons of pre-Revolutionary times, and in the equally uncomfortable stage carriages of the period following; we have been jolted about on the rough and ill-made roads, and, perchance, have had several spills on the way. We have ridden in the old Concord with a greater degree of comfort and speed, over roads that began to deserve the name, and finally in the railway trains that have taken the place of the mail coaches, and have brought with them a new era of things.

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SKETCH MAP
SHOWING THE NEW YORK
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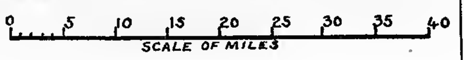

INDEX

Abbey, Henry E., 422
Adams, Amos, 402
  Hannah, 391
  Jeremy, 266
  John, 150, 246, 336
  John Quincy, 409
  Laban, 418
  Maude, 392
  Samuel, 399
Agassiz, Louis, 377
Agawam, Township of, 287
Aldrich, Thomas B., 377
Allen, Ethan, 255
Allingtown, 213
Allston, Washington, 382
Allyn's Bridge, 237
Almanacs, 28, 30, 75
Alsop, Richard, 270
American Antiquarian Society. 333, 340
American, the Boston, 417
American Eagle, the, 417
American Institute, the, 109
American Museum, 45, 65
American Watch Co., 370
Amherst, Sir Geoffrey, 284, 311, 336
Anburey, Ensign, 155, 371
Ancient and Honorable Artillery Company, 413
Andover Academy, 327
Andros, Sir Edmund, 5, 236, 255, 266, 305
Ansantaway, 208
"Antique Bookestore, Ye", 414
Apawamis, 144
Appleton, Tracy & Company, 370
Aquarial Gardens, the, 421
Arabella, the, 372
Arabella, Lady, 345
Arden Estate, the, 108
Arlington, Mass., 379
Armory, 7th Regiment, 108
Arnold Arboretum, 395
Arnold, Benedict, 220
Artillery Park, 111
Aspinwall Family, the, 391
Astor, John Jacob, 45, 77, 101, 108
  Library, 101
Astoria, by Irving, 108
Athenæum Press, the, 382
Atkinson, Edward, 391
Atlantic Garden, 81
Austin, Moses, 238
Austin, Stephen F., 239
Ayers, Sergeant John, 314

Bache, Richard, 19
Bacheller, Irving, 67
Back Bay District, 395
Badger & Porter, 424
Bailey, Francis, 35
Ballman, Sebastian, 27
Bancroft, Rev. Aaron, 341
  George, 302, 341
Banker, Christopher, 64
Bannister, Seth, 322
  Solomon, 322
Bardin, Edward, 401
Bare Rock, 239
Barlow, Joel, 270
Barnard, Henry, 271
Barnum, P. T., 45, 65, 75, 100, 202, 422
Barnum's Museum, 45
Barry's Corner, 392
Bartlett, John, 277
Basset, Goody, 203
Batchelder, Frank R., 343
Bates, Jerry and Phoebe, 300
Battelle, E., 414
Battles of the American Revolution, 228
Baxter, George, 263
Bay State House, 334
Bayard, Nicholas, 71, 84, 101

Bayard's Mount, 71
Beckley Quarter, 254, 260
Beckley, Sergeant Richard, 259
Beecher, Lyman, 222
Beekman, Farm, 107
 John, 45
Beethoven Hall, 422
Belcher, Captain Andrew, 230
 Governor, 356, 381, 408
Belcher House, 381
Bellamy, Edward, 302
Bellomont, Governor, 50
Bemis, Charles, 324
Bennett, James G., 45
Berkeley, Dean, 218
Berkeley Divinity School, 246
Berlin, 254, 259
Berlin Iron Bridge Company, 261
Bernard, Governor Francis, 347
Berry Mausoleum, 303
Bible, House, 99
 Society, 99
Bigelow Chapter, D.A.R., 334
Bigelow House, 334
Bigelow, Timothy, 245
Billerica, Mass., 379
Billings, Josh, 85
Birdsey, Mr., 205
Bishop, Nathaniel, 418
Bissell, John, 276
Black Dog Brook, 127
Blackwell, Lucy S., 321
Blaew Press, the, 341
Blake, Francis, 369
Blew Anchor, the, 417
Block, Adrian, 214
Blockade of Boston, the, 420
Block Island, R. I., 373
Blomer, Robert, 146
Bloomingdale Road, 114
"Blue Laws," the, 216
Boardman Training School, 222
Bogardus, William, 5
Bolton's "Bleach," 126
Bond's Company, Capt., 365
Bonnefoy's Neck, 131, 136
Bonner's Map of Boston, 394, 405, 419
Booth, Edwin, 377, 421
 John Wilkes, 421
Boston, Evacuation of, 401
 Fires in, 407
Boston *Evening Post*, 334
Boston *Gazette and County Journal*, 374
Boston—Hotels:
 Grand Union, 406
 Adams House, 416
 La Fayette, 419
 Marlboro, 419
 Old Province, 419
 Pantheon, 419
 Suffolk, 419
 Everett, 419
 Boston Tavern, 419
 Savoy, 419
 Clark's, 419
 Cecil, 419
 Reynolds, 419
 Young's, 419
Boston Massacre, 411
Boston Neck, 290, 400
Boston News-Letter, 410
Boston & Albany R. R., 290
Boston & Maine R. R., 365
Boston & Providence R. R., 396
Boston & Worcester R. R., 333, 392
Boston, Siege of, 375, 380
Boston Stage-house, 60
Boston Stone, the, 296
Boston, Mass., 392
 Old State House, 393
Boston—Theatres:
 The Hub, 406
 Boyleston Hall, 409
 Vaudeville Hall, 409
 Ordway Hall, 410
 Keith's, 418
 Lion, 419
 Melodeon, 419
 Gaiety, 421
 Bijou, 421
 Boston, 421
 Grand Opera House, 421
 Comique, 422
 Selwyn's, 422
 Park, 422
Boston Watch Co., 370
Bowdoin Governor, 298, 323, 338
Bowery, the, 94
Bowery Boy, the, 86
Bowery Mission, 83, 88
Bowery Village, 73, 95
Bowles, Samuel, 302
Bowman, Brooks, 424
Boyleston Market, 409
Boynton, John, 343
Bradford, William, 17, 75
Bradhurst Hill, 114

Bradley & Hubbard Company, 232
Bradley Company, Milton, 302
Bradley, William, 225
Brancker, 277
Branford, 216, 234
Brattle, Family, the, 380
House, 380
William, 381
Breakneck Hill, 114
Breck, Samuel, 34, 38
Brevoort, Elias, 104
Hendrick, 104
Brewerton, George, 76
Brick-making, 56
Bridewell Prison, 62
Bridgeport, 197
Bridges:
West Bridge, Milford, 213
Lewis's, New Haven, 223
Long, New Haven, 234
Allyn's, New Haven, 237
Mill, Watertown, 374
Brigham, John, 345, 353
Brighton, Mass., 376, 386
Brimfield, 310
British Coffee House, 420
Brocklebank, Captain, 363
Brookfield, 291, 310
Brookline, Mass., 376, 390
Brooklyn Bridge, 54, 90
Brooklyn, Mass., 389
Brooks, Rev. Phillips, 377
Brown, Henry K., 105
John, 302
Luke, 335
Browne, Hackeliah, 146
Richard, 374
Brown's Bell, 357
Brown's Stages, 423
Bryan, Clark W., 302
Ensign, 208
Buchanan, Thomas, 110
Budd, John, 146
Bulfinch, Charles, 377
Bull's Head Village, 106
Bunker Hill, Battle of, 324
Monument at, 335
Bunner, H. C., 96
Burger, John, 55
Burgoyne, General, 308, 346, 371
Burnaby, Mr., 62
Burnet, Bishop, 218
Burr, Aaron, 27, 194, 214
John, 290
Burritt, Elihu, 342
Burt, Jonathan, 293
Bushnell, Horace, 271
Bussing Avenue, 120
Bute, Lord, 408
Byram River, 156

Cable, John, 290
Cakebread, Thomas, 365
Caledonian Club, 109
Cambridge, Mass., 378
Campbell, Duncan, 7
Major, 213
Postmaster, 410
Caner, Rev. Henry, 172
Carey, William, 326
Carleton, Sir Guy, 319
Carnegie, Andrew, 303
Carrington, Gen. Henry B., 228
John, 253
Carter and Hendee's Bookstore, 412
Catimuts Garden, 58
Cato, Sachem, 361
Cedar Meeting House, 411
Central Hotel, the, 335
Central Park, 110
Chandler, Judge, 334
William, 214
Chanfrau, Frank, 87
Chapin, Deacon Samuel, 292
Chapman, Simon, 278
Charles I., 216
Charles II., 216, 267
Charles River, 300, 407
Charlestown, Mass., 377, 394
Charter Oak, the, 267
Chatham Hills, 240
Chatham, Garden, 65
Museum, 65
Chauncey, 354
Chauncey, Rev. Charles, 198
Commodore, 108
Cherry Valley, 329
Chester, Col. John, 255
Child, Lydia M., 365
Choate, Rufus, 377
Christ Church, Cambridge, 381
Church, Dr. Benjamin, 289, 381
Churches:
Middle Reformed, 28
Brick, 47
Reformed, 59
Free Presbyterian, 65
St. Mark's, 95
St. Anne's, 102

Churches—*Continued*
Grace, 104
Center, New Haven, 217
Trinity, New Haven, 220
United, New Haven, 220
Circus in New York, 65
City, Hall, New York, 44, 55, 62
College, 115
History Club, 113
Prison, 62
Civic and Military Hotel, 85
Clark, Alvan, 377
Jonas G., 343
Moses, 225
Clark University, 343
Clay, Henry, 386
Clinton, Gov. De Witt., 285
Clinton Hall, 104
Cobbett, William, 134
Cochituate, Mass., 365
Coffin, Charles C., 391
Coginchaug, 236
Cole, Abiel, 238
Cole, Samuel, 417
Coleborn's Field, 408
Coles, John B., 116, 145
Coles Road, 39, 125, 129
Collect Pond, 43, 62, 65
College of City of New York, 115
Collins, Edward K., 139
Colman, Samuel, 391
Colonnade Row, 101
Colton, Capt. James, 299
Commons, the, 44, 55
Concord Coach, the, 37, 40, 89
Concord Coaches, 237
Conestoga Wagon, 25
Connecticut Literary Academy, 285
Connecticut Colony, 216
Connecticut Courant, 268
Connecticut Historical Society, 272
Connecticut Theological Institute, 269
Connecticut Reform School, 232
Connecticut State Normal School, 222
Connecticut River Steamboat Company, 242
Conway, Moncure D., 135
Cooke, Rose Terry, 270, 302
Cooper Institute, 98
Cooper, Lieutenant, 294, 314
Peter, 98, 110
Cornbury, Lord, 9
Cornucopia, the, 65
Cort, Richard, 161
Cos Cob, Conn., 160
Cotton, Rev. John, 251, 389
County Court House, 62
Cowperthwait & Sons, 66
Coxe, Bishop Arthur C., 271
Coy's Hill, 321
Cozzen's Hall, 53
Crafts, Colonel Ebenezer, 327
Craigie, Andrew, 381
Craigie House, the, 335, 381
Crawford, Mary C., 387
Crease, Dr. Thomas, 412
Creen, Peter, 72
Criminal Courts Building, 62
Croakers, the, 46, 67
Crom Messie, 106
Cromwell, 248
Crosby, John, 418
Cruger Mansion, 106
Cunningham, Marshall, 56
Cupples & Hurd, 413
Curtis, Benjamin R., 376
Ephraim, 315
John, 336
Cushman, Charlotte, 377
Cutler, Dr., 397
Cutting, Uriah, 394

Daggett, Jesse, 403
Dr. Naphthali, 214, 219
Daily Advertiser, the, 417
Daily Advertiser, N. Y., 423
Daily Times, the, 417
Damen, Jan, 70
Dana, Charles A., 51
Richard H., 387
"Danbury Post-coaches," 111
Danforth, Capt. Thomas, 254
Darien, Conn., 174
Daughters of the American Revolution, 210
Davenport, Rev. John, 215, 224
Lieutenant, 187
David, James, 217
Davis, Jacob, 327
Richard H., 67
Day, Benjamin H., 51
Major Benjamin, 288
Luke, 289, 298
Daye Press, the, 382
Daye, Stephen, 382
Deane, Barnabas, 257
Silas, 255
Dearborn, General Henry, 399

Decatur, Admiral, 244
Declaration of Independence, the, 415
Dedham, Mass., 372, 396
Defense, the, 241
De Groot, Captain Albert, 71
Delacroix, 84, 101
De Lancey, Mrs. James, 139
  Captain John, 141
  Mills, 126
  Susan, 142
De Lancey Farm, 69, 82
Dennison, Aaron L., 370
Denton, Rev. Richard, 251
Derby Road, the, 213
Devens, Charles, 322
Devil and Tom Walker, The, 389
De Voor, David, 108
Devotion House, the, 393
De Witt, Jan, 58
  Simeon, 93
De Witt Clinton School, 56
Dickens, Charles, 301, 413
Dickinson, Levi, 254
Disbrow, Mercy, 190
Disbrow House, 140, 184
Dixwell, Colonel, 217
Documents of Colonial History, 262
Dodge, Col. Theodore A., 391
Donaldson, Fort, 221
Dongan, Governor, 5, 44, 147
  Thomas, 211
Dorchester, Anthony, 293
  Mass., 398
Dowie, Thomas, 409
Downes Pasture, 64
Downing, Louis, 40
Doyers, Mr., 69
Drake, Joseph R., 46, 67
Dred Scott Decision, 376
Dry Dock Bank, 85
Du Chaillu, Paul, 96
Dudley, Deputy-Governor, 372, 393
Dumpling Pond, Legend of, 163
Dunlap, William, 45, 66, 74
Durham, 234
Dutch Fleet off New York, 5
Dutton, E. P., & Company, 413
Dwight, Dr., 121, 135, 205
  Sarah, 302
  Theodore, 270, 271
  Dr. Timothy, 219, 252, 261, 300
Dyckman, Jacob, 113

Earle, Alice Morse, 343
  Pliny, 329
East Brookfield, 312
Eastchester, election at, 121
  School in, 120
East Haven, 221
Eaton, Samuel, 215
  Theophilus, 215, 224
Eldredge, Mrs., 387
Eliot, Charles N., 378
  John, 302, 313, 330, 373, 385, 403
Eliot Square, 396
Eliot's Bible, 381
Elliot, Hon. Andrew, 102
Ellsworth, Oliver, 279
Emmet, Thomas A., 95, 110
Endicott, Governor, 15
Enfield, 296, 349
  Falls, 280
Enterprise, the, 242
Essex County, 317
  Market, 97
Estes, Dana, 391
Estes and Lauriat, 414
Eustice, John, 203
Evangeline, 387
Evening Transcript, the, 417
Everett, Edward, 371

Fairbanks, Richard, 6
Fairchild, Mr., 203
Fairfield, Conn., 184, 188, 196
Fanueil, Andrew, 132
  Benjamin, 132, 387
  Peter, 132
Faneuil Hall, 133, 411
Farmington, Conn., 259
Farragut School, 395
Farrar, Hannah, 348
  John, 348
Fay Homestead, the, 123
  Family, the, 123, 356
Fechter, Charles, 422
Federal Hall, 113
Fenno, Mary, 245
Fenwick, Robert, 292
Fern, Fanny, 377, 387
Field, Cyrus W., 90
  Dr. Francis F., 370
Fields, James T., 412
First Falls, 229
Fisher's Lane, 129
Fiske, Prof. John, 245
Fitch, John, 278
Flagg, John, 323

Fletcher, Governor, 148
Flint, Dr. Austin, 327, 346
Floyd, Elizabeth, 142
Foote, General Andrew H., 221
Forster, Edwin, 65, 103
William, 122
Fort Clinton, 113
Hope, 264
Independence, 118
Foster Hill, 314
Fowle, Jonathan, 339
Fowler, Jude Jonathan, 164
William, 208
Fowler's Bridge, 209
Fox, George L., 83
Franklin, Benjamin, 17, 50, 57, 411, 417
Franklin, Gov. William, 243
Postmaster James, 340, 393, 423
Franklin Museum, 65
Free-Soil Convention, 343
French, Major Christopher, 257
French Neutrals, the, 336
Freneau, Philip, 257
Fugitive Slave Law, 337, 352
Fuller, Margaret, 377, 382
Fulton, the, 242
Furnace Hill, 311

Gage, General, 367
Gale, Henry, 322
Gallows, the, 55, 58
Hill, 58
Gallup, John, 373
Gardner, Mrs. Jack, 391
Colonel Thomas, 387
Garfield's Company, Captain, 366, 369
Garth, General, 213
Gates, General Horatio, 106
Gaylord, Samuel, 245
George III., statue of, 105
Gerry, Elbridge, 382
Gilbert, Dr. Rufus, H., 90
Gilbert, Miss, 292
Gilbert's Fort, 317, 322
Gill, Quaker Roger, 171
Globe, the Boston, 416
Glover, Colonel, at Pell's Point, 125
General John, 367, 381
Goffe, regicide, 211, 216, 230, 293
Goodenow, Mary, 352
Samuel, 353
Goodrich, Samuel G., 270
Gorham Tide Mill, 174
Gough, John B., 99, 342, 352
Governor's Garden, the, 44
Gracie, estate of Oliver, 108
Graham, Dr. Sylvester, 284
Gramercy Park, 106
Granger, Francis, 284
Gideon, 284
Grant, Matthew, 277
General U. S., 221, 278, 392
Graves, Major Aaron, 307
Gray, Asa, 377
Great Meadow, 251
Greaton, General John, 399
Greeley, Horace, 50, 67
Green, Bartholomew, 409
John, 184
Josiah, 325
Thomas, 268
Green Store Battery, 405
Greenwich, Lane, 101
Village, 101, 157
Greville, Lord Charles, 268
Grimes, Richard, 352
Griswold, Ashbel, 254
Guilford, 216
Gun Hill Road, 119
Gutenberg, statue of, 57

Hadley, 217
Hale, Nathan, 219, 273
Tablet to, 107, 176
Hall, Amos, 227
Captain Basil, 37
Dr. Lyman, 228
G. Stanley, 343
Hall of Records, 56
Hallam and Henry, 420
Hallam & Hodgkinson, 45
Halleck, Fitzgreen, on Park Theatre, 46; on Cozzen's Hotel, 53; *Fanny* by, 60, 67
Hamblin, Thomas, actor, 79
Hamilton, Andrew, 6
John, 8
Hamilton, Square, 108
Hamlin, Jabez, 246
Hampden County, 281, 303
Hall, 45
Hampshire County, 314
Hancock, John, 268, 375, 402
Governor John, 299, 323, 416
Mme. Lydia, 194
Hancock Square, 114
Hand, John, 198

Handel and Haydn Society, 409
Hanging Hills, the, 232
Harbor Brook, the, 230
Harland, Marian, 302
Harlem, Bridge, 115, 116, 145
Commons, 109
Creek, 116
Lane, 114
Road, 113, 116
Tillage of, 13, 43, 59, 93, 116
Harmensen, Stoeffel, 72
Harper, Joseph, 420
Mayor, 106
Harper's Ferry, 357
Harris, Dr., of Columbia, 95
Harrison, Wm. Henry, 285
Harrison's Purchase, 148
Harryson, John, 253
Hart, Emma, 261
Hartford, Capital at, 218, 265
Hartford *Courant*, 268
Hartford General Court, 236, 240
Harvard, John, 378
Harvard Medical School, 395
Harvard University, 378
Haslet, Colonel, Attack by, 141
Hastings House, Jonathan, 381
Haswell, Charles, 86
Hatch, Israel, 418
Windsor, 325
Haviland, Dame, 150
Dr. Ebenezer, 150
Hawthorne, Nathaniel, 411
Hayden's, 280
Haynes House, 364
Hayward, John, 6
Hearst, William R., 417
Heath, William, 399
Heathcote, Col. Caleb, at Scarsdale 139; at Rye, 163
Heathcote Hill, 141
Heere Straat, or Broadway, 43
Heerewagh, 43, 49
Heermans, Augustine, 71
Henry, Fort, 221
Hens, Abraham, 369
Henshaw, David, 327
Hero, Dog, 327
Hessians, the, 221
Heth, Joyce, a Freak, 75
Hewes House, the, 410
Hewitt, Abram S., 99
Rev. Nathaniel, 196
Hewitt Memorial Annex, 98
Heywood, Landlord, 335
Higginson, Major Henry, 392
Thomas W., 382
Highland Military Institute, 333
High Road to Boston, 44, 69, 76
Hillhouse, James, Capt., 213
Hitchcock, Daniel, 318
Nathaniel, 306
Hoar, George F., 342, 352
Hobbs Tannery, the, 369
"Hog Rock," 208
Hoit, John, Constable, 128
Holland, Josiah G., 302
Holmes, Dr. Oliver W., 347, 377, 381, 398
William, 264, 274
Holt, John, 19
Holy Cross, College of the, 344
Holy Cross Cathedral, 404
Holy Name Cemetery, 125
Holyoke, Elizur, 292
Hooker, Mr., 378
Thomas, Dr., 264, 270
Hoorawannonit, Sachem, 330
Hopkins, Lemuel, 270
Hopkins Grammar School, 222
Hopper, Andrew, 44
Horse Market, the, 107
Horseneck, Conn., 161, 164
Horton, Joseph, of Rye, 148
Hosmer, Harriet G., 375
"Hospitality Hall," 257
Houghton, Mifflin Co., 414
Houghton, Osgood & Co., 414
Housatonic River, 203, 207
House of Refuge, the, 106
House of the Good Shepherd, 395
Houston, Sam, 239
How, Sergeant John, 368
Howard, Edward, 370
Howe, Adam, 359
David, 399
Elias, 201, 324
Ezekiel, 359, 364
Admiral Lord, 243
Lyman, 360
Mayor Philip, 78, 95
Sir William, 110, 136, 243
Tyler, 324
William, 324
Howells, William D., 96
Hubbard, Tuthill, 423
Huguenots in Pelham, the, 130
Humphreys, David, Poetry of, 194
Humphreys, Col. David, 222, 270
Hunt, Hannah, 345

Hunter, Col. William, 17
Huntingdon Memorial Hospital, 395
Hurd, Andrew, 205
  Ebenezer, 20, 205
Hutchinson, Capt. Edward, 314, 356
  William, 412
Hutchinson River, 125
Hutin, Madame, Ballet Dancer, 79
Hyatt, Caleb, 77

Indian Orchard, 304
Indian Trail to Kingsbridge, 93
Indian Tribes:
  Mohawks, 213, 311
  Pequots, 215, 265, 311
  Mattabesett, 225, 236
  Mohegans, 249, 313
  Narragansetts, 265, 313
  Agawams, 294
  Nipmucks, 294, 311
  Wampanoags, 312
  Albany, 331
  Stockbridge, 375
Indian War with Kieft, 116, 157
Ingersoll, Jared, 219, 255
Ipswich, 314
Irving, Washington, 66, 108, 389
Island Number 10, 221

Jackson, Major, 367
Janeway Farm, the, 58, 60
Jansen's Tavern, 73
Jarvis, Innkeeper, 402
Jay, Augustus, 145
  John, 144
Jay Mansion, the, 144
Jefferson, Thos., 285
Jenks, Isaac, 323
Jerome Park Reservoir, 118
Jesup-Sherwood Library, 186
Jobson, John, 361
John, Rev. John, 188
John Fitch, Steamboat, 61
Johnson, Isaac, 345
  Mary, 253
  Dr. Samuel, 204, 209, 251
  Sir William, 268, 284
Jones, Lieut. Elisha, 367
  John Paul, 256, 268
  Noah, 335
Jones's Company, Capt., 366
Jones's Farm, John, 110
Jones's Wood, 109
Jordan, Elizabeth, 67
Journal, Boston, 417

Keane, Robert, 413
Kearsarge-Alabama Fight, 399
Keith, B. F., 391
Kendall Green, 369
Kensington, 259
Kent Chapter, D. A. R., 285
Kent Memorial Library, 285
Kieft, Governor, 92, 158
Kiersted, Hans, 71
King, John, 307
  Thomas, 308
King Philip's War, 5, 171, 217, 252, 276, 282, 288, 294, 331, 356, 362, 374
Kingsbridge Road, 92
Kingsfield, 307
King's Highway, 16
Kingston, John, 64
Kingstown, 307
Kip's Bay, Brewery, 107
  Farm, 107
  Village, 107
Kissing Bridge, 62, 108
Knapp, Goody, 190
  Josiah, 407
Kneeland, Rev. Mr., 204
Knickerbocker Press, the, 129
Knight, Mme., Sarah, journal of, 10, 74, 129
Knox, General Henry, 258, 400
Kossuth, Louis, 301, 402

Laborie, Dr. James, 188
Lafayette, 168, 268, 392
Lake Quinsigamond, 330, 333, 344
Lamb, Joshua, Company, 307
Lamb, Colonel Joshua, 325
Lancaster, 331
  Road, 35
Larchmont, New York, 140
  Yacht Club, 140
Lathrop, Mayor, 164
  Rev. Dr., 289
Law, Governor, 211
Leamington, Mr., 180
Lear, Mr., 367
Lebeau, Jean, 337
Lechmere family, the, 380
Lee, Arthur, 256
  General Charles, 257, 289
  Jesse, 210
  Mrs. Thomas, 391
Lee & Shepard, 414
Leicester, 322, 343
  Academy, 327

Leisler, Jacob, 49, 50, 74, 130, 137
Lemon, E. R., 360
Levan Club, the, 334
Leverett, Governor, 5, 389, 413
Lexington, Battle of, 220, 243, 379, 383
Lexington, Mass., 379
Liberty, Hall, 408
  Tree, 408
Lincoln, Abraham, 97
  Earl of, 345
  General Benjamin, 298, 338
  Levi, 332
  Mrs. Alvira, 261
  President, 421
Lincoln House, 335
Lingard, James W., 83
Littell, Eliakim, 391
Littell's Living Age, 391
Little, Brown & Co., 414
Lockwood, Brooks & Co., 414
Lockwood's Bridge, 129
Loco-focos, 53, 85
Longfellow, Henry W., 296, 358, 377
Longworth, David, 66
Loockermans, Govert, 49
Lopez, Aaron, 327
Lorillard, George, 60
  Peter, 60
Lothrop & Co., D., 414
"Lottery" bridge, 200
Loudon, Lord, 336
Louisburg, capture of, 336
Louisville *Journal*, 271
Lovelace, Governor, 1, 13, 43, 73, 92, 138
Lovering, A. W. & Co., 414
Low (Governor) House, 211
Lowell, James Russell, 381
  Percival, 391
  Post Charles Russell, 406
Lowell Institute, the, 410
Lower Road to Boston, 30
Ludlow, 304
Ludlow, Roger, Governor, 177, 189, 276
Lyman, Maj.-Gen. Phineas, 238, 283

McDonough, the, 243
McGowan's Pass, 112
McKinley, William, 303
McKinley Square, 126
McKim, Mead & White, 57
McTeague's Corners, 119
Macdonough, Thomas, 243
Macdonough Hotel Company, 246
Macready, Actor, 103
Madison Square Garden, 110
Mamaroneck, New York, 138, 142
Manacope, Sachem, 240
Manhattan Bridge, 82
  Railway Co., 90
Manhattanville, New York, 89, 94
Mann, Basil, 351
  Horace, 344
Mansfield, General Joseph, 245
Manussing Island, 146
Marcy, William L., 328
Maretzek, Max, 104
Marietta, 319
Mark's Hill, 321
Mark Twain, 271
Marlborough, 315, 353, 355
  Chapel, 410
Marshall, Eliakim, 278
Martha's Vineyard, Mass., 372
Mason, Captain Hugh, 374
  Captain John, 186, 277, 363
Massachusetts Bay Colony, 218, 378
Massachusetts *Spy*, the, 339
Massasoit House, 301
  Sachem, 312
Mather, Rev. Moses, 175
Matianuck, 275
Mattabesett Indians, 236
Matthews, Brander, 96
  Mrs. John, 295
Maumaguin, Sachem, 215, 225
May, Rev. Samuel, 329
Mead Family, of Greenwich, 162
Meeting-house, Bridge, 209
  Hill, 236, 399
Meigs, Jonathan, 244
Memorial Bridge, Milford, 208
Menken, Ada Isaacs, 66
Menzies, Judge John, 326
Mercantile Library, 104
Merchant's Exchange, 28
Meriden, 230
Meriden Britannia Co., 232
Meritorious Price of Man's Redemption, 293
Merriam, G. and C., 302, 321
Merriman Nathaniel, 227
Merritt, Thomas, 146
  William, 64
"Merry Mount," 369
Mews, the, 46
Mianus River, 157

Middle Road to Boston, the, 30, 38, 109, 112
Middlesex County, Conn., 234
Middlesex County, Mass., 355
Middlesex Gazette, the 242
Middletown 234
Milborne, Jacob, 49
Mile Stones, Act on, 14, 18, 86
  Four Mile Stone, 111
  Five Mile Stone, 111
  Nine Mile Stone, 114
  Twenty Mile Stone, 124
  Seventy Mile Stone, 198
Milford, Town of, 207
  Central School, 211
  First Congregational Church, 208
  Library of, 212
  Settlement of, 208
Miller, Thomas, 294
Minor, Henry C., 85
Minthorne, Farm, 64
  Mansion, 85
  Tomb, 95
Minto, Estate of Andrew Eliot, 102
Molineux, William, 359
Monck, George, 417
Mononotto, Sachem, 252
Monroe, James, 299
Montague Creek, 116
Montague, Dr., landing of 116
Montowese, 234
Morgan, Daniel, 244
  J. Pierpont, 99, 272, 292
  Miles, 292
Morris, Andrew, 85
  Gouverneur, 93
  Lewis, 115, 121
Morris Bros. Minstrels, 410
Morris High School, 126
Motley, John, 376
Mount Auburn Cemetery, 376
Mount, Carmel, 226
  Lamentation, 232
  Morris Park, 113
  Pleasant, 84
  St. Vincent, 113
Mower, Captain Ephraim, 334
Moxon, Rev. George, 291
Muddy River, 387
Muirson, Rev. Mr., 204
Municipal Building in New York, 57
Munro's Neck, 139
Munson, Captain John, 254
Murray, Daniel, 319
  Lindley, 110
  Robert, 110
Musketaquid, 361
Myer's Corner, 113
Mystic, Conn., 371

Narragansett Bay, 333
National Guard, 126
National Pike, 42
National Road, 36
Nattawznut, Sachem, 274
Naugatuck R. R., 201
Neal, Daniel, 414
Neale, Thomas, 6
Nelson, Rev. John, 329
Neutral Ground, the, 164
New Britain, 259
New England Confederacy, 216
New England News Co., 414
New Haven, Colony of, 216, 237
  County of, 207
  Water Company, 208
New Haven & Milford Turnpike Company, 212
New Marlborough, 307
New Rochelle, N. Y., 131, 136
New Worcester, 329
New York State Arsenal, 56
New York & Harlem R. R., 89
New York Bridge Co., 54
New York Central R. R., 89
New York, New Haven & Hartford R. R., 136, 173, 201
Newfield, 199, 240
Newhall, Lieut. Thomas, 326
Newspaper Row, 50
Newspapers:
  Bridgeport,
    American Telegraph, 201
    Advertiser, 201
    Connecticut Courier, 201
    Connecticut Patriot, 201
    Herald, 201
    Journal of Commerce, 201
    Republican Farmer, 201
    Spirit of the Times, 201
  New York,
    Advertiser and News, 47
    Courier, 153
    Day-Book, 50
    Enquirer, 50
    Evening Post, 67
    Globe, 47
    Herald, 50
    Jewish Morning Journal, 83

Newspapers—*Continued*
Mail & Express, 47
Morning Journal, 51
Press, 48
Recorder, 47
Staats-Zeitung, 56
Sun, 49
Times, 48
Tribune, 50
World, 47, 50, 54
Norwalk *Gazette*, 181
Saugatuck *Journal*, 186
Stamford *Advocate*, 173
Newton, Sir Isaac, 218
Thomas, 184
Newton, Mass, 375, 385
Newtown, Mass., 377
Nicolls, Governor, 92, 142
Nichols, Philip, 197
Theophilus, 199
Nixon, General John H., 364
Nonantum, 385
Norawake, Indian name for Norwalk, 177
Normal College, the city, 108
Noroton, Conn., 174
North, Branford, 234
Haven, 224
Wilbraham, 305
Northborough, 353
Northford, 234
Norton, Isaac, 33
Jedidiah, 261
Norwalk, Conn., 176
Bridge, 178
School in, 178

Observatory Place, 109
Occidental Hotel, 85
Odell, estate of, 108
Jacob, 110
Stephen, 127
Old, Bay Path, 290
Brazil, 351
Brick Church, 402
Colony Road, 231
Connecticut Path, 290
Corner Book Store, 412
Newspaper Row, 46
South Church, 411
New, 412
State House, the, 413
Wreck Brook, 62
Oldboy, Felix, 74
Oldham John, 186, 249, 265, 290, 369, 373
Oliver, Andrew, 408
Family, the, 380
Oliver Ellsworth, the, 243
Olmsted, Frederick Law, 271, 391
Oneida Community, 229
Orange, Township of, 213
Oraskaso, Sachem, 325
Order of the Cincinnati, the, 51
Oread Polytechnic Institute, 344
Orienta Point, 141
Orphan's Court, the, 72
Otis, James, 415
Harrison Gray, 420
Ottendorfer, Oswald, 57
Ould Kill, 43, 61

Packachaug, 330, 344
Paine, Tom, 133
Palisades, the, 59
Palisado Green, 275
Palmer, 306, 338
Old Centre, 308
Palmes, Edward, 5
Paris, Samuel, 365
Park Row, 44, 54, 89
Parks:
Benton, 296
Bushnell, Hartford, 273
Charter Oak, Hartford, 273
Colt, Hartford, 273
Columbus, 344
Elizabeth, Hartford, 273
Elm, 344
Fenway, 395
Forest Hill, 303
Goodwin, Hartford, 273
Hanover, Meriden, 230
Institute, 333
Keney, Hartford, 273
Lake, 344
Riverside, Hartford, 273
Wilcox, Milford, 212
Parmenter House, 359
Parsons, Eli, 298
Hugh, 293
Maj.-Gen. S. H., 244
Zenos, 299
Parton, James, 387
Partridge, Captain, 246
Pastor, Tony, 85
Patch, Nathan, 336
Patrick, Captain Daniel, 157, 159, 177, 187, 373

Pattison, William, 260
Paulding, James K., 66
Payne, John H., 66
Peabody, Oliver, 403
Peale's Museum, 45
Pease, Capt. Levi, 24, 33, 301, 348, 418
Pease and Sikes stages, 327
Peat, Swany, 183
Peck, Rev. Jeremiah, 163
Peet, Deacon, 20
Pelham, N. Y., 125, 129
Pell's Point, Battle of, 125, 129
Pembroke Park, 198
People's Palace, 404
Pepperell, William, 399
Pequasset, 372
Pequonnock River, 196
Pequot Path, 16
  War, the, 186, 235, 265, 275, 367, 373
Percival, James G., 261
Percy, Earl, 379, 393
Perro, Richard, 101
Peter Cooper Building, 110
Peters, Rev. Samuel, 216
Petersfield Estate, 94
Petersham, 299
Phelps, Mrs. Alvira, 261
  Professor, 322
Philadelphia, Frigate, 244
Philipses, 115
Phillips, Rev. George, 372
Picket Editor, 181
Pierce, Franklin, 109
Pierpont, Rev. John, 225
  Village, 396
Pierrott, Peter, Jr., 207
Pietersen, Abraham, 62
Pigott, Rev. Dr., 204
Pillory, the, 56
Pinemeadow, 280
Pistepaug Lake, 235
Pitt, William, 44, 105
Plassman, E., 50
Plymouth, Colony, 218
  Congregational Society, 209
  Meadow, 274
  Path, 15, 291
Poelnitz, Baron, 102
Pond, Captain, 177
Poole and Donnelly, 82
Pope, Engineer, 54
Port Chester, N. Y., 151
Porter, Eliphalet, 403
Portland, 241
Post, the Boston, 417
Post-riders, 2, 19, 27, 34
Post Road, to Harlem, 43
  To Portland, 28
  to Savannah, 28
Post wages, 6, 9
Potter Building, 48
Potter-hill, 56
Potter's field, 106
Powell, Benjamin, 60
Prentice, George D., 271, 363
Prescott, Colonel 391
Prevost, Bishop Samuel, 109
Price, Zadock, 418
Prime, Nathaniel, 108
Printing, The History of, 340
Printing House Square, 49
Pritchard, Thomas, 149
Province House, the, 410
Provincial Assembly of New York, 13, 115, 157
Provincial Congress, 375, 382
Provost Prison, 56
Pruden, Mr., 215, 251
Publick Occurrences, 409
Pulitzer, Albert, 51
  Joseph, 54, 67
Pulitzer Building, 54
Putnam, Gen. Israel, 165, 318
  Rufus, 318, 400
Pynchon, Major, 281
  John, 293
  William, 290, 293, 398

Quaboag Fort, 291
  Seminary, 311
Quackenbush, James, 110
Quakers, the, 143, 171
Quarry Hill Farm, 107
Queen Anne statute on post, 8
Queen Anne's War, 317
Quincy, Dorothy, 194
  Josiah, 24
Quinnipiac Colony, 216
Quinrobin, 371

Radcliffe College, 379
Ramapague Historical Society, 288
Randall, Robert R., 102
Randel, John, 94
Randolph, Edmund, 5
Rattlesnake Hill, 120, 127
Read, Jacob, 64

Record, the Boston, 417
Records of New England towns, 170
Redfield, William C., 248
Reed, Nathan, 311
Regicides, the, 211, 216, 231, 293
Reid, General, 248
  Robert, 302
Reminiscences of an Octogenarian, 86
Republican, Springfield, 302
Revere, Paul, 268, 368
Rhinelander, William, estate of, 108
Rice, Edward E., 387
  James, 332
  Captain Moses, 334
Richardson, C. D., 320
  Edward, 375
  Henry H., 391
Richbell, Mistress Ann, 141
  John Thomas, 137, 141
Riedesel, General, 289, 308, 380
Rippowams, 251
Rivers:
  West, 213
  Saugatuck, 215
  Quinnipiac, 215, 223, 234
  Mill, 223
  Muddy, 226, 234
  Farm, 235
  Versch or Fresh, 240
  Mattabesett, 259
  Tunxis, 274
  Stony, 280
  Agawam, 287, 291
  Woronoco, 291
  Connecticut, 300
  Charles, 300, 370
  Chicopee, 304
  Three Rivers, 306
  Quaboag, 310
  Seven Mile, 323
  Nipmuck, 330
  Blackstone, 330
  Assabet, 353
  Sudbury, 361
Riverside Press, the, 382
Rivulet Ferry, 277
Robbins, Royal E., 370
Rochambeau, Count de, 258, 269
Roche, James J., 391
Rochefoucauld, Duc de la, 357
Rockingham House, 297
Rocksbury, 290
Rocky Hill, 248
Roebling, John A., 54
Rogers Brothers, 232
Roodenberg, 215
Rose Hill Farms, 106
Roxbury, Mass., 370, 394
  Burial Ground, 402
  Free Latin School, 396
Ruggl s, Samuel B., 106
Ruggles Family, the, 380
Russell, Hon. John E., 329
  Thomas, 381
  Wm. E., 384
Rutgers, Anthony, 64
  Captain Harman, 68
  Hermanus, 69
  Jacobus, 69
  Jan, 6[illegible]
Rutgers Farms, the, 68, 70, 85
Rutherford, John, 93
Rye, N. Y., 144, 225
  Schoolhouse in, 149

Saddler, John, 253
Sag Harbor, 244
Sailors' Snug Harbor, 102
Salisbury Mansion, 334
Salmagundi Papers, 66
Saltonstall, Sir Richard, 372
  Sir William, 250
Saltonstall's Plantation, 372
Salvation Army, the, 84
Samler Farm, 110
San Antonio, Texas, 239
Sandhill Road, 101
Sargent, Epes, 399
Sassacus, Sachem, 252
Saugatuck River, the, 183
Saw Kill, the, 108
Say and Sele, Lord, 262
Saybrook, 215
Schley, Admiral W. S., 391
Schout's bouwerie, 94
Scribner, John, 185
Scudder's Museum, 46, 65
Seabury, Rev. Samuel, 164, 269
Sears, Captain Isaac, 164
Sears Building, the, 413
Seaside Park, 202
Second Avenue Elevated Railroad, 90
Selleck, Major, 171
Sergeant, Digory, 331
  Peter, 410
Sewall, Judge Samuel, 345, 389

Sewall Family, the, 380
Sewall's, Hill, 345
  Pond, 345
Seward, David, 236
Shadrach slave, 387
Shaler, Miss, 243
Sharp, Lieutenant, 363, 391
"Shaving Corner," 409
Shays Rebellion, the, 289, 297, 311, 322, 337
Shearer's Corners, 307
Shepard, Rev. Mr., 377
Shepherd, General, 298
Sherman, Frank D., 341
  Rev. John, 251
  Senator John, 251
  Roger, 221
  General Wm. T., 251
Sherwood, Judge, 186
  Thomas, 198
Shiloh, Battle of, 221
Shirley, Governor, 412
Shook, Sheridan, 100
Shook & Palmer, 100
Shrewsbury, 338, 345
Shrimpton, Henry, 412
Sigourney, Mrs., 270
Sikes, Reuben, 336, 350
Silliman, Benjamin, 222, 301
  General, 188
Silliman Chimney, 258
Simsbury, 255
Sisters of Charity, 113
Siwanoy Indians, 156
Skene, Philip, 257
Sloughter, Governor, 95
Smith, Dr. Elihu, 270
  Henry, 290
  Rev. Henry, 251
  Joel, 368
  Captain John, 385
  Major, 120
  Richard, Jr., 253
Smuggling, 137, 145
Snake Hill, 113
Soldiers' Field, 392
Sons of Liberty, the, 45, 51, 408
South Norwalk, 179
South Sudbury, 358
Southfield, 281
Southold, 216
Southport, Conn., 186
Sowheag, Sachem, 240, 250
Sparks, Jared, 377, 381
Spencer, 322
Sperry, Jacob, 101
Split Rock Road, 129
Spottswood, Colonel, 17
Springfield, 287, 292
Spring Garden Gate, 59
Spring Grove Cemetery, 174
Springfield Fire Insurance Co., 304
Spuyten Duyvil Creek, 115
St. Gaudens, statue by, 292
St. George's Church, Milford, 209
St. John, Peter, 175
St. John's Protestant Episcopal Cathedral, 247
St. Paul Building, 45
St. Peter's Church, Milford, 210
St. Vincent de Paul, 113
Staats Zeitung Building, 57
Stage Register, the, 424
Stamford, Conn., 169, 216, 251
  School in, 170
Stamp Act, the 219
Standish, Miles, 302
"Stanford" Road, 145
Stedman, Edmund C., 96, 271
Stephenson, John, 110
Stetson, John, 422
Stewart, A. T., 95, 102
Stille, Cornelius J., 6, 70
Stocks, the, 56
Stoddard, Richard Henry, 96
Stone, Rev. Samuel, 264
  William L., editor, 67, 270
Story, Thomas, 171
Stow, Freelove, 210
  Captain Stephen, 211
Stow House, Stephen, 210
Stowe, Mrs. Harriet B., 270
Stratfield, Conn., 199
Stratford, Conn., 197, 203, 251
Strickland's Plain, 157
Stuart, Gilbert, 399
Stuyvesant, John R., 138
  Nicholas W., 94
  Governor Peter, 95, 263
Stuyvesant Village, 73
Subway, the New York, 90
Suckeag, 264
Sudbury, 353
Suffield, 280
Sumner, Charles, 377
  General W. H., 399
Sun Building, the, 49
Swanzey, 294
Swathel Inn, 237

Swathel, Mrs. Harriet, 245
Swayne, Wm., 251
Swift, Miss Annie, 96
Swits, Cornelius, 70, 72

Taft, Wm. H., 341
Talcott, Captain, 375
 John, 235
 Samuel, 235
Tales of the Province House, 411
" Tamanende," Sachem, 52
Tammany Hall, 51
 Society, 52
 Theatre, 66
Tataesset, 330
Taverns:
 Bardin's, 52
 Benson's, 195
 Bull's Head, 76
 Catamount, 124
 Child's, 58
 Clapp's, 75
 Comstock's, 178
 Connecticut, 181
 Cornelis's, 74
 Curtis, 206
 Disbrow, 184
 Dykman's, 77
 Exchange, 34
 Fisher, 128
 Fowler's 124
 Haviland's, 150
 Hoit's, 128
 Johnson's, 126
 Knapp's, 168
 Martling, 52
 Marvin's, 183
 Old Stage, 174
 Pixley's, 198
 Say, 123
 Spring Garden, 45
 Stage, 186
 Sun, 195
 Vredenberg's, 128
 Webber's, 63
 Tomlinson's, Milford, 212
 Andrews, North Haven, 226
 Merriman's Wallingford, 227
 Hall's, Wallingford, 227
 Bishop's, Wallingford, 227
 Oakdale, Wallingford, 227
 Belcher's, Meriden, 230
 Harrison, Northford, 235
 Burnham, Middletown, 245
 Swathel Inn, 237
 Bigelow, Middletown, 245
 Central Hotel, Middletown, 246
 Saddler, Wethersfield, 253
 Adams, Hartford, 266
 Chapman, Windsor, 278
 Marshall, Windsor, 278
 Parsons, Springfield, 292, 299
 Colton's Springfield, 299
 Bates, Springfield, 300
 Massasoit, Springfield, 301
 Frick, Palmer, 308
 Quinton's, Palmer, 308
 Thompson's, Palmer, 308
 Walker's, Palmer, 308
 Ayers, Brookfield, 315
 Dwight's, Brookfield, 317
 Hitchcock's, Brookfield, 318
 Brookfield, Brookfield, 322
 Mason House, Spencer, 323
 Livermore House, Spencer, 323
 Jenks, Spencer, 323
 Jones, Cherry Valley, 329
 Rice's, Worcester, 334
 Sun, Worcester, 334
 U. S. Hotel, Worcester, 334
 Heywood's, Worcester, 334
 Central, Worcester, 335
 Lincoln, Worcester, 335
 Jones's, Worcester, 335
 King's Arms, Worcester, 335
 Brown's, Worcester, 335
 Hancock Arms, Worcester, 336
 Butman's Worcester, 336
 Patch's, Worcester, 336
 Sikes, Worcester, 336
 Curtis, Worcester, 336
 Farrar's, Shrewsbury, 346
 Baldwin's, Shrewsbury, 346
 Howe's, Shrewsbury, 346
 Pease's, Shrewsbury, 348
 Lion, Marlborough, 350
 Williams, Marlborough, 356
 Wayside, Sudbury, 358
 Howe's, Sudbury, 359
 Lemon's, Sudbury, 360
 Red Horse Sudbury, 360
 Red Horse, Boston, 360
 Parmenter, Wayland, 365
 Flagg's, Weston, 367
 Jones, Weston, 367
 Golden Ball, Weston, 367
 Smith's, Weston, 368
 Central, Waltham, 370
 Kimball, Waltham, 370
 Green's, Waltham, 370

Taverns—*Continued*
Cutting's, Waltham, 370
Bird's, Waltham, 370
Gleason's, Waltham, 370
Bemis, Waltham, 370
Stratton, Waltham, 370
Richardson, Watertown, 375
Birds, Watertown, 375
Bellows, Watertown, 375
Coolidge Newton, 385
Bull's Head, Brighton, 386
Punch Bowl, Brookline, 390
George, Boston, 400
King's Arms, Boston, 401
Greyhound, Boston, 402
Ball and Pin, Boston, 403
Washington Hall, 404
Rose and Crown, Boston, 405
Liberty Tree, Boston, 409
Peggy Moore's, Boston, 409
Boston, Boston, 410
Cromwell's, Head, Boston, 412
Cole's, Boston, 417
British Coffee House, Boston, 418
Blue Bell, Boston, 418
Indian Queen, Boston, 418
The Lamb, Boston, 418
Lion, Boston, 418
White Horse, 418
Taylor, Bayard, 96
Tea Water Pump, the, 63
Temple, Charlotte, 76, 95
Temple Horse, Flora, 37
Terry, General Alfred H., 222
Tetard's Hill, 118
Thacher, Surgeon, 401
Thackeray, William M., 413
Theatre alley, 46
Theatres:
Aberle's, 102
Adler's, 81
American, 79
Astor Place, 103
Bowery, 82
Bull's Head, 79
Chatham, 65
City, 82
Comedy, 102
Day's, 114
Franklin, 65
Germania, 102
Grand Central, 102
Heym's, 85
Kennedy's, 102
Keith's, 100
Montpelier's, 82
New Bowery, 83
New National, 82
New, 45
New Stadt, 82
New York, 104
Old Bowery, 79
Palmer's, 100
Park, 45
Pastor's, 85
People's, 85
Purdy's, 66
Royal, 85
Teatro Italiano, 83
Thompson's, 102
Union, 66
Union Square, 101
Varieties, 82
Wallacks, 100
White's, 75
White's Opera, 83
Windsor, 82
Thief-Catching Society, 312
Thomas, General, 349
Isaiah, 328, 339
Three Rivers, 306
Throgg's Neck settled, 3
Tibbals, Sergeant, 208
Times Building, the, 48
Titus, Mrs., 396
Toll-Gate Hill in Greenwich, 157
Tombs, the, 62
Tompkins, Governor Daniel D., 95
Micah, 211
Tompkins House, 211
Market, 97
Tompson, Benjamin, 403
Tom Thumb, 202
Tortaid, 325
Totoket Mountain, 235
Toucey, Hon. Isaac, 270
Townsend, Edward W., 67
Tracy, Nathaniel, 381
Traveller's Insurance Co., 266
Travels in New York and New England, 219
Travers Island, 129
Treadwell & Thorne Farm, 110
Treat, Governor, 211
Tribune Building, the, 51
Trinity College, 269
Trumbull, Governor John, 51, 243, 270
Tryon, Governor, 143, 148, 165, 179, 191, 220, 244

Tryon Row, 56
Tunison, Tobias, 72
Turner, Robert, 417
Tuttle, Jonathan, 225
Twichell, Ginery, 392
Two Years Before the Mast, 387
Tyler, James, 60
  William, 229

Underhill, Captain John, 158, 169, 373, 403
Unhappy Marriage, the, 420
Union Square, 105
United Cigar Stores, 413
United Colonies of Connecticut, 190
United States Arsenal, 106
United States, History of the, 302, 341
United States Hotel, the, 334
University Press, the, 382
Upham, Joshua, 319
Upper Road, the, 29, 42
Urig, Captain Nathaniel, 404

Valentine House, the, 119
Van Beeck, Johannes, 72
Van Cortlandt, Eva, 145
Van Curler, Commissary, 274
Vanderveen, Elsie, 49
  Peter, 49
Van Twiller, Wouter, 262, 274
Vane, Sir Harry, 382
Varian, Richard, 77
Vassall, Colonel John, 381
Vassall family, the, 380
Vauxhall Garden, 84, 100
Versh Water Killetje, the, 62
Verveelen, Johannes, 3, 117
Viets, Simon, 283
Vincent-Halsey House, 120
Virginia Minstrels, 65
Vlaite, the, 43

Waban, Chief, 386
Wadsworth, Daniel, 272
  James, 238, 258
  Captain Joseph, 267, 362
  President, 363
Wadsworth Athenæum, 272
  House, 382
Wahquinnicut, sachem, 249
Wainwright Bishop J. M., 270
Wait, Joseph, 296
Walker House, General, 206
Wallingford, 226
Walter, Nehemiah, 403
  Thomas, 403
Waltham, Mass., 369
Ward, Elizabeth S. P., 322
  J. Q. A., sculptor, 50
  Judge Artemas, 334, 337, 346, 381, 399
Wareham, Rev. John, 275
Warehouse Point, 280
Warner, Charles Dudley, 271
Warren, 308
Warren, Mercy, 383
  Dr. Joseph, 399
  Dr. William, 375, 377
Washington, at Berlin, 260
  at Boston, 401
  at Cambridge, 381
  at Marlborough, 356
  at Milford, 212
  at New Haven, 221
  at Newton, 385
  at Norwalk, 181
  at Palmer, 307
  at Rye, 151
  at Shrewsbury, 348
  at Spencer, 323
  at Springfield, 296
  at Stamford, 174
  at Wallingford, 228
  at Weston, 367
  at Wethersfield, 257
  at Windsor, 279
  at Worcester, 335
Washington Chapter, George, S. of A. R., 289, 297
Washington College, 269
  Elm, the, 376
  Hotel, Co., 246
  Market, 204
  Park, 202
  Statue of, 105
Washington Street, Boston, 405
Washington, Martha, 335
Warville, Brissot de, 254, 340
Waters, Josiah, 400
Watertown, 250, 361, 372
Watertown to Sudbury, 15
Watkinson, David, 272
Watson, antiquarian, 63
Watson, Charles, 325
Watson's Annals, 58
Watts, John, 106
Wayland, Francis, 365
Wayland, Mass., 364

Wayside Inn, the, 358
  Chapter D. A. R., 361
Webb House, the, 257
Webb, General Alexander S., 258
  General James W., 258
  Joseph, 257
  Colonel Thomas B., 258
Webber, Wolfert, 63, 70, 74
Webster, Noah, 221, 271
Wells, Horace, 272
Wepawaug River, the, 208
Wequogan, sachem, 295
Werpoes Land, 71
Wesleyan University, 246
West, Benjamin, 267
West Boston & Cambridge Bridge, 394
West Brookfield, 312
West Farms, 125
West Haven, 213
West Springfield, 287
West Warren, 310
Westborough, 353
Westchester County, 149
  Path, 142
Western, 310
Western R. R., 333
"Western post," 8
Westport, Conn., 184
Weston, Mass., 365
Wethersfield, 248
Wetmore, Rev. Mr., 225
Whalley, Regicide, 211, 216, 231, 293
Wheaton, Mr., 368
Wheeler, Captain Adam, 298, 337
  Daniel, 407
  Moses, 203
  Captain Thomas, 314
Wheeler & Wilson, 201
Whipping-post, the, 56
Whipsuppenicke, 353
Whitneyville, 223
White Cedar Swamp, 389
White Plains Road, 119
White, Richard Grant, 96
  Thomas, 44
Whitefield, George, 210, 231, 251, 356, 397
Whitefield Rock, 321
Whitney, Eli, 222, 238, 328
  Peter, 320, 352
Wickabang Pond, 314
Wilcox, Clark, 212
Willard, Emma H., 270
  Major, 316
Willett, William, 262
William and Mary, 267
Williams, Colonel, 347, 367
  Col. Joseph, 399
  Jesse Lynch, 67
  Job, 408
  Lieutenant, 356
  Miss, 331
Williams College, 347
Williams's Market, 405
Williamsburg Bridge, 85
  Reservoir, 119
Willis, Nathaniel P., 377
  Sarah P., 387
Windsor, 264, 274
Windsor Locks, 280
Winship, Jonathan, 386
Winslow, Admiral John A., 399
  Isaac, 399
Winsor, Justin, 382
Winter, William, 67
Winthrop, Francis B., 107
  Governor, 15, 372, 411
  Robert C., 377, 391
  Theodore, 222
Winthrop's Journal, 388
Witchcraft, 190, 253, 293
Wolcott,
  Henry, 277
  Major Samuel, 257
  Oliver, 270
  Roger, 270, 277
Wolves' Pit Plain, 203
Wondunk, the, 240
Woodcock, John, 290
Woodhouse, Mrs. Sophia, 254
Woodlawn Road, 119
Woodward & Green, 242
Woodward, Parson Samuel, 367
Woodward & Saffrey, 281
Woonaskochu, sachem, 330
Wooster, General David, 205
Worcester, Joseph E., 381
Worcester, 332
  County, 320
  Republican, the, 342
  Society of Antiquity, 333
  Polytechnic Institute, 333, 343
  Spy, the, 339
Worthington Society, 261
Wright, Dr. John G., 128

Yale College, 218
Yale,
  Charles, 229

Yale—*Continued*
Elihu, 218
Nathaniel, 225
Samuel, 232
Thomas, 225
Yalesville, 229

Younglove, Parson, 317
Young Men's, Institute, 84
Christian Association, 84
Yorkville, 112

Zantberg, Pond, 101

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