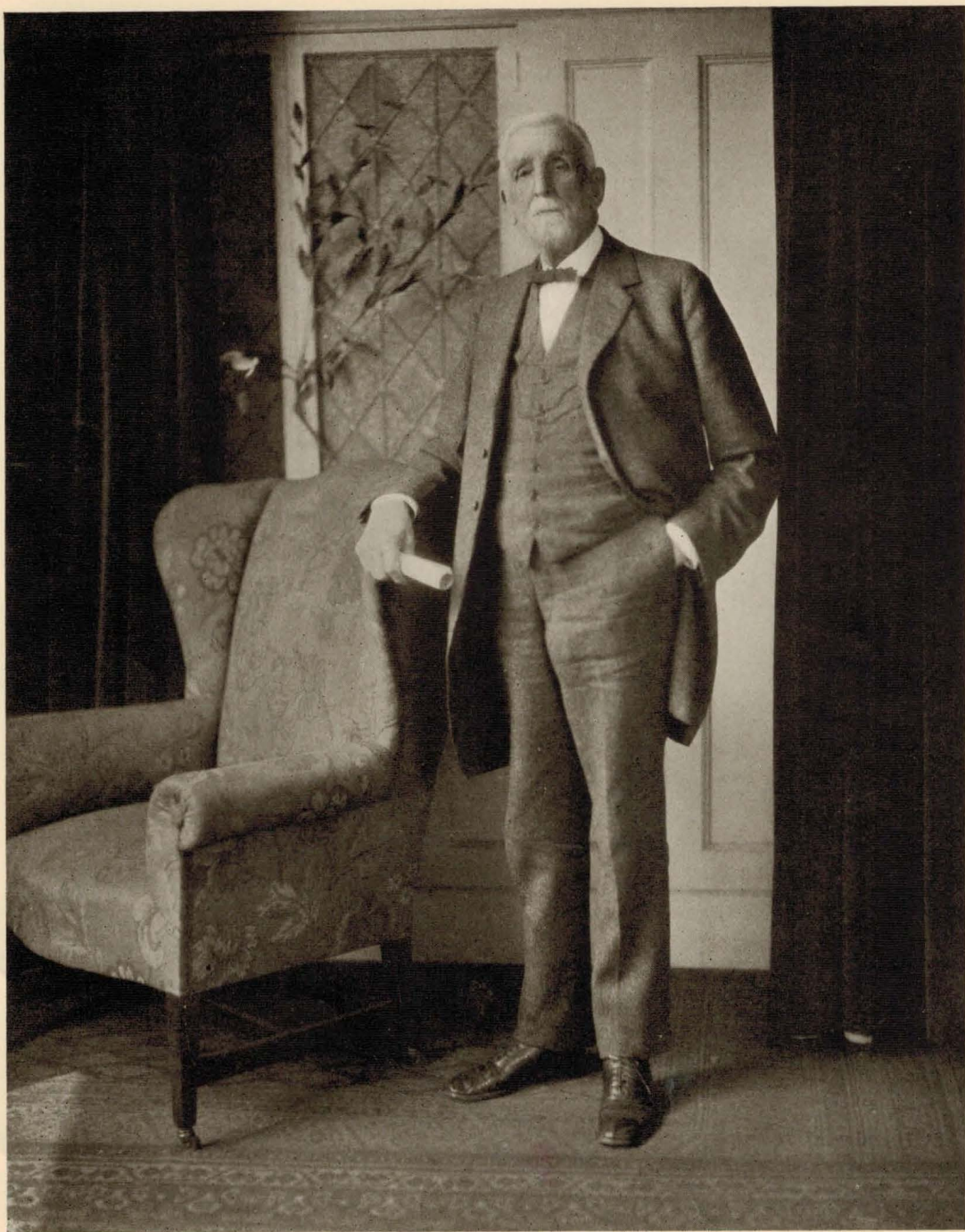

THE
CIVIC PROGRESS
OF
KINGSTON

AND
A HISTORY OF HER
INDUSTRIES



TWO HUNDRED
YEARS

1726-1926



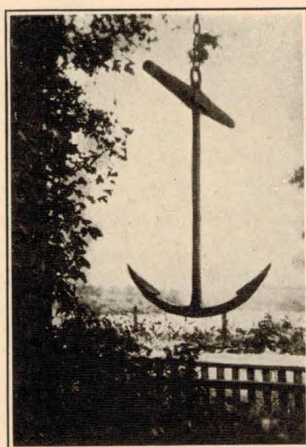
Waller H. Fawcett

THE CIVIC PROGRESS OF KINGSTON

By SARAH Y. BAILEY

A HISTORY OF HER INDUSTRIES

By EMILY F. DREW



TWO HUNDRED YEARS
1726-1926

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MAIN STREET OF TODAY

INCORPORATION OF KINGSTON

JUNE 27, 1726—JUNE 27, 1926

AS we are gathered here today to honor the two hundredth birthday of our mother town, Kingston, we may find it interesting to look back to the day of small beginnings and trace the progress which she has made since, as a scattered hamlet of about fifty houses, she petitioned to be set off from Plymouth in order that these families might be better accommodated in regard to their religious privileges.

The first petition for a separation from Plymouth had been presented to the General Court in 1717; it was signed by forty-one men, most of them living in the north part of Plymouth, but a few in Plympton and Pembroke. This petition "Humbly sheweth that it is a great Burthen your poor petitioners labor under by reason of the great distance we live from the centre of the towns to which we respectively belong, the great difficulty of attending all publick worship, and especially the publick worship of God, which difficulty we have for a long time cheerfully labored under till we should increase to such numbers and capacities as to be able to support the publick worship of God amongst us in some place which shall be most for our accommodation. Which we having considered, and upon computation find that about forty and eight families will be nearer meeting than now we are. For now many of us live six or seven miles from meeting and most of us above four miles, and then there will be very few above two miles from the meeting-house. We have likewise suitable accommodations for many more inhabitants which we believe would be soon improved if we had the publick worship established among us and we made into a township or precinct. Our petition therefore to the Great and General Assembly is that all within the bounds hereafter mentioned may be made into a township. . . . Which this our reasonable petition tendeth so much to promote the publick worship and the good of this place, we doubt not but you will see cause to allow and grant."

The General Court sent down a committee to view the premises and consider the situation and this committee reported in favor of making the said tract of land a township, but the General Court after a full hearing on the question passed an act in November 1717 that the petitioners "be set off a Precinct, and upon their providing and maintaining an Orthodox minister and public reading and a writing school within their precinct that they may be free from any charge to the ministry and schools in their respective towns."

They proceeded at once to take steps toward establishing a church but apparently

preferred to continue to pay their share of school money to Plymouth and to depend upon her for their schools. In 1714 Major John Bradford had given to "the Inhabitants of about Jones River" a lot of land for a school house lying just to the west of the house lot on Linden Street now owned by Major George Sever.

For a time Plymouth supported a school in the north precinct for a part of each year but in 1721 they voted to support only one school in the town and that to be a Grammar School. In the succeeding years the North precinct again had a school for a short time but in 1725 the question became acute and aroused much excitement and the vote being passed to have but one school "there being a great tumult in the meeting and the people difficult to be stilled the moderator therefore adjourned the present meeting to the first of March." At this adjourned meeting it was voted that "each end of the Town be allowed to deduct out of the Town's Treasury what they are annually rated or taxed for the Grammar School, and no more, toward the maintaining a school among themselves, if they see cause to keep one."

This action on the part of Plymouth was promptly responded to at a meeting of the North Precinct held May 31, 1725, when the vote was passed that they should again petition the General Court to become a township, and on September 6, 1725, they voted "to raise twenty pounds money to defray the charge of the school in said precinct."

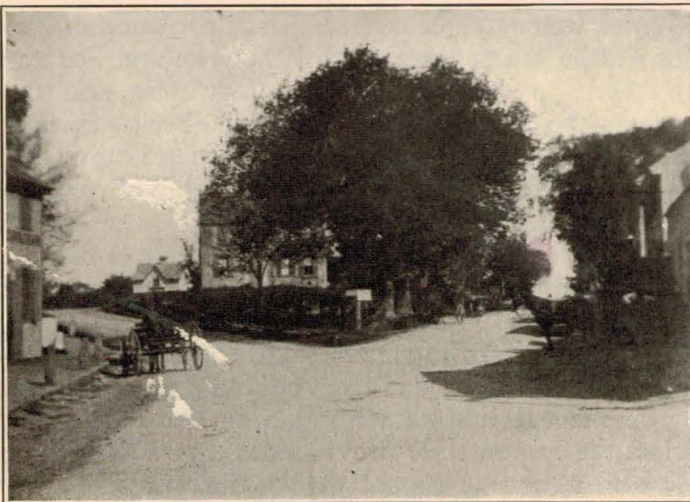
The General Court regarded the petition more favorably this time and on the 16th of June, old style, they passed an act "for dividing the town of Plymouth and erecting a new town there by the name of Kingston."

So our Home Town won her independence, and though, looking back upon that tiny, scattered population, she may seem incredibly small she was never weak for the men who signed that petition were of the same stuff as their Pilgrim forebears, ready for the sake of their religious privileges to assume and carry their responsibilities cheerfully, looking forward with confidence to the growth which they believed would surely follow the establishment of public worship among them.

1620—1726

Before we trace the growth of the Town of Kingston in the next two hundred years let us see for a moment from what the baby town of 1726 had grown.

The first glimpse of this territory as seen through Pilgrim eyes is given to us in "Mourt's Relation" the journal kept by Bradford and Winslow and sent back to England when the *Mayflower* returned. After their Sabbath spent on Clark's Island the exploring party from the *Mayflower* had to choose the spot where they should settle and it is recorded that



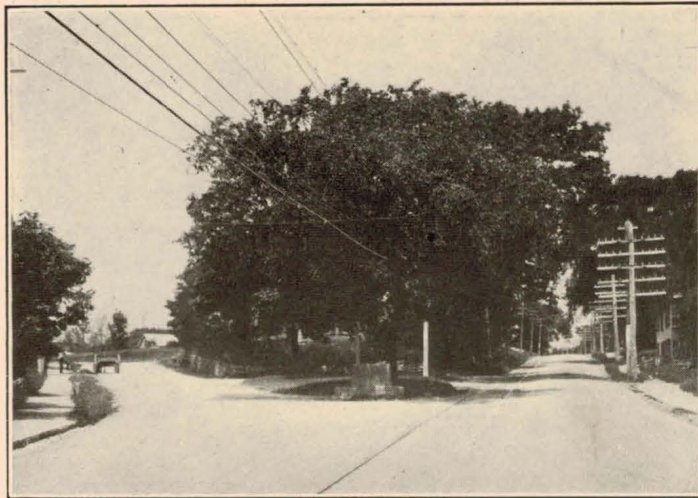
THE HOUSE OF THE FIRST MINISTER,
REV. JOSEPH STACEY

"The next morning being Tuesday the 19th of December 1620 wee went again to discover further. Some went on land and some in the shallop. The Land we found as the former day wee did, and wee found a Creeke, and went up three English myles, a very pleasant river, at full sea a barke of thirty tons may goe up, but at low water scarce our shallop could passe—this place wee had a great liking to plant in, but that it was so farre from our fishing, our principall profit, and so encompassed with woods that wee should be in much danger of the salvages, and our number being so little and so much ground to cleare,

so as we thought good to quit and cleare that place till we were of more strength."

A wilderness, truly, but attractive nevertheless to the sea-weary eyes of the *Mayflower* passengers.

The contract which the Pilgrims had made with the Merchant Adventurers bound them to hold all things in common for the first seven years but as soon as that time had elapsed they began to lay out the tillable lands in twenty acre grants and to assign them by lot. In this way most of the desirable lands, especially those near the shore, now in Plymouth, Kingston and Duxbury were quickly occupied.



THE JUNCTION OF THE BOSTON AND BRIDGEWATER ROADS

Our Kingston lands, — or as they were then called, "the lands about Jones River," — fell into the best of hands; Governor Bradford, Dr. Fuller, Francis Cook, John Cook, Isaac Allerton, John Howland and Joseph Rogers were all *Mayflower* passengers; Thomas Cushman, the second Elder of the Plymouth church and Thomas Prence, later Governor of the Plymouth Colony, came in the *Fortune* in 1621; Jacob Cook and Abraham Pierce came in the *Ann*; Thomas Willett, John Brown, John Doane and William Paddy were all valued members of the Leyden congregation who came here between 1630 and 1640 and were quickly given responsible places in the church and in the government of the Colony, while Edward Gray, who came in 1643 and married Mary Winslow, the daughter of John Winslow and Mary Chilton, was the most enterprising and prosperous merchant in the Colony.

Such were the first white men who owned these strips of tillable land, picked out here and there as they could be found, — along the shores, — at the head of tide water on the marshes, — in the little valleys along the streams, — these few scattering homes of pioneers tucked in between the sea and the illimitable wilderness, with need to look well to their wolf-traps, and to their tiny companies of men "for service in time of war or danger."

Little by little their holdings were increased. Their untiring industry conquered, bit by bit, the edges of the forest and increased the land fit for cultivation. The big families of children grew up, used from early childhood to work and responsibility and ready to take their turn in subduing the wilderness and making more room for homes.

Their first means of communication by land were the old Indian trails, well-worn foot-paths which crossed the streams at wading places or by stepping stones; these paths gave way to cart paths which crossed the streams by fords; a ferry was established near the mouth of Jones River in 1636; in 1639 a bridge was built at "the old wading place" near the alms-house; an early path from Plymouth to Duxbury which ran between the location of the present highway and the railroad crossed the river just below the mouth of Stony Brook by means of stepping stones, — this was laid out in 1684 as "The King's Highway" and crossed the river at the same place by means of a drawbridge. In the same year a road to Bridgewater was laid out which left the King's Highway in the vicinity of Bay View Park and followed more nearly the present line of the highway, and in 1708 the present Boston Road was established, though a substantial new bridge was not built until 1715. After that the earlier roads were practically abandoned, the Boston, Scituate and Bridgewater Roads were the public ways, and all other ways were private cart paths accommodating individuals or neighborhoods.

And so we come back to the time of the petition. The forty and eight families who were to be benefitted by having public worship established here were settled chiefly along the



THE GREEN, SHOWING THE SOLDIERS' MONUMENT
AND THE TOWN HALL

lines of the Boston and Bridgewater Roads from the Duxbury and Plympton lines to the Plymouth line. Beside these three families were living near the shore at Rocky Nook; five, out toward Indian Pond; five near Silver Lake or on the road thereto; three in the northwest part of the town, and one all by himself north of Blackwater Pond. The larger part of the land in the south and west parts of the town is woodland, even now. Can we imagine how isolated these scattered holdings were two hundred years ago?

1726

The meeting-house stood on the present site of the Unitarian Church, but facing east to the Green, instead of south, to the street. It was a small building, only forty-three feet in length, thirty-six feet in width and twenty feet between joints, but it was large enough to accommodate all the people of the town, and who among them would have thought of staying away? Beside the meeting-house to the west was the pound, which was an enclosure for stray animals, but the stocks and whipping post were happily absent here in 1726. Mr. Joseph Stacey had been settled as the first minister and began to preach July 26, 1720. He built the house which is still standing at the point between the Boston and Bridgewater Roads on two acres of land which Major John Bradford had given him for the purpose. This generous donor had also given to the Precinct, January 5, 1720-21, in consideration of his love and good will, the land for the Meeting-House, the Burying Place and the Training Green; also an acre of land adjoining Mr. Stacey's and eleven acres of woodland near the northwest road "for the permanent use of the ministry." The schoolhouse was standing on the land which Major Bradford had given for the purpose in 1714 — the long, low building which is best remembered by this generation as "George Cushman's grain room," which was taken down only four years ago for the widening of the Boston Road. Giles Rickard was the schoolmaster, and in return for his salary of twenty pounds, he taught continuously throughout the year. The school was a "moving" reading and writing school" and was to be kept three months at the schoolhouse, three months near Smelt Brook, two months on Stony Brook Hill and "four months westerly of the Meeting House," namely, two months at Wapping and two months at Egypt at private houses. It is pleasant to know, that after thirteen years without any vacation, it was voted to allow Mr. Rickard "one week out of his years' services to improve for his own advantages in haying time."

Only the industries necessary in a primitive life had been established: sawmills to aid in providing shelter; grist mills to grind the home-raised grain; and a fulling mill for finishing the cloth which was woven in the homes on hand looms. The Drew shipbuilding yards, established in 1713 and Caleb Stetson's yard on Stony Brook of a still earlier date provided means of communication by water with the outside world.

These were the outstanding features of the town two hundred years ago.

1726 — 1826

An Order of Council passed the House of Representatives June 24, 1726 (O. S.) that "Major John Bradford a principal inhabitant of the town of Kingston is empowered

THE CIVIC PROGRESS OF KINGSTON

and directed to notify and summon the inhabitants duly qualified for votes to assemble and meet together to choose town officers to stand unto the next annual election according to law." In accord with this order the First Town Meeting was held in the meeting-house August 29, 1726, Major John Bradford, moderator. At this time the town records begin which are continuous for the two hundred years, containing much that is interesting in showing conditions which obtained in the town at various times.

Up to 1744 there are occasional votes offering sums of money to those who kill a wild cat or a wolf in the town. The last killing of a wolf which is recorded was in 1744 though stories are told of their having been seen in town at much later dates.

In 1740 Kingston for the first time sent a representative to the General Court, and Captain Gershom Bradford, a nephew of Major John Bradford was chosen.

In 1737 the town had been "presented" (or indicted, as we should say), for not having a pair of stocks and it was voted to build a pair, "the selectmen to see that they are made according to law," and only fifteen years later it was voted to build another pair of stocks and a whipping post, both to be located at the west of the meeting-house.

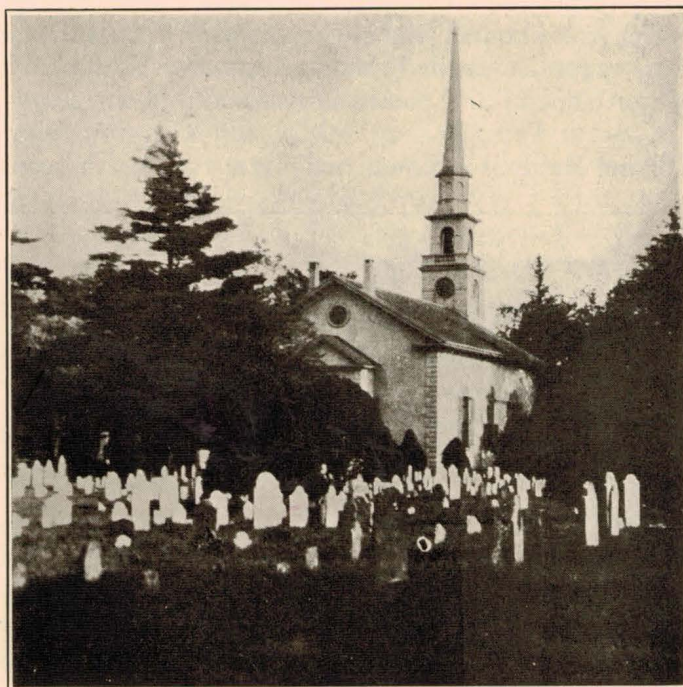
Perhaps a new element was creeping into the town which was certainly growing, as in 1751 it was voted to enlarge the meeting-house and in 1752 twenty new pews were sold at public vendue. Previous to this time we find references to "men's seats" and "women's seats" which were simply benches. The few men who had family pews each built his own, and one was built for the minister's family. Above the galleries, at each end of the meeting-house seats had been built "for the Indians and negroes to set in," and James Cobb had been appointed to see that they did "set" there and nowhere else. Tithing men were also appointed "to take care and suppress those youths that are vicious or disorderly on the Sabbath day."

After 1755, the date of the deportation of the Acadians from Nova Scotia, we find that one of the French families was allowed shelter and firewood in the schoolhouse. There is a tradition that several of these families made their homes in this town and certain pieces of work, such as the terraced garden at the Sever house, and a trench on Mr. Alexander Holmes's place, which was apparently designed for irrigation purposes, are pointed out as some of the results of their industry.

About this time the town began to take over, little by little, the care of roads leading to the outlying parts of the town which had previously been private cart paths. In 1759 the Egypt Road (the road to Plympton Station) is referred to as "the county road" and a road is laid out from it to northwest, approximately the road on which the trolleys have run in recent years. In the same year the road near the meeting-house connecting the Boston and Bridgewater Roads was laid out and is referred to in deeds of that time as "Meeting House Lane."

REVOLUTION

And now the time approaches when the same tyrannical government which had driven the Acadians from their peaceful homes began to pass acts which threatened the liberties



THE OLD BURYING GROUND AND
THE UNITARIAN CHURCH

THE CIVIC PROGRESS OF KINGSTON

of English subjects in the American Colonies. In all the Colonies a spirit of rebellion was growing in response to the repeated acts of tyranny and oppression passed by Parliament. Kingston must make her decision and take her stand. She had been a loyal and law-abiding town. Information came slowly and was not very reliable and she was conservative in her first acts.

In 1766 when a motion "to instruct her representative to vote for compensation to the sufferers by the late disturbances in Boston" was made in town meeting, she opposed it. In 1773 however a pamphlet regarding the infringements of the rights of the inhabitants of this province was sent to the town by the Committee of Correspondence of the town of Boston; Kingston replied acknowledging the continual and consistent injustice of the British government toward the Colonies and giving assurance that this town would be "always read to co-operate with our brethren in any *legal* and *constitutional* measure tending to the redress of the grievances we so justly complain of."

In 1774 a Committee of Correspondence for this town was chosen, headed by John Thomas, Esquire, and including Peleg Wadsworth, a young man who had come from Duxbury as early as 1770 to teach in Kingston, as well as many other able men of the town.

In January, 1775, "firearms and accoutrements to equip thirty-three soldiers completely" were purchased by the town and a company of minute men was organized under the command of Captain Wadsworth. This company marched, as soon as the word came of the Battle of Lexington, to join Colonel Cotton's regiment and attack a small body of British soldiers who were stationed at Marshfield. Lieutenant Seth Drew of the company was at work in the Drew shipyard at the Landing, and had just lighted a tar barrel to burn off the accumulated refuse from the bottom of a ship when the news came. Without a word he passed the burning barrel to another workman, joined his company and remained in the service throughout the war, receiving a major's commission.

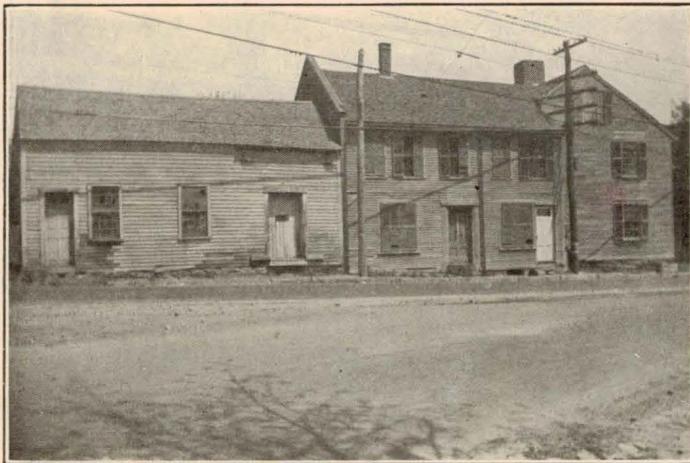
In March of this year the town refused to send a representative to the "Great and General Court," which was the Royalist body at Boston, but elected Honorable William Sever as delegate to the Provincial Congress at Watertown.

John Thomas, who was one of the selectmen of the town, was commissioned as General in the army. These men with many others served the country faithfully in her time of need. Dr. Thomas B. Drew gives a list of the names of ninety-two men who were credited to Kingston in the Revolutionary War.

General Thomas was in command of the American forces at Dorchester Heights whose manoeuvres compelled the evacuation of Boston by the British troops. He was then made Major General and placed in command of the army in Canada, but he died early in 1776.

Captain Peleg Wadsworth of the Kingston minute men was soon made a captain in Colonel Bailey's regiment and later received a commission as Brigadier General and had command of the district of Maine.

After the war he was a member of Congress for eight years and a successful merchant in Portland where he built the house now known as the "Wadsworth-Longfellow House," because his daughter was the mother of the poet, Henry Wadsworth Longfellow. In this connection it is interesting to note that General Wadsworth's two sons were in the American naval service during the second war with Britain, Alexander Scammel Wadsworth being second lieutenant on board the *Constitution* when she captured the *Guerriere*, and Henry



KINGSTON'S FIRST SCHOOL-
HOUSE

Wadsworth being a lieutenant under Commodore Preble at the siege of Tripoli, where he fell at the age of twenty.

Captain Simeon Sampson, a native of this town, was commissioned by the Provincial Congress of Massachusetts the first naval captain in the service and placed in command of the brig *Independence*, and later of the *Mars*, both ships having been built at the Drew building yards at the Kingston Landing.

AFTER THE WAR

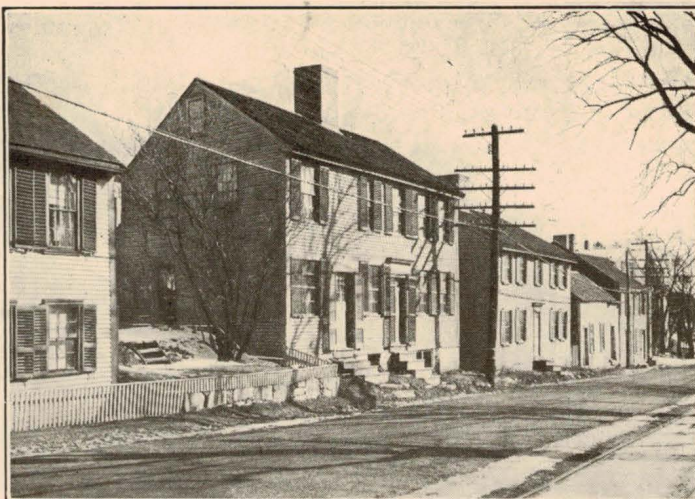
September 4, 1780, the first election of State officers under the new Massachusetts Constitution was held, and Kingston's vote for Governor stood, for John Hancock, 13; for James Bowdoin, 12.

Two new schoolhouses were built in 1782, one at the northwest and one at the southwest part of the town, but it was still a movable school kept by one teacher successively in different parts of the town. In 1790 the amount raised for schools was eighty pounds, — a fair sum, after all, when we read that at this time the town was paying the following prices for labor for an eight-hour day: for a man, 2 shillings 8 pence; for a yoke of oxen, 2 shillings; for a horse, 1 shilling 6 pence; for a cart, 1 shilling 4 pence. Less for a day's work then than for one hour now! In 1794 Rev. Martin Parris was engaged as schoolmaster and he served the town for many years, first in the "movable school" and later in an academy for which the house now occupied by Mr. J. E. Childs was built.

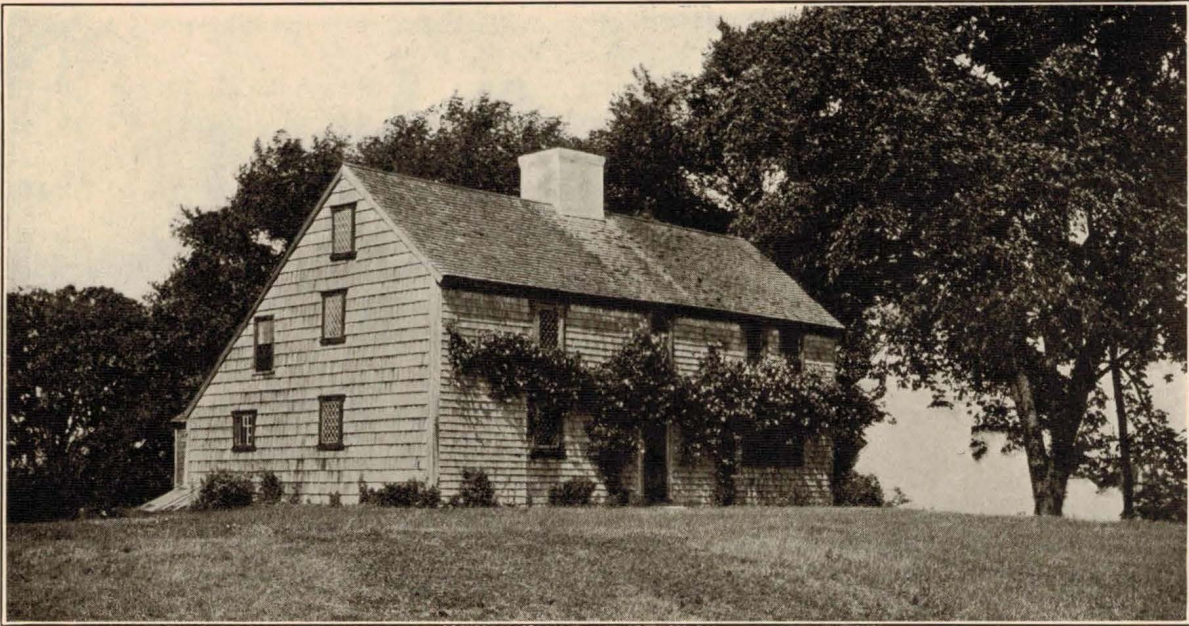
February 5, 1798, it was decided that a new meeting-house must be built and a committee of thirteen was appointed to make plans for such a building. From this plan pews were sold at from sixty to one hundred thirty-five dollars each, and in this way seven thousand three hundred ninety-four dollars were raised before the sixth of August to be used for the building. During the building of the new meeting-house the roof of the old building was supported on uprights on the Training Green and irreverently called the "Quail Trap," and services were held there. The raising took place July 31 to August 2 and seems to have been a typical meeting-house raising of the old time when the able-bodied men of the town got together in a splendid spirit of co-operation, each ready to do his part in this work for the common good. They were jolly times as well as times of strenuous work and in this case we are told that after the work was done a procession was formed consisting of the carpenters, sailors, blacksmiths, etc., who had helped in the work, each carrying some tool of his trade, which marched to the Great Bridge and back to the tavern (now Dr. Swope's house) where abundant refreshment was served them.

This was the large meeting-house with the two belfries known to this generation only by pictures. If it had been preserved it would now be a highly prized landmark and relic of the old days. It was unique in its exterior form, but inside it was a typical New England meeting-house with high pulpit and sounding board, galleries on three sides, and square pews with doors and the seats that were raised while the congregation stood during the long prayer. Many are the regrets which I have heard expressed by those who remembered this building that it should ever have been destroyed.

The first serious controversy in the town arose in 1801 and was occasioned by the disposition which was made of a sum of money, about \$1,100, which remained unexpended after the meeting-house was completed. Some thought it would be wise to make this the beginning of an accumulating fund, the interest of which might later be applied to the



OLD VIEW OF SUMMER STREET



THE BRADFORD HOUSE

payment of the minister. A town meeting was called and it was an almost unanimous vote that this plan should be followed. An application was made to the Legislature the next year and an act was passed establishing the appropriation and incorporating seven men as trustees of the fund with power to fill vacancies in their number. Then a great storm arose. The contention became bitter and a petition was sent to the Legislature asking for an annulment of the act of incorporation to which the Legislature gave small attention. At a later town meeting the offer was made to pay those who had petitioned for the repeal of the act, their whole proportion of the money which had been funded with the accrued interest, but no one claimed any share of the money. The hard feeling continued, however, and about thirty of the petitioners with their families withdrew from the old church. Later some of these united to form a Baptist church in the town and built a house for public worship at the easterly corner of the present Maple Avenue and the Bridgewater road.

In 1812 the ministerial tax was made separate from the town tax. This, of course, became necessary because of the formation of a second church in the town. Until that occurred the church around which the town had been built had been a town institution. There had been no separate parish records since the incorporation of the town (though there were *Church* records, kept by the ministers, recording births, deaths, marriages and baptisms, and the proceedings of church meetings called to deal with questions relating to church members or for the choice of church officers), ministers had been settled by a vote of the church members later concurred in by a vote of a town meeting, and the tax for the minister's salary had been assessed with other town expenses, but from this time each church became responsible for its own expenses and kept its own records.

The ministers who served the first church while it was the only church of the town were Rev. Joseph Stacey, Rev. Thaddeus Maccerty, Rev. William Rand and Rev. Zephaniah Willis.

Mr. Stacey came to the parish as a young man and stayed here until his death in 1741. We are told that "his abilities were middling, his piety was great, . . . and he was happy in the affections of his people.

Mr. Maccerty preached his farewell sermon just three years from the day on which he was ordained — an unusually short pastorate for those days.

Mr. Rand was a man of middle age when he came to Kingston. We are told that "he was a scholar, highly esteemed and respected by the informed and learned in the Province

THE CIVIC PROGRESS OF KINGSTON

with whom he had an extensive acquaintance." His pastorate continued for thirty-four years, until his death in 1779.

"Parson Willis" was ordained here October 18, 1780, at twenty-three years of age and remained the active pastor of the church until 1828, when a colleague was settled with him, but he lived in the town until 1847, when he died at the age of ninety years. He was a notable character in the town and the stories about him which are still remembered should be collected and preserved. In spite of a keen sense of humor which he undoubtedly had he seems to have inspired fear in the minds of children. One gentleman of nearly eighty, when he told me the story some years ago said, "Parson Willis always spent Thursday evening at my father's house and it was my duty to light a lantern at nine o'clock and escort him home. I never knew which I was more afraid of—Parson Willis on the way over or the dark on the way back."

He kept the church records punctiliously throughout his long ministry and they have often proved of great value. He also took the first census of the town, and in 1815 the Massachusetts Historical Society asked him to prepare a sketch of Kingston for their archives. Some extracts from this sketch may help us to form a mental picture of Kingston as she was toward the close of her first century. He says:

There are in the town 240 dwelling houses, a great proportion of them poor, low, constructed of wood. There are few which can be called handsome. About

80 of them stand within one mile of the meeting house. At this time, 1815, there are 300 families in the town containing 1250 souls.

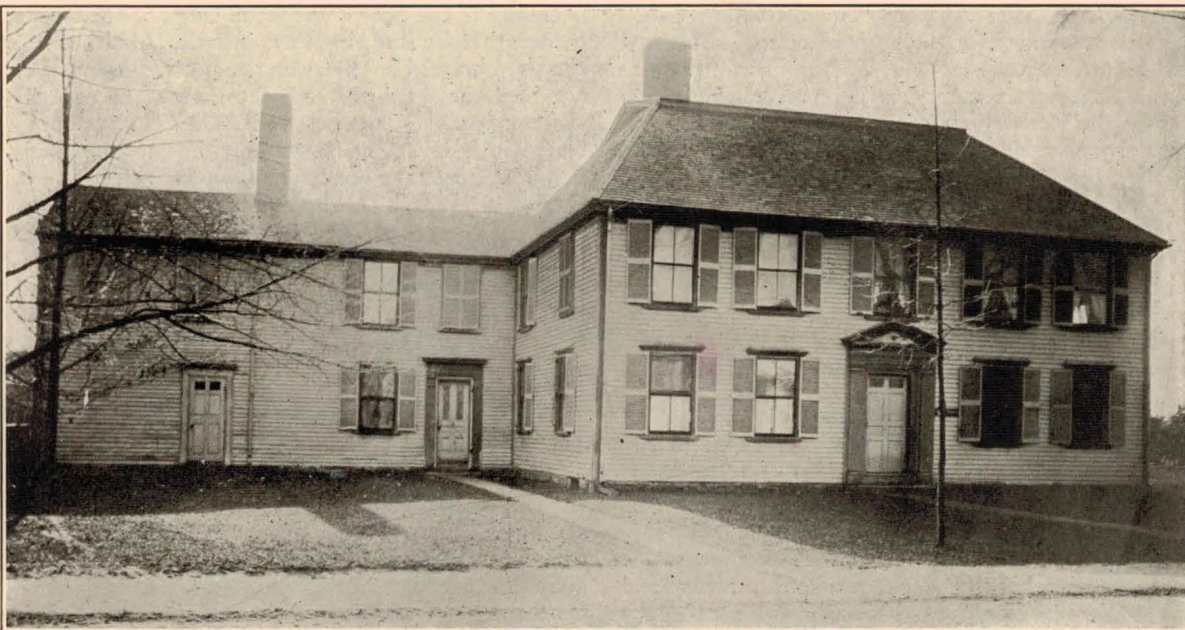
So the fifty families of 1726 had been multiplied by six in less than one hundred years, justifying the faith of the petitioners!

The land in general is of easy tilth producing Indian corn from 10 to 20 and rye from 8 to 12 bushels of good quality per acre. No article of food is produced more than is consumed in the town except rye. Probably 1-3 of the bread stuff consumed is imported from Boston or from neighboring towns. There is no farm in Kingston that keeps 20 head of cattle, and no dairy of 10 cows. Sheep are not numerous but increasing. Though the soil is poor the inhabitants depend chiefly on agriculture; most of them however

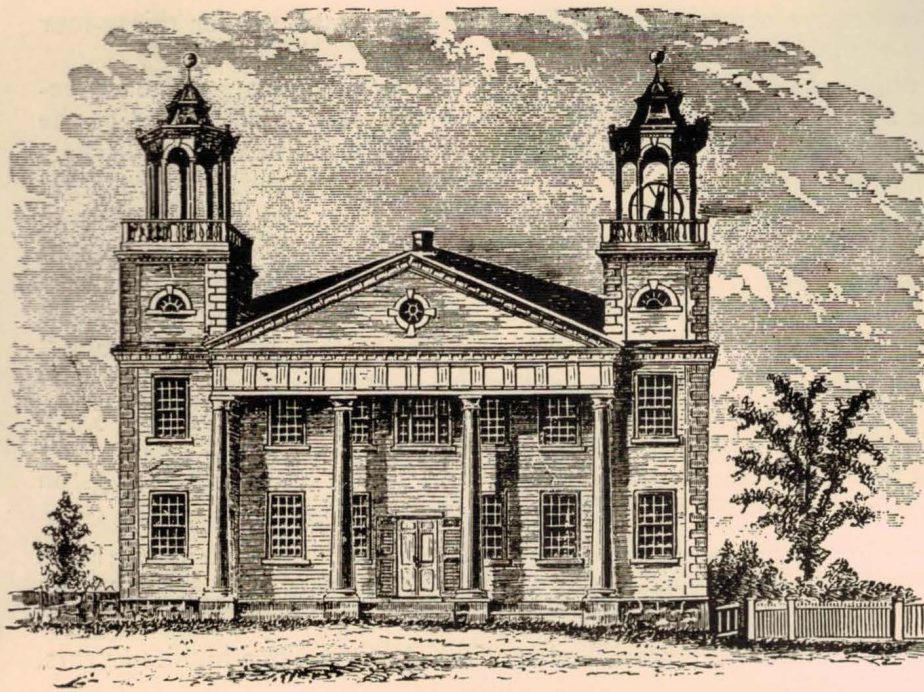
have some trade, occupation or business connected with it.

The kinds of wood are, chiefly, red and white oak; pitch and white pine; and maple on the low grounds. Some wood is yearly sent by water to Boston market, costing 1-3 for freight. The price at market in the fall of 1814 having been high (\$8 to \$10 a cord) a thousand cords were cut that season. The growth of wood is not equal to the consumption and families must soon emigrate to that article.

No coal excepting charcoal was in use anywhere in New England at this time.



THE OLD TAVERN, NOW THE HOME OF DR. O. C. SWOPE



THE OLD UNITARIAN CHURCH

There are in the town six grist mills, four saw mills, one carding mill, two anchor works, one forge, three works for making shovels, spades, screw augurs &c. Two cotton factories, both erected in 1813. One Furnace, built 1735, was formerly supplied with ore from this and neighboring towns, but in later years, principally from New Jersey.

The Landing is the only place where shipbuilding is carried on. The water is not sufficient for carrying out vessels of more than 400 tons & few of that size have been built there. Ship timber is nearly exhausted in Kingston and is brought from Middleboro, Halifax and the back towns. At Rocky Nook is a wharf which is more convenient for the business of navigation and has been more used latterly. The fishing till the war was in latter years wholly carried on from that place. Before the Revolutionary War the fishery was more extensive than since. About 20 schooners were owned in the town at the declaration of war. At the close of the 2d war with Britain the navigation owned in Kingston was as follows:— at the Landing, three Sloops, 150 tons; one Brig, 160 tons; at Rocky Nook, six Schooners, 445 tones; and two Brigs, 256 tons. Between the Revolutionary War and the war now terminated there have been built in this town upon an average about 250 tons of shipping annually. About 60 men

purchase. A good supply of Codfish, Halibut, Haddock and Mackerell, in the temperate season, by boats which must go six miles at least into the bay between Cape Cod and the Main; ale-wives, frost fish, smelts, clams and abundance of eels in their season.

The town maintains one Grammar School the year round at four schoolhouses in different quarters of the town, with a permanent master who has a salary of \$400 a year: and an English School about six months.

The expense for supporting the poor has averaged, say for ten years, about \$600 per annum, but it is increasing. The hard, not to say barbaric, practise of disposing of the poor at public auction, to the lowest bidder, thereby throwing them into the families where they are treated in the worst manner, has not yet obtained though with a view to lessen the expense there are many advocates for it. The Selectmen contract with private persons to take the poor into their families where they are comfortably provided for and do not endure cold and hunger and insult in addition to the misfortune of being unable to minister to their own necessities.

The distresses consequent upon the war have fallen heavily upon this small town but the prospect of peace this day announced diffuses joy.

Kingston, Feb. 14, 1815.

We have a picture of the school of 1800 as seen by the children in the following letter written by Deacon James Foster:

I promised to write you about the schools in Kingston in 1800. There were four old schoolhouses in town. As there was but one school kept at a time and the scholars had a right to go where they pleased the schools were crowded with scholars from 20 years old down to 4. The schoolmaster was expected to make

all the pens from quills, and rule all the paper for writing. All the arithmetic had to be set down in books prepared for the purpose, hence the teacher had more than he could do with 100 scholars and had to employ the older scholars to assist him. I went to two of these schools.

THE CIVIC PROGRESS OF KINGSTON

The school house was near the house of Miss Jane Sever, a long, low, old building, (the same first school house of the precinct) with a fire place at one end and a writing bench went around the outside with benches on each side of it to sit on, which faced each other. If the benches were full the little ones were placed on large blocks. It was in the summer of 1800 when I was first sent to school. I was a little bashful fatherless boy in my 7th year. About a week before I went I saw an older boy and told him I was going to school. He said the master was very severe, and I said some things I shouldn't have said, and he being monitor that week set down what I said on his slate. The monitor held his office a week. His duty was to watch all the rest and set down on his slate everything he did not think right. As might be expected these monitors were very partial.

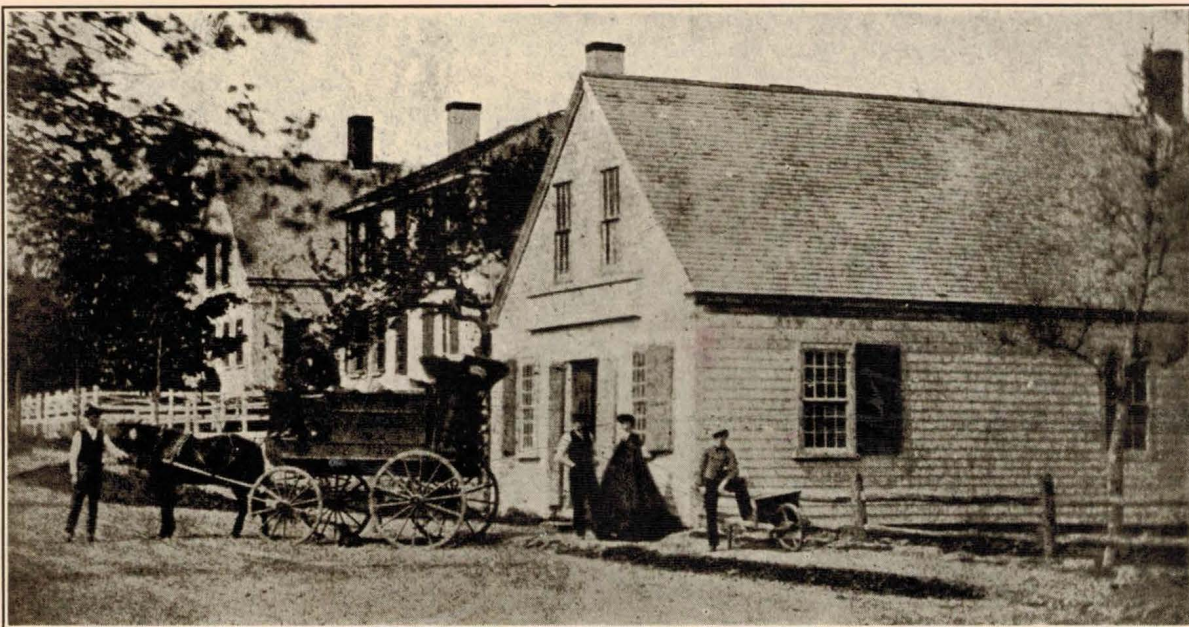
I shall never forget that beautiful summer morning when I first went into a public school. Everything was

new to me. Every seat was full. The master sat in a great chair in savage majesty as it seemed to me. The monitor sat in one corner watching for some one to break the rules. I little thought my name would be set down but for what I had said to the boy before I went to school I was kept after school for punishment. I thought it was both unnecessary and unjust as were most of the punishments.

Later I remember a day when Rev. Mr. Parris was teacher, when the school marched two by two to take our places in the new school house, — the same building now used as Mr. Clark's tin shop. The school had been kept that summer on the spot where the Town House now is in a little old house called the Sam Drew house. I was older then and taught the younger scholars in reading. I have no fault to find with the teacher. He tried sometimes to frighten the children and make them think he was going to punish severely, which he never did.

In 1812 the town appropriated \$100 for a "Woman School." This was probably the first of the "Dame Schools" which I have heard the women of a past generation describe. One item from such a description ran somewhat as follows: "The first thing in the morning the teacher seated herself very straight in a chair with her feet on a footstool; the children formed a line and each in turn knelt on the footstool and repeated the Lord's Prayer." A quaint little picture in which we can each supply the teacher's straight-backed chair and white-cap ruffles, and the quaint garb of the children, but what an advance over the time when the poor midgets sat on large blocks of wood in the middle of a crowded schoolroom, under the eye of a monitor ready to report them for punishment even on their first day in school! They were probably the most neglected and the most miserable group in all the school until these Dame Schools gave them a chance to be somewhat comfortable, and a teacher who had time to give them some attention.

Town ways continued to increase in number. In 1794 the Plympton Road, now called Elm Street, was laid out; in 1811, the road "by Oliver Sampson's & Nathan Chandler's" (now Mr. Brackett's;) and with these I will mention the "Landing Road from Loring's Gate in Duxbury to the Boston Road," near the Great Bridge which was laid out in 1832,



MR. MYRICK'S TIN SHOP AND THE CART

THE CIVIC PROGRESS OF KINGSTON

and Mill Lane, connecting the Landing Road with the Boston Road at Stony Brook and crossing Drew's mill pond, was made a town way in 1840.

I wonder how many of us have any conception of what the roads of those days were. A new idea of them was given to me by Mr. Christopher Drew, who died in 1907 at almost ninety-two years of age. He said: "I can remember this Stony Brook neighborhood when I was a boy. The only houses on the west side of the street were my grandfather's, my father's and Mr. Ward Bailey's and on the east side of the road the only houses were Mr. George Adam's and Mr. David Bradford's. The road was little better than a mud hole and every spring men went into the swamp and cut brush to lay across the road so that teams shouldn't get mired. Even so, I remember more than once when a loaded ox team got so badly mired at the foot of the hill that they had to unhitch the oxen and leave the cart there over night till they could get more help the next day to pull it out." And that was the Boston and Plymouth Post Road at just about 1826! He told me this in 1906 while workmen were busy in front of his house building the first piece of State Highway in the town, and the pleasure which this progressive step gave him was what brought to his mind the contrast with the earlier days.

1826 — 1876

The first noteworthy event in the second century of Kingston's history was the act of the First Church in calling a colleague to assist Mr. Willis. During the forty-seven years of Mr. Willis's pastorate, a more liberal school of theology had developed and the congregation impartially heard candidates alternately from Andover and Cambridge. The choice of the people fell upon Mr. Jonathan Cole from Cambridge and the church became virtually a Unitarian church from that time. The more liberal preaching was naturally displeasing to the conservative members of the church and a number withdrew and formed a new Evangelical church, now known as the Mayflower Church. Their church building was erected in 1829 and until it was finished they held their services in the Academy, by Mr. Parris's permission.

Mr. Willis always went to church and sat in a big chair under the high pulpit. Some member of the congregation felt that the new liberal preaching must be unwelcome to Mr. Willis and asked him what he thought of it. The wise old man only shook his head and said in his high-pitched voice, "Same tune! Same tune! Little different key!" If we were each gifted with an ear which could detect the harmony which always exists between all who are truly religious, by whatever name they may be called, how much discord and friction would be avoided!

Great progress was made in the matter of schools between 1824, when \$530 was raised for the Grammar, English and Woman's School, until 1844.

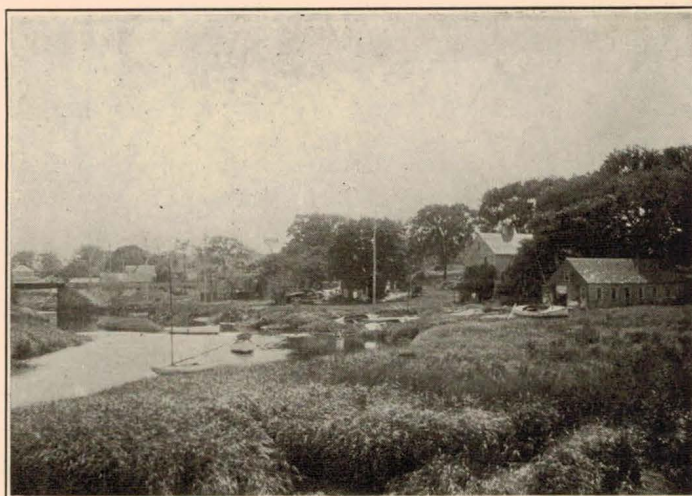
In 1830 the town was redistricted for schools and this shows the distribution of the population of the town at that time to have been as follows: the northwest district had 45 families; the west district had 39 families; the south district had 20 families; the southeast district had 50 families; the middle district had 107 families; making a total of 261 families in town.

In 1841 a school district was established in Stony Brook also,



THE GEORGE E. CUSHMAN STORE

and in 1844 a schoolhouse was built in each of these six districts. This was made possible by the fact that the town had received as its proportion of the surplus revenue of the United States \$3,485.40, which it was voted to divide among the school districts to be used for schools or schoolhouses and for no other purpose. These, of course, are the school buildings, uniform in plan which the children of the town attended from 1844 until some of them were abandoned. The northwest, Indian Pond and Wapping schools are discontinued, though the Indian Pond schoolhouse has been in use at Silver Lake until this spring; the buildings of the Center Primary, fourth grade at Rocky Nook, and Stony Brook school are those which were built at this time. Instead of one teacher who moved from district to district, followed by the children who cared enough for school to walk all the necessary miles there was, from this time, a teacher in each district for as long a term of school as money could be provided for. The Prudential Committee system was in force from 1844 until after 1872, by which a committee man in each district had the entire charge of the school in his district, even to engaging and dismissing teachers.



JONES RIVER FROM THE LANDING
ROAD

Up to this time town meetings had been held in the meeting-house, but in 1841 the first Town Hall was built in the town on the site occupied by the present Town Hall, and in 1845 the free use of the Hall was allowed for anti-slavery and temperance meetings and for singing schools.

These two great reform movements which began about 1830 to sweep over this part of the country had many adherents in this town. Some copies of a little blue covered book containing a printed list of names of members of the Kingston Temperance Society may still be in existence. The list is surprisingly long, showing that the interest in this question was very general. This Society arranged for the first public celebration of Independence Day which had been held in the town. This was a Temperance service held in the First Church on Monday, July 5, 1830, at which a "Dr. Preston made an able address before an audience of very good size" as was recorded by the secretary. Perhaps from that time to this there has never been a time when there was not a temperance organization of some kind in the town.

The Kingston Anti-Slavery Society was formed in November, 1834, some of the officers being the same as those of the Temperance Society. One hundred fifty names of active members appeared on the rolls of the society and regular meetings were continued for several years. Later the town gave many young lives in the struggle by which this and the allied questions which came so near to dividing our country were triumphantly sustained. At the close of the Civil War Kingston was credited with thirty-three men in excess of all calls by the President.

Dr. Drew names one hundred fifty-four men from Kingston who served in the Civil War. Sixteen men died in the Service; also Miss Martha Sever, who went as a nurse. In 1862 one thousand dollars were voted to aid the wives, parents and children of those mustered into service, and the same year the town offered one hundred dollars' bounty to each volunteer.

In 1854 Evergreen Cemetery was dedicated. A small part of the area now included in our beautiful burial place, but most wisely planned, being in close proximity to the old burying ground and with plenty of room for expansion.



THE KINGSTON HIGH SCHOOL

In 1867 another big stride was taken when the High School was established. Mr. Faunce tells me that in 1866 it was voted to raise \$10,000 for a school building and that the entire amount was assessed in the tax levy of that year. The building was constructed by contract at once and dedicated May 10, 1867.

In 1810 Mr. Joseph Holmes had bought the Landing Place north of the present railroad bridge and there he started and carried on for many years the shipbuilding industry which laid the foundation for the material prosperity of the

town. No adequate account of it could be included in a sketch like this, but the whole subject of the Holmes's shipbuilding in Kingston will be fully presented in a book by Mr. Henry Jones who has made a careful and extended study of it.

This brings us to 1876 and the one hundred and fiftieth anniversary of the town. Oh, but that was a day to remember! If the children of today look back upon this celebration with as much pleasure as some of us have in recalling the celebration of June 27, 1876, our labors will not have been in vain.

It was one long summer's day of delight. The houses on the line of march of the procession so gaily decorated and with the dates of all the older buildings so proudly displayed, — the prancing horses of the Chief Marshal and his Aides — the feeling that the guests who were greeted at the station with so much ceremony and borne away to join the procession in the finest carriages that the town could afford were very distinguished sons of Kingston who had come back to do her honor on this great day, — the joy of being one of the school children in the procession, — what a wonderful beginning for the day! and if, during that hot, hot midday we children could only stand outside the great tent where the older people were eating their dinner and snatch glimpses of the festive scene as the many pretty waitresses in their red, white and blue costumes went in and out, I'll warrant we were much more comfortable than they were. It must have been more than hot in the tent! The afternoon dragged a bit for us, I remember, as we listened to round after round of laughter and applause from the audience in the tent as they listened to the many long speeches, of which we heard never a word. But all that was forgotten when we gathered on Town Hill in the soft summer evening to see the fireworks, — far and away the finest that the town had ever seen at that time — ending, just when eyelids were getting so heavy! with the beautiful letters of fire shining out of the darkness:

1726 Kingston 1876
Laus Deo

1876 — 1926*

And that was fifty years ago. What has been our progress in the last fifty years?

1. Roads then were deep in dust or in mud according to the season of the year; sand, deep and heavy, or ruts of unbelievable depth made driving anywhere but in the very center of the town, slow and difficult. Compared with these how luxuriously smooth and

*As the events of the last fifty years come well within my own remembrance it may not be out of place if I write of them more as personal reminiscences than as historic events.—S. Y. B.

THE CIVIC PROGRESS OF KINGSTON

hard are our present highways. And imagine, if you can, the difference in the traffic of today and that of fifty years ago!

2. The number of dwelling houses in town in 1886 was 370. Now it is 928. Many of these newer houses are, of course, summer cottages at the shore, built where fifty years ago there were fields overgrown with shrubs or briars, or suitable for pastures, but with no population except the cattle, to enjoy the great beauty of our shore lands. This surely shows progress both in the conditions of life, which now allow a certain leisure which was not even expected in the work-a-day world of that time, and in the appreciation of the recreative power of relaxation in the open air among the wonders and beauties of nature. The increase in the number of houses is not all at the shore however. Many permanent homes have been established in the center of the town. I can count more than fifty houses that have been built within a radius of one-eighth of a mile from the house in which I lived in 1876, and perhaps there are other parts of the town that have made as rapid growth.

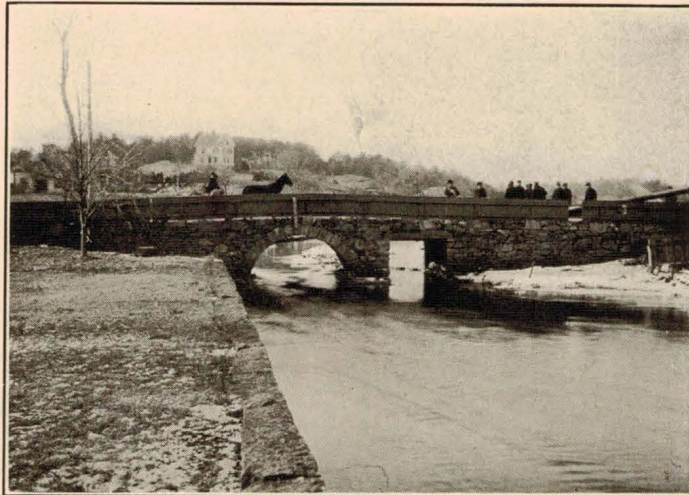
3. Electricity has brought us many blessings and comforts: transportation by means of the street cars, from Plymouth to Rocky Nook in 1894, and later extended through the town; light for our homes and streets, and power applied in numerous ways to lighten household tasks and for use in manufacturing plants. Oh, the black nights which we used to have! It was an adventure to go out in the evening, I assure you. In 1906 the town voted \$200 for street lights, which proved to be enough to make darkness visible and so to whet the appetite for more lights, as our appropriation of \$1,800 for street lighting last year shows.

4. And the telephone! Who can tell a half of what that means in our life today? And fifty years ago it was not even dreamed of, unless by an Edison. At the High School graduation in 1884 an electrician (we might as well have been told outright that he was a "wizard"!) told the graduating class that a wonderful invention was nearing completion and doubtless within a reasonable time the members of the graduating class (with others) might be able to talk with people as far away as Plymouth!

5. Our town water supply is a blessing which we take too much for granted. The town water system was installed in 1886, — and where could better water be found? Strong as the opposition was to this progressive step, I believe that it would not be possible today to find anyone who would be willing to return to the days of private water supply for each family by means of wells, or rain water cisterns, or even the old aqueduct which supplied a very limited number of families in the center of the town with excellent water from "Cuff's Spring" — when it happened to be in proper running order. Many are the times which I can remember, however, when the aqueduct being out of order (and this happened usually in the winter!) our water for use at house and barn had to be brought by hand up the steep hill from a spring near the river, and we were devoutly thankful that so good a spring was so convenient for our use!

6. And as for amusements, it must be remembered that automobiles (which certainly must be included under amusements, as well as under utilities), moving pictures, radios and dance halls were then entirely unknown.

Doesn't it really seem to be a transformed world in which we are living today when we realize how much has been brought into our lives to make them comfortable, even luxurious; to lighten labor, connect homes and individuals with the outside world, and make a certain amount of travel possible to



THE OLD BRIDGE OVER JONES RIVER ON THE BOSTON ROAD

almost everyone? This increased leisure and freedom has resulted in an enjoyment of life in the open air such as the people of fifty years ago had no idea of and no desire for.

Continuing our study of the development of school privileges in the town: in 1891 I was one of two teachers to do all the teaching that was done in the High School and our combined salaries amounted to less than \$1,500.

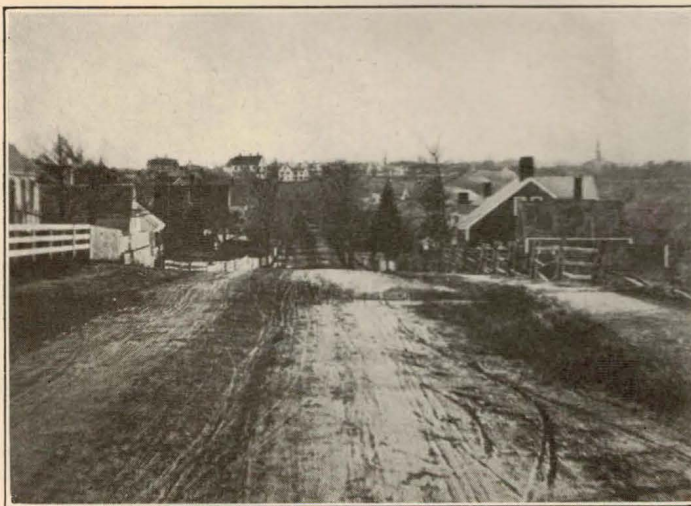
In 1888 \$3,700 were paid for teachers' wages for the benefit of 382 children. In 1925 approximately \$24,000 were paid for the benefit of 522 children.

As to housing for the schools, first, in 1888, came the small addition to the Center Primary building; in this year, too, there was the first appropriation by the town for a paid superintendent — \$250! The little Patuxet schoolhouse was built in 1895; Howland's Lane schoolhouse, with two rooms, in 1899; Maple Avenue, with two more rooms, in 1909; the Cobb School, with four rooms, in 1913; and the High School extension, in 1925, adding classrooms, proper dressing-rooms and laboratory facilities, in 1921. And now, in 1926, we are building a \$35,000 addition to this same building for the accommodation of the seventh and eighth grades, or the "Junior High School" as it is now called.

Of course all this means growth of population and here we come to another most interesting series of events in our history. Up to 1840 this was probably as purely an English community in descent as could be found anywhere, only excepting the strain of Walloon blood which had come with the Pilgrims from Leyden. But since that time what a change! First the Irish immigration of 1849 brought us many worthy families. Their children, the first foreign children in our schools, were my schoolmates and friends from my earliest remembrance, and have continued as friends and useful citizens. There were some German children in the Rocky Nook district, mostly children of Cordage employees, from my earliest knowledge of the town. A few French names appear on the town records in the early nineties, while the first appearance of an Italian name occurs in 1898. Today, however, a reading of the list of births in our town report, or of the enrollment of our public school pupils is well calculated to convince us that we may now call ourselves a cosmopolitan community.

The social life of the town has wholly changed in these fifty years. Then each church was the only center of interest for its members outside of their own homes. For men, the two organizations. Masons and Odd Fellows, were in existence, though much less in evidence than today, but women had only their church sewing circle and possibly a Temperance Lodge, outside their homes and personal interests.

With intimate friends there were long, happy visits when one went to "pass the day," with plenty of work in the "reticule" to keep hands busy while tongues flew, and a snowy cap in a cap basket for all ladies of middle age or more, while formal entertaining was almost



STONY BROOK — FROM AN OLD PHOTOGRAPH

wholly confined to stately tea parties, by means of which social debts were paid and the culinary skill of the hostess was displayed at its best, though always requiring many apologies. Grand affairs they were, I can assure you, prepared for many days in advance, with tables loaded with numberless and needless, but most delicious varieties of food. Supper was usually followed by a solemn "hand at whist" — thirteen points to a game and honors counted — and a dignified leave taking at nine o'clock, when the weary hostess breathed a sigh of relief and expressed heartfelt thanks that she

probably wouldn't have to go through that ordeal again for at least six months.

Beside these tea parties and embracing a wider circle of acquaintances was the system of formal calls then in vogue governed by most exacting requirements.

This entertaining in the homes is now very largely superseded by the demands made upon one's time by the numerous organizations which have sprung up in the town. Who could count them? Much less, name them. Many as may have been the benefits arising from them we have to note two distinct losses which have

resulted—the lessening of interest in, and support for the churches, and the small margin of time left for family life and the enjoyment of close intercourse with friends in the home.

The loosened family ties which exist today were brought forcibly to my mind not long since by a chance word overheard on the street car. A group of girls sat near me; one said to another, "What did your father say?" The other carelessly replied, "Oh, I haven't seen him since." "Why, that was a week ago! Has your father been away?" "Oh, no, but he goes to work before I'm up in the morning and doesn't come home at noon, and I'm generally out before he comes home to supper, and he has gone to bed before I get home in the evening." I felt as if I must say, "Oh, you poor child!" when I remembered our three prompt meals every day, with all the family present, the happy interchange of interests, the ten minutes after breakfast devoted to family prayers, the quiet home evenings by the sitting-room lamp, and always the closest bond between parents and children. How will such a home life as my pretty young neighbor on the car described look to her when she looks back upon it after fifty years in spite of her larger variety of impressions and emotions? I feel that I am vastly the richer.

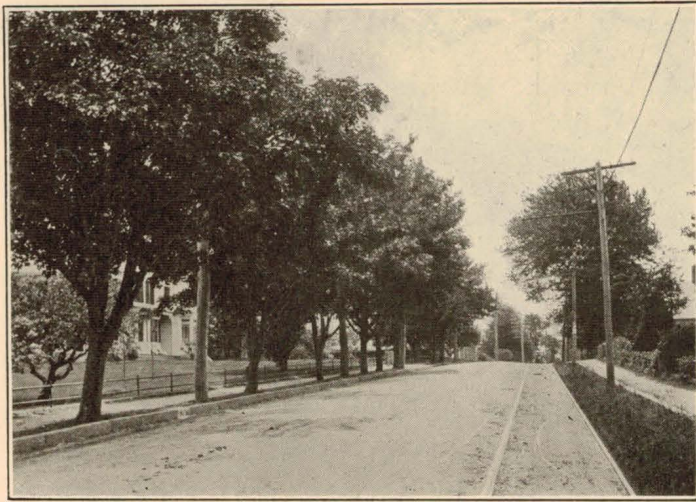
The World War is too near to us to be seen in proper perspective. The only authoritative utterance of the town in regard to it is recorded in the following resolution which was

presented at the March meeting of 1917 by Rev. Sidney S. Robins and unanimously adopted:

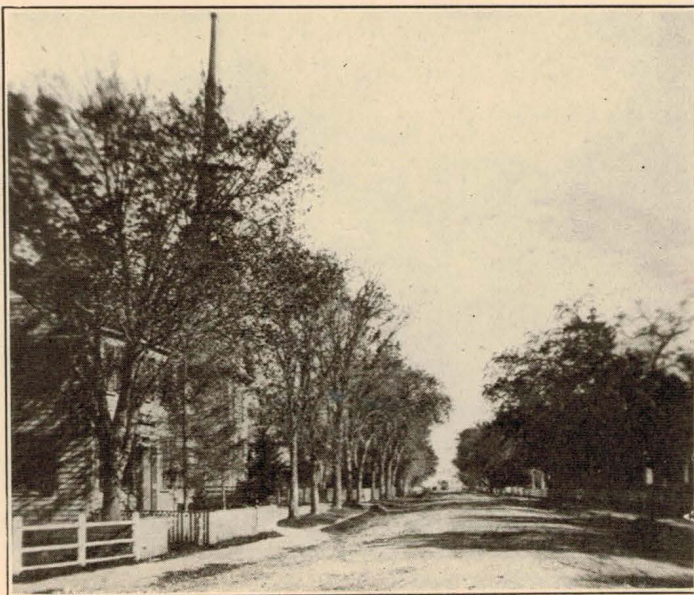
"WHEREAS, the German Imperial Government has, as the President has said, forbidden to our people the exercise of their peaceful and legitimate errands upon the high seas; and whereas, in consequence the President of the United States has severed diplomatic relations with said Government.

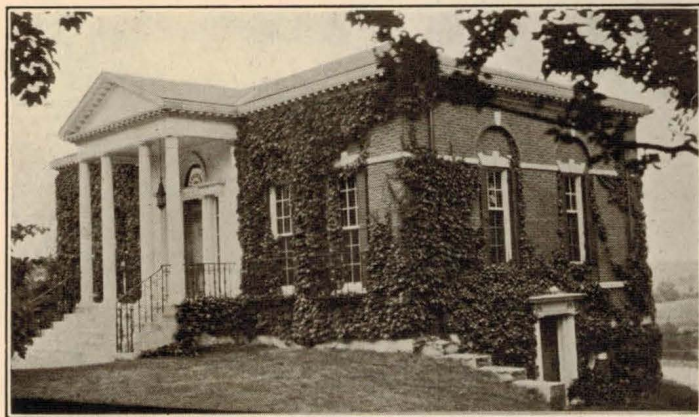
"*Be it resolved*, by the citizens of this town in Town Meeting assembled on this third day of March, 1917.

"*First:* That they commend the President for his uncompromising stand in severing diplomatic relations.



LOOKING SOUTH ON SUMMER STREET





ADAMS LIBRARY

The people of Kingston certainly worked devotedly and earnestly to do all that they could to help supply support for the army, assistance to the Red Cross and comforts for the soldiers. Many "gave till it hurt" to alleviate the unspeakable suffering in the devastated countries, and the incentive for all this was the desire "to do our bit" in the same faithful and devoted spirit which led our men to make the great sacrifice which we at home could never approach after all.

Comparatively new in the history of the town and happily indicative both of the prosperity of some of Kingston's former sons and daughters and of their love for the town, are the following gifts:

In 1870 Mr. Ichabod Washburn of Worcester gave a fund of ten thousand dollars for the assistance of needy women of Kingston.

In 1895 Mr. Frederick Adams gave five thousand dollars to the town, the income to be used in part for free lectures, in part for awards to High School pupils "for earnest and meritorious effort and not for proficiency," and in part for books.

Later, through the death, without issue, of two of the chief beneficiaries of this will, the sum of twenty-four thousand dollars more came to the town to be used for a library. Our present library building, which is a gem architecturally, was built in 1898 and dedicated in

"Second: That they rely upon the President to protect American citizens and American ships in their acknowledged rights upon the high seas.

"Third: That they urge upon the President the necessity of making immediate preparation against the contingencies of war.

"Fourth: That while they desire peace, they desire peace only with honor and call upon the President to protect, at this time, the honor of the American people."



JONES RIVER — LOOKING TOWARD THE SEA

August of that year. Mr. Horatio Adams and Mrs. George T. Adams having given the lot on which it stands. In connection with this should be mentioned the following gifts:

From Mrs. Rosa A. Cole, five thousand dollars to the library and one thousand to the Adams Free Lecture Fund.

From Mrs. Annie C. Thomas, one thousand dollars to the library and five thousand to the Lecture Fund.

From Mr. Byron C. Quinby, five hundred dollars to the library.

Mrs. Thomas also gave two free beds to the Jordan Hospital "preference in the use of said beds to be given at all times to patients residing in Kingston."

In 1912 the town received by will of Mr. William H. Willis \$6,878.66 to establish a fund which should be used for the benefit of poor children in the town.

In 1920 the Lucy Ames Fund of \$8,000 for the upkeep of the old burial ground was given by Mr. William Ames in memory of his mother.

In 1924 by will of Mr. Thomas Prince of Oregon, \$4,373.89 more was received to be used for the same purpose and

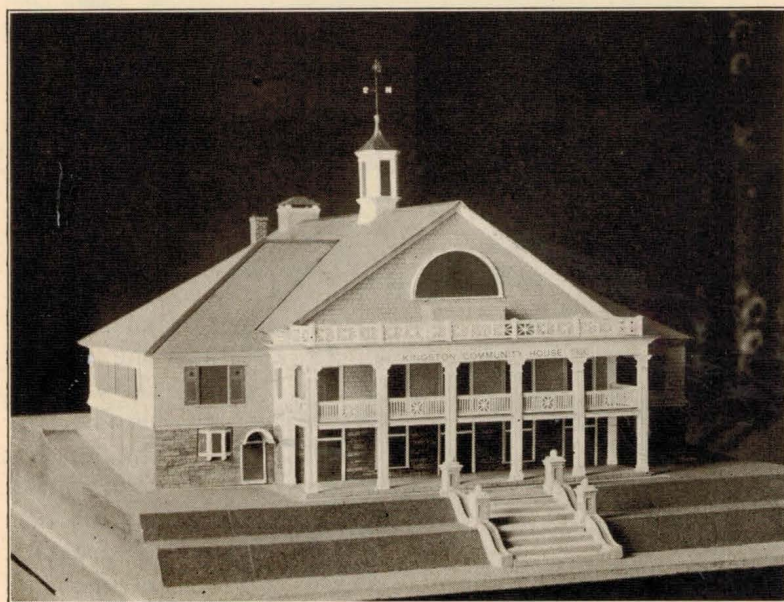
In 1925, from the same generous donor, came the Thomas Prince Benevolent Fund of \$21,000; also

In 1925 the town received one thousand dollars by will of Mr. Arthur Wadsworth — so recently among us and so heartily respected by all who knew him.

In addition to these immediate gifts of money to the town there has been given to our beautiful Evergreen Cemetery five thousand dollars by Mr. Edgar L. Reed of Worcester, five thousand dollars by will of Mrs. Rosa A. Cole and the most lovely "George Mabbett Holmes Memorial Park," by Dr. and Mrs. Arthur B. Holmes.

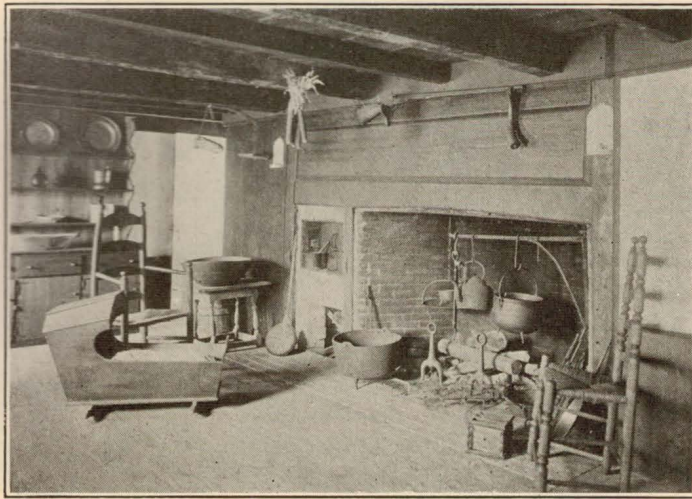


THE MEMORIAL PARK IN EVERGREEN CEMETERY



MODEL NEW COMMUNITY HOUSE

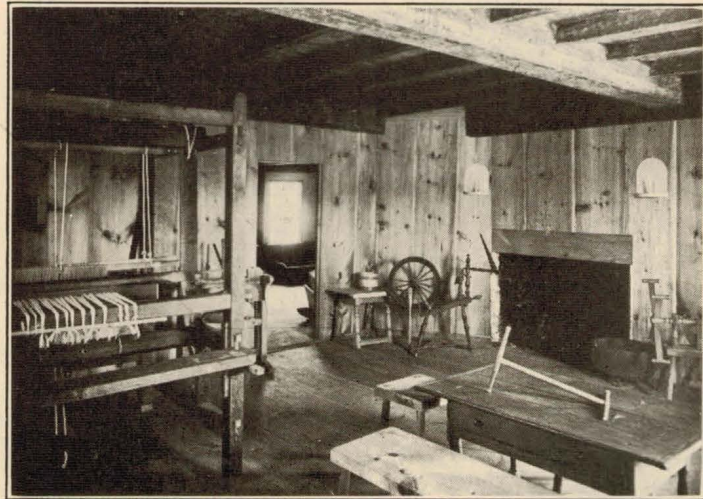
And this summer the town is to receive as a wonderful birthday remembrance the crowning gift of a beautiful Community House, given by Mr. and Mrs. Edgar Reed of Worcester. The Playground Committee must feel as if Aladdin's lamp had been given to them and they had only to name a wish and have it granted. How many times I have heard their plans for a Community House and smiled to myself at the enthusiasm which could even *dream* of such a building,— and now it is all going to be true, only so much more



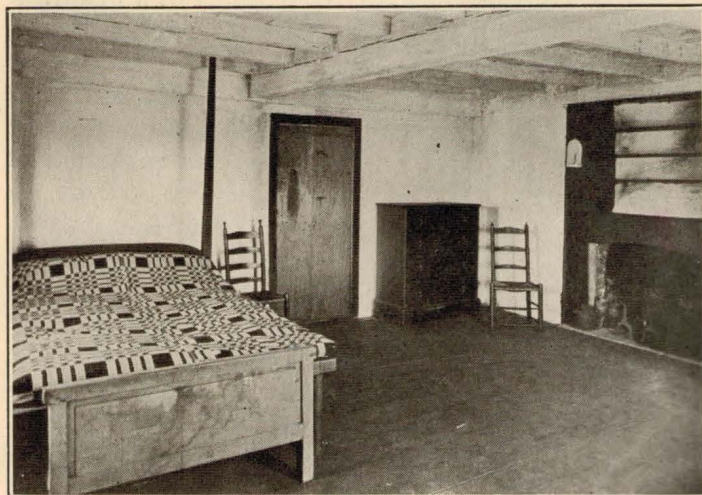
KITCHEN OF THE BRADFORD HOUSE

founder of our town, and partly as a link connecting us with the earliest days of our history, to speak to the restless, pleasure-seeking throngs of today of the days of "plain living and high thinking," of ceaseless industry, and of placid, consecrated lives. Not all who come to see it have the receptive mind which carries away this message but some have an impression of unaccountable rest and peace, and some hear and understand.

As for the Playground — that deserves an article by itself to commemorate the enterprise and energy by which the plan has been conceived and partly worked out. Those here today can see what has already been accomplished on the



LOOM ROOM, BRADFORD HOUSE



BEDROOM OF BRADFORD HOUSE

and better than even the wildest dreams. It is a proud and happy Mother Town which inspires a love in the heart of a son and daughter which lives through many years to blossom at last in a gift like this.

Of course we cannot close without a word about our Playground — the pride and joy of the town,— and the Bradford House, both having been most generously helped and supported, both by the townspeople of today and by former residents.

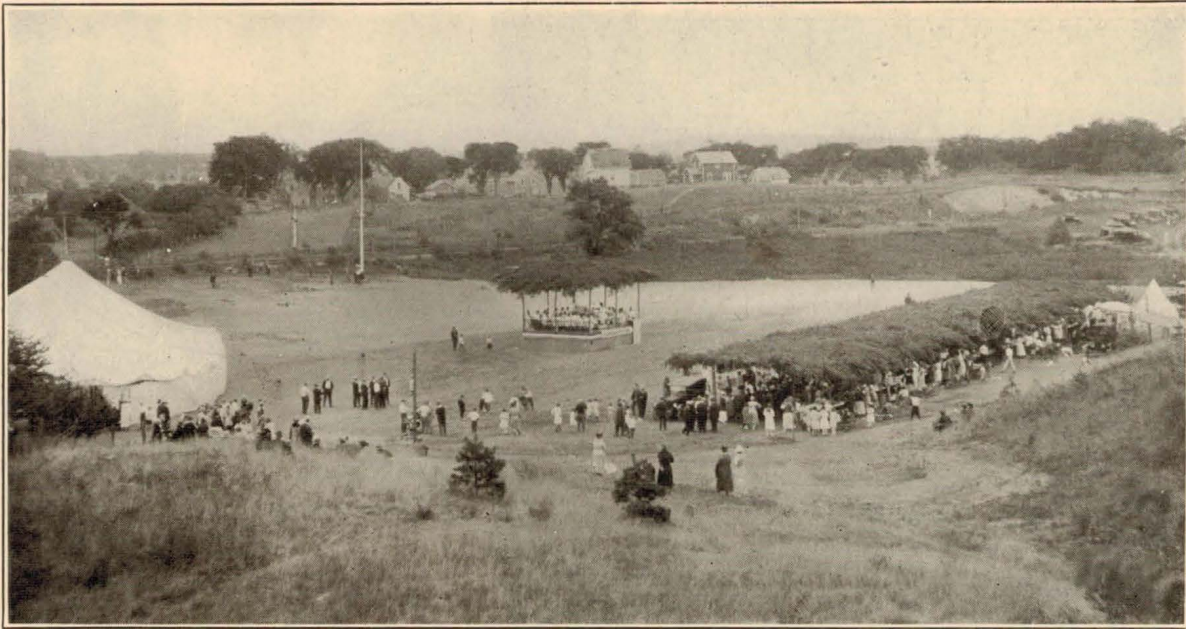
The home of Major John Bradford has been preserved partly as a memorial of that most generous

grounds, but those of us who have watched the work from the beginning know that one of the best results has been the awakening of a splendid spirit of co-operation which Kingston has sometimes been said to lack.

With this spirit broadened and deepened what may the growth of the dear old town show at the end of another fifty years?

It is a marvelous change that these two hundred years have brought: the transformation of a seventeenth-century hamlet of pioneers with all that means of privation and grinding toil — toil

THE CIVIC PROGRESS OF KINGSTON

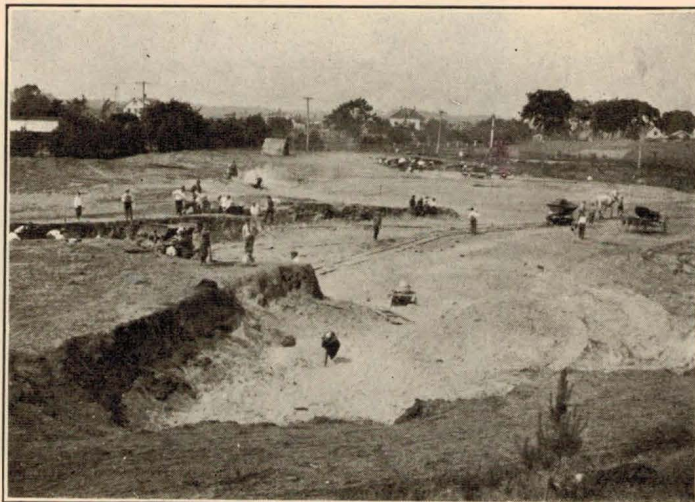


TOWN FAIR DAY ON THE KINGSTON PLAYGROUND

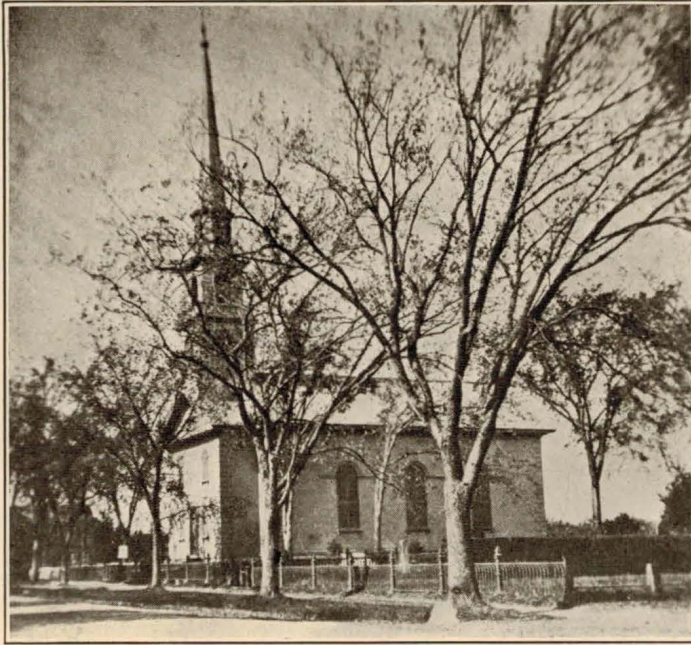
in which all, from the youngest to the oldest, had a share, and in return for which they gained a bare subsistence — the food, shelter, and clothing which are the prime necessities of life, — to this New England town of the twentieth century and the familiar life of today. How much we have that they never dreamed of! Did they, too, have some things which we lack?



PLAYGROUND UNDER CONSTRUCTION BY VOLUNTEER WORKMEN



PLAYGROUND UNDER CONSTRUCTION BY VOLUNTEERS



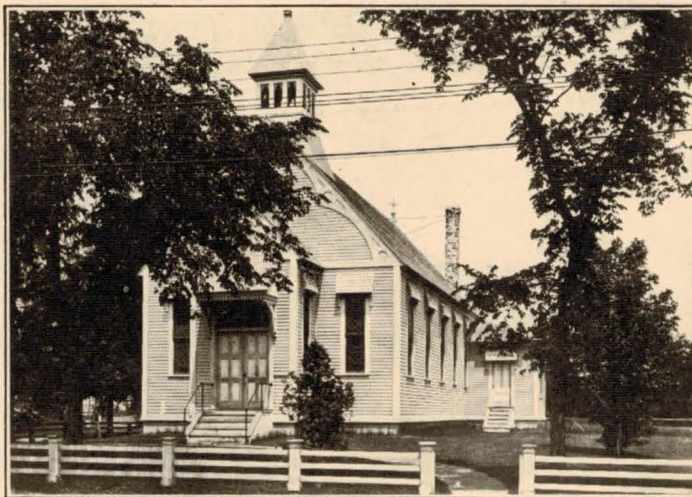
THE UNITARIAN CHURCH



MAYFLOWER CHURCH—BUILT IN 1829



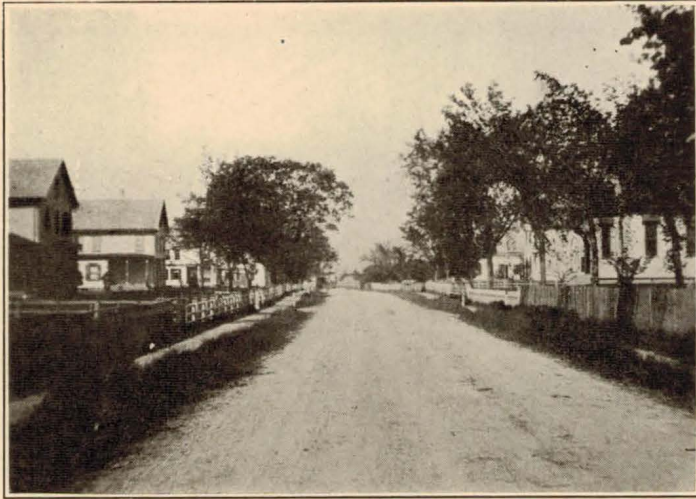
THE BAPTIST CHURCH



THE CATHOLIC CHURCH



THE JOSEPH HOLMES HOUSE AT THE CORNER OF MAIN
AND ELM STREETS



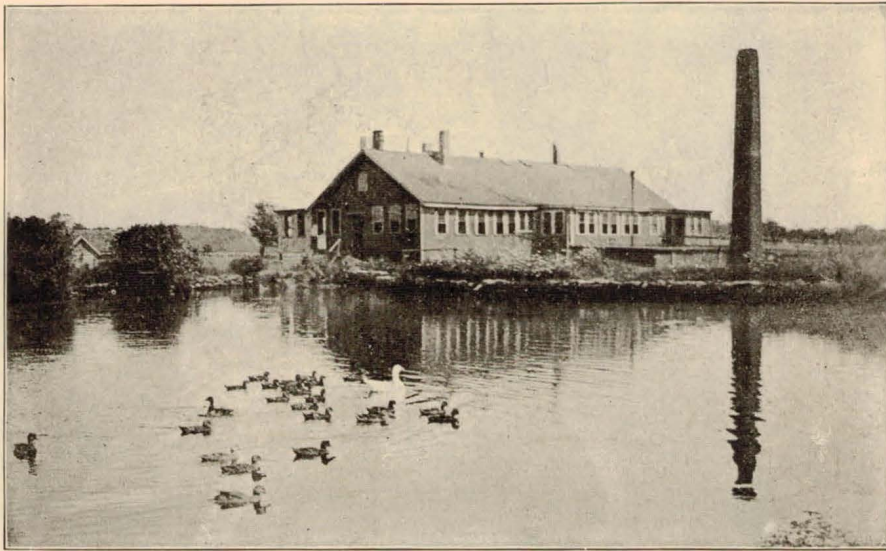
UPPER MAIN STREET



OLD PICTURE OF SUMMER STREET FROM THE RAILROAD



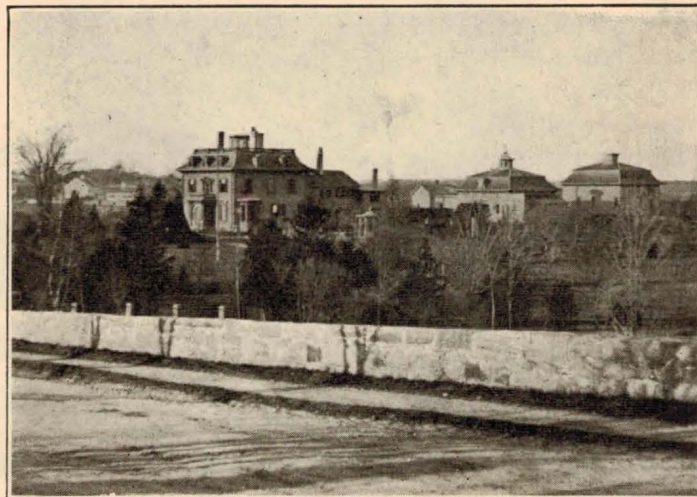
UNITED STATES POST-OFFICE, 1926



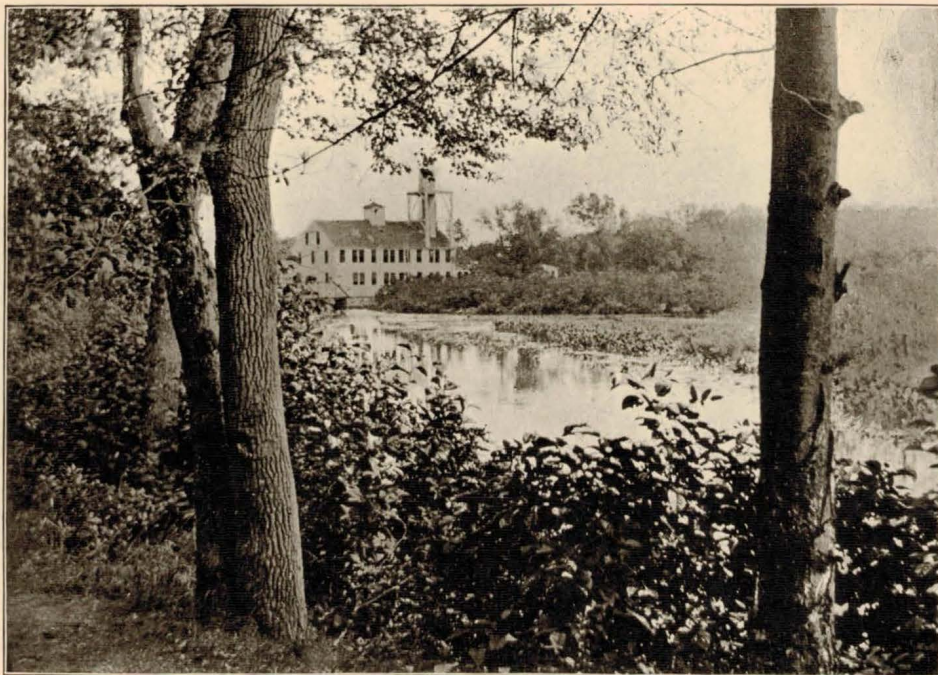
SHOP OF C. DREW & COMPANY



THE TOWN POST AT THE CORNER OF THE TRAINING GREEN



OLD PRINT OF COL. THOMAS HILL



UNITED SHOE MACHINERY COMPANY



VIEW OF THE TOWN TODAY FROM THE HOTEL

OCCUPATIONS AND INDUSTRIES

A Brief Survey of Industrial Conditions in the Town of Kingston Since Its Incorporation in 1726

WHEN Kingston became a township in 1726, her industrial life was very simple. Practically every man in the town was a farmer, getting his living from the land which he and his fathers had wrested from the wilderness. A great many of the householders had also some trade which they followed during the winter or when there came dull times in the farming season. A comparatively small group were fishermen, a few were boat-builders, others "house-wrights" (carpenters) and bricklayers, some coopers, nailers, wheelwrights, a blacksmith or two, cordwainers (shoemakers) in great numbers, hatters, tailors, weavers, occasionally a tanner. In many a dooryard in the little town stood a tiny shop, seldom as large as twelve feet square, where the owner or his hired man carried on his "part-time" trade. Here cobbling was done, wooden ware made and hooped, horses and oxen shod, nails hammered out by hand, and the thousand and one little things done that were necessary in the life of the community in early days, when manufacturing really meant "making by hand."

Mills were few: three or four sawmills to provide lumber for houses and barns, or for the small boats found in our local commerce; the grist-mill on Jones River where the Pumping Station now stands, which ground the grain for neighborhood consumption; and the fulling mill at the same place, built before 1710, where the rough, homespun cloth, woven on hand looms in the homes of the vicinity, was shrunk and finished, giving occupation to "clothiers" and "fullers." There was a sawmill in this part of Plymouth as early as 1650, either at the Pumping Station or on Stony Brook where Drew's works now stand. There were sawmills at each of these places in 1726 and another on the Trout Brook near where Elm Street crosses the stream.

The year after the town was incorporated, a forge or smelter was established on Hall's Brook, and from that time the occupations of "miller" and "mill wright" and "loomer" (iron-worker) are frequently mentioned in the records. "The Old Forge," as it was called to distinguish it from the later one, stood a little above the Brackett sawmill pond, where Winter Street crosses the brook, and remains of the old earth dam and flume are evident today, overgrown by bushes and a tangle of vines. This forge, established in October, 1727, was the first of the many iron works which have counted so much in the history and prosperity of the town. The founders of the industry were Ephraim Holmes, Benjamin Eaton, William Cooke, Joseph Holmes, Jr.; Benjamin Samson and Thomas Croade, men who were associated with many successful enterprises in the early days of the town's history. The Old Forge was built on Ephraim Holmes's land, and he was the clerk and treasurer of the business, both at this and at the later one, called "The New Forge," at northwest Kingston.

At the mill, the ore was washed, crushed and smelted. The molten iron was then treated in either of two ways. It might be poured immediately into molds when it became "brittle" or pig-iron and was used for casting purposes; or it might go through a process of puddling and rolling when it came out "tough" or wrought iron. If it was to be used for nail-making, as so much of it was, the bars of "tough" iron which were about six feet in length were slit up into rods a quarter or half an inch square or according to the size of the nail to be made. The nail-roads were then sold to the farmers who hammered them into nails of varying size in their little shops or forges.



REED'S MILL AT FORGE
POND

The success of the industry at The Old Forge, which soon outgrew the limited water supply, encouraged other similar mills to be started: Seabury's Forge on Pine Brook in 1734, and one on upper Jones River in 1735, "The New Forge," which was owned and operated by some of the same Kingston men who had founded the first forge, with the addition of such others as Nicholas Sever and Deacon Wrestling Brewster. This later mill was the one which gave the name to the Forge Pond at North-West across which the City of Brockton has within a few years built the cement dam to preserve

its water supply. Seabury's Forge continued in existence until about 1805, and during its later history was known as the Slitting Mill, rather than by its original name. It was at this privilege that Mr. Edwin Reed carried on business so many years, having a tack works and also shops where card-matches and an excellent quality of cotton batting were made. The New Forge, or as we of a later day know it, the North-West Forge, continued in active business until about forty-five years ago, operated by many generations of the Holmes family.

In 1735 also, a furnace or foundry was started on the Trout Brook where "hollow-ware,"—the pots, kettles and skillets and the mortars and pestles of our fore-mothers—were made, where all sorts of things from anvils to andirons were cast, and where at a later time cannon balls were made for General Washington's army. The promoters of this new industry included John Faunce, Benjamin Samson, Francis Cooke, and possibly Eleazer Ring. The Furnace group was quite extensive, occupying the present dam, the knoll where Mr. Howard Constable's house now stands, and the open field on either side the old Mill Gate Road. At the height of its prosperity the group consisted of an air or blast furnace; a dwelling house which was also used as a boarding house for the workmen; coal houses for the storage of charcoal, the sole fuel in those days; a casting house, the warehouse where finished goods were stored, a pot house, blacksmith shop and traders' shop or store where goods were sold at retail. It was while he was employed at The Furnace that Jeremy Florio, an English founder, experimented with molds made of sand instead of the clay formerly used and proved that a cheaper product, though one perhaps not quite so finely finished, could be secured.

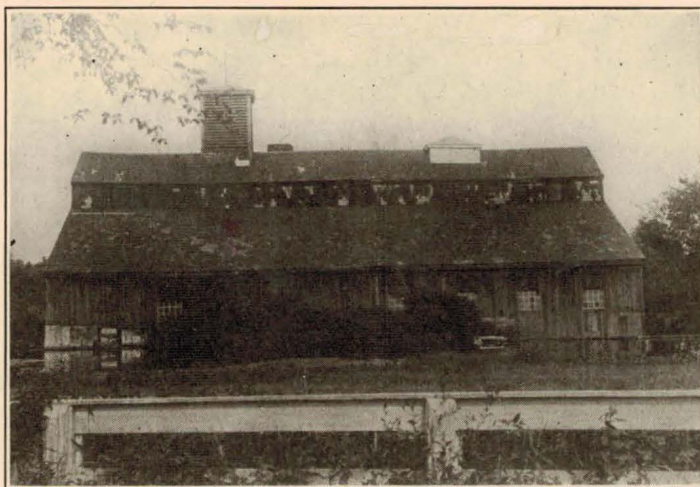
At first the metal used at the forges and The Furnace was "bog-ore" dug from the swamps and streams of this and the neighboring towns. The iron produced was not of high grade, but was acceptable, and the digging of it profitable to the owners of the land where it was found. In 1751, while fishing in Jones River Pond (Silver Lake), Joseph Holmes brought up a piece of ore which had caught on his hook, and thereby a new source of iron was discovered. "Rights to take iron-mine" were granted by the towns around the lake, the ore being secured by men wading close to the shore or working from boats in deeper water, using a rake or tongs specially made for the purpose. As time went on, ore was imported from New Jersey, where a better quality was mined. It is said that 3,000 tons were taken from the original bed discovered by Joseph Holmes and that from some of this ore the balls for Washington's artillery were formed at The Furnace.

The development of the iron industry was the chief gain during the first fifty years of the town's existence. Before Kingston was one hundred years old, other and greater changes

had taken place. The American Revolution had given the young republic economic, as well as political independence. So long as England controlled the provinces, we were purposely kept dependent upon her for finished goods. Freed from this restraint and encouraged by the needs of the American people, various enterprises were started. Finished products required transportation, which in those days meant carriage by water. Consequently, in our coast towns, shipbuilding developed, in which Kingston did her share. Increased activity was seen not only in the yards and rigging lofts, but in the allied industries, in lumbering and at the sawmills, at the smelters and furnaces, and at the forges where ships' blacksmithing was done. In 1794, the first anchor works in town were founded on Trout Brook, a little distance above The Furnace, John Faunce and John Sever being principal investors in the project. The original building, or at least a part of it, still stands used in its last days of activity by Sylvanus Bryant as a box-board mill. Within a very few years, before 1800, anchor making had been started also at the Forge at northwest Kingston by the Holmeses. It is doubtful if anchors were manufactured at the original works after the very first years of the mill's existence; certainly by 1810, the business had changed to the making of spades and shovels. The work at the northwest Forge flourished. During the Second War with Great Britain (1812-14), anchors were made there for the *Independence* when she was rebuilt. One of these anchors weighed nine thousand three hundred pounds; the other two, eight thousand three hundred pounds each. Almost at the same early date and down to within the present generation, anchors were also made at the forge or ironworks at "Triphammer" where previously Jedediah Holmes had made scythes and axes.

About the time that anchor works were established in town, cotton and woolen mills came into existence, weaving by machine in factories the fabrics that had hitherto been made on the cumbersome looms in the homes. The first project of this kind in Kingston was started in 1812 when a company was formed to build a mill on upper Jones River, above the bridge in the Triphammer neighborhood. Preliminary arrangements were made, stock sold, and the new dam built, when they discovered what everyone since has found out regarding that privilege, — that "while the stream is good, there is no head." The company was dissolved and the privilege shortly after came into the possession of Stephen Bradford, who ran a grist and shingle mill there; in 1813, two cotton factories were started farther down the river.

It is interesting to compare the two enterprises. The Kingston Cotton & Woolen Manufacturing Company at Triphammer was capitalized for \$20,000 and was capable of running eight looms; the factory at the Pumping Station, styled the Jones River Cotton & Woolen Manufacturing Company, capitalized for \$25,000, was planned for twelve looms. Each employed thirty hands; each was capable of running 1,200 spindles, although in 1815, neither was running more than 700; each depended to a certain extent upon the looms in private families to supplement the power machines at the mill; both were consumed by fire, the one at Triphammer being struck by lightning in August, 1824, while the lower factory was burned in March, 1845; even the names were similar, as you will note. The upper mill was never rebuilt, the cellar walls still standing today. The lower privilege was bought by Newcomb & Morse of Easton and a thread factory built upon the ruins



OLD ANCHOR FORGE AT
TRIPHAMMER

of the older building. These fabric mills were always called "cotton factories" although woolen materials were manufactured also, but to a lesser extent.

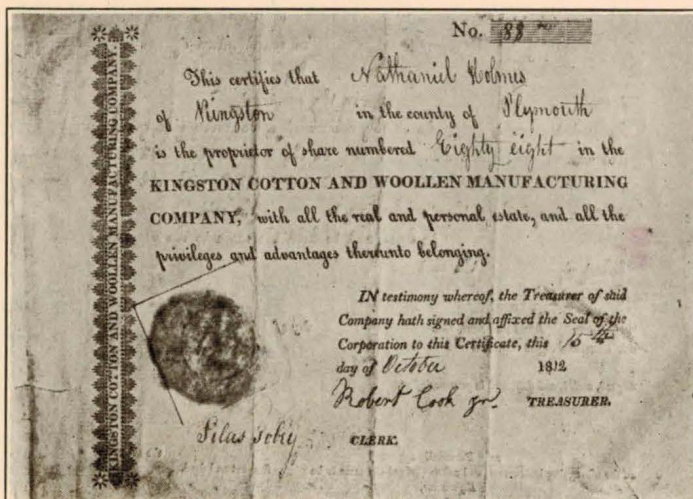
Associated with the cotton mills were other industries. There was the old fulling mill which had been running all these years, where cloth was dressed or finished; on the south bank of the river, where the United Shoe Machinery Company's plant now stands, Colonel Jesse Reed had a dye works, which was absorbed by the lower cotton mill; a wool carding mill was erected on the Fountain Head or "Crosmus" Pond Brook before 1821. A few years later, about 1826, a second carding mill was being operated by Hosea Brewster on the Second Brook, where the Jones River Laundry has recently started business. These industries took care of the preparation of the yarn, and of the dyeing and finishing of the fabric after it came from the looms.

Meanwhile, gristmills had increased in number to support a growing population and sawmills had moved out into the wilderness, following the source of supply, and giving place to the newer industries of which we have heard. On Stony Brook, iron works had been established in 1805 and in connection with the new industry ships' blacksmithing with power-driven machinery was being done there. Before 1800, John Washburn had introduced the screw auger to Kingston; in a very few years it was being made at the Stony Brook works, by water power.

About this same time, Kingston men had revolutionized another industry. We have spoken of the early way of making nails, hammering them out by hand. In his little shop on the Bridgewater Road, now the Main Street Hose House, John Washburn had experimented and had succeeded in making nails cut by machine. By his method, the cutting of the blanks and the heading of the nail were done by two separate operations, children being employed to pick up the blanks and insert them in the slot for heading. In 1807, Jesse Reed of Malden, cabinetmaker, bought a major interest in the grist mill privilege on Jones River where the Mayflower Worsted Company's mill now stands. He too experimented with cut nails and by 1811 had succeeded in making them in one operation, cutting blanks and heading at the same time. Colonel Reed's patents were taken out in 1809, 1810 and 1811, his method being practically if not exactly the same as used today, and making the cutting of nails a commercial success.

Soon there sprang up here and there on various water privileges small "nail works." In most cases the owner ran only one nail machine in connection with his corn grinding or his shingle mill. As time went on, these "nail works" developed into the tack and rivet factories which have figured so largely in our industrial life during the past century. The first mention I find of a tack factory in Kingston is in 1833. In that year, Daniel Bisbee, Jr.,

and Henry Soule sold to George and Thomas Russell the "Brad & tack Factory" which they had established the year before on the Second Brook in what had previously been Hosea Brewster's carding mill and where later the larger factories of Thomas Bicknell and Kimball W. Stetson were situated. Bisbee & Soule bought the Furnace privilege on Trout Brook and made nails and tacks there, and before long Thomas Russell followed them to an adjoining site where he ran two successive tack works. In the later history of the town, practically every water privilege has furnished power for a tack or rivet works, besides the



STOCK CERTIFICATE OF THE KINGSTON COTTON AND WOOLLEN MANUFACTURING COMPANY

Maglathlin factory on Evergreen Street, which was established after steam became popular and a water-power no longer necessary. It is an accepted fact that at one time there were more tack factories in the town of Kingston than in any other place in the country; they were not large factories, but they were more numerous.

To us of a later generation, whose standards are so much greater than those of two hundred years ago, the streams which supplied these mill privileges seem ridiculously impossible as generators of power. We think in terms of Leviathans and Plymouth Cordage Company's. Naturally, we have difficulty in adjusting our minds to the idea of shipbuilding and launching on lower Jones River or of important industries on her upper waters. Nevertheless, some rather important business enterprises have existed on Jones River and its tributaries. How did these enterprises compare with our modern ones? We must take into consideration that in the early days the population was small, that there was not the demand for products that there is today, and that consequently there was not the competition which exists in these later times. Remember

also that the early industries were "part-time" industries. Every one was carried on in connection with the active life of a pioneer farmer. The continuous power of today was a thing unknown; no great amount of water was required to run a mill as it was run in those days. Take, for example, the sawmill. Each winter, when the swamps were frozen and snow lay deep in the woods, groups of men with ox-sleds cut and hauled their logs to the mill to be sawed up into boards or shingle on "the spring flow of water." When the thaw came, the mill ran night and day "while the water lasted." The sawmills made use of the exceptional flow of water as winter was breaking up, and the logs were probably all sawed up before the time came for spring work on the farm. Another interesting thing is this: The mill-dams of the earliest period were placed across streams at points where wide, level meadows gave excellent opportunity for a good pond to be flowed. These meadows were much too valuable to lose. Consequently, the first or middle of April, when the native grasses would be starting to grow, the planks were taken from the mill-dam, the pond drained, and the beds of the pond became once more the fertile meadows they had been before the dam was built. Two crops of hay were taken from the meadows and then, about the middle of October, the planks were put on the dam once more, the pond allowed to fill up, and any logs left unsawed in the spring, were sawed now. It was the same with the early gristmills. As time went on and English meadows became established, less emphasis was laid on the value of the native grasses and the mill ponds were flowed during the greater part of the year. Only at such times as the alewives were running were the planks required to be taken from the dam and the natural stream



ANCHOR MADE AT THE "TRIPHAMMER" FORGE AND
EXHIBITED AT THE CENTENNIAL EXPOSITION
IN PHILADELPHIA IN 1876



FULLER'S HALL

restored. To avoid this inconvenience, much money and labor was expended in building "herring ways" and digging "alewife passages" at the various mills, to allow the fish to pass to their spawning grounds without necessitating the shutting down of the works. Even so, the water-wheels could run for only a few hours at a time. The streams were small, but they were constant, for the numerous swamps served as reservoirs for water and springs were plentiful. The dams, low earth dykes, did not allow for a deep pond. Few of the privileges hereabouts could accommodate an overshot wheel. Most of the water-wheels were of the breast or tub-mill type. Given a large surface of water, and sufficient power could be developed with a low head to run the machinery of the earlier period. Simply "the top of the pond," perhaps only a foot of the surface, was used and then the wheels

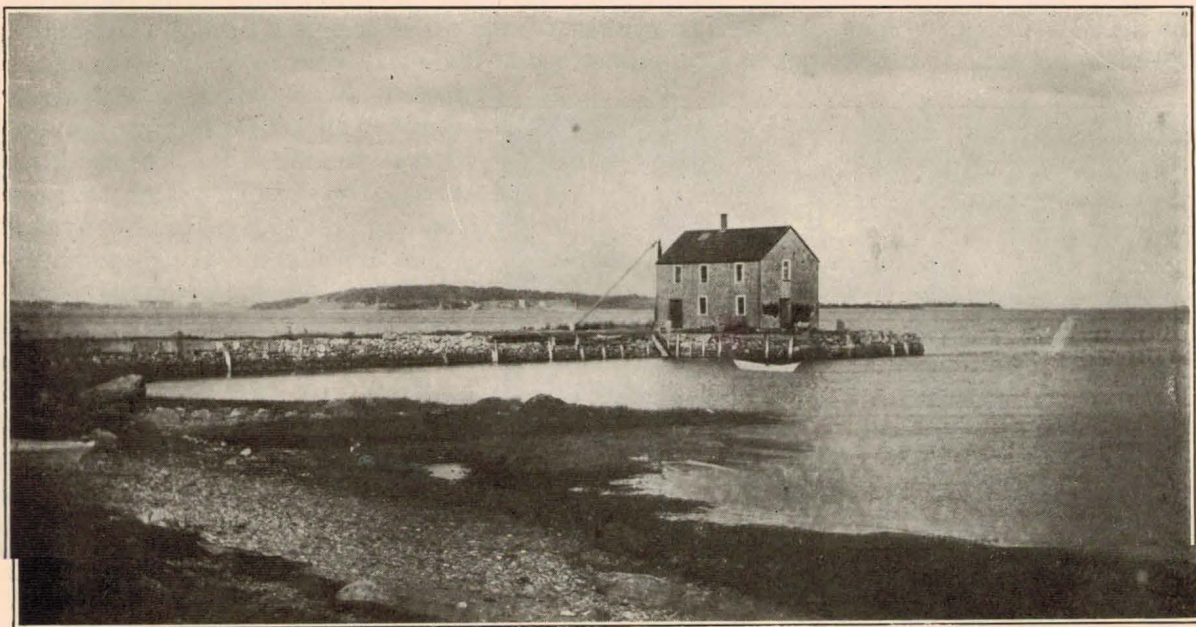
were stopped until the pond should fill up, when they were again started. At Stony Brook they ran the iron works on the "day pond" and a gristmill on the "night pond" and, no doubt, the same plan was used at many other places. Even within the last fifty years, before steam was installed there, it was necessary to plan and contrive in every way so as to do the work requiring water power while the wheels could be run and leave any other operation until such time as "the pond was down" and no power available.

To increase the supply of water for power in these early mills, various schemes were tried. Swamps were drained and streams diverted to add ever so little to the size of the pond. Some of the engineering feats must have meant hours of back-breaking toil. At the outlet of Jones River Pond a canal or ditch was dug, insuring a constant flow from the lake into the Forge Pond. The group of ponds on Trout Brook, all of them artificial, is another example of attempts to get and store up water for power. The first pond made for The Furnace and possibly for the earlier sawmill was supplied by both the Trout Brook and the Winter Meadow Brook. The Furnace had first right of water on the stream. No spot below The Furnace was suitable for an industry of any size, though a gristmill did run below the Constable house. When the Anchor Works were established in 1794, the owners undertook quite an ambitious work to secure the use of the water from the Winter Meadow Brook and divert it into their mill pond. The brook, with its two branches, originally flowed between the two houses an earlier generation knew as the Richard Holmes and the John or Lyman Cushman houses, continuing back of Daniel Fisher's, now Z. H.

Cushman's, and so into the Furnace Pond. Today only the tributary, the Little Winter Meadow Brook, follows the original course, the main stream having been diverted, as we shall see. A dam was placed across the brook back of the Lyman Cushman house, then the water was led by a ditch or canal along a higher level than the natural stream and in a big, wide loop with easy grade into the iron works pond. The reservoir thus made became known as Canal Pond. On the half circle of land formed by the canal and the road to Plympton, Mr. Bisbee built the house now owned by Z. H. Cushman, using the clear spring water from the ditch for his household supply. Later Thomas Russell conceived the idea of making a second reservoir, this time on the Trout Brook. Across the foot of the "Sylvia Washburn" meadows he threw a huge earth dyke which soon formed a fair-sized pond for the works below. He made a new ditch connecting the old Canal Pond with "Sylvy's Place" Pond, which exists today in almost perfect condition. When he built his second tack factory, used later as the Barnes Stave Mill, he dug a flume from the Canal Pond to his wheel, discharging into the iron works or Bryant's Pond below. The old Canal Pond then became known as Russell's Pond, by which name it is known today. Two freshets have removed most of the evidence of the earliest canal but the tack factory flume is discernible still, and the dyke at Sylvy's Place and the newer canal which connects it with Russell's Pond are even now in excellent condition. It would be a difficult matter, however, to locate the original course of the Winter Meadow Brook after all these changes.

The older sawmills were all of the "up-and-down" type and the mill building "ran the way of the stream." John Hall's mill on the Pembroke road is the only example of this type of mill remaining in the vicinity. As in the earlier gristmills, the "jig-mill" method was used. In a "jig-mill," the shaft of the water wheel stands upright with the spindle in the top so that the mill-stone turns as often as the wheel does, or in the case of the sawmill, the vertical saw is fastened rigidly to the shaft so that it "jigs" up and down with the turning of the waterwheel. In those days methods were leisurely, and larger results were not known nor expected. A "jig-mill" would grind four or five bushels of grain in a day, which was sufficient for the needs of the neighborhood. To prevent the log from "jumping," the saw of the old-time "up-and-down" mill had its teeth sharpened only on one side, making the stroke as it descended, returning "lazy."

As iron works developed, the system improved. Gears attached to the wheel shaft gave smoother service, though many pounds of "taller" were required to reduce friction. The



ROCKY NOOK WHARF

machinery was still placed along the line of the main shafting and only a small group of machines could be run from one wheel. At the auger works on Stony Brook, a tub wheel ran the trip-hammers and two overshot wheels provided power respectively for the air-bellows of the forge room and for the polishing wheels in the room above. Many of us still remember the big twenty-four foot wheel at Kimball Stetson's tack factory which, for power, no turbine wheel was able to duplicate.

Streams which were considered too small or unsuitable for waterpowers were used for tanneries, which required great quantities of water for their vats and for washing, and which made use of pumps or of gravity, according to the location, for drawing the water. One of these tanneries, probably Elisha Washburn's, was on the First Brook where Mrs. Ainsworth's garage and sunken garden are now situated. Another was on the south bank of Stony Brook where the Drug Store Block now stands and was run by the Cushman family. A third was in the Wapping neighborhood, probably on the Fountain Head Brook and was owned in the Cook family. Another tannery was that of William Stetson in what is now the yard of the McManus house, a little below the "Great Bridge" over Jones River. Mr. Stetson had, in connection with his tanyard, a little wheel run as a tide-mill, and the stones of the old dam may be seen today when the water is low, in the bed of the river below the bridge.

In the meantime, our shipping activities had developed. Each morning during the season, a local fleet sailed to the fishing grounds. Every spring saw a fleet of larger boats start for the outer banks to return in the fall laden with fish for local consumption and for the outside market. Tiny boats, too small almost for the coastwise traffic for which they were built, had given place to larger craft which sailed the Seven Seas, fetching and carrying the produce of the world, as Mr. Jones will tell us, and making the name of Kingston known in all the ports of the globe. Sloops, laden with lumber or firewood and cured fish, made frequent trips to Boston, returning with cargoes of coal, iron, rum, molasses and other goods brought in on ships too large to find harbor here after they were launched and fitted. Owners of woodland cut and hauled the cordwood which formed a part of the outgoing cargoes; a lumber yard was established at "Short Reach" by Edward Holmes and Lewis Ripley; the banks of the river and the fields of Rocky Nook were covered with the flakes on which the fish were dried and salted for market. At the old Salt Rock, where now we find a flourishing summer colony (Rocky Nook Park), rose the low, square roofs of the miniature "salt village," the vats where the water from the bay was evaporated to make salt for the curing of the fish. Coopers' shops provided tubs and buckets for fishermen's needs; warehouses, dwelling houses and other signs of local industry crowded each other in the vicinity of the

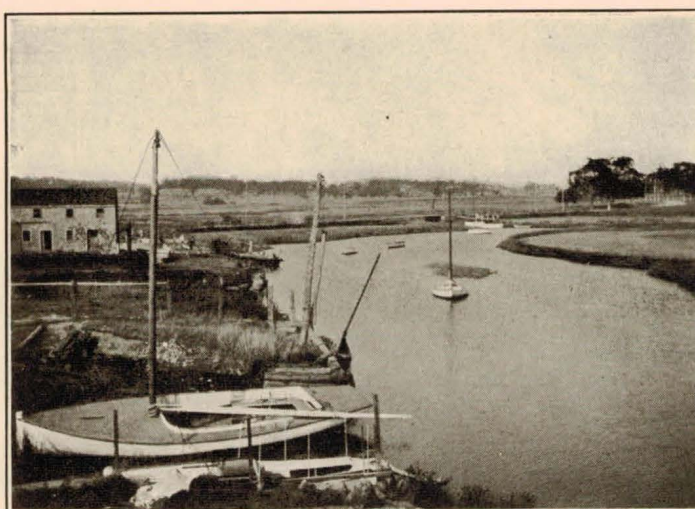


INTERIOR OF GEORGE E. CUSHMAN'S STORE

Rocky Nook wharves. All these commercial activities gave occupation to the inhabitants of the little town, the younger and sturdier making the long, hard voyages while the older men, or those physically unable to withstand such rigors as they involved, stayed at home and found employment here.

Brickyards we have had here also: the Cushman yard in the vicinity of The Elder's Spring at the lower end of Bay View Park; one on the Landing Road opposite the Dewing house; one on Stony Brook below the Drew works, close by the first Landing Place; the Chandler yard on Mile Brook near

the mill-pond; and one on the upper Wapping Road run by John Bradford and his son Stephen. At the latter yard, the clay for the bricks was mixed by water-power at the clay-mill on the river close by, at the privilege where a grist and shingle mill afterward stood and where at a still later time Marcello Newcomb had a sawmill. The brickyard on Stony Brook was started very early by Joshua Bradford, nephew of Major John. Ira Chandler and later Deacon James Foster made bricks there; after that the yard saw abandoned for a time. A generation ago, Isaac Howland,



SITE OF THE SHIPYARDS ON
JONES RIVER

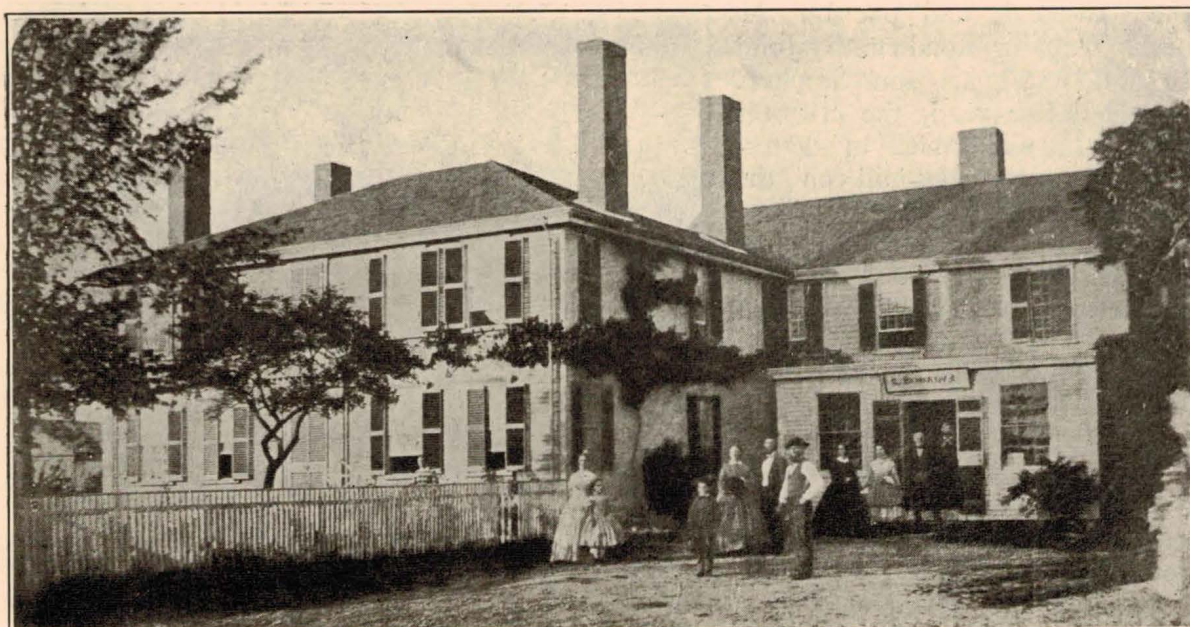
a Taunton man, reopened the pits and carried on the business until his death, in 1914.

In a little shop in his yard on the Bridgewater road, Stephen Bradford also made flower-pots and the coarse brownish ware used as common cooking utensils in the old brick-ovens of our grandmothers' kitchens: beanpots, Indian pudding dishes, crocks and the like. The clay was dug from the pits on the river bank near where the Spring Brook empties and mixed at the clay-mill which served the brickyard.

About 1840 the old Furnace, which had been running for more than a century, came into possession of Henry Soule and John A. Fuller, who turned it into a nail and tack factory. Asaph Holmes and his brother Stephen decided to carry on the foundry business, under the name of Kingston Foundry Company, in the old Baptist Meeting-house, which had stood empty for a few years. Four or five years later, the firm reorganized and bought the Smelt Brook privilege of Thomas Cushman. They called themselves The Old Colony Foundry Company. The business did not last long under the new partnership, and in 1855 the works were purchased by Benjamin Cobb and William R. Drew of Plymouth, who established the firm which still bears their honored names.

After the foundry business was discontinued, the old meeting-house was used for various purposes before it was finally made into a dwelling house. It was first used as a saw and planing mill; then as a wheelwright's shop, by Mr. James M. Tripp, a Fairhaven man; Thomas Russell used it as a storage place for all sorts of secondhand "junk"; Frank Fuller carried on a slopwork business there, making a cheaper grade of ready-made clothing; still later there was a furniture store in the building, and at another time a bakeshop. Probably as a landmark, it is best remembered as "Fuller's Hall."

Wheelwrights' shops were maintained in other parts of the town as well. At a time when the only means of travel was "by horse or by foot," the upkeep of wheeled vehicles was important. Wheelwrights built the carts and wagons used on the farm and were in constant demand for repair work. Some of their work was as fine as could be had anywhere. Thomas Bradford, as a worker of greater ability, called himself "chaise wright." One of the wheelwright shops stood on the Fountain Head Brook in 1830, in the building which had been the first carding mill in the town; David Eldridge and Abner Childs carried on the business in a building in the Mayflower Churchyard and at the shop in Caleb Bailey's yard, later removing to the rear part of what is now the Mansfield blacksmith shop on Evergreen Street; Milton Simmons was on the upper floor of the building which has since been the G. A. R. Hall; Seth Winsor's shop was between the Telephone Exchange and the Ormond house at the corner; Milton George was on the Patuxet house lot, where Josiah Cushman later built his hotel.



C. ROBBINS' STORE

Stone cutters, men whose work is still seen in the Old Burying Ground, include Bildad Washburn, who had a shop on Main Street, nearly opposite the First Parish Meeting-house; and Hiram Tribble, who lived in the Stony Brook neighborhood in the house now owned by H. J. Prouty, and who was also a painter. Later, Davis W. Bowker had a "marble works" on the lower floor of the G. A. R. Hall.

Jonah Willis and his son Edward had the only soap manufactory in the history of the town, at the rear of the family home, where now E. C. Bailey has his garage and his paint shop.

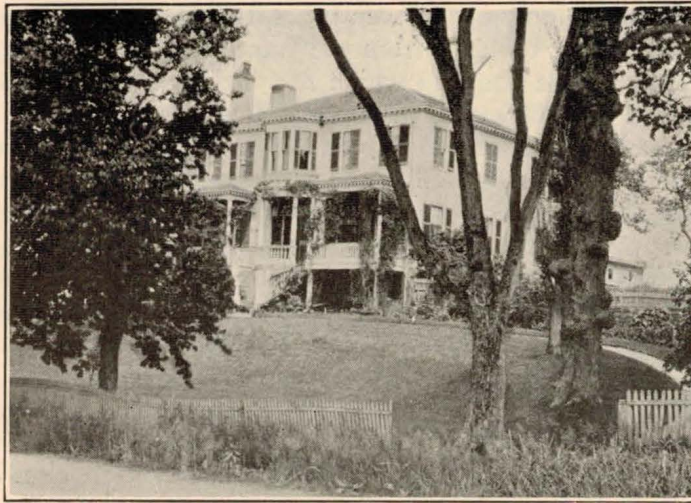
About 1850, William H. Myrick started a tinsmith's shop in a building which stood to the north of the G. A. R. Hall, carrying on the business there until he moved into his new block at the corner of Evergreen Street in 1878. Among his apprentices in the earlier shop was George Clarke, who later started in business for himself in the building which still stands close by the Green Street entrance to the cemetery, and which had been one of the first schoolhouses of the town.

In a little shop in his side yard, opposite the Stacey house on the Boston Road, Joseph Stetson made harnesses and saddles and the leather-covered trunks without which, while the fashion lasted, no journey of any importance could be respectably taken.

Of the bakers, Wrestling Brewster, Jr., who carried on the business at his home near the old Point Well; Timothy French, who was first in the old schoolhouse of 1714 (George E. Cushman's grain room), and later built a brick bakehouse in the rear of his home, now the McManus house at the Great Bridge, not far from the spot where the new garage is being built; George Deane, who used the latter bakery for a time; a Mr. Sproul, who was on the Landing Road,—are some of those who plied their trade in the earlier days of the town. In later years, Pastor & Klarr of Middleboro had bakeries, first in the old "Fuller's Hall," and after a serious fire there, in the Dawes' building, now Steele & Farrington's.

Store or shopkeeping was not at first a popular occupation in Kingston. Every farmer was a trader in his way. The little town was in the earliest days self-supporting; all things necessary for existence were produced within the town. One man's surplus was exchanged or "traded" for produce he himself had failed to provide. Articles purchased were paid for in "kind," little money being exchanged. When it came to luxuries, it was necessary to go

THE OLD
HOLMES
HOUSE



BUILT IN
1812 BY
JEDEDIAH
HOLMES AND
DESTROYED BY
FIRE IN 1921

outside the town to secure them. In Pilgrim days, Edward Gray had a warehouse at Rocky Nook, as well as one in Plymouth town, and he exchanged fresh fish, which he cured and sent to England, for such articles of furniture and wearing apparel as could not be obtained locally. The first man to really take up shopkeeping as a business in the north part of Plymouth was Benjamin Samson, who built and occupied the house now owned by Maurice Malone, near the Old Point Well. In a deed given by him in 1721 he styles himself "Dealer." His neighbor across the way, Thomas Croade, who bought the house at the Point which Rev. Joseph Stacey had built, always styled himself "Shop-keeper." These two men would seem to have been the only storekeepers in town for many years, near neighbors and partners in the warehouse at the older Rocky Nook Wharf. No doubt many traders existed in Kingston who have not gone on record. The first of those who did business on a bigger scale, with a greater variety of goods in stock all the time, was David Beal. He built the house where Mr. Henry H. Sampson now lives, next below the Benjamin Samson house mentioned. In his yard, he had had a little shop where he made tubs, pails, sugar-buckets and other woodenware. He removed this building and built the long wing which we still remember as the Hunt & Sampson or George E. Cushman's Country Store. From about 1794 until 1902 the extension was in constant use as a store building. Across the way, James and John Sever kept store. Their building, which was later burned, stood on the spot where Ye Kynge's Towne Sweetes are now made. At the time of the fire, Ebenezer Burns was doing tailoring in the upper rooms, hiring women and girls to help him. A little farther up the Boston Road in one of the houses torn down in 1922, Wrestling Brewster, the baker, had a little store, which he afterward sold to a Boston merchant, Joseph Field. The store continued in use for many years, the last owner of whom I have heard being Mrs. Clement D. Brewster, who ran a shop about the time of the Civil War. In the Rocky Nook section, "P. Cobb's Store" was a landmark for several generations. Mrs. Charles Robbins kept shop in the southerly wing of her house, now the home of Paul H. Delano. There everything from hardware to fine thread lace could be had, the shops of early days being "general stores." For years also there was a store in the Joseph Holmes house at the corner of Main and Elm Streets; one across on the corner of the lot now owned by George Chandler, which was later removed and became Mr. Ellis's schoolroom; on the north side of Main Street, "Aunt" Thankful Adams had a bonnet and dry goods shop; in the building to the east, now Eugene Merry's house, Captain Daniel Adams had another store, built about 1828 to replace an earlier one kept by Captain Ezra D. Morton, which was moved away. In a building which stood at the lower drive of the First Parish Minister's Home, Abial Washburn kept store before 1831 when he sold to Alexander Holmes.

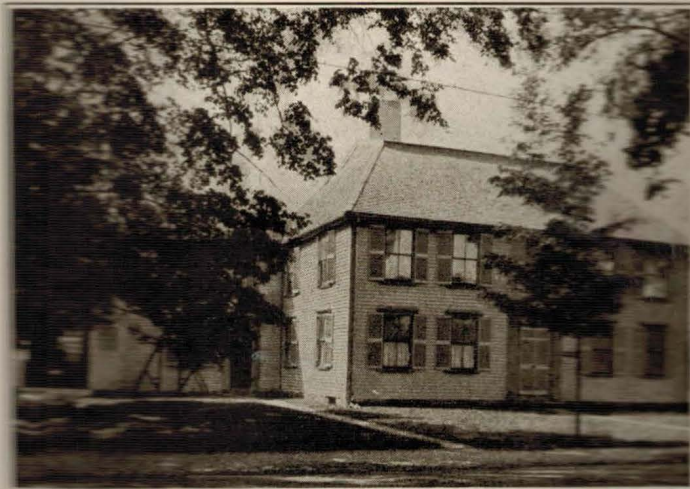
Mr. Holmes kept store there for twenty-seven years, then sold to Charles Fuller. Mr. Fuller moved Horace Holmes's store building from the James Hall lot to his own land and made that into a store. This was the house in which Mr. Trebandt lived at a later date. Cap'n Frank Johnson kept store in the building which is now the home of Miss Harriet Adams, and it was said that at his store you could get the best calico anywhere around. Another store was kept by Major George Russell in the west side of Dr. Swage's house. The "Sovereigns of Industry" maintained a co-operative store in town for a number of years. "Aunt" Sylvia Drew kept a supply of medicines and "strong waters" on hand at her house, and Miss Martha Bradford sold yarn in her parlor store. Nahum Bailey, father and son, William H. Burges, Henry K. and Lewis H. Keith, Joseph Robbins, Rufus D. Bradford, Horace L. Collamore, Deacon Jedediah Holmes, Jason Bradford, O. B. Cole, the first druggist in town, are all familiar names. Many of these stores existed at the same time, but like the taverns and inns of the town, most of them succeeded each other.

Now that we have mentioned the taverns, let us take up that branch of the town's industries. The first inns or taverns were drinking places, and little else. In early times, the license to sell intoxicants was granted only to trustworthy men who were believed capable of refusing sale to customers upon occasion. In many instances it was a deacon of the church who was selected for the office. In 1678 Joseph Bradford, youngest son of the Governor, and Jael, his wife, were licensed by the Great and General Court holden at Plymouth to draw and sell beer "soe as they prudently prevent all excesse that may come therby." Mr. Bradford lived across Jones River from the Dewings and the Old Bradford House, not far from Mr. Alexander Holmes's wharf at Short Reach. In order to serve the community well, it was desirable that the taverns be at the junction of highways or at some convenient point. Joseph Bradford's was no exception, being situated at the fork of two highways long since abandoned and forgotten, but then providing for all the travel by land between Boston and the Cape or from Plymouth town to the westward.

In the simple, hospitable days of the early colony, a traveler was welcomed and taken in at any farmhouse where he happened to find himself at noon-time or at nightfall. He shared the family table and the family sleeping quarters, and was hailed with delight as a messenger from the outside world. As travel increased it became desirable to provide some regular stopping places and the innholder's wife usually set aside one room for strangers who might be overtaken by night within her district. Inns became the social centers: town fathers met there to discuss weighty matters over pipe and bowl; neighborhood dances were held there; and in later times, hot-headed patriots thrashed out the problems of liberty and oppression within their hospitable walls. With all this, the tap room was the principal room in the

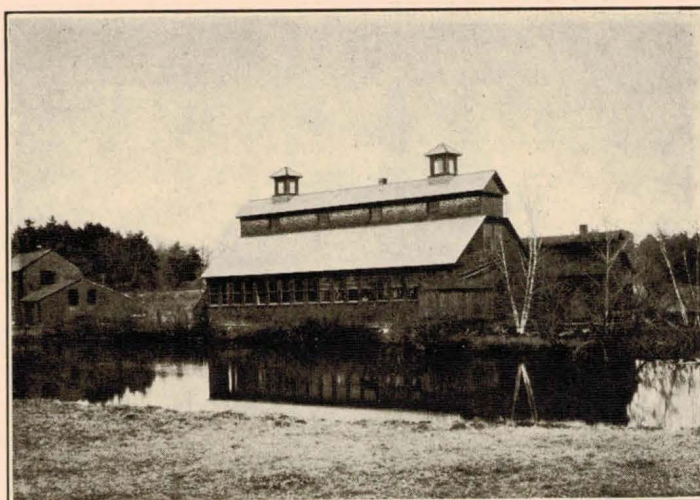
house, the room where light and warmth, companionship and refreshment were to be found. All these social activities called for attendants and a number of persons were kept busy supplying the needs of the frequenters of the taverns.

Our first innkeeper was apparently Charles Little, or possibly his widow, Sarah, it being a question just when they began operations. The inn, whose building dates from 1714, is today used as the Telephone Exchange. One of the early romances of the town centers around the Little Tavern. Nicholas Sever of Boston, touring the Old Colony,



BILDAD WASHBURN
TAVERN

stopped at the inn, fell in love with the comely widow, and shortly after married her, settling here in Kingston, where his descendants still live. Other innkeepers were Benjamin Samson, the storekeeper previously mentioned; John Brewster, who built the house which was torn down a few years ago and which stood across the road from the Little-Sever house, at the corner of Linden Street; Thomas Cushman, who was probably in the Rocky Nook district; Bildad Washburn, whose tavern is now the home of Dr. O. C. Swope. At the corner of Center Street ("Mutton Lane") and Main Street, the widow



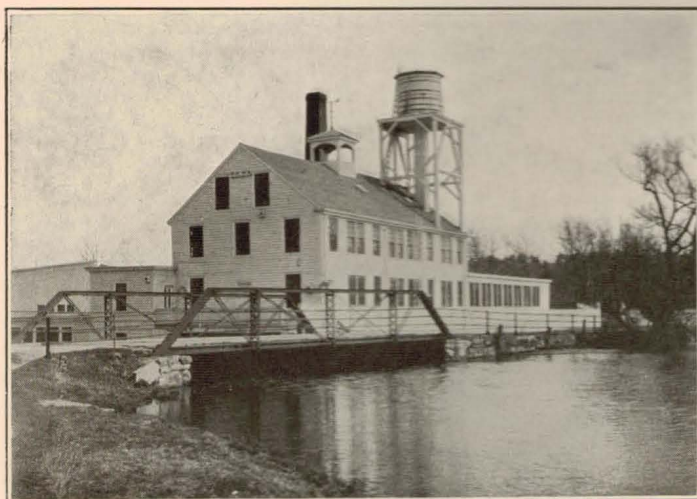
TACK FACTORY — NOW THE MAYFLOWER
WORSTED MILLS

of Dr. Isaac Bartlett supported a large family of children by keeping a "public house" during the ten or fifteen years previous to 1830.

With the growth of industries, there came a demand for better boarding facilities. The Furnace, the lower cotton factory, the forge at Reed's mill, and possibly the upper forge at North-West, are examples of the works which provided boarding houses for their out-of-town employees. These places did not take care of all who came; a few found accommodations in private families. Such a boarding house was kept by Josiah Cushman in his home on the second floor of the Henry H. Sampson house. In 1854, Mr. Cushman opened a hotel at the point formed by the Boston Road and Green Street, a hostelry which still exists. Numerous private boarding houses have also been maintained here in town.

THE "WATER-SHOPS" OF TODAY

On Jones River and its tributaries, within the limits of Kingston township, there have been to my knowledge twenty-four water privileges from which more than eighty separate industries have taken power. As business increased at these mills, more power was necessary than could be derived from water alone: fifty years ago, steam began to supplement or supplant the water power upon which the mills had depended so many years; a generation ago, electricity became available and gradually it has supplanted both water and steam. Gasoline power has been used experimentally in one or two instances, but did not prove successful. Today we have only five of the original water privileges in use: The Mayflower Worsted Company at Triphammer; the Pumping Station of the Town's water system at the lower privilege on Jones River; C. Drew & Company's plant on Stony Brook; the Jones River Laundry on the Second Brook; and the rivet works of Cobb & Drew, Inc., on Smelt Brook. Of these, not one depends wholly upon water power for driving its machinery. All of them use electric power as auxiliary, some having used steam power until comparatively recent times. The Jones River Laundry, with its splendid head of water and the lesser demands of a small business, depends less upon auxiliary power than the others, but is equipped for the use of electricity when it is needed. The Mayflower Worsted Company generates a part of the current used at the mill, using its water power for the purpose. At this mill and at the Jones River Laundry, the water from the pond is also used for washing purposes. A number of mills have used water power until very recently, but have now gone out of existence or have ceased to be "water-shops." The United Shoe Machinery Company, which occupies the same dam as the Pumping Station, stopped up its flume and took out its waterwheel in 1920, when the new cement dam was built on the privilege. Mr. F. G. Bracket used first, water power, then steam, and had installed electric power in his sawmill



UNITED SHOE MACHINERY COMPANY

shortly before it burned in 1924. In his new mill, which is not on the stream, he uses electric current for power. At every one of the other privileges, abandoned flumes and moldering ruins mark the spot where a comparatively short time ago all was bustle and activity.

HISTORY OF THE MILL PRIVILEGES IN THE TOWN OF KINGSTON

I. THE FORGE POND PRIVILEGE.

Sawmill before 1731, still standing 1824; The New Forge, 1735; Grist Mill, 1751; Anchor Works, about 1800; Nail Works mentioned 1825; Tack Factories: Porter Reed, leased about

1860; Horace Maglathlin (lessee), 1881; Privilege acquired by the City of Brockton in 1904.

2. PRIVILEGE ON GROVE STREET (Egypt or Hanson Road).

Grist-mill started by Jonathan Holmes and others in 1767; owned by Alexander Holmes in 1844; abandoned before 1861. Miller: "Tom" Johnson.

3. HOWARD'S BROOK, "JOHN HALL'S MILL."

Flowage rights for a mill here reserved by Judah Hall and others in 1750; Sawmill mentioned in the layout of the Pembroke road in 1759. Owned at the time by Jonathan Crooker, Job and Judah Hall, and Elnathan Fish; sometimes called "Fish's Sawmill"; owned in 1843 by Jedediah Holmes and John Hall; later owned by John Hall and his son, John F. Hall; abandoned about 1910.

4. PINE BROOK, TWO PRIVILEGES.

(1) William Cooke's Sawmill, 1713-1730, at the upper dam.

(2) Reed's Mill Privilege at the lower dam: Seabury's Forge, 1734; Holmes's Slitting Mill, about 1800; Grist Mill, before 1831-1844; Edwin Reed's Tack Factory, 1844; Match Factory; Shingle and Planing Mill; Cotton Batting Manufactory.

5. THE OLD FORGE ON HALL'S BROOK, 1727.

6. BRACKETT'S SAWMILL ON HALL'S BROOK, BUILT BEFORE 1750; BURNED 1924.

Owned for more than 100 years in the Chandler family; acquired by Mr. Brackett in 1889. Used also at one time as a grist-mill by Nathan Lucas.

7. MILE BROOK PRIVILEGE.

Shovel Works of Deputy Sheriff John Adams here very early; Sawmill started by Seth Washburn and Lewis Russell, 1812; later owned by Ira and Horace J. Chandler, father and son; abandoned about 1900.

8. STONY OR BLACKWATER BROOK, TWO PRIVILEGES.

(1) Upper dam: Sawmill mentioned, 1730; Grist-mill, 1746; Stony Brook Iron Works, 1805; C. Drew & Co., 1837-1926; Reed & Prince (tacks), 1883; Joshua Delano (rivets and burrs); L. E. Ford & Co. (tacks); H. C. & W. S. Cole (tacks); Horace C. Cole (tacks).

At mill on the south side of the same dam: Hall Brothers & Co. (rivets), 1866; reorganized as The Old Colony Rivet Works.

(2) Mill on the lower dam, used by Caleb Bates as a grist and shingle mill; used by Horace C. Cole as a packing-room and storehouse.

9. THE SAWMILL BROOK.

Dam mentioned 1717. Called Colonel Cushing's upper sawmill from 1792 to 1805; Isaac Churchill's mill; Thomas Bradford's Sawmill, 1826.

A HISTORY OF THE INDUSTRIES OF KINGSTON

10. "STEPHEN BRADFORD" PRIVILEGE ON UPPER JONES RIVER.

Clay Mill for Brick Yard and Pottery, before 1804; Triphammer Shop, before 1808; First Cotton Factory Project, 1812; Saw Mill, Grist Mill, 1814; Shingle Mill and Nail Works, 1820; Marcello Newcomb's Sawmill; abandoned about 1900.

11. FOUNTAIN HEAD OR CAUSATON'S POND BROOK.

A Wool Carding Mill, before 1821; a Wheelwright's Shop in 1831.

12. THE TRIPHAMMER PRIVILEGE.

Sawmill, 1697; Holmes's Blacksmith Shop, 1791; Anchor Forge; Grist Mill of Dr. Jabez Fuller, 1793; Cotton Factory, 1813-1824; Colonel Jesse Reed's Nail Works, 1807-1816; Shingle Mill, Hat Shop, Brass Foundry; later Grist and Plaster Mill; Tack Factory started by Henry M. Jones, 1892; L. E. Ford & Co. (tacks); Mayflower Worsted Company, makers of fine worsteds, 1919.

13. THE PUMPING STATION PRIVILEGE.

(1) North Side of the River; Sawmill before 1700; Gristmill of Major John Bradford and others, 1704, abandoned about 1870; Fulling Mill, 1710-1845; Shingle Mill, 1860-1874; Pumping Station, (1) Old Aqueduct Co., 1849-1886; (2) Town of Kingston, 1886-1926.

(2) South Side of the River: Dye Wood Manufactory, before 1810-1845; Cotton Factory, 1813-1845; Hatter's Shop, before 1825; Thread Factory, 1845-1874; United States Lock Works, 1874-1880; Tack Factory, 1880-1886, 1895-1926, different owners and with other goods manufactured also; Howard Shoe Factory, about 1890. Present owners, United Shoe Machinery Co.

(3) At a little privilege below the Pumping Station the Old Aqueduct Company had a pump driven by water power after the Town had bought the upper privilege. It was unsatisfactory, and was in use only a year or two, before the company went out of existence.

14. SECOND BROOKS MILLS, TWO PRIVILEGES.

(1) Dam mentioned 1721; Lucas's Pond; Carding Mill, 1826; Tack Factories: Bisbee & Soule, 1832; George and Thomas Russell, 1833; Thomas Bicknell, 1855; Cobb & Drew, 1866; Kimball W. Stetson, 1869; Stetson, Woodward & Jones, 1886; Stetson's "Oil Proof" Manufactory; Ice Plant, Arthur Emond; Jones River Laundry, Arthur Emond, Jr., 1925.

(2) Henry T. Lucas' Nail Works, 1843, in a little building by the roadside.

15. WILLIAM STETSON'S TIDE MILL AT HIS TANYARD, 1844-1861.

16. TROUT BROOK, FIVE PRIVILEGES.

(1) Sawmill, before 1721, owned by Gershom Bradford and Jacob Cooke, Jr. Exact location unknown, but believed to be the same pond which was later used for The Furnace.

(2) The Furnace, founded 1735; Sawmill adjoining, 1761; Nail and Tack Works, 1840; Henry Soule, John A. Fuller, Ford & (Onslow) Maglathlin, Edwin L. Maglathlin; Constable's Workshop; burned, 1918.

(3) "Sylvanus Bryant's Mill": Anchor Forge, 1794; Spade and Shovel Works, before



BRACKETT'S SAWMILL

A HISTORY OF THE INDUSTRIES OF KINGSTON

1810; Bisbee's Iron Works, 1810; Thomas Russell's Lower Mill (tacks), 1844; Prince & Bryant, 1856; Sylvanus Bryant, Saw and Box-board Mill, 1870; abandoned about 1900.

(4) Thomas Russell's upper mill (tacks), 1856; E. & J. C. Barnes, Stave Mill, 1870; Tack Factory, Bernard and Le Mont Pratt, lessees; burned.

(5) Grist-mill on the lowest of the Trout Brook privileges: built by John Faunce; owned in the Faunce and Cook families; abandoned about 1840, and the pond made into a fresh meadow by Charles Cook Faunce. Miller: Josiah Cook.



FIRST RAILROAD STATION AT KINGSTON

17. SMELT BROOK PRIVILEGE.

Thomas Cushman, Iron Works and Auger Shop, 1815; Old Colony Foundry, Stoves and Hollow Ware, 1846; Cobb & Drew, foundry followed by manufacture of rivets, burrs, tacks and other goods, 1848-1926.

THE STORY OF THE FIVE MILL PRIVILEGES STILL IN USE IN 1926

I. TRIPHAMMER.

A sawmill was built on the river at this point in 1697. Almost one hundred years later, in 1791, Jedediah Holmes bought the privilege and built a blacksmith shop and forge there for his son Jedediah, Jr. (the Deacon Jedediah of later memory). Two years later a long flume was thrown out to the southwest by Dr. Jabez Fuller and a grist-mill was set up. The miller's house still stands between the pond and Mr. Walter H. Faunce's house. Scythes and axes were at first made at the Holmes's works, but about 1800 they began forging anchors as well. The making of anchors continued down to about forty years ago, a 6,000 pound anchor being forged there after the death of Mr. Frank H. Holmes in 1890.

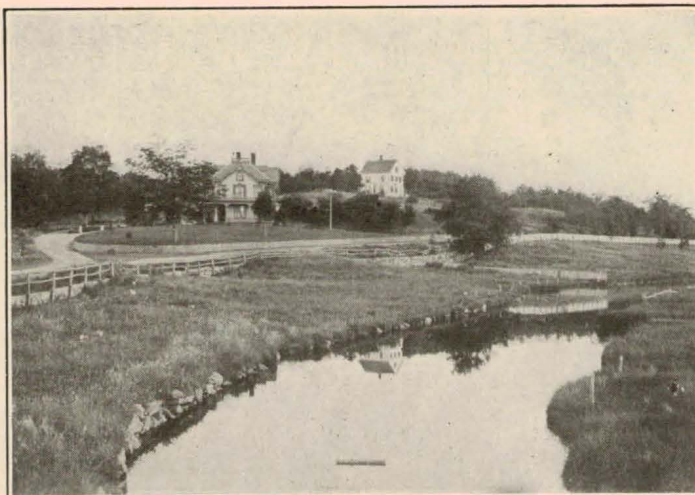
As was the custom, a number of things were done in the grist-mill besides the grinding of grain. Shingles were made there at one time. In 1807, Jesse Reed bought an interest in the mill and continued his experiments in nail-cutting, producing a successful machine. Later, men's felt hats were made there, and I have been told that at one time a brass foundry had room and power at this privilege.



THE STATION OF TODAY

In 1813, a company was formed for erecting a cotton and woollen mill. It was commonly called The Kingston Cotton & Woollen Manufactory; Silas Tobey was Clerk and Robert Cook, Jr., was Treasurer. A new dam was built at the privi-

lege, the pond enlarged and a mill capable of accommodating 872 Throstle and 328 Mule Spindles was erected to the northwest of the anchor forge. It is interesting to note that the looms were all of Honduras mahogany, a wood little prized for furniture at that early date, but esteemed for this purpose because of its resistance to warping. One sultry night in August, 1824, a bolt of lightning set fire to the cotton factory and it burned to the ground. "Hard times" had come upon the company, business was none



JONES RIVER, LOOKING WEST

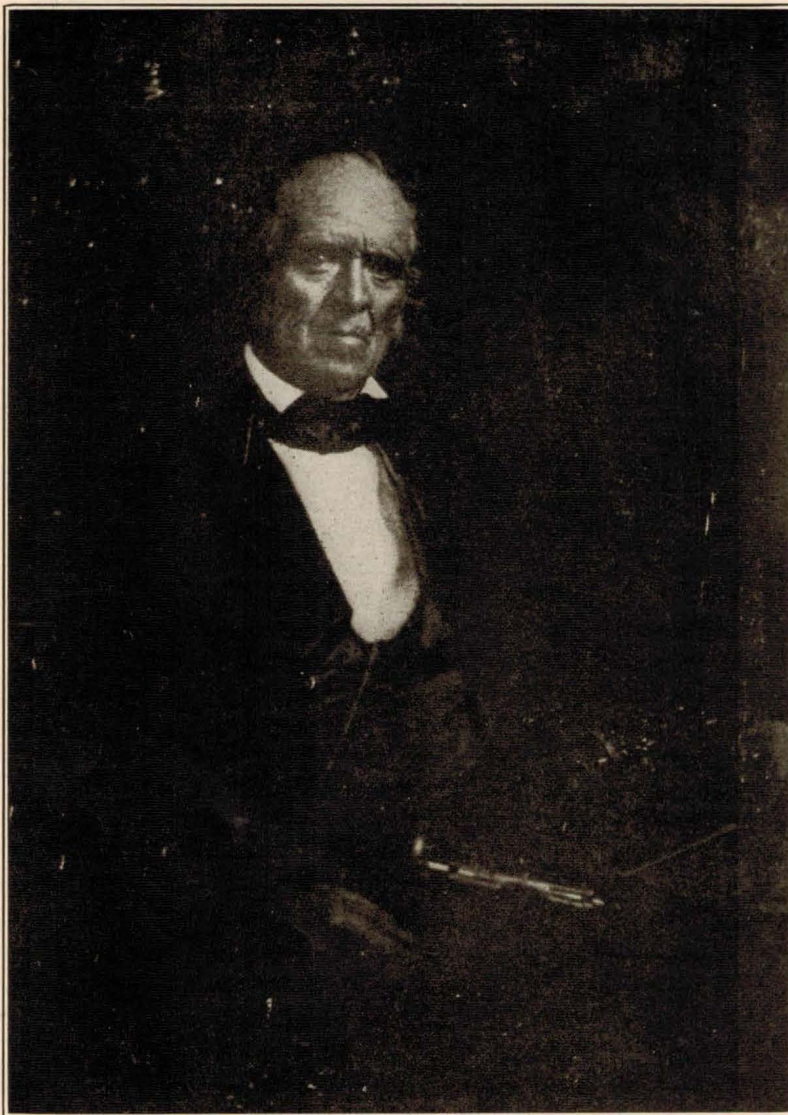
too good, and with this final blow the directors voted not to rebuild the mill and sold the property back to Jedediah Holmes. Some years later, when the old grist-mill on the other side of the dam had been removed, Mr. Frank H. Holmes brought a building down from North-West, placed it on the foundations of the cotton factory, which it never fully covered, and used it as a mill for grinding grain and plaster.

In 1852, the original anchor forge was replaced by a new building erected by Holmes, Sturtevant & Company, the owners of the privilege at that date. This building stood until 1891 when it was demolished by Alexander Holmes, who had inherited the works from his father. Mr. Holmes built on the same spot a smaller building following the lines of the old forge, and it was this building that was used by Henry M. Jones and by L. E. Ford & Company, as tack factories. In 1919 the Mayflower Worsted Company was formed. They bought the privilege, using the tack factory building for a part of their plant but adding a substantial brick and cement structure for their weaving room. Here the finest grade of worsted suitings for men's wear is manufactured.

2. THE PUMPING STATION PRIVILEGE.

In 1704, a movement was started by Major John Bradford and others to establish a grist-mill on Jones River. The spot selected was the one where our brick pumping station now stands, on the site of an older sawmill which may have dated from 1650. Within six years, a fulling mill had been started there as well, if not in the same building, at least making use of the same wheel. These mills, called variously the Bradford Mills, the Old Mills, and the Adams Mills, continued in active use down to Mr. Thomas Newcomb's day, the fulling mill giving place to a shingle mill, while the grist-mill ground until about 1870, when it was discontinued. John Smith was the efficient miller there for years. In the last days of the mill, it ran the pump for the old Aqueduct Company, which furnished water to its stockholders in town before the present system was installed. In 1886 the Town of Kingston purchased the building and water power, built the brick addition and started the pump on August 10 of that year. With improvements in its plant and machinery, a new cement dam, built in 1920, and the addition of electric auxiliary power during the past few years this privilege, probably the oldest in this vicinity, bids fair to last for many generations yet to come.

On the south bank of the river stands today the plant of the United Shoe Machinery Company. On this spot, before 1810, Colonel Jesse Reed had a dye-wood manufactory, leasing the building and power from the owners of the privilege. In 1813 a cotton and woolen mill was erected by a group of men principally from other towns, who styled themselves the Jones River Cotton & Woolen Manufacturing Company. Joseph Holmes was Treasurer and Agent of the concern and had charge of building



JESSE REED

Mr. Reed's patents, taken out in 1809, 1810 and 1811, revolutionized the tack and nail manufacturing industry

the original mill. From time to time, individual owners changed, but it was largely the same investors or their heirs who, under the name of The Kingston Manufacturing Company, sold out the entire property in 1844 to John Sever, who retained the grist mill on the north side of the river and sold the cotton factory to Timothy Allen and Samuel Barnes of Plymouth. This was in August, 1844. The following March the mill burned to the ground; in May, 1845, the ruins and privilege were purchased by Edward J. W. Morse and Thomas Newcomb of Easton who put up a thread factory there. The deed names the site of the burned factory and the water power, the flume and water wheel, six looms (all that were saved from the flames), a blacksmith shop, the factory boarding house and lot "on the west side of Mill Hill Road bounded on two sides by Dr. Nichols." Previously there had also been a building used as a hatter's shop connected with the plant. A few years later, Mr. Morse died and Mr. Newcomb con-

tinued as sole owner. In 1874 he sold the entire property to the United States Lock Company of Connecticut, a firm making locks of the familiar Yale type. They remained only a few years. In 1880 the mill was bought by Herbert Soule, who used it as a tack factory. In 1886 the Town of Kingston purchased it as a part of its water system. Since that time, the Town has had first right to the water for power and has leased and sold the buildings and certain rights to those who occupied that part of the plant south of the river.

3. THE SECOND BROOK.

As early as 1721 there was apparently a dam on this little stream, but for what purpose I have not yet learned. Even as late as 1833 a deed mentions more than one dam at this point. The first mill was erected there in 1826, just one hundred years ago, by Hosea Brewster on land he bought of Hosea Lucas who lived in the house now owned by the O'Brien family. Hosea Brewster put up a carding mill, but he lived only a few years after its erection. In 1832 his widow sold the property to Daniel Bisbee, Jr., and Henry Soule, who started making tacks and brads there. Later, Thomas Russell carried on the business, then Thomas Bicknell, who made extensive improvements.

A HISTORY OF THE INDUSTRIES OF KINGSTON

Cobb & Drew owned it for a few years, selling it to Kimball W. Stetson in 1869. Later, Mr. Stetson took as partners, F. E. Woodward and Henry M. Jones, under the firm name of Stetson, Woodward & Jones, tack manufacturers. The factory ran for only a short time after Mr. Stetson's death in 1901. During his ownership, the great twenty-four foot water wheel was removed and a turbine substituted, but it never produced the power that the big old overshot wheel had produced. Mr. Stetson built a new factory to the west of the old mill and used steam power there; then he used the old mill for the manufacture of his "Oil-Proof" Dressing. Besides the tack factory, there was a second mill, a little shop on the north side of the highway, where Henry T. Lucas made nails and ran a grindstone by water power. It must have been a very small privilege, but is described in a deed dated 1843. A number of years ago, the latest and best part of the last tack factory building was made into an icehouse by Arthur Emond, who used Lucas's Pond as a source of supply. In February 1925, his son Arthur Emond, Jr., started The Jones River Laundry on the site of the old tack factory. He has revived the use of the splendid water power which has been so long unused. The excellent condition of the flumes today and the massive stone walls of the sluiceway and highway culvert are a lasting monument to the careful, painstaking work put in scores of years ago at this privilege.

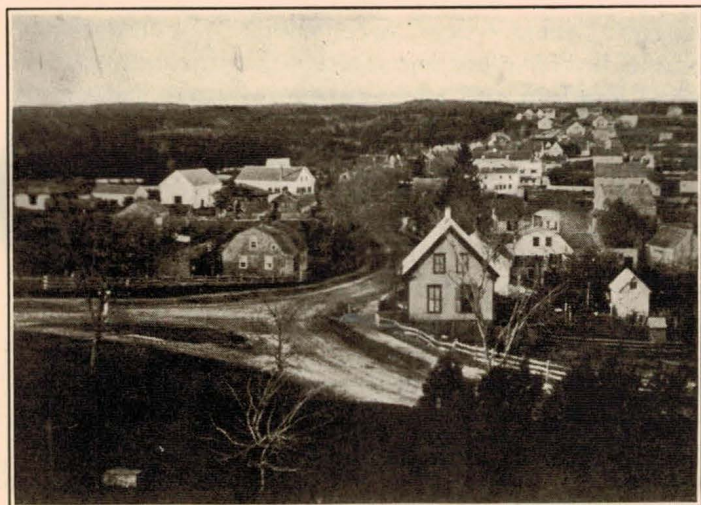
4. THE STONY BROOK MILLS.

There was a sawmill here very early, so early that there is rivalry with the Pumping Station privilege for first honors. Family tradition supports this privilege; early record, the other. The sawmill, which is mentioned in a deed of 1730, had been removed by 1746 when a group of Kingston men bought of John Brewster "Innholder," the right to establish a grist-mill on the site. This grist-mill served the community until about 1866, when it was removed by Caleb Bates to allow for the enlargement of the pond. The machinery was put in a building on the lower dam and continued to grind for many years longer. In 1805, the grist-mill and privilege and a blacksmith shop which had been built close by were bought by Seth Washburn and Deacon Seth Drew. They took into partnership Thomas Cushman and started the Stony Brook Iron Works, making augers and doing ships' blacksmithing in one building, and grinding corn in the other when there was grist to grind. In 1815, Thomas Cushman sold an interest in the works to Nahum Bailey, "Old Uncle Nahum" as he was called, who had been making augers in a little shop on the Boston Road, very near where Louis Bergonzoni's barber shop is now.

Those were the days when apprentices were taken, boys of working age who learned the trade, while the master made what profit he could from their labor after they became somewhat proficient. Deacon Seth Drew taught his own sons, Job and

Christopher, and he and "Uncle Nahum" took in Thomas Bailey as one of their apprentices.

All this time, the various industries were going on in the two small buildings which stood on an island in the midst of what is now the mill-pond. When Christopher Drew "came out of his time" in 1836, business was rather dull. His father, Deacon Seth, suggested that the boys take their time, he furnishing materials and money, and build a little shop for themselves. They did so, running a flume out to the northeast of the other works and setting their building where the front part



VIEW OF THE TOWN FROM THE HOTEL — FROM AN OLD PRINT

of the Drews' main shop now stands, the front gable indicating the width of the original shop. In 1837, Christopher P. Drew and Thomas Bailey, with Deacon Seth to back them, started business in the new shop as C. Drew & Company. Deacon Seth Drew and his son Job continued to do ships' blacksmithing, using the same building and power, but as a separate concern. Time went on and Nahum Bailey sold out his interest to Caleb Bates. Mr. Bates began to make great changes and improvements. He removed the old buildings, built the present stone dam, enlarged the pond to more than double its former capacity and erected buildings on the south side of the pond which were leased to Hall Brothers & Company (later known as The Old Colony Rivet Works). He also threw a dam across the stream below the auger works, and built a building there in which he set up the machinery from the old grist-mill and in which he also made shingles. About 1900, after Mr. Bates' death, the whole property came into the hands of the Drews once more. Besides providing for their own needs, the owners have furnished room and power to several other firms. Reed & Prince, who later removed to Worcester, began business there. Joshua Delano made rivets and burrs in the mill for a time. H. C. & W. S. Cole and L. E. Ford & Co., tack makers, occupied considerable space and a few lesser industries have been accommodated there at different times.

Although the place is still popularly called "the auger works," auger-making is a small part of the business, except at such times as there comes a boom in the building of wooden ships. "Manufacturers of Mechanics' Tools" is what they call themselves and the list of tools manufactured covers a great variety of trades.

Two hundred and more years of constant service is the story of the water privilege; one hundred and twenty-one years, the story of the Stony Brook iron works; eighty-nine years, the story of C. Drew & Company as a firm, the senior firm in the Town of Kingston today.

5. THE SMELT BROOK PRIVILEGE.

In 1815, when Thomas Cushman built a dam across the stream where now the works of Cobb & Drew are situated, Smelt Brook ran its natural course from Smelt Pond to Jones River. There had been a little smith's shop owned by John Cooper seventy-five years earlier, which had stood about where the Boston Road crosses the brook, on the north side of the stream, but no evidence has been found that it was a water-shop or that a dam was ever erected there. Thomas Cushman built a dam and a mill and for thirty-one years he made augers and did other iron work at this privilege. His son Asa was associated with him in the business. In 1846 they sold out to the Old Colony Foundry Company who made stoves and hollow-ware for a few years, but with apparently no great success. In 1855, the foundry passed into the possession of Benjamin Cobb and William R. Drew of Plymouth, who had formed a partnership in 1848 and who had probably been doing business at the privilege under a lease. The new owners conducted the foundry for a short time, but soon became interested in the manufacture of rivets and tacks. Today, over one hundred and twenty items of regular stock are listed by the firm, while they carry more than 3,000 samples of special merchandise made to customers' order. Their regular line covers not only rivets and burrs, but spring cotters and staples, linoleum brads, nails and tacks for carpets, trunks and baskets, and for bill posters' and upholsterers' use. The business was incorporated in 1907.

INVENTORS AND INVENTIONS

My list of inventions and of the men who thought them out will not differ greatly from that of 1876. Indeed, my chief source of information is Thomas Drew Stetson's address at the previous celebration. Mr. Stetson's list is as follows: John Washburn, Cut Nails and Tacks, and the Screw Auger; Jesse Reed, Improvements in the Cut Nail Machine such that nails could be cut in one operation; Caleb Bates and Thomas Newcomb, Stump Puller; George G. Lobdell, Railroad Car Wheels; Martin P. Washburn, Combination Horse Scraper and Curry Comb; Dr. Frederic W. Bartlett, Practical Ozone; Samuel Adams, Har-

vesting Machine. To these should be added the name of Jeremy Florio, who substituted sand for clay in making molds for casting at The Furnace. Undoubtedly, to this list should also be added the names of the scores of men of every factory and every trade who by their ingenuity solved the mechanical problems that have risen almost daily in their lives, but whose efforts have gone unheralded.

Far be it from me to deprive a man of honor where honor is due, but I cannot accept the statement that John Washburn invented the screw auger, without qualifications, much as I would like to have the credit given to Kingston. Various men and various places claim the honor, long before Mr. Washburn's day. A story is left to us among Mr. C. A. Bartlett's papers which sounds credible to me. It is to this effect: In 1776, a man in Pennsylvania named John Henry Rauch made a screw auger. Some years later, after the war was over, an illustrated article describing the invention was published in an English magazine. Mr. William Drew of Kingston, a progressive man, was a subscriber to the magazine. His son-in-law, John Washburn, who was a young man of great mechanical ability, saw the article and was much interested in the new type of auger. He determined to make one. His first results were crude, but by persistent effort, Mr. Washburn succeeded in making screw augers which were practical and usable, — the first that were made in Kingston or, apparently, in this part of the world. "Old Uncle John Drew," who lived from 1789 to 1877, was Mr. Bartlett's authority for the story. At the time Rauch made the auger "with a screw" which replaced the old-time auger "with a pod" or cup, John Washburn was twelve years old. He was a genius, or he could not have done what he did, and due credit should be given him, but I scarcely think we may claim the invention, as an original one, for Kingston. Mr. Washburn did make a nail machine which was a tremendous advance over the earlier methods and which for some fifteen or twenty years before it was superseded by the Reed machine was a great invention. He also brought back from England the art of making sleighbells with a movable ball cast inside the bell.

Colonel Jesse Reed was another man of great inventive ability, and one in whom other towns of which he was resident, besides Kingston, take pride. I am told that, besides the nail machine, he invented the modern system of steering boats. Before his time, ships like other smaller craft were steered by a tiller or helm, which in time of much wind had to be lashed to the sides of the vessel and the ropes "eased off" as necessary to keep the craft on her course. By his invention of the "right and left screw," the modern method of steering by wheel came into existence. One day when Colonel Reed was at the Boston wharves he watched a man loading baggage onto a vehicle. Those were the days when a platform or rack at the rear of a carriage held the trunk and bags of a passenger. The luggage was pulled up by an adjustable strap. In this particular instance, as Colonel Reed watched the baggage man pull on the strap, the buckle broke, the man fell backward and broke his neck. Colonel Reed began to think out how such an accident could be avoided. The result was the method of raising luggage by a winch instead of the less reliable strap. He made improvements in looms and weaving methods; he devised a way for "letting-off" the water from old-time pumps so that they would not freeze in cold weather; just before he came to Kingston in 1807, he had invented a successful machine for pulverizing dye-woods for a Malden firm of silk dyers. His list of patents covers some twenty to thirty different devices, most of which have been important inventions. Colonel Reed received \$10,000 from the sale of his nail machine patent, a vast sum for those days; he spent it all in developing the other devices in which he was interested.

Caleb Bates, grandson of John Washburn, was also of an inventive turn. Besides the stump-puller, he was interested in the development of many articles, including a revolving harrow, a clothes basket on wheels, and a simple but effective bug trap, for use in gardens.

In recent times, John Ormond, a Kingston boy, has brought out an invention which, as I understand, covers some phase of newspaper illustration; within a few months, Frank W. Sanford has added one more to his list of practical inventions by his successful development of a "B" Battery Eliminator, for radio work.

EXPLANATION OF THE MAP

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|----------------------|------------------|-------------------------|
| A. GOV. WM. BRADFORD | E. WM. SHURTLEFF | H. JOSEPH ROGERS |
| MAJ. WM. BRADFORD | JACOB COOKE | I. JOHN COOKE |
| B. JOSEPH BRADFORD | F. EDWARD GRAY | J. CAPT. THOMAS WILLETT |
| C. ISAAC ALLERTON | G. JOHN JENNEY | K. JOHN DOANE |
| ELDER THOMAS CUSHMAN | JOHN HOWLAND | L. ABRAHAM PEARSE |
| D. DR. SAMUEL FULLER | | M. FRANCIS COOKE |

MILL GROUPS (Circles)

- | | |
|--------------------------------------|--------------------------------------|
| 1. THE FORGE POND (1 Privilege) | 9. THE SAWMILL BROOK (1) |
| 2. GROVE STREET OR EGYPT ROAD (1) | 10. "STEPHEN BRADFORD" PRIVILEGE (1) |
| 3. HOWARD'S BROOK (1) | 11. CAUSATON'S POND BROOK (1) |
| 4. PINE BROOK (2) | 12. THE TRIPHAMMER PRIVILEGE (1) |
| 5. THE OLD FORGE ON HALL'S BROOK (1) | 13. THE PUMPING STATION (1) |
| 6. BRACKETT'S SAWMILL (1) | 14. THE SECOND BROOK (2) |
| 7. MILE BROOK (1) | 15. WM. STETSON'S TIDE MILL (1) |
| 8. STONY BROOK (2) | 16. TROUT OR FURNACE BROOK (5) |
| | 17. SMELT BROOK (1) |

THE FORTY-ONE ORIGINAL PETITIONERS

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|------------------------|------------------------|----------------------|
| 1. HEZEKIAH BRADFORD | 15. JOHN CUSHMAN | 29. ROBERT COOKE |
| 2. EPHRAIM BRADFORD | 16. ROBERT CUSHMAN | 30. SAMUEL FULLER |
| 3. PEREZ BRADFORD | 17. ELEAZER CUSHMAN | 31. EBENEZER EATON |
| 4. WRESTLING BREWSTER | 18. JOHN GRAY | 32. JACOB COOKE, JR. |
| 5. ISAAC HOLMES | 19. JOSEPH STURTEVANT | 33. JOSEPH HOLMES |
| 6. ISRAEL BRADFORD | 20. JACOB MITCHELL | 34. JONATHAN BRYANT |
| 7. CALEB STETSON | 21. PETER HUNT | 35. PETER WEST |
| 8. DAVID BRADFORD | 22. JOHN BRADFORD, JR. | 36. ELISHA WEST |
| 9. WILLIAM BRADFORD | 23. GERSHOM BRADFORD | 37. ELNATHAN FISH |
| 10. MAJ. JOHN BRADFORD | 24. JOHN WASHBURN | 38. JUDAH HALL |
| 11. CHARLES LITTLE | 25. FRANCIS COOKE | 39. WILLIAM COOKE |
| 12. ELISHA STETSON | 26. BENJAMIN EATON | 40. BENJAMIN BRYANT |
| 13. JACOB COOKE | 27. RICHARD EVERSON | 41. JOHN BRYANT |
| 14. ELISHA BRADFORD | 28. JOHN EVERSON | |

OTHER EARLY INHABITANTS

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|------------------------------|-------------------------|----------------------|
| 42. ELEAZER RING | ELISHA WASHBURN | 60. BENJAMIN SAMSON |
| 43. THOMAS SHURTLEFF | 52. SAMUEL GRAY | 61. JONATHAN CUSHMAN |
| 44. EPHRAIM HOLMES | 53. CORNELIUS DREW | 62. ELISHA WADSWORTH |
| 45. — BARTLETT | 54. SETH CHIPMAN | 63. PEABODY BRADFORD |
| 46. JOHN MAGLATHLIN | PEREZ DREW | 64. ICHABOD WASHBURN |
| 47. NATHAN LUCAS | 55. JOHN BREWSTER | RICHARD ADAMS |
| 48. ROBERT CUSHMAN, JR. | 56. SAMUEL FOSTER, 1721 | CAPT. DANIEL ADAMS |
| 49. REV. JOSEPH STACEY, 1721 | 57. SAMUEL FOSTER, 1750 | LEWIS RIPLEY |
| 50. REV. JOSEPH STACEY, 1724 | 58. ANDREW RING | 65. DR. JABEZ FULLER |
| 51. JABEZ WASHBURN | 59. JAMES COBB | |



MAYFLOWERS IN BLOOM

