

The Story of
Jones River

The Story of Jones River

in

Pilgrim Plymouth

1620—1726

which in the latter year became

Kingston, Massachusetts

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Photographs by Emily F. Drew

Published by the

*Kingston Branch of the
Alliance of Unitarian Women*

1920

Foreword

In view of the significance of this year, 1920, it seemed fitting, even necessary, to have some sort of account of the story of the early days in this section in which we live. For more than one hundred years we were Plymouth, bone of its bone, and flesh of its flesh; events recorded as of Plymouth in the archives of the church, the town and the colony, took place in this part of the colony which was not separated from the mother town until 1726. With the exception of Wareham, Kingston was the last town in this county to be set off from the original territory of New Plymouth.

No popular form of the story had been written. The proceedings of the One Hundred and Fiftieth Anniversary of the town in 1876, and the excellent account in the Plymouth County History, both treat the subject from the point of view of the town. It seemed desirable that there should be a smaller, illustrated booklet issued which should tell in a simple way the story of the Pilgrim days in the Jones River neighborhood, as it was called from the beginning, and the publishing of such a booklet was undertaken by the Kingston branch of the Alliance of Unitarian Women. A committee composed of Mr. and Mrs. Henry M. Jones, Mr. Alexander Holmes, Mrs. Sarah Y. Bailey, and Miss Emily F. Drew, with Mrs. Kate DeN. Wilson as chairman, met for consultation, and Mrs. Bailey was selected to write the book. Photographs have been taken expressly for the booklet, locating historic sites as accurately as possible. The committee was so fortunate as to secure the loan of plates owned by the Kingston

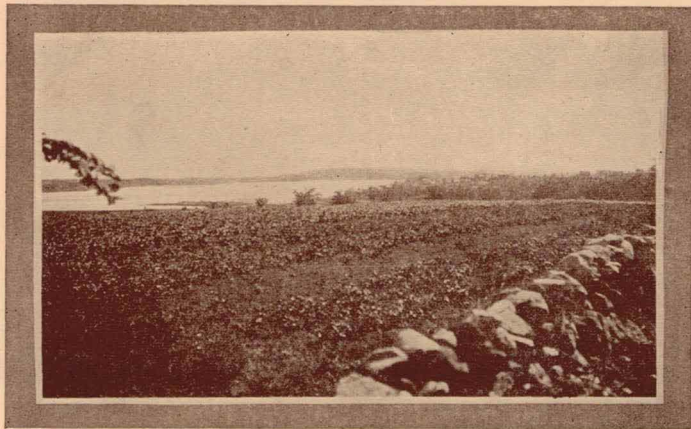
High School Alumni Association, which add to the interest of the booklet.

We make no claim that the last word has been said along these lines; we feel that we are pioneers, and that it remains for others who come after to fill in spaces left by us and to correct our errors of judgment. We believe there is still much truth in the adage, "Nothing venture, nothing have"; that this is but a step, but a step in the right direction, for this part of the Old Colony is rich in history which is still unwritten, and

"A people which takes no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered with pride by remote descendants."

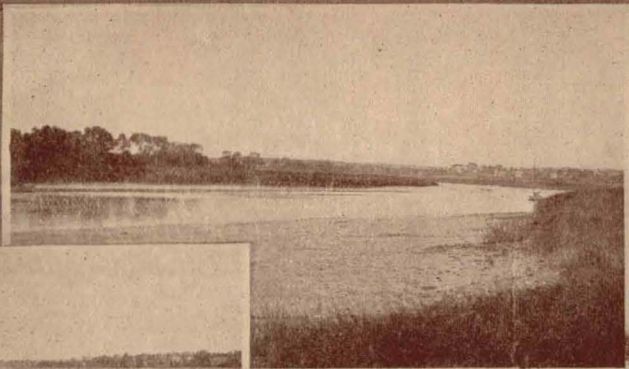
E. F. D.

Kingston, August 4, 1920.

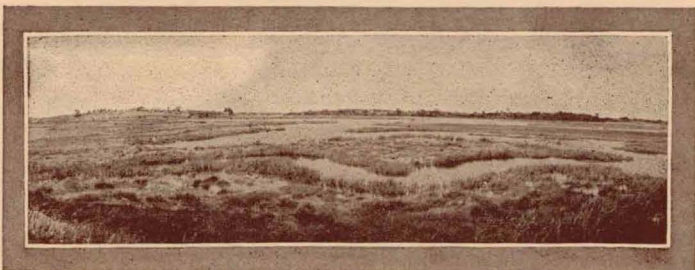


The Mouth of Jones River

"And we found a creek, and went
up three English miles. A very
pleasant river. At full sea, a
barke of thirty tons may go up;



but at low water, scarce our shal-
lop could pass."—Bradford's Jour-
nal.



The Story of Jones River.

Jones River is the stream said to have been named for the Captain of the Mayflower, which issuing from Jones River Pond, (now known as Silver Lake), flows east by south to Plymouth Bay, receiving many tributaries and dividing the more thickly settled part of the town of Kingston into two nearly equal parts.

The first white man who has left us any record of this stream is Martin Pring, who in 1603 visited this Bay which he called Whitson Bay. He says, "Passing up a river we saw certain cottages together, abandoned by the savages, and not far off we beheld their gardens and one as much as an acre and in the same was sown Tobacco, Pompions, Cowcumbers, and such like and some of the people had maize or Indian wheate among them." He built a barricade on the shore and soon obtained by trade with the Indians enough sassafras to load both of his small boats, which then went back to England; the beginning of foreign trade in the region, and the first cargo of exports to leave this bay!

John Smith visited this shore in 1614 and made a map of the coast from the Isles of Shoals to Cape Cod, on which he showed a settlement at the head of this bay to which *he* gave the name of Plymouth, because of its resemblance to the harbor of Plymouth, England. This

Indian village and the one of which Pring wrote were undoubtedly villages of the Patuxet Indians whose lands extended from Marshfield to the Cape, and inland to Middleborough and Pembroke.

When Smith had loaded his ship with furs, oil and codfish he sailed for home leaving Capt. Hunt to get a cargo of dried fish for the other vessel. Capt. Hunt seized twenty of the Patuxet Indians and took them off on his ship, intending, as the Indians thought, to sell them for slaves; but his ship was captured by a Spanish vessel and the captives were taken to Spain. One of them, Squanto, later got to England and lived for a time in London, where he learned to speak English.

In 1619 Captain Dermer, one of Smith's Captains, again explored the coast with a few men and Squanto as interpreter. On reaching Squanto's home he found the whole country deserted. They went on to the Nemasket Indians, (at Middleboro) and learned that the entire Patuxet tribe had been wiped out in 1617 by the plague. Dermer examined the Patuxet lands, and in July, 1620, he recorded his opinion that Patuxet-Plymouth, would be the best place for the first New England settlement, just at the time the Pilgrims, entirely ignorant of Dermer's report, were making final preparations for their courageous voyage.

On December 16th, 1620 the Mayflower sailed into the Bay. Two days later, their Sabbath of rest intervening, they started as other explorers had done, to look the land over, but with what a different purpose! impelled not by desire for gain, or conquest, or adventure, but by the earnest purpose of making homes for themselves in a land where they might worship God in the way which seemed to them right, and to bring up their children as Englishmen and women to fear, trust and obey Him.

Their hope was to find a place to settle where the wives and children, who were still imprisoned on the Mayflower, could live in peace and safety, and where the sea and land would yield a scanty subsistence and provide the necessary means of satisfying the exorbitant demands of

the Merchant Adventurers who had agreed to fit them out with all necessities—for a large consideration.

On Tuesday morning a party went out in the shallop to explore further; "And we found a creek and went up three English miles. A very pleasant river. At full sea a bark of thirty tons may goe up, but at low water scarce our shallop could pass. This place" (now the village of Kingston) "we had a great liking to plant in, but it was so far from our fishing, our principal profit; and so encompassed with woods that we should be in much danger of the savages; and our number being so little and so much ground to clear: so as we thought good to quit and clear that place till we were of more strength"; and on the next morning "after they had called on God for direction" they wisely decided to settle on the high, cleared lands of the present town of Plymouth, so near the sea, so well provided with fresh water, so fortunately protected against Indian attacks, and to keep the country bordering on Jones River as a promised land to which some of them might go when their heavy obligations to the Merchant Adventurers should have been fulfilled.

These obligations included an agreement to hold every thing in common for seven years, which agreement was scrupulously kept with one exception. The first two years of famine and suffering convinced the wise Governor that, in order to get men to work with interest and devotion, it was necessary that each man should be working for himself and those who were dear to him, instead of holding the results of their labor in common. So in 1623 they were allowed to "set corn for their particular," that is, each householder had certain land assigned him on which he should raise crops to provide for the needs of his own household through the year, and this proved so much more successful, (even those who had been willing to shirk before, found that they could work when their own subsistence depended upon it!) that Governor Bradford writes: "By this time harvest was come and instead of famine now God gave them plenty, and the face of things was changed to the rejoicing of the

hearts of many, for which they blessed God. And the effect of their particular planting was well seen for all had, one way and another pretty well to bring the year about, and some of the abler sort and more industrious had to spare and to sell to others, so as any general want or famine hath not been among them since to this day"—twenty years or more later.

This excellent result of the "particular planting" combined with the high value set upon corn as a medium of exchange, led to "acre grants" in 1624 when each person was given one acre of land only, and no more was given them until the seven years had expired.

In 1627 they were free to make grants of land, and they agreed that all lands suitable for cultivation, especially such as lay by the waterside, should be laid out in twenty acre lots, and that these parcels should be distributed by lot, each shareholder being entitled to one parcel.

In accordance with that order all the available lands now included in Duxbury and Kingston, were laid out in 20 acre grants, as well as those within the present bounds of Plymouth, and the grants were distributed by lot. How good it must have felt to the families who had lived so long in the compact village to get out on to farmlands of their own! Their little stock of cattle had increased until now each man could own his own stock, instead of having "one share in the red cow" as formerly, so they needed grazing land.

The colony at Massachusetts Bay was increasing and they were willing to pay a "great price" for cattle and corn, which furnished another incentive to agriculture, so the farming lands all around the bay were quickly occupied "and the town" as Bradford says in 1632, "in which they had lived compactly until now was left very thin, and in a short time almost desolate."

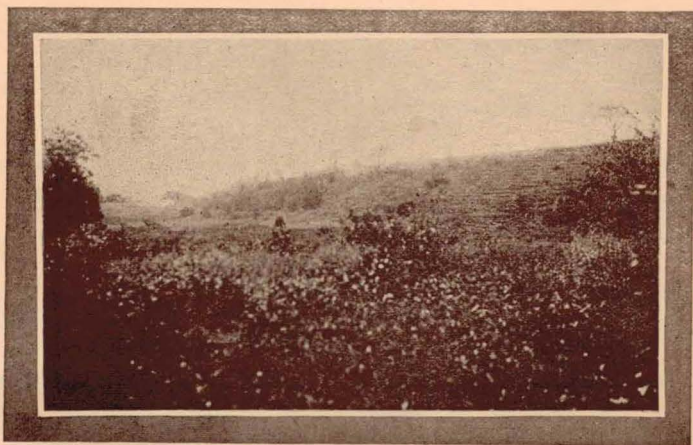
Good meadow lands and "hey" grounds were not granted to individuals at first, but were held in common, as were also large tracts of woodland.

Duxbury became so populous that they asked to be dismissed from the First Church at Plymouth and be per-

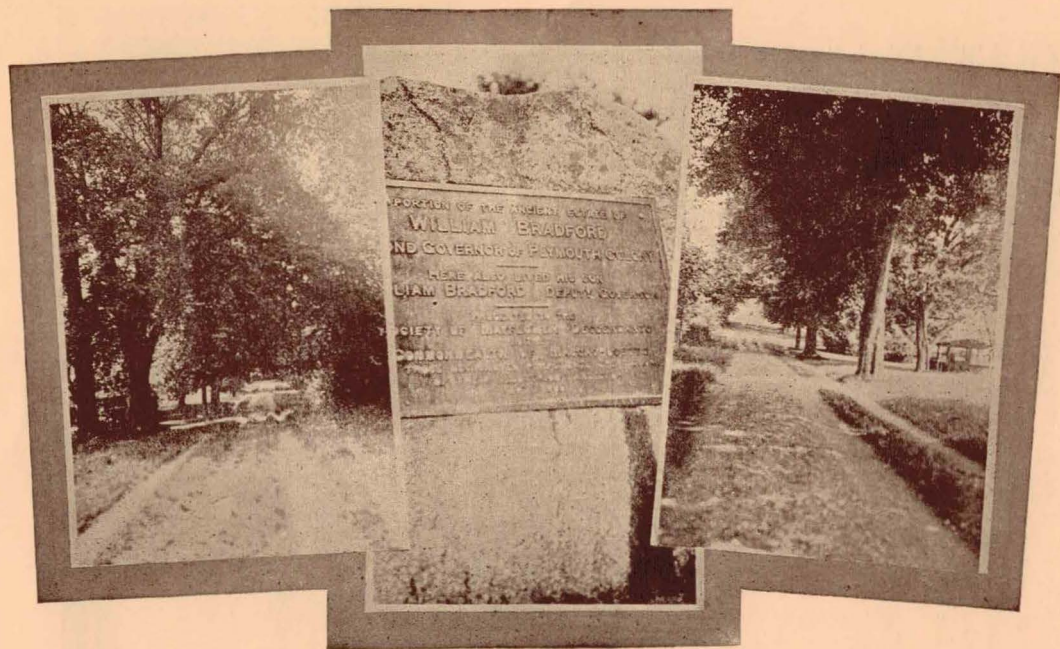
mitted to support their own church as early as 1632.

About half way between the decreasing town of Plymouth and the growing town of Duxbury, lay the settlement of Jones River, still a part of Plymouth and connected with it by the thin line of houses which extended through Rocky Nook and Seaside.

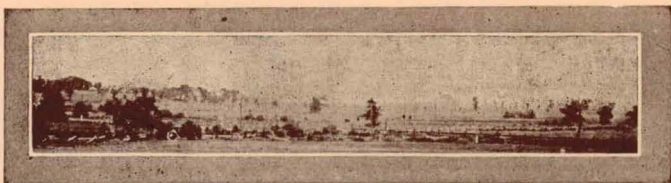
This division of the Church was a great anxiety to the Governor, and we read in the Plymouth Colony records that on the 14th of March, 1636, "ten men were appointed to view Jones his river and Morton's Hole, which were thought the fittest place for a near uniting of Plymouth and those on Duxburrow side." After these men had viewed the premises and conferred together, they "brought in their opinion" on the 21st day of March. Seven of them "holding Jones River to be the fittest place for uniting of both parties into a nearer Society, and there to build a meeting house and town." Later, "after long debating of the thing" it was left to the two churches on each side, as churches, to agree upon and end the same." And soon after two new churches were built, one in Duxbury and one in Plymouth.



Abram's Hill



Memorial Tablet on Bradford Boulder. Two Views of Bradford Road



Early Settlers.

Though many of the first comers had grants of land at Jones River, the following are the only Mayflower passengers who surely had *homes* here.

Governor William Bradford.

Isaac Allerton.

Mary Allerton, his daughter, who married Elder
Thomas Cushman.

Francis Cook.

John Cook, his son.

Dr. Samuel Fuller with whom lived his nephew
Samuel Fuller, son of Edward.

John Howland and

Elizabeth Tilly, his wife,

Joseph Rogers.

GOVERNOR WILLIAM BRADFORD

Governor Bradford's grant was at Stony Brook. The heading of this chapter gives the view from the site of the Bradford House. His son William inherited the house and farm, and the site of the house is marked by a boulder with a bronze tablet erected by the Society of Mayflower Descendants.

How is it possible to speak fittingly of Governor Bradford, of his character, and his value to the Colony? Made the second Governor in 1621, at about thirty years of age, he held the office until 1657, the year of his death, excepting five years when he declined to serve. Looking to God continually for wisdom to meet his heavy responsibilities, and finding Him an ever present help, he was untiring in

his labors, wise in the administration of affairs, uncomplicating in the trials put upon them by the Merchant Adventurers, charitable in his judgment of men, with a saving sense of humor, but stern, just, and swift to act when he had to deal, as he so often did, with evil-doers, or those who threatened the peace and welfare of the Colony.

He was ably seconded and upheld by other members of that wonderful Leyden Church: Edward Winslow, a youth of 25, going miles through the forest to care for Massasoit, in his sickness and need, and doing it in such a spirit of love, that friendship with their nearest Indian neighbors was assured for many years; Dr. Fuller, ministering to the needs of Salem as well as Plymouth; Allerton, helpful in the early days of the Colony in business affairs; Robert Cushman, who, staying behind in England, became their "right hand with the Adventurers"; Standish, their brave military defender, who, though not of the Leyden group, appreciated and shared the spirit which moved them. Others, too, not originally of the little group properly called Pilgrims, like John Alden and John Howland, joining them as it would seem almost by accident in England, were so won by the simple beauty of their Christian lives and characters, that they chose to stay and "suffer affliction with the people of God" rather than return to England. Later they married daughters of the Leyden Church and became themselves members of the Pilgrim Church, and were a great strength and help in the affairs of the Colony.

Nor must we fail to name Elder Brewster, the oldest man of the Colony, and their spiritual guide in the absence of the wonderful Pastor Robinson whose love and prayers and messages of cheer and encouragement helped mightily to sustain their spirits. Still, in this constellation of noble men, William Bradford, with his humility of spirit and nobility of life, shines always a star of the first magnitude.

MAJOR WILLIAM BRADFORD,

his son, became a leading man in the Colony, being deputy governor for seven years previous to 1692, when the

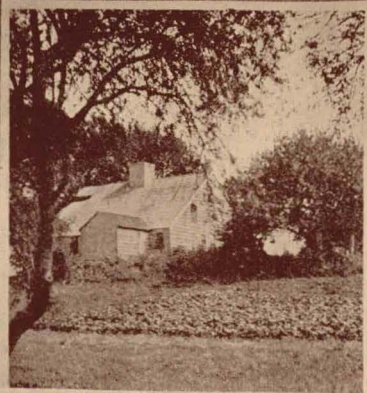
colonial government terminated. Later, he was a counsellor of Massachusetts. He had fifteen children, and in his will he left all his lands north of Stony Brook to the bounds of Duxbury, and extending far into Blackwater to the West, to his four youngest sons, "not to be sold, given or made away, except to some one bearing the name of Bradford." Who can say if there is now an acre of land in Kingston owned by any Bradford by direct inheritance?

JOSEPH BRADFORD,

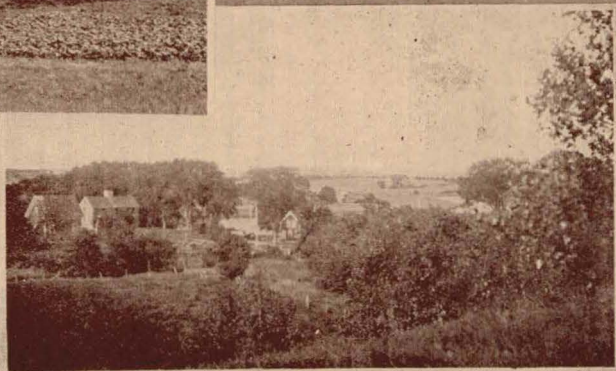
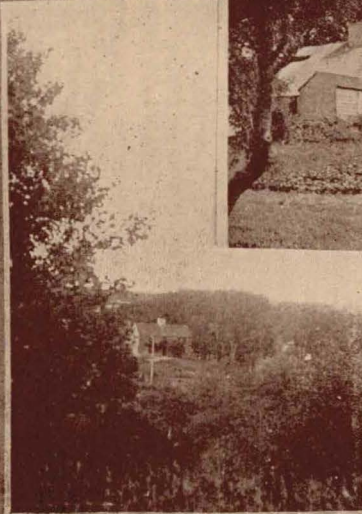
the younger son of the Governor, lived at Flat House Dock, a place which bordered on the river at the angle between Short Reach and Long Reach.

MAJOR JOHN BRADFORD,

the eldest son of Major William Bradford, built, probably about the time of his marriage in 1674, the house which is still standing near the railroad at the Landing. He was a valuable and generous citizen of the Town of Plymouth, filling many important offices and being appointed to many responsible positions. To this son, Major William Bradford in his will gave, "My Father's manuscript, viz: A Narrative of the Beginning of New Plimouth." This priceless document, which is the final authority on Pilgrim History, was written by Governor Bradford, perhaps in his home at Jones River. It then descended to his son and was treasured by him, in that same house, and willed by him to his son, Major John. From 1704 (the date of Major William's death) to 1728, it had its resting place in the old house at the Landing. The owner lent it to Judge Sewall, who never returned it, and when in 1728, Thomas Prince wanted to secure it for his New England Library, Major Bradford told him that he might get it from Judge Sewall and copy from it what he thought proper for his New England Chronology, but that he would only lend it, "it being of his Grandfather's own handwriting, he had so high a value of it, that he would never Part with the Property." Thomas Prince,



Rear view Maj. John Bradford's House
from Abram's Hill



however, like Judge Sewall, failed to return it to its rightful owner and put it instead into his library with a printed book-mark which reads:

This book belongs to
The New England Library
Begun to be collected by Thomas Prince upon
his entering Harvard College, July 6, 1703.

Lower on the same page is written:

"It now belongs to the Bishop of London's Library at Fulham."

We shall probably never know what chance took it from the Old South Meeting House in Boston, where the New England Library was kept, to Fulham, but we may be glad that it found so safe a resting place, and that in the course of time The Consistory Court of the Diocese of London, moved by their appreciation of the value of the manuscript, and their own justice and generosity, returned it to the Commonwealth of Massachusetts with fitting ceremony on May 26, 1897.

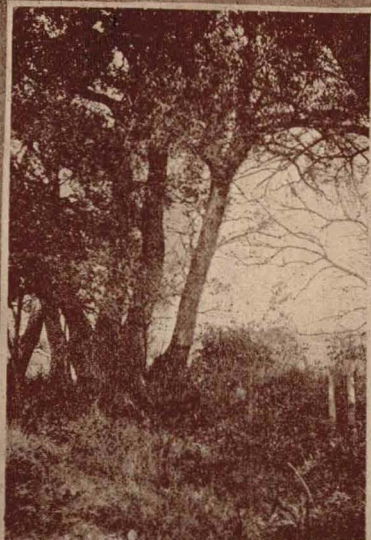
It is now kept in the State House in Boston, where it is on exhibition every day, open, but safely protected in a case under glass.

ISAAC ALLERTON

had a dwelling house and farm in the vicinity of the present Bay View Park, and was apparently living there in 1637, when the first highway was laid out. He left the Colony soon after this, and his farm with the buildings on it were owned successively by:

Thomas Prence, who was Governor of the Colony.
Edward Freeman, of Sandwich, son-in-law of Gov.

Prence, who sold the property to
Thomas Willett and William Paddy, who sold it to
Elder Thomas Cushman, Oct. 20, 1653, thus bringing it into the possession of the son-in-law of the original owner.



Two views of the vicinity of Elder's Spring, the water supply of
Elder Thomas Cushman and other early settlers

THOMAS CUSHMAN

was the second Elder of the Plymouth Church. "That precious servant of God" as he is styled by his monument on Burial Hill. He came in the Fortune a boy of 14, and was taken into Gov. Bradford's family. His wife, Mary Allerton, was the last survivor of those who left England in the Mayflower. She died in 1699. Elder Spring, at the foot of Spring Street, is so-called from him.

FRANCIS COOK

lived at Jones River. He was one of the surveyors, or "first settlers out of land" in the early days. Bradford speaks of him in 1650 as "a very old man, and hath seen his children's children have children." His son,

JACOB COOK

had "One dwelling house with out houses therewith standing and being upon his two lots of land that lyeth on the south syde of the Smelt Brook in the town of Plymouth." His wife was Damaris Hopkins, the daughter of Stephen Hopkins and his wife who came in the Mayflower.

DR. SAMUEL FULLER

had a house and lands on the North side of Smelt Brook. He was a deacon of the Church, a valued man in the Colony. Gov. Bradford says he was their "surgeon and phisition and had been a great help and comfort unto them; as in his facultie, so otherwise, being a deacon of ye church, a man godly and forward to doe good, being much missed after his death," which occurred in 1633.

In his will he gave to his son Samuel his "house and lands at the Smelt River." He had also a house and lands in the town which he directed his executors to sell, and suggested that those who were to have the care of his children should live upon the farm at Smelt River and improve the property for the children.

JOHN HOWLAND

bought land at Rocky Nook in 1638 of John Jenney "with dwelling house and out buildings thereon." This land



The Fishing Rocks, owned by John Howland, "the last that was left of those that came over in the Mayflower that lived in Plymouth."

bordered on the shore, probably in the vicinity of the Fishing Rocks. The cellar holes of his house and two out buildings can be seen on a little hill lying on the east side of Howland's Lane, easily distinguished by one large hornbeam tree which stands on the top of the hill.

John Howland's wife was Elizabeth Tilley, who was left an orphan by the death of her father and mother "in the first sickness," and was taken into Governor Carver's family, only to lose her adopted father and mother in the following Spring.

JOHN COOK

who came with his father in the Mayflower had a house and lands at the Nook to the south of John Howland's land before 1660. There is a record of the laying out of a way through John Cook's land for Mr. Howland to get up to the highway, which is said to follow the present Howland's Lane very closely. This way also passed through land belonging to

EDWARD GRAY

whose house is supposed to have stood near the railroad in the vicinity of the Kennedy cottages.

Some excavations for the railroad brought to light a hearthstone and other indications that a house had stood there. He also had a warehouse for his shipping interests on the shore, perhaps somewhat south of the present Rocky Nook Wharf. Mr. Gray did not come to Plymouth until 1643, but he married Mary Winslow, the daughter of John Winslow and Mary Chilton, and he was a prosperous merchant of the colony. He owned much land in Rocky Nook. Samuel Gray, who died recently in the old Gray House which is still standing on the lane which leads off Crescent street, was a descendant of Edward Gray, and had lived all his life on land which came to him by direct inheritance from the earliest settler.

The first boundary between Plymouth and Duxbury followed the Jones River from its mouth to Stony Brook, then up Stony Brook a short distance to Tussock's Brook,

which it followed to its source. Many years later, after Kingston had been set off, the present bounds between Duxbury and Kingston were established. Therefore the land lying between Jones River, Stony Brook, Tussock Brook and the present town line was in Duxbury in those days, but is now in Kingston.



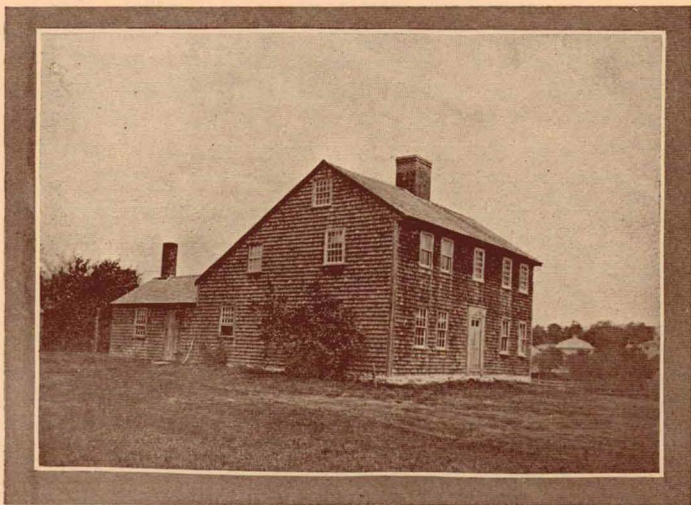
The Old Gray House

JOSEPH ROGERS,

who came in the Mayflower with his father, had a dwelling house on the Duxbury side of the mouth of Jones River in 1636, when the following Court order was passed: "That Joseph Rogers be allowed a constant ferry over Jones River near his dwelling house, and to take a penny for the transportation of each person, he, the said Joseph, maintaining a sufficient ferry at that price."

CAPTAIN THOMAS WILLETT

came to Plymouth in 1630, a youth of twenty, who had grown up as one of the Leyden congregation. He had charge of the Kennebec trading post for a time, but later engaged in trade with the Manhattan Dutch whose confidence he won. He was an Assistant in the Government for eighteen years, and was made Captain of the train



The Willett House, oldest house now standing in Kingston, perhaps in the colony. A part of the house was built by Capt. Thomas Willett on lands granted him in 1639 by the colony court. Sold by him to William Bradford in 1653.

band of Plymouth in 1648. The oldest house now standing in town is said to have been built in part at least by Capt. Willett. One hundred fifty acres of land were granted him at one time, and one hundred acres at another, both grants lying between Jones River Swamp and Crossiton (or Crossman's) Pond, now Triphammer.

He built on this land in 1653 the oldest part of the house which stands back in the field, the second house above the bridge on the right hand side of the Wapping Road.

When the King's Commissioners came in 1664 to take possession of the Island of Manhattan for the English, they took Capt. Willet with them. The Dutch finding that they must submit to English Rule said that as Mr. Willet had lived long in Holland, and had traded with them, and knew their customs and language, he would be especially acceptable to them as Mayor. He was, therefore, appointed the first English Mayor of New York City by the King's Commissioners, and later he served a second term. He never returned to Plymouth, and died at Swansea in 1674.

WRESTLING BREWSTER

of the fourth generation who was the first of the family to occupy the present Brewster homestead at Stony Brook, had been supposed to be the first of the Brewsters to have a home in Kingston, but the reprint of the interesting "Brewster Book" in *The Mayflower Descendant*, records the birth of Ruth, the daughter of Jonathan Brewster, at Jones River in 1631. It would be interesting to know if he had a house here at that time and how long, if at all, he lived here.

WILLIAM PADDY

came to Plymouth in 1635 from Leyden. He was made a deacon of the Church almost at once, and held that office for eighteen years. He was also appointed the first treasurer of the Colony in 1636, and he served nine years as deputy. Goodwin says that he proposed that an Academy should be established at Jones River with Mr. Chauncy (who was later the President of Harvard College) as its teacher. He owned much land in the vicinity of Jones River, but removed to Boston and died there in 1658, being at the time a selectman of the town of Boston. He left an unusually large estate for those days, £2,758, bequeathed equally to his nine children, also unusual at that time. In 1831, during some repairs

on the Old State House, his gravestone was found under the street, and bore the following inscription:

Here lyeth the body of Mr. William Paddy,
Departed this life August, 1658.
Here sleeps that blessed one, he
Whose lief God help us all to live,
So that where tiem shall be
That we this world must lieve
We ever may be happy
With the blessed William Paddy.

JOHN BROWN

who came over before 1636 had a house at Jones River which he sold to William Hanbury in 1640 for "two hundred and four score pounds," which is an unheard of sum for those days when estates often inventoried at less than one hundred pounds. It seems to indicate that both men were unusually prosperous. "Mr. Brown was elected an assistant in the Government in 1636, and held the office for seventeen years, he was one of the commissioners of the United Colonies from 1644 to 1655." (T. B. D.) His daughter Mary married Thomas Willett, and his son James married Lydia, daughter of John Howland. They all removed to Rehoboth, and Elizabeth Tilley Howland made her home with this daughter after her husband's death.

ABRAHAM PEIRCE

owned Abraham's Hill, which is named for him, and is one of the most beautiful places in the town. He probably had a house there as a deed of the Major John Bradford lands speaks of "ye Northward lot from old Peirce's house to ye Brook."

JOHN DOANE

had a large tract of land on the south and southwest of Jones River, extending from the "Trout Brook" (called Furnace Brook on the map) toward Caussiton Pond, one corner being on the river below the saw mill, then standing

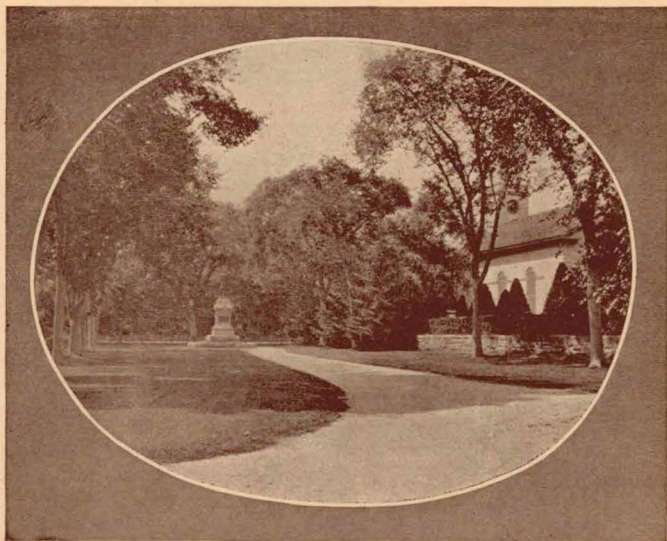
The Fire Place in the Living Room



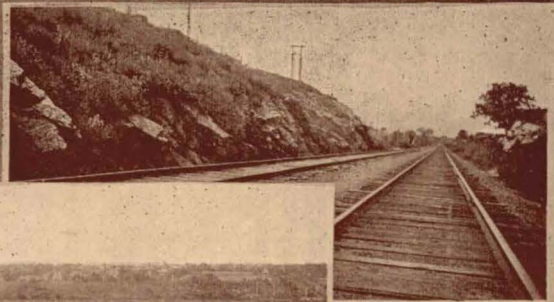
The Brewster House Built Before 1696

on the Triphammer privilege. This includes the ground on which the old house now standing next above Mr. Walter Faunce's house, was built. Mr. Faunce thinks that some part of this house may have been the home of Mr. Doane. He, however, removed to Eastham in 1644, and was one of the founders of that town. An enormous rock suitably inscribed, marks his dwelling-place there.

There were many other persons in those early days to whom grants of lands at Jones River were made, but our object has been to restrict the list to those who are known to have owned houses here, whom we may claim as inhabitants of this region even though it may have been only for a short time. They were certainly a shifting population, although some of them established homesteads on which their descendants continued to live for many generations.



The Green and the Meetinghouse



Lands of early settlers at Long Reach,—
Allerton, Cushman, Joseph Bradford,
Clement Briggs, Governor Prence,—lay
along the highway of 1684.

Highways.



Indian trails like that shown in this picture, were the first means of communication between different parts of the country. After long use as foot ways, or bridle paths, they were doubtless in many cases widened for use as cart ways, and finally some became well established roads still in use, while others were superseded by new ways which were more convenient. The old ways can be traced now only as woods roads, if at all.

It is interesting to try to trace these paths so much travelled by the early settlers, but it is often a hopeless task, as, for instance, the search for the Old Bay Path. The old roads which appear upon the map in this book are copied from a map which was published with Dr. Thomas B. Drew's historical sketch of the town, given on the occasion of the 150th anniversary of the founding of the town of Kingston, 1876.

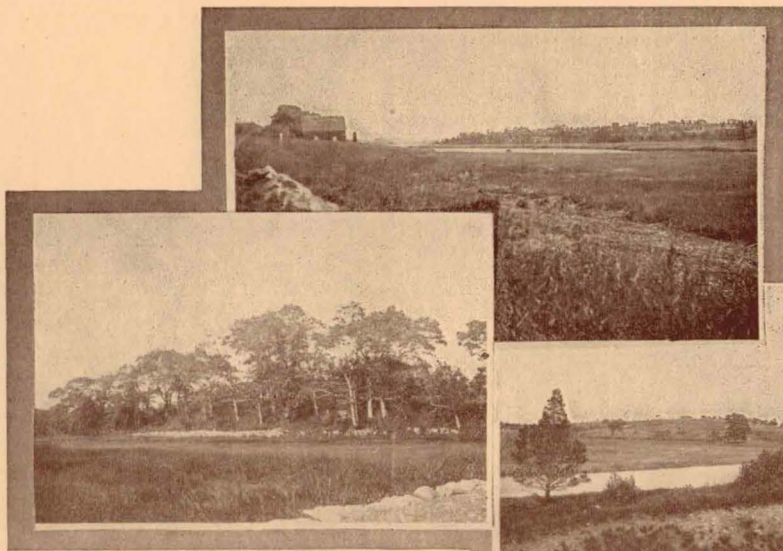
The old Colony Records contain the following entry under date of May 10, 1637. "It is agreed that the heighways both for horse and cart shall be as followeth. From the town of Plymouth to Jones River, as it was cleared, provided it be holpen at Mr. Allerton's by going through the old cove yard at the river, the place being commonly called the Old Wading Place, and so through a valley up the hill and then to turn straight to Abraham Pierce's ground and through his ground as it is now marked and so the old path to Massachusetts leaving Mr. Bradford's house upon the West, and from Mr. Brad-

ford's house to Steephen Tracey's ground as the way now lyeth, being already trenched a foote way from the lower stepping stones to Steephen Tracie's the heighway lying through Steephen Tracie's feild now enclosed. Also we allow a way from Francis Billington's ground through the nooke as it now lyeth to the ferry and from the ferry to Steephen Tracie's house and so through the meadow to the bridg."

This road crossed the river by the most primitive method of all, by a ford, or "wading place," near the almshouse, but in 1639 the first bridge over Jones River was built at this point. We see by the record that before this time a way was in use which lay through the nook from Francis Billington's (near the shore, just to the south of the present Plymouth-Kingston Town line). According to Dr. Drew's map the ferry which Joseph Rogers was allowed to keep in 1636 was very near the mouth of the river, and a road went straight from the ferry over the upland and meadows to Stephen Tracie's house, which stood near the present site of the Cardinal's house. Two years later, when George Moore covenanted with the Governor and Assistants to keep a ferry at Jones River for two years, he had to make causeways on both sides of the river so that passengers might be transported at all times of the tide. He to receive a penny a man for transportation, and to have twenty-five acres of land confirmed to him.

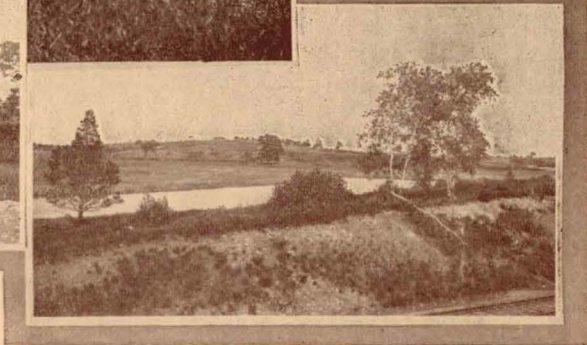
A second bridge was built in 1683, a little below the mouth of Stony Brook. This must have been a draw bridge, because a deed from John Bradford to Francis Cooke dated 1698, giving Cooke certain privileges at the Landing Place, stipulates that "the sd Francis shall pay unto the sd John 1 shilling for every time he shall hall up the Draw Bridge for any vessel coming up and down." "The King's highway," laid out in 1684, and which has an imposing sound in these days, crossed the river by this bridge.

The old road which is represented on the map as following very nearly the course of the present Evergreen



Site of the ferry at the
mouth of Jones river and
the lands of Joseph
Rogers, the first keeper.

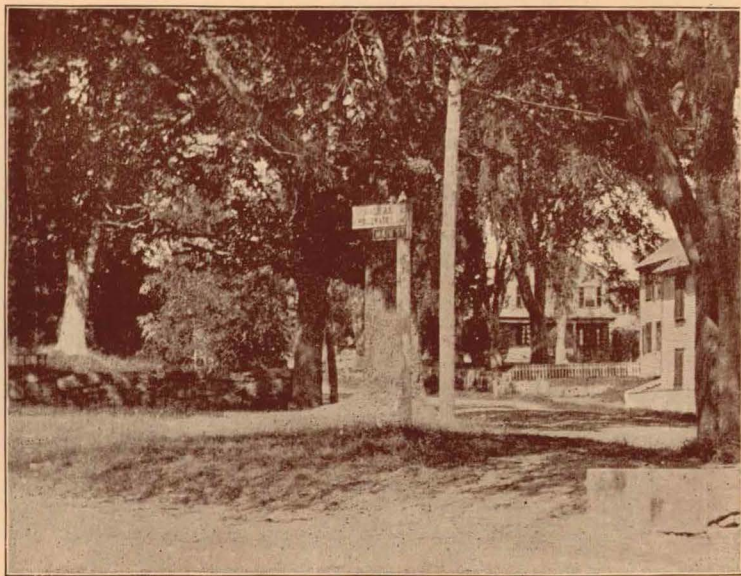
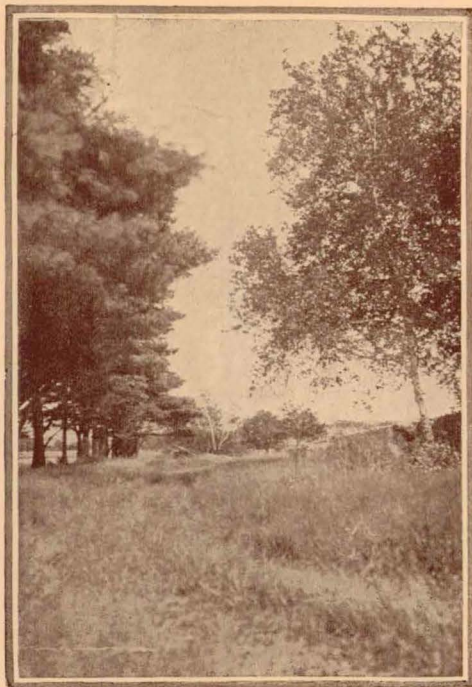
Rogers' farm from the ferry and from
Sunderland



street, was a cartway reserved by Major William Bradford in a deed given to his Grandson William in 1687, as a way by which he and his heirs might pass and repass to the Bridgewater road. In 1759 when the town laid out the present Green street, it is recorded that Thomas Adams, who lived in the old house still standing near the foot of Patuxet Hill on the west side, gave his consent that the road should go through his land "upon confideration of the hairs of Major William Bradford Deceased Quitting their Claim to a cartway that was Given by the sd Major William Bradford to his heirs Beginning Between sd Thomas Adams Houfs to the bridge over Stony Brook and Leading up to Bridgewater Road."

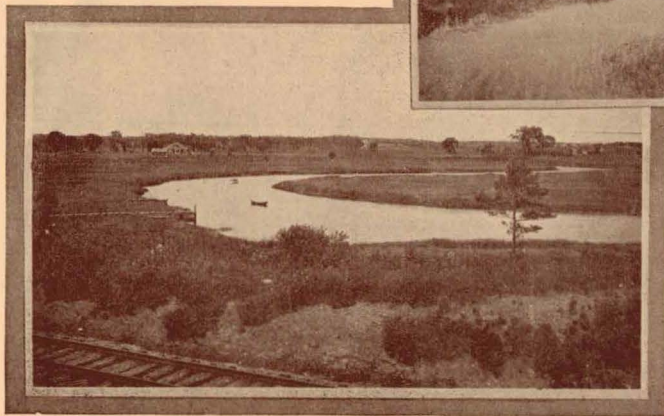
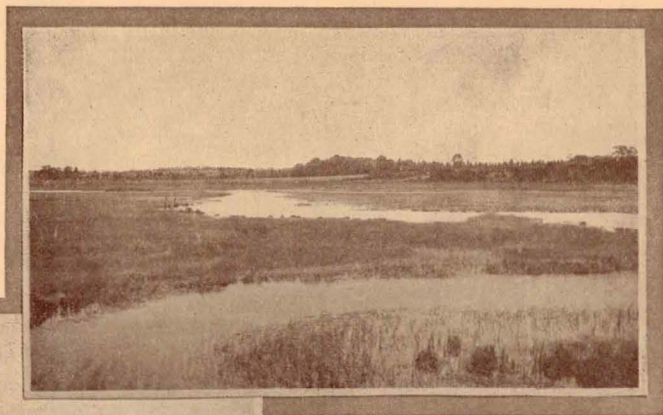
So the roads have appeared and disappeared, and sometimes reappeared, as this one did apparently since 1879, as the present Evergreen street is represented as only a woods road in a map of that date. The present road between Kingston and Plymouth was laid out in 1708 to cross the river near Jacob Cook's, "as the way to Bridgewater now lyeth," and from about that time the two main roads of the town, the Bridgewater Road and the Boston road, have followed the same course with very little variation in their lines, but very great changes in the number of houses built upon them, and the amount of traffic over them.

Imagine a man of Pilgrim days set down beside our State Road for an hour on some fine summer Sunday afternoon! What do you suppose he would think had happened in the staid old Colony? also to the Sunday laws which prohibited any travel on the Sabbath Day except such as was required for going to meeting, or to relieve some dire necessity? He would surely think that an amazing number of people were preparing to be set in the stocks, or whipped at the post for profaning the Sabbath.



Junction of the Boston and Bridgewater Roads laid out in 1708. At the left a part of the King's Highway of 1684.

Smelt Brook, showing the marsh lands
so highly esteemed as hay grounds
by the early colonists. On the up-
per waters of "Smiltriver" dwelt Dr.
Samuel Fuller, surgeon of the colony.



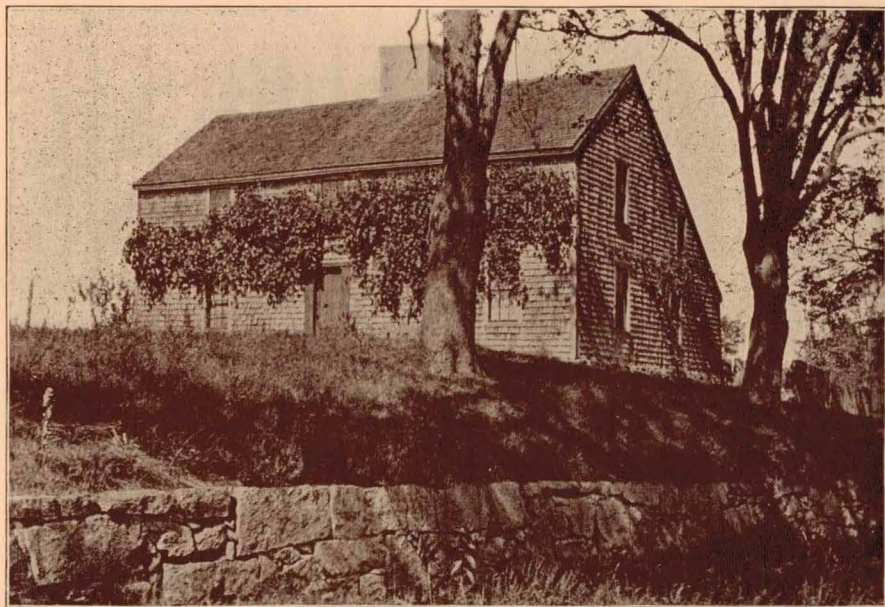
Flat House Dock. The home of Joseph
Bradford, youngest son of the Gover-
nor. It is said that the name was
given because of the flat roof of Mr.
Bradford's warehouse at the wharf.

Inhabitants and Industries.

As sons and grandsons of the first settlers established themselves and some new persons came to live in the vicinity, the need of more school privileges for the children became a serious question, and many were the discussions in the Plymouth town meetings as to how schooling should be provided for the inhabitants of the north part of the town. In 1714 the town voted to allow £20 to the north end of the town and £20 to the south end for the erection of school houses. That same year Major John Bradford gave a lot for the north school house which was a little to the west of the house now belonging to the heirs of Mr. Charles Sever, and a school house stood there until 1826.

The difficulty, especially to the settlers in the north and west parts of the town, of going to meeting in Plymouth every Sunday was very great; as they expressed it, "It is a Grate Burthen your poor petitioners Labour under the grate dificaltie of attending all publick worship and more Especially the publick worship of god which difficulty we have for a long time cheerfully Laboured under till we should increase to such numbers and capafities as to be able to suport the publick worship of god amongst us." So in 1717 they petitioned the General Court to allow them to be set off from Plymouth as a township or a precinct, with bounds which were almost the same as our present town bounds. They were allowed to become the north precinct of Plymouth on condition that they should suitably maintain a minister.

There were forty-one petitioners whose homes we have made an attempt to locate on the map. The map is used as the most definite method of presenting what information we have been able to secure. This information has been collected by various people, and at different times, and more facts of interest about the town are much desired. Also corrections of any mistakes which have been made will be gladly received.



MAJOR JOHN BRADFORD HOUSE.

Built by Major John Bradford in 1674. Partially burned in King Philip's War two years later. It was for a quarter of a century the resting place of the famous Manuscript History of Plymouth Plantation.

As the lists show, four things have been attempted in the preparation of the map:—

First—To locate approximately the houses of the earliest settlers. Those who have done any work with early deeds know how impossible it is to locate anything from them accurately. The occasional descriptions which give the position of a dwelling house with reference to some natural feature, or the still rarer cases where a cellar hole has been found and identified, are the happy exceptions. These earliest dwelling places are marked by letters.

Second—To find where the forty-one petitioners lived. These houses are marked by numbers 1-41. The houses, which are still standing, are starred.

Third—Those who were living in the town about the year 1726, but did not sign the petition. These are numbered 42-53.

Fourth—Some of the old industries of the town. These are numbered 54-64. More information on this question would be especially welcome.

The first business of the new precinct was to establish a church. The site chosen for the meeting house was the present site of the Unitarian Church, and three buildings have been erected successively in that place. It is said that the east sill of the present church was a sill of each of the preceding buildings. There is much interesting reading in the records concerning the building of the church, the allotment of pews which each man built for himself, the providing of seats for the negroes and Indians, high up in the back of the church, and the settling of ministers. See picture on page 21.

Rev. Joseph Stacy was the first minister of the church, and remained its pastor until his death in 1741, when the town paid all expenses of burial.

The Bradfords owned enormous tracts of land in all parts of the precinct and colony. The central part of the present town belonged very largely to Major John Bradford, who owned practically all the land from Jones River to Stony Brook, and from the great bridge to the bridge at Triphammer (called in deeds of that time The Indian

Bridge), excepting for comparatively small tracts which he had sold to others, and the lands of his nephew, William Bradford, in the vicinity of Evergreen street.

In a deed dated Jan. 5, 1721, "in consideration of the love and good will that I bear to the North Precinct of Plymouth, . . . and to promote religion in sd Precinct, and other good causes and considerations me there unto moving." Major Bradford gave to the said precinct fourteen acres of land, two acres "for the use of the precinct for a Burying Place, Training Field, and to maintain a meeting House, one acre for the use of the ministry in sd Precinct, and eleven acres of woodland for the use of the ministry in sd Precinct." He gave two acres of land at the point between the Bridgewater and Boston roads to Mr. Stacy, on the same day, to build a house on, and that year Mr. Stacy built the house which still stands there. He sold it, however, in 1724 to Thomas Croade, and built another house for himself across the river, No. 48.

Are there other houses still standing beside those that I have dared to star, which were the homes of the petitioners of 1717? it would be so interesting to know! In 1725 Elisha Bradford sold to Robert Cushman, Jr., the house in which Mrs. Trow now lives, saying in the deed that it was "the house in which I now dwell." Was this Elisha Bradford who was the petitioner, or was it Elisha, the son of Joseph, who had a "mansion house" near Dr. Holmes's present site? Did John Gray live where his father did, or was he living in the old Gray house, No. 45? And so question after question presents itself; some we can answer with assurance, and some we can only guess at. I, myself, remember well the Washburn house, No. 24; the fine old Joseph Holmes' house at "Egypt," which was burned some years ago, No. 33; also, the Elisha Washburn house, No. 47, which was pulled down by Mr. Kimball Stetson and replaced by the one now occupied by Dr. Ainsworth. Who built No. 52, lately occupied by Mr. Amos Bradford? Mr. Cornelius Bartlett in his list, tells us it was built before 1700.

The question of old industries in the town and their owners has proved an interesting study.

It was interesting to find the trades or industries which some of the Pilgrims followed while in Leyden. This list is taken from the marriage records: Isaac Allerton was a Tailor; William White, Wool Carder; Samuel Fuller, Say Maker (Silk, Satin and Serge;) William Bradford, Fustian Maker (Corduroy, Moleskin, Velveteen;) Edward Winslow, Printer; Robert Cushman, Wool Carder; John Jenney, Brewer's Man; Stephen Tracy, Say Maker; Degory Priest, Hatter; Jonathan Brewster, Ribbon Weaver; Francis Eaton, Carpenter; John Tilly, Silk Worker; and William Brewster was a Printer.

Think of these men leaving their peaceful occupations to bring their families to this wilderness for love of their religion and country! They all must have been, for a time, at least, lumbermen, builders, farmers and fishermen. A unique entry in the Town records reads that Major John Bradford had been given liberty "to milk the pine trees upon the Town's Commons from the head of Blackwater to the meadow and from Duxbury bounds to Jones River."

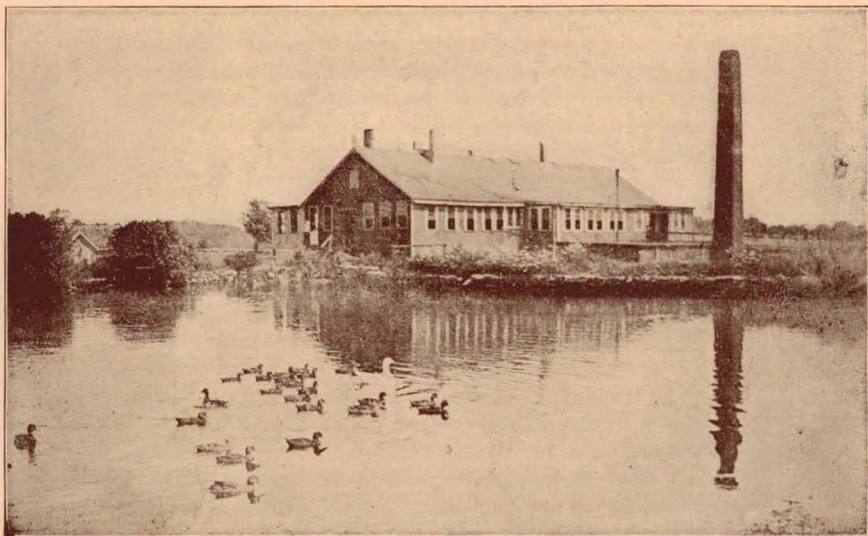
The "fulling mill" at the privilege where Hurd's factory is now, is spoken of in a deed from Major John Bradford in 1709 as "our fulling mill," but no names are given of other owners. In 1703 John Bradford and Joseph Bradford Sr. had given to Samuel Bradford of Duxbury and John Murdoc the right to set up a Grist Mill where the old saw mill stood on this same privilege.

The "ship yard" at Stony Brook was Caleb Stetson's yard and the earliest building yard in town, but small, indeed, must the "ships" have been that were launched into Stony Brook!

The saw mill, No. 58, is mentioned in a deed of lands granted to John Doane. As he sold his lands to the Bradfords and went to Eastham in 1644, this must have been one of the earliest industries established here. There was a herring ware on the river here in 1703 when Major Bradford gave to his son John "my eight acres of upland

upon part whereof is my sd son John Bradford's house, which sd land lyeth and house standeth in the township of Plymouth at Jones River by the Indian Bridge near the herring ware."

The Stony Brook Grist Mill, No. 59, was owned by Elisha Stetson, Wrestling Brewster, David Sturtevant and Ichabod Bradford in 1753, when they agreed with Nathan Bradford, the son of David, to give him five bushels and a half of Indian corn a year in exchange for a right of way from their mill to the "country road,"—this right of way being the old "Mill Lane" now called Maple Street.



Site of Stony Brook Grist Mill

In 1759 in a layout of the Northwest road (over which the car line now runs) the road is to go "over the Forge Damm (No. 60) against the road that turns out to go to Job Hall's (the road that turns to Pembroke by the Northwest school house) . . . thence over the

Saw Mill Damm (No. 61); thence to Peter West's house; thence from the way leading from Micah Holmes' Grist Mill (No. 62), to Pembrook."

Wrestling and Elisha Brewster evidently owned the forge on Pine Brook as they agreed to "keep up a good and Sufficient cart way over the sd forge damb for the Publick ufe of the Town so long as the sd forge or Iron Mill shall be kept up."

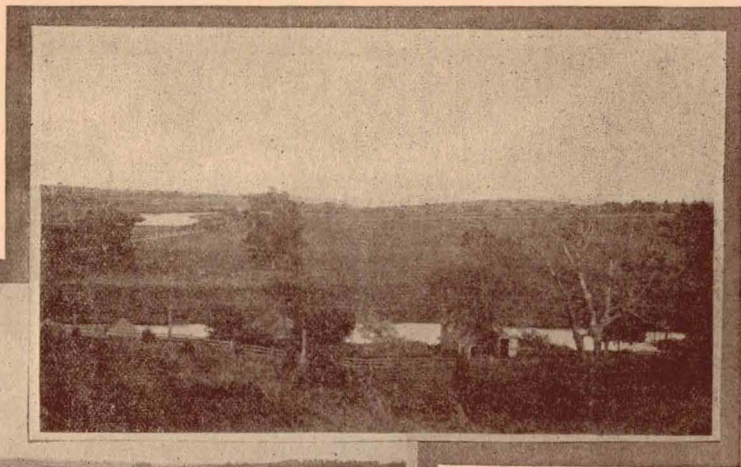
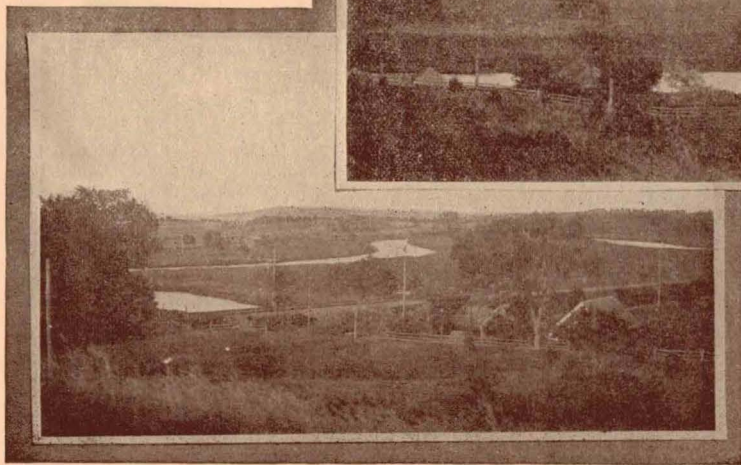
Job Hall, Jonathan Crocker, Elnathan Fish and Judah Hall, owners of the saw mill "Damb" make a similar agreement.

In 1751 a deed from Jonathan Holmes, Bloomer, to Deacon Wrestling Brewster, Joseph Holmes and Micah Holmes of Kingston and Dr. Polycarpus Loring of Plympton, gives the privilege of erecting a grist mill "on my land near the mouth of Jones River Pond in Kingston" with the understanding that the Forge or Iron Mill and the Saw Mill on the stream are abolished. So here we have two earlier industries which had been established on this privilege brought to light.

The Furnace at Indian Pond was one of the flourishing and valuable industries of the town in the early days. I think it was established by John Faunce, who, apparently, came out here from Plymouth about 1731, as he bought a "pue" in the meeting house at that time. The ownership became much divided in later days, as we read of the sale of "one thirty second part of the furnace." It is said that the process of casting iron vessels in sand was first introduced at this furnace and replaced the slower and more difficult process of shaping them by means of clay molds. When we realize that the "Oar" used in these various iron works was the bog iron ore found in this vicinity in swamps or in Jones River Pond, we understand that these industries as carried on here included mining and smelting, as well as manufacturing. In 1815 Rev. Zephaniah Willis writing of the furnace says, it was "formerly supplied with ore from this and the neighboring towns, but in latter years principally from New Jersey."

The Drew ship building yard on the river at the

Views from Abram's Hill



Sites of Shipyards and an early
Lumber Yard

Landing, just north of the almshouse, was established by Samuel Drew in 1713, and it was here that the "Independence" and the "Mars," both commanded by our townsman Capt. Simeon Sampson in the Revolutionary War, were built by a later generation of the Drew family.

There was also a ship building yard at Rocky Nook when Samuel Drew and Samuel Winsor both of Duxbury agreed in 1751 to build a ship for Hezekiah Ripley according to certain specifications, in consideration of which the said Hezekiah agreed to find good and suitable stuff in the yard at Rocky Nook, to pay, one pound fourteen shillings "for each ton the sd vessel shal tonage" to be paid one quarter in money and the other three quarters in goods or provisions, and "also to find them one half barril of Rum for their customs in building Exclusive of Raising and Launching." So labor had in those days alleviations which are lacking to-day!

In considering the industries we have over-run the limit of 1726 on the supposition, that, in some cases, the industries of which we find a later record, may have been established previous to that date.

1726 is the date at which the story of Jones River as a locality within the township of Plymouth comes to an end, as on the 27th of June in that year the Jones River settlement, after having been a part of the town of Plymouth for 106 years, acquired its independence and became the town of Kingston.

HOMES OF THE EARLIEST SETTLERS.

A, B Governor Bradford and Major William Bradford	I John Howland
C Joseph Bradford	J Joseph Rogers
D, E Isaac Allerton and Elder Thomas Cushman	L John Cook
F Dr. Samuel Fuller	M Thomas Willett
G Jacob Cook	N John Doane
H Edward Gray	O Abraham Pierce
	P Francis Cook

PETITIONERS.

1 Hezekiah Bradford	22 John Bradford, Jr.
2 Ephraim Bradford	*23 Gershom Bradford
3 Perez Bradford	24 John Washburn
*4 Wrestling Brewster	25 Francis Cook
5 Isaac Holmes	26 Benjamin Eaton
6 Israel Bradford	27 Richard Everson
7 Caleb Stetson	28 Robert Cook
8 David Bradford	29 ——— Bryant
9 William Bradford	30 Samuel Fuller
*10 Major John Bradford	31 Ebenezer Eaton
*11 Charles Little	32 Jacob Cook, Jr.
12 Elisha Stetson	33 Joseph Holmes
13 Jacob Cook	34 ——— Bryant
*14 Elisha Bradford	35 Peter West
15 John Cushman	36 Elisha West
16 Robert Cushman	37 Elnathan Fish
17 Eleazer Cushman	38 Judah Hall
18 John Gray	39 William Cook
19 Joseph Sturtevant	40 ——— Everson
20 Jacob Mitchell	41 ——— Bryant
21 Peter Hunt	

NOT AMONG THE PETITIONERS, BUT LIVING HERE IN 1726.

42 Eleazer Ring	*49 Cornelius Drew
43 ——— Howland	*50 Samuel Foster
*44 Thomas Shurtleff	*51 Thomas Croade
*45 Old Gray House	House built by Rev. J. Stacy
*46 Robert Cushman, Jr.	and sold 1724 to T. C.
47 Elisha Washburne	*52 Built before 1700
Old K. W. Stetson house	*53 Andrew Ring
48 Rev. J. Stacy	

INDUSTRIES.

54 Fulling Mill	60 Forge (Pine Brook)
55 Grist Mill	61 Saw Mill
56 Old Brick Yard	62 Grist Mill, N. W.
57 Old Ship Yard, C. S.	63 Furnace
58 Saw Mill—before 1644	64 Drew's Ship Yard, 1713
59 Stony Brook Grist Mill	

* House still standing

TOWN OF PEMBROKE

TOWN OF DUXBURY

SILVER
LAKE

Town of Plympton

TOWN OF PLYMOUTH

----- Earliest Roads
+++++ Rail Road
===== Town Ways



The Burying Ground.

"Beneath those rugged elms, that yew tree's shade
Where heaves the turf in many a mouldering heap,
Each in his narrow cell forever laid
The rude forefathers of the hamlet sleep.

"Oft did the harvest to their sickle yield,
Their furrow oft the stubborn glebe has broke;
How jocund did they drive their team afield!
How bowed the woods beneath their sturdy stroke!

"Their name, their years, spelt by th' unletter'd Muse,
The place of fame and elegy supply:
And many a holy text around she strews,
That teach the rustic moralist to die."

In these days of various family associations, Sons and Daughters of the Revolution, Colonial Dames, and other organizations which require a certified copy of one's family tree as a condition of membership, old burying grounds have acquired a new interest, and few will be found in any town which can show more that is of interest to the student of Pilgrim genealogy than this one.

My attention was first drawn to it by hearing Dr. Thomas Drew say many years ago, that he thought it was safe to say that in the Kingston burying ground a larger proportion of the graves were of those who were the direct descendants of the Pilgrims than in any other burial place

in the Colony. That was a large claim, and we would all like to know how near it comes to being true.

A natural question arises which has often been discussed as to earlier burial places. We all know the story of Cole's Hill, and of the burial there during the first Winter and Spring of nearly half of the little company of the Mayflower; that in the Spring they sowed wheat over the graves that the Indians might not know how their numbers had been depleted, and that in recent years the graves which were discovered during work on the streets were suitably marked. If we consider that these were all graves of those who died the first Winter and then remember that the earliest date on any stone on Burial Hill is said to be 1681 on Edward Gray's stone, we naturally ask where were those buried who died between 1621 and 1681?

It is hardly likely that in those days of difficult travel the settlers about Jones River were taken to Plymouth Town for burial, and so we look for traditions of earlier burial places in this region. Many graves have been discovered at different times in the vicinity of the Kingston Inn. Some where the cellar of the house now occupied by Mr. John Wright was dug, some on the site of Mr. Herbert Clarke's house, and some where the lawn to the east of the hotel was graded. Among the remains thus discovered were boards and wrought iron nails, showing that coffins had been used, which of course, indicates that these were graves of Englishmen.

Some bones were sent to Harvard College for examination, and were pronounced by the authorities to be Indian remains. What shall we think? It may have been an Indian burial place originally, perhaps the resting place of the Patuxet tribe, and some of the white settlers may have been buried there, too.

Deacon Seth Drew, whose memory must have gone back to days before 1800, and who doubtless heard many traditions of much earlier days, said that he had always understood that there was an ancient burial place there. We can only wonder, and hope that some day more evi-

dence may come to light to show us what the facts are.

When the Fort Hill in Plymouth was taken for a burial place, we know that some of those who lived about here were taken there for burial, among them, Edward Gray, in 1681, Elder Thomas Cushman, 1691, and his wife in 1699; Major William Bradford in 1704, and his brother Joseph Bradford in 1715. But Major John Bradford's gift to the North Precinct of Plymouth did away with that necessity, and from 1721 this was the burying place for the precinct, and later the town.

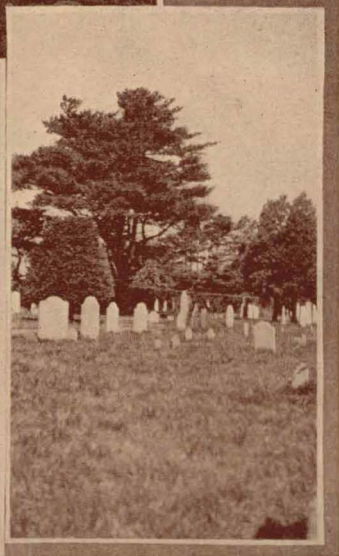
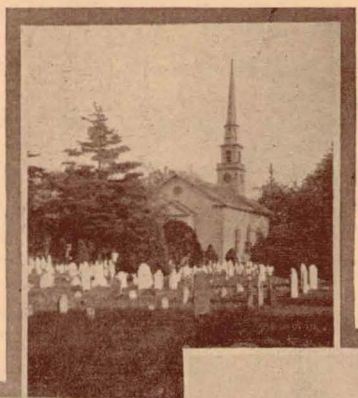
An old road crossed this lot diagonally from the Northeast to the Southwest corner. It was a road leading from the Landing to the Bridgewater Road, but evidently crossing private property. After 1721 when Major John Bradford gave this land for a burying ground the early interments were apparently all made on the Northwest side of the road, and in that part of the yard are to be found the graves which bear the earliest dates.

An easy landmark from which to work in finding the old graves is a square lot enclosed by a curbstone, containing the graves of Charles Little and his family, and of Nicholas Sever, Esq. The remarkable epitaph of Lucy Little is here and reads:

Miss Lucy Little, Deceased Sept. 29th

1756, aged 37 years, 5 months.

Reader! Beneath this Mournful Pile is laid
What Once was Beauty and a Spotless Maid
Here was each Virtue and each Grace combined,
Fair was her form, but fairer was her mind.
So bright in Her The Sex's Virtues shone
They Seemed all centered in this Maid Alone.
The Harmony of Life thus kept Intire,
She joined at Death the fair Angelic Quire;
The Fair Angelic Quire with Joy confest
They Ne'er had welcomed a more charming Guest,
Led by the Admiring Throng, She takes Her seat,
And Half an Angel HERE now Shines ABOVE complete.



The earliest date on any stone is 1717 on the stone of Charles, the baby son of Charles and Sarah Little. It seems probable that this stone was moved here from some earlier burial place after 1621. Just to the south of this enclosure is the grave of Mrs. Jael Bradford, the wife of Joseph, who was Gov. Bradford's youngest son. This is the only stone of a person of the second generation from the Pilgrims, and she seems to belong among them when we realize that she was born fifty-six years before the last survivor of the Mayflower passengers died,—Mary Allerton Cushman, who was her near neighbor for those days, one living at Flat House Dock, and the other near Elder Spring.

Major John Bradford and his half brothers Ephraim and Israel, and possibly William, represent the third generation of Bradfords, and through them and their wives the eager genealogist can trace lines to Gov. Bradford, Alice Carpenter Southworth, Richard Warren, John Faunce, Patience Morton, George Morton, Julian Carpenter, Elder William Brewster, Mary his wife and their son Love, Robert Bartlett, John Alden, Priscilla Mullins, and William and Elizabeth Mullins, all passengers on the Mayflower or the Ann.

From this one illustration we can imagine the innumerable pilgrim lines which can be traced through Jacob Cook, John Faunce, Robert Cushman, Benjamin Eaton, John Gray (3rd from Mary Chilton), Benjamin Sampson, Priscilla Wiswall (3rd from John Alden and Priscilla), who are all buried here, and all are grandchildren of those who came in the first three ships.

Of the fifty-one passengers in the Mayflower named by The Mayflower Descendant as those from whom descent has been proved, thirty-nine have descendants buried in this burial ground, positively known, and it is possible that lines going back to Myles Standish, George Soule, and William White, might be discovered by more careful research.

Major John Bradford and his wife are buried to the north of the Little lot. His inscription reads:

"Here lyes ye body of Mayjear John Bradford Esqr, who dec. Dec^{br} ye 8th, 1736, in ye 84th year of his age. He lived near 62 year with his wife."

That statement seems to me very tender and beautiful, as if those long years with his beloved wife were the one thing of sufficient importance to be remarked upon and remembered in a life which seems to have been filled with active work and generous deeds for the public good.

Near them lie their son and grandson, and other descendants to the 8th generation. Around them are their friends and neighbors of this old First Parish of Kingston, with their many descendants, and few, indeed, are the names upon the stones which are not suggestive of Pilgrim ancestry or association.



