

# THE HYDE PARK

## HISTORICAL RECORD.

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OCTOBER, 1891.

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# THE HYDE PARK HISTORICAL RECORD.

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EVERETT SQUARE, HYDE PARK, MASS.





*M. L. Writcher*

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MARTIN LUTHER WHITCHER.

BY CHARLES STURTEVANT, M.D.

THE combined record of the lives of individual representative men furnishes the best history of the community, in whose interests, and for whose welfare they cheerfully expended their best powers, and to whose advancement they daily consecrated their earnest efforts; and it is with this idea in mind that the present duty, which in this instance is indeed a labor of love, is undertaken.

The subject of this sketch was pre-eminently a modest, retiring man, who never courted public notice nor sought position for the sake of power, and the various offices he filled from time to time were *accepted* as *duties*, and held as *responsibilities* rather than sought after as *honors*.

Martin Luther Whitcher was born June 10, 1808, at "Bay Hill," Northfield, N. H., and was the son of Benjamin Harvey Whitcher and Catharine Badger Cole. He was a descendant of Thomas Whittier who, a lad of sixteen, came to this country in 1638, living first in Salisbury, and finally in Haverhill, Mass. The original family name was spelled Whittier, to which a portion of the family still adhere, while others prefer the other spelling and pronunciation. There was nothing especially noteworthy in the boyhood and youth of the subject of our sketch,—like many another quiet lad he was active and intelligent, and in his daily industry and fidelity to the lesser responsibilities of every-day life, laid the foundations of future usefulness.

Mr. Whitcher came to Boston in 1827, and established himself as a stone-mason and contractor, residing at South Boston. He

was married April 4, 1832, to Miss Nancy Locke, who was born December 15, 1812, at Portsmouth, N. H., and was the daughter of Elijah and Hannah Locke. Mr. and Mrs. Whitcher resided at South Boston about thirty-three years, removing to Hyde Park in the spring of 1860, eight years before the town was incorporated, and becoming, at once, identified with the best interests of the community, both in the church and in business matters, and real estate improvements. He was an active, prominent factor in all efforts having for their object the healthy growth and moral advancement of the town, and the establishment of good government. He was elected one of the first Board of Selectmen, serving in 1868-69, and again in 1873-74; was chosen one of the School Committee in 1870; was one of the original directors of the Hyde Park Savings Bank, and served on other advisory boards and committees, always rendering intelligent and acceptable services. When Mr. Whitcher first came to Hyde Park he lived in the house on East River street now occupied by the writer, and his investments thereafter were mostly in Hyde Park property, which increased in value under his intelligent and useful management, as the town grew and developed.

Mr. Whitcher's religious convictions were like his business ideas, positive and well-defined, and while he indulged in no self-righteous complacency, he was always ready to give "a reason for the hope that was in him." At South Boston he was connected with the Congregational and afterwards with the Methodist Episcopal Church, as an active and useful member, and held the office of Sunday School Superintendent for several years in the latter organization. Upon removing to Hyde Park he connected himself at once with the Methodist Episcopal Church, and rendered acceptable service in that body as long as he lived.

He was not connected with any other organizations, civil or social. At an early date he became interested in the anti-slavery movement, and cast one of the first two ballots for that party and for temperance reform which were cast in South Boston.

Martin L. Whitcher was most emphatically a self-made man, — a natural mechanic, — and he developed into a master-builder of rare judgment and ability, whose advice was sought after, and whose opinion carried weight with the men of his own occupation as well as in the communities where he lived and labored. He was awarded many contracts, public and private, for business

blocks, warehouses and residences in Boston and vicinity. He was just and liberal in his dealings with his employes, whose good word and best wishes he always received. During the construction of the Lee buildings on Bedford and Summer streets, Boston, he was suddenly stricken with heart disease and died before the completion of this building, at his residence, 19 East River street, Hyde Park, August 24, 1875. His wife died March 29, 1887, and of six children only one is now living.

Like his associates on the first Board of Selectmen, Mr. Witcher was a man of sound judgment, liberal ideas, and loyalty to his convictions of duty, and although he was not permitted to attain to the full measure of "three score years and ten" of his earthly pilgrimage, the influence of his well-rounded and useful life will endure, and ever stand as his best monument.

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## THE STREETS OF HYDE PARK.

BY GEORGE L. RICHARDSON.

### LOCATION.

THE more densely settled a town becomes, the greater the proportion of land that must necessarily be appropriated for streets. Every lot of land, however small, must have a right of way out. The primitive streets in Hyde Park were few. Where the nucleus of the town was located by the Fairmount Land Company and the Real Estate and Building Company, there was no village—only here and there a farm-house. The streets or roads existing at that time were River, West, Back, Milton, Sprague and Readville.

The Fairmount section was first built. It was laid out on a rectangular system, the direction of the longitudinal streets being parallel to that of the original grants. This system is most usually adopted in a level country, as it is the one of greatest simplicity and economy of land. Fairmount, however, as the name signifies, is hilly. Some of the streets have very steep grades. The rectangular system was departed from in the case of Williams avenue and Pond street, these being curved and more in keeping with the contour of the land.

In the laying out of Mt. Neponset, soon afterwards, a different system was chosen. The streets in this section are all curved, conforming to the natural contour of the land and leaving the enclosed area in good shape for building lots. The lower end of Maple street and the upper end of Pine street are now much steeper than as laid out by the Real Estate and Building Company, as they have been straightened by the town since that time.

In succeeding sections, as laid out by the last named company, we find that the locations of the new streets were determined partly by the character of the land and partly by the railroads. The railroads present an almost insuperable barrier for new street crossings, and the direction of travel and transportation to and from Boston is the same as that of the railroads. Sections one and six of the Real Estate and Building Company lie between the Providence division of the Old Colony Railroad and the New York and New England Railroad. They also include the water-shed between the valleys of Stony Brook and Neponset River. Here we find the two principal thoroughfares of the town—Hyde Park avenue and River street.

The system of long avenues is one characteristic of the Real Estate and Building Company's work. To have them located, it was necessary to enter upon land beyond its control. This was accomplished by co-operation with the Norfolk County Commissioners. Hyde Park avenue and Central Park avenue—practically one highway—were petitioned for and laid out by the County Commissioners, and then built by the towns of Dedham and Dorchester. They lie between the two railroads, are nearly parallel to the Providence Railroad, and extend from near the Dedham line to Forest Hills, there joining Washington street, which extends still further into Boston in the same direction. It is the principal route for transportation, if we except River street.

River street, originally an irregular road of varying width, was widened and straightened by the County Commissioners, through the efforts of the Land Company, from East Dedham to Milton Lower Mills. Parts of this street have been changed several times since the incorporation of the town. It is now a well-made street with easy grades. It connects with Blue Hill avenue at Mattapan and with Dorchester avenue at Milton Lower Mills.

There is undoubtedly more travel on River street and Hyde Park avenue than on any other streets. There may be a question



as to which has the most. I believe there has been no estimate of the weight or the number of teams going over each road respectively. Mr. Corson thinks Hyde Park avenue has the most. Both have easy grades, except where River street crosses the railroads. The length of Central Park avenue and Hyde Park avenue is nearly five miles, of which three are within the limits of Hyde Park. The length of River street is about the same.

Fairmount avenue, laid out by the County Commissioners from River street across the Neponset River, practically continues and extends to the Brush Hill road. It has a grade crossing at the railroad which it could not have had, probably, as the law now stands.

Williams avenue, lying partly in Milton, on the southern slope of Fairmount, has been extended to Blue Hill avenue. The new part is now called the "Bradlee Road."

Dana avenue, first located by the Real Estate and Building Company, has recently been extended to the Brush Hill road. Though it is straight the grades are comparatively easy. It lies at a lower level than Williams avenue, and the latter is lower than Fairmount avenue.

Huntington avenue, though only partially built now, may be an important street. It extends from River street in Hyde Park to Canterbury street in Boston. It was first laid out by Mr. Charles A. White, who co-operated with the Real Estate and Building Company. It is about one and a quarter miles long.

Metropolitan avenue is another of those long avenues built by said company, and afterwards laid out in part by the County Commissioners. It is about two and three-quarter miles long. There was some thought of extending it further, so as to partially surround the city. It extends from Washington street in Boston to the Brush Hill road in Milton. It is practically divided into three streets, the points of division being the Providence Railroad and the New York and New England Railroad. The obstacles in the way of making this avenue continuous were great. It crosses two valleys, two railroads and a river. There was at first a grade crossing at the Providence Railroad but this has long been discontinued. There has been some talk of an underpass bridge at this point, contingent on the lowering of Stony Brook and the raising of the railroad, but a grade crossing would be much preferred. At the New York and New England Railroad the crossing would

have to be by an overpass bridge, which would also span the Neponset River. This bridge would have to be twenty feet above the railroad, and consequently thirty feet above the river. This would involve raising the grades of five streets approaching the bridge on the northerly side of the river, to correspond. The time may come, however, when the growth of the town will permit all this to be done. Mr. L. B. Bidwell's estimate of the cost of an iron bridge fifty feet wide and about thirty-five feet above the river with embankments for approaches, was about \$74,000. For a bridge thirty feet wide and about twenty-eight feet above the river, with approaches, his estimate was about \$54,000.

It would seem that Glenwood avenue was to have been another long avenue connecting Hyde Park with the rest of the world. In some respects its history repeats that of Metropolitan avenue, though it is of less importance. Its location was presumably from Brush Hill road in Milton across the New York and New England Railroad, the Neponset River, the Providence Railroad, Mother Brook and Stony Brook, towards Washington street in West Roxbury. Like Metropolitan avenue, its history proves the truth of the maxim: "Business moves on the plane of least resistance."

As it stands now, there are three separate streets called Glenwood avenue. One is on the Fairmount side; another between the Neponset River and the Providence Railroad; and the third between Mother and Stony Brooks. This last is in that part of the town sometimes called "Sunnyside," which was owned and largely subdivided by Gordon H. Nott. To use a western phrase, it might be called "Nott's Addition."

Bullard's Addition lies in Readville, between the Providence Railroad and Mother Brook. These lands are subdivided by short streets, generally straight, branching off from Readville and River streets. There is a grove in Sanford's Addition that might answer for a Park Reservation.

The old Camp Ground at Readville is laid out on the rectangular system. The ground is very level, and is about 20 feet above the river or 60 feet above sea level. There is here a reservation called Hamilton Park, 520 feet long by 250 feet wide, with streets surrounding it.

Gilman's Addition is on high land, bounding westerly on

Mother Brook and bordering on the town line at East Dedham. There is one street laid out over it designed to connect Mill Lane in East Dedham with Dedham street in Hyde Park.

#### CONSTRUCTION.

No grades were established at first except on the new county roads, and of these only Central Park avenue was built to the required grade. The county having located certain highways and established grades thereon, it was left for the towns to construct them. The streets that were not county roads were made without established grades, the same as common roads in the country usually are. The hills were lowered and the valleys raised with plow and scraper, sufficiently to make tolerable ascents and descents. The result was an undulating grade with occasional depressions or hollows between the hills. Drains were laid across where necessary to preserve the natural drainage, and the road itself drained on to private land. This system answered until the abutting lands began to be improved, and houses built near the streets. Then artificial drainage was seen to be desirable—that is, artificial surface drainage. It was more desirable for the rainfall to be shed from the building lots towards the streets—either in front or rear—and for the streets to drain themselves by means of gutters into other streets or some natural water-way. Grades were then established with this end in view. It is evident, however, that it is much easier to fix a grade before any improvements have been made than to wait till houses are built, some low and some high.

For instance, there was a grade established by the county on Hyde Park avenue. It required a continuous descent from the summit where the High School now is to the meadow at Clarendon Hills, there to drain into Stony Brook. But the town of Dorchester constructed it so as to leave a hollow between Arlington street and Greenwood avenue. This hollow naturally drained over private land towards the railroad. If these private lands were raised up, the storm waters were retained in the street. In discussing a remedy it was proposed to drain this hollow by means of a pipe laid through the hill in Westminster street, rather than carry out the original grade as required by the county.

There was a grade established on Fairmount avenue, between

River street and the New York and New England railroad. The descent was to be continuous toward the railroad, but Dorchester built it without grade, leaving a hollow. Some ten years afterward Rev. Amos Webster discovered the record of a grade, and the town of Dorchester then reconstructed it as first proposed. There was some damage resulting. Bonney's store, near the corner of Pierce street, was lowered and Bragg's Block partly reconstructed. At the present time it is evident the damages would be very great. These are only two cases, among many, tending to show the importance of established grades, and the difficulty of changing them when once established.

House lots may be improved in different ways, according to their relative position and the taste of the owner. It is like the setting of a gem. Some like to invest their money in this way; but the owner must feel that the grade of the street is permanent. Any skepticism in regard to that will cause him to lose interest. If the grade is to be changed with each succeeding Board of Selectmen, each decreeing something different from its predecessor, then the question will become one of damages, not of landscape gardening,—of getting money from the town instead of expending it for the improvement of the town.

After the incorporation of the town, the first Board of Selectmen proceeded to establish grades on some of the principal town ways, and the succeeding Board graded others. Their work answered its intended purpose so far as drainage was concerned, though paved gutters were afterwards found to be necessary, especially in Fairmount.

In 1886, there was a renewed interest in streets, on the part of the inhabitants. There was a special demand for hard and dry sidewalks. The appropriation was liberal, and there was a great pressure on the Board of Selectmen. The Selectmen did not, perhaps, have time to deliberate and economize. They did not seem to be aware that previous Boards had established grades, but proceeded to make new ones as though there had never been any. There were, of course, damages resulting. The contiguous estates must be made to conform to the new grades, as they had already conformed to the old. This contingency had not been allowed for in the appropriations. After thus experimenting on Maple, Oak, and other streets, the new grades were abandoned as

impracticable. Thereafter curbstones were laid to the previous grade, with the exception of one or two slight changes. These sidewalks, composed of tar, sand and stones, were called "permanent improvements." The cost was borne in part by the abutters.

In 1889, the attention of the Selectmen was turned specially to the carriage way of the streets. They began to be repaired with broken stone instead of gravel. This is appreciated by all who drive, particularly in the early spring when the ground is thawing. Teams used to get fast at that time in the hollow on Hyde Park avenue. A hard surface requires less horse power.

In the original laying out of the different sections of the town, there were no reservations for public parks or commons, except in the case of Hamilton Park, already referred to, and perhaps one in Everett square. The streets are forty and fifty feet wide. The width is increased at crossing, and junctions by rounding the corners. This is one characteristic of the town. Three or four small reservations in the growing part of the town would perhaps answer practical purposes better than a very large park outside which people without leisure would have no time to visit. For those with leisure the Muddy Pond woods answers pretty well already. Mr. Grew has permitted the public to visit his land in these woods, and has made roads for that purpose. While visitors are not required to "keep off the grass" they are "strictly forbidden" to cut trees. When the time comes for this section to be improved several parks might then be reserved. Something in connection with the pond itself has been proposed. It is to be desired that whenever this territory—containing 1000 acres south of Washington street—shall be improved, it may be done in conformity with the physical character of the land and the inclination of travel, rather than with the lines of ownership.

There are now about thirty-eight miles in length of streets in Hyde Park, public and private.

## PEMAQUID AND MONHEGAN.

BY CHARLES LEVI WOODBURY.

[CONTINUED FROM PAGE 26.]

WINTHROP, in 1630, writes in his journal that, on the day the *Arbella* got into Nahumkeik Harbor, Mr. Atherton, in his sloop bound to Pemaquid, dropped in and called on them. Mr. Shurtz of Pemaquid, in the next year, sent to the bay an Indian woman who had been taken by the Tarantines at Agawam. In 1635, Winthrop states only thirty ploughs were running in the bay. In 1640, he writes in his journal that one Graften, in a sloop, had sailed to Pemaquid and brought back to the bay twenty cows and oxen with hay and water for them. In 1635, he states that the ship, the *Angel Gabriel*, was lost at Pemaquid in a great storm. She was intended for the bay, and her consort, the *James*, was nearly lost at the Isles of Shoals. Thus one can see that, though the bay settlements had much direct trade with Great Britain, they had not displaced the ancient leadership of Pemaquid in the fish and fur trades. Its exports and casual passenger trade long flourished.

France, under the strong hands of Richelieu, had organized her settlements in North America and, not renouncing her claim to New England, was active in reducing all she could into actual possession. Consequently, Pemaquid became a frontier station of the utmost importance to the future of the English possessions westward on the coast. Undoubtedly, some stockades and a few guns had long been maintained at Pemaquid to oppose the onslaughts of French, Indians and pirates, but this was individual work, rather than public preparation.

I may add here that the New Plymouth people made two efforts to establish trading ports on the Penobscot, and that the French captured each and broke up their trade, in 1631 and 1635.

## THE FORTS OF PEMQUID.

It is not my purpose to trace the long history of the French and Indian wars, but reverting to the subject I began with, the ruins of Pemaquid, I will trace the succession of the forts and the vicissitudes they endured, briefly, because my limits are narrow, and because numerous general histories of New England fill out the surrounding events which I must omit.

In 1630, we learn that a more pretentious fort was built at Pemaquid, where the farmers and resident fishermen had largely increased.

In 1632, one Dixey Bull, a dissatisfied Englishman, turned pirate, and with fifteen others surprised and plundered the settlement at Pemaquid and raised great disturbance on the coast. Bull lost one of his principal men in the attack. Captain Neale of Piscataqua went with forty men to the relief of Pemaquid. After this Pemaquid seems to have had better protection, as we hear no more of such attacks. In 1664, this country east of the Kennebec came under the patent of the Duke of York, who paid small attention to it, for in 1675 one hundred discontented citizens petitioned to Massachusetts for, "wherein some times past we have had some kind of government settled amongst us, but for these several years we have not had any at all," etc., and therefore ask to be taken under the protection of Massachusetts. Eleven of the signers are of Pemaquid, fifteen are of Damrel's Cove Islands, sixteen of Cape Newwagen (Bonawagon in the petition), eighteen are of Monhegan, twenty-one of Kennebec and fifteen of the Sheepscot. How many were of the opposite opinion does not appear: probably it was the more numerous party.

In 1675, the Indian War, known as King Phillip's War, began.

In 1676, the settlers at Pemaquid and on the adjacent islands were surprised by an organized, extensive Indian attack. Pemaquid was deserted, as was the country and coast, by all who could escape the merciless tomahawk. The survivors, about three hundred in number, took refuge at Damrel's Cove Islands, where they held out about a fortnight, when, realizing the impracticability of defence, they sailed in various vessels west to Piscataqua, or Boston, and all east of the Sagadahoc was desolate.

Major Waldron with a strong force was sent down to redeem captives and to retaliate. He had a sharp brush with the Indians at Pemaquid,—a Fort Gardner is spoken of as being then in their control, probably a block-house. They had burnt Pemaquid directly on its being abandoned. An affidavit in my possession of one John Cock, born east of the Kennebec and driven off in 1676 by the Indians, speaks of a Mr. Padishal having been killed at Pemaquid by the Indians. The Duke of York's government at New York now awoke from their apathy and

prepared a formidable force to retake his possessions, and in 1677 took possession of the country and established a government. A new fort, on the site of the old one, was erected,—a wooden redoubt with two guns aloft, an outwork with two bastions, each carrying two guns, and one gun at the gate. Fifty soldiers were stationed as a garrison, and the fort was named

#### FORT CHARLES.

Under this protection, Pemaquid was made the capital of the duke's territory; a custom-house, licenses for fishing, and a Justice of Peace established. The Indians were awed, and a kind of treaty made with them. The smacks that had been captured were restored, captives released and a delusive hope of peace indulged.

1684 found "they of Pemaquid" much delighted with the glories, military and civil, of their capital, as well as their returning trade, petitioning the duke for more favors, "and that Pemaquid may still remain the metropolis of these parts because it ever have been so, before Boston was settled." Alas for this dream of the revival of the traditional capital, Norumbega, politics in 1686 enforced the jurisdiction of these parts to be ceded to the new royal Massachusetts charter, and the love-lorn Pemaquid was divorced from New York.

1687 brought a solace for their woe. The thirsty Bay Puritans under the orders of the judge of Pemaquid made a raid on the French settlement at Bagaduce, on the Penobscot, where the Baron Castine lived, and carried off to Pemaquid a ship and cargo of wines, etc., imported by him. This spoliation caused serious complaints from the French ambassador at London. I will not say that free rum flowed at Pemaquid. The perfumed and stimulating red wines of Gascony and Burgundy shed their nectar on the parched gullets of the judge, collectors, tide waiters and bailiffs,—the official aristocracy,—in biblical phrase, "without money and without price." Even the soldiers of the garrison, or at least the officers, got more than a sniff at the aromatic fluid. On Darwin's doctrine of heredity one might well claim that the Maine officials thus early were imbued with, and transmitted to their successors, the habit of seizing other people's wines and liquors and drinking them without paying for them.

In 1689, Fort Charles was surprised by the Indians, who cut



off the most of the garrison as they were engaged in some ordinary affairs outside the fort, and with a second body made an energetic attack on the fort, which was vigorously resisted by the small remnant within the fort. The next day the attack was continued, and finally, through Madocawando's efforts, Captain Weems was induced to surrender on terms for all within the fort, viz.: fourteen men and some women and children who had been fortunate enough to get in there for protection. They were immediately put on board a sloop and sent to Boston. Sixteen men had been killed in the attacks on the fort; of those outside who had been cut off, the French Indians carried off about fifty captives; the number of killed is unknown. It took Captain Weems three years to obtain the pay for his men and himself, and twice he petitioned to London. This was a serious calamity to the frontier, and the necessity of rebuilding and restoring Pemaquid was urgent.

In 1693, Governor Phipps, who was born in that neighborhood, (his father had lived at Pemaquid), directed the fort to be rebuilt in a solid way of stone. It took in the great stone at the southwest that was outside the old stockade and so unfortunate for it in the last attack, and was heavily armed and strongly garrisoned. He named it

#### FORT WILLIAM HENRY.

The long Indian and French war had devastated the frontier on either side, but the two rival nations still opposed a threatening front at Pemaquid and at the Penobscot. Predatory and bloody skirmishing was maintained on both sides against the settlements of their opponent.

In 1696, Fort William Henry was attacked by two French frigates and five hundred French and Indians, and on the second day it surrendered to them on terms. Chubb, the commander, was held long in jail in Boston on his return, his conduct having been unsatisfactory. The French destroyed the fort by tipping over the walls, and retired.

In 1697, the Treaty of Ryswick was made, and the possession of Nova Scotia was restored to France, whose claims to a predominant title over New England had never been abandoned. Renewed efforts were made on the English side to settle eastern Maine again. What with the attacks and counter attacks

stimulated by the national antipathy and the determination of the Indian tribes to limit the white man's occupancy to the mere fishing stations on the coast, regardless of treaties or prior sales by them, there was a constant turmoil. Treaties were violated directly the pressure that induced them was removed. The hardy New Englanders, grown skilful in Indian fighting, struck fiercely at the citadels of Indian power — their villages — besides maintaining defensive attitude around their own homesteads.

Let me generalize. In 1700-03, there were attacks on our towns; 1704-07, attacks by us on Port Royal. In 1709-10, Port Royal was recaptured by us. In 1711, our disastrous attack on Canada. In 1712 hostilities ceased, and 1713 the Treaty of Utrecht was made, whereby France ceded "all Nova Scotia or Acadia comprehended within its antient boundaries; as also the city of Port Royal, now called Annapolis Royal," etc. There was a bright hope for peace, but the indefinite limits of the cession soon led to further difficulty.

In 1716, an order to re-establish the Fort at Pemaquid was issued, but not executed.

In 1717, a treaty with the Indians was renewed, and in 1719 the old settlers and land holders at Pemaquid began to return.

In 1722, Lovewell's War broke out; the great successes at Norridgewock and at Pigwacket broke the Indian power. Some fishing vessels after hard fighting were captured and rescued. The bounty for scalps went up to £100.

In 1724, the Indians captured two fishing vessels at the Isles of Shoals and eight at Fox Island thoroughfare, in all twenty-two sail; killed twenty-two fishermen, and made twenty-eight prisoners. In 1725 more were surprised and taken.

In 1726, Dummer's Treaty was signed with the Indian tribes. It was not popular, but Pemaquid, after lying waste for over twenty years, began to revive.

[TO BE CONTINUED.]

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## LEGAL REMINISCENCES.

BY EDMUND DAVIS.

It has been said that the first physician who ventured to locate in what is now Hyde Park found the locality so salubrious and the people so healthy that he was obliged to decamp speedily

lest, "having no visible means of support," he should be arrested as a vagrant. This is not a matter of exact authentic history, but rather of oral tradition; one of those myths which are claimed by many eminent antiquarians to contain the germs of truths which cold, matter-of-fact, prosaic history cannot reach and grapple. But, however the fact may be as to the first doctor, there is no room for doubt that our town has always been good to members of the legal profession, who, in their turn, have shown their appreciation of it by flocking to it in considerable numbers.

The first lawyer resident in Hyde Park was William Rogers, who was practising in Boston at the time when the Twenty Associates decided upon settling on Fairmount, and who was early associated with these enterprising pioneers, and acted as their legal adviser. He was a man of ability and merit, was a member of the staff of Governor Andrew with the rank of assistant adjutant general, was one of the United States Registrars of Bankruptcy, and was moderator of the first town meeting held in this town. He owned and lived on the fine estate, 21 Water street, now the property of J. C. Hurter. He was a sound lawyer and a conveyancer of considerable reputation. He died January 15, 1869.

Willard F. Estey was the next in order to open a law office in Hyde Park. He came here about 1867, having previously taught school and practised law in Dedham. He left here about 1882, and has since resided in Maine. During a part of the time he was here he was in partnership with W. H. H. Andrews, and later with Henry B. Terry. Mr. Estey was a man of pleasant address, genial manners, and considerable success in his profession.

The next attorney to open an office here was Charles W. Turner, now at 27 School street, Boston. He was the first town clerk of Hyde Park, which office, on his resignation of it, passed to Henry B. Terry, who has held it ever since. Mr. Terry had been a student in Mr. Turner's office, which was at first in the building now occupied by Ryan's Express, and afterwards in the building known as Neponset Block, which occupied the site now covered by the Post Office building, until it was destroyed by fire in 1874. During the most, if not all, the time of his practice here, Mr. Turner was associated with Horace R. Cheney, a young lawyer of great promise, who was afterwards assistant district attorney for Suffolk County, and whose early death is

thought by many to have been hastened, if not caused, by his intense and unremitting devotion to his work. Mr. Turner has been for many years the trusted legal adviser of the Real Estate and Building Company. Both he and Mr. Cheney discontinued practice in Hyde Park in 1872 or 1873. About the same time Mr. W. H. H. Andrews, who has been before alluded to as a partner of Mr. Estey, and who came here in 1869 or 1870, gave up his office here and gave all his time to his increasing legal business in Boston.

Mr. Orin T. Gray came to Hyde Park in 1868 and soon acquired a good business here. In 1871 he and Mr. Edmund Davis formed a partnership which continued for about three years. Their offices were first in Cobb's Block, corner of Fairmount avenue and River street; afterwards in the ill-fated Neponset Block. When this building was burned the firm of Gray and Davis lost everything in their offices to the last scrap of paper.

Some short time prior to 1871 two other attorneys, now well known in the profession, lived and had offices in Hyde Park: Charles G. Keyes and George W. Morse. Mr. Keyes now lives at Jamaica Plain, and Mr. Morse in Newton.

Henry B. Terry, our local magistrate and efficient town clerk, commenced his practice here in 1871, in a building which was situated on the southerly side of Fairmount avenue, where French's grocery store now is. Not long after the above date Mr. Charles G. Chick, who had previously been living here and studying law in the office of Charles Levi Woodbury in Boston, was admitted to the bar, and became enrolled among the practising lawyers of Hyde Park. In 1872, Isaac G. Reed came to this town, residing near Hazelwood Station, and practising here and in Boston. His present whereabouts is not known to the writer. In 1874, Mr. James E. Cotter was added to the number. He opened an office in the brick building, where the town offices are now, in which building other lawyers, whose names have been mentioned, Messrs. Estey, Andrews and Terry, had their offices at one time or another. All of the legal gentlemen named, except Mr. Terry, had offices in Boston, which they carried on concurrently with those here, usually spending the day at the Boston office and the evening at the Hyde Park office, which was kept open during the day by a student. As

their Boston business has increased they have, with one or two exceptions, given up their Hyde Park offices and abandoned practice here, for the most part.

Other legal gentlemen have lived in our town during the earlier years mentioned, without making any effort to practise here, among whom may be named Henry Hyde Smith and Howard M. Hamblin.

There were also lawyers who never resided here, who in the earlier days of our town had a great deal to do with the legal business of Hyde Park people, among whom may be mentioned the late Judge Waldo Colburn of Dedham, N. F. Safford of Milton, Asaph Churchill of Dorchester, and A. J. Robinson and J. F. Colby of Boston.

Within the last fifteen years, or so, quite a number of other legal practitioners have become residents here and enjoying their share of the patronage and confidence of our citizens.

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## HYDE PARK BIRTHS.

COMMUNICATED BY EDWIN C. JENNEY.

1869.

[CONTINUED FROM PAGE 36.]

- April 3. John Hurley, s. Jeremiah and Joanna, both b. Ireland.  
“ 6. Mary Ann Welch, d. Michael and Joanna (Welch), both b. Ireland.  
“ 6. Nellie Ryan (b. Dorchester), d. Daniel and Margaret (Dolan), both b. Ireland.  
“ 9. Lawrence Corrigan, s. John and Bridget (Mulcahey), both b. Ireland.  
“ 23. Francis Joseph O'Keefe, s. Francis, b. Ireland, and Mary (Ronan), b. Palmer.  
“ 28. Annie Maria Claffy, d. Caius and Margaret (Curley), both b. Ireland.  
May 6. Virginia Grolins, d. Charles and Louisa (Hill), both b. Canada.  
“ 9. Thomas Fannon (b. Dedham), s. Thomas, b. England, and Matilda (Monegan), b. Taunton.  
“ 12. John Foley, s. Cornelius and Honora (Foley), both b. Ireland.  
“ 13. Adlaide M. Bailey, d. Thomas and Elizabeth, both b. England.

- May 21. Ann Jeannette Turnbull, d. John and Jane (Henderson), both b. Scotland.
- “ 28. Anna Isabel Moffat, d. Elijah W., b. Scotland, and Lucy A. (Otis), b. Scituate.
- “ 30. Mary Dolan, d. Patrick and Catherine A. (Montague), both b. Ireland.
- June 5. Mary Ann Cullen, d. Thomas and Ann (Sullivan), both b. Ireland.
- “ 6. Mary Brown, d. John A. and Mary (Gorely), both b. England.
- “ 7. Charles McGinnis, s. Horatio, b. Stoneville, and Mary Ann (Quinlan), b. Ireland.
- “ 17. James O'Hern, s. James and Ellen (Fallon), both b. Ireland.
- “ 19. Thomas William Burns, s. John D., b. Ireland, and Catherine (Clark), b. Malone, N. Y.
- “ 20. John W. Phillips, s. John and Emily, both b. England.
- “ 21. Harriet Elizabeth Whittier, d. Albert R., b. Monroe, Me., and Carrie A. (Woodbury), b. Boston.
- “ 25. James Thomas Higginbottom (b. Boston), s. Thomas, b. England, and Margaret (Davis), b. Ireland.
- “ 28. Mary Francis Jenkins, d. Henry and Margaret (Raton), both b. Ireland.
- July 10. Ann Jane Murray, d. Thomas and Bridget (Roland), both b. Ireland.
- “ 14. Charles Roberts Brown, s. Samuel, b. England, and Mary Francis (Pierce), b. Dorchester.
- “ 18. Herbert William Kendrick, s. Henry C., b. Bedford, N. H., and Elizabeth (Boalman), b. Boston.
- “ 20. Margaret Sweeney, d. Patrick and Catherine (Donnavan), both b. Ireland.
- “ 27. Ida Sharrock, d. George and Esther, both b. England.
- Aug. 2. Martin and David Flemming (twins), ss. David Flemming and Bridget Fitzgerald, b. Ireland.
- “ 13. Mabel Holmes, d. Thomas C., b. Provincetown, and Sarah H. (Kendall), b. Maine.
- “ 13. Bernard Duffey (b. Arlington), s. John and Mary (Connell), both b. Ireland.
- “ 15. Daniel Driscoll, s. Dennis, b. Ireland, and Ann (White), b. England.
- “ 15. Michael and John Wallace (twins), ss. Thomas, b. Salem, and Hannah (McDonnald), b. Ireland.
- “ 16. George Walker Lord, s. Orlando M., b. Lebanon, Me., and Isabella McGloughlin, b. St. John, N. B.
- “ 18. William Francis Duggan, s. John and Mary (Gill), both b. Ireland.
- “ 19. Ada Wilson, d. Gloude, b. Nova Scotia, and Mary E. (Dale), b. England.

- Aug. 20. Thomas Monehan, s. Martin and Mary (Donahoe), both b. Ireland.
- “ 23. Perley Edwards Davis, s. Perley B., b. New Ipswich, N. H., and Mary F. (Vining), b. East Randolph.
- “ 24. Nathan Byron Lowe (b. Nova Scotia), s. James N. and Dorithy (Gavel), both b. Nova Scotia.
- “ 25. Robert Henry Burns, s. Robert H., b. New York City, and Philena (Trainer), b. Boston.
- “ 28. Nellie E. Stevens (b. West Dedham), d. John N. and Almira C., both b. New Hampshire.
- Sept. 2. — Price (b. Boston), s. FitzJames, b. Boston, and Mary F. (Kelley), b. Deer Isle, Me.
- “ 9. Catherine Walsh, d. Thomas and Catherine (Coleman), both. b. Ireland.
- “ 10. Addie Polis, Indian, Dorchester, d. Newell, b. Oldtown, Me., and Ann (Joseph), b. Quebec, C. E.
- “ 20. Sarah Grace Aldrich, d. Edwin C., b. Upton, and Susan M. (Holmes), b. Grafton.
- “ 27. John A. Mansfield, s. Ezra A., b. Wenham, and Olivia (Cushing), b. South Berwick, Me.
- “ 28. Mary A. Cushing, (b. Pembroke, Me.), d. William, b. Nova Scotia, and Mary Ann (Phinney).
- “ 30. Mary Ann Danovan, d. Charles and Ellen (Reagan), both b. Ireland.
- Oct. 7. John Francis Glispin, s. Charles, b. England, and Eliza (Shields), b. Ireland.
- “ 10. Susan Dutton Waldron, d. Charles E. b. Woodstock, Vt., and Susan D. (Dutton), b. Ludow, Mass.
- “ 12. Michael Gleason, s. Jeremiah and Mary Ann (Mariana), both b. Ireland.
- “ 23. John Henderson, s. Robert and Mary (Cox), both b. Scotland.
- “ 24. Bernard Swan, s. Bartholomew and Mary (Rich), both b. Ireland.
- “ 26. Lawrence Walker Potts, s. John Thorpe and Emma (Mycoc), both b. England.
- “ 29. Lucy Ryan, d. Joseph and Joanna (Hicks), both b. Ireland.
- Nov. 16. Mary Ann Armstrong, d. John, b. Maine, and Fidelia (Falborn), b. England.
- “ 17. Herbert Dow, s. James E., b. Pittsfield, N. H., and Olivia (Towne), b. Dedham.
- “ 20. Mary Ellen Lyons, d. Morris and Hannah (Keohana), both b. Ireland.
- “ 21. Frank Adams Williams, s. Jotham D., b. Alna, Me., and Emma A. (Brown), b. Orland, Me.
- “ 23. Annie Kelley, d. Michael and Bridget (Downey), both b. Ireland.

- Nov. 26. John Milan, s. Patrick and Hannah (Foley), both b. Ireland.
- “ 27. Ida Paine, d. John A., b. Truro, Mass., and Mary A. Tibbetts, b. Newton Corner.
- “ 29. Robert Savage, s. James F., b. Scotland, and Mary (Flarherty), b. Ireland.
- Dec. 3. Sarah Alice Bolton, d. Benjamin and Mary Gorton, both b. England.
- “ 3. Annie Blake Raynes, d. Horatio G. and Elizabeth H. (Cannon), both b. Deer Isle, Me.
- “ 5. — Bazo, d. William A., b. Parsonsfield, Me., and Mary E. (Farnum), b. Hudson, N. H.
- “ 6. Richard Wallace, s. Richard and Mary (Burns), both b. Ireland.
- “ 8. Josephine Glispin, d. Thomas, b. Clappville, and Catherine (Sullivan), b. Lowell.
- “ 14. William James Rourke, s. John, b. Boston, and Ellen (Roach), b. Ireland.
- “ 17. — King, s. D. Otherman, b. Truro, and Susie E. Parkman, b. Fall River.
- “ 18. Mabel E. Phipps, d. William T., b. New Boston, Conn., and Harriet W. (Hammond), b. Weymouth.
- “ 20. — Lovell (twins), unnamed d's. Oliver, b. Yarmouth, and Sarah A. (Macomber), b. Dedham.
- “ 25. — Phalon, d. James and Susan (Kelley), both b. Nova Scotia.
- “ 26. — Small, s. Franel A., b. Westbrook, Me., and Caroline A. (Haight), b. Saco, Me.
- “ 30. Patrick and Daniel Flynn (twins), ss. John and Hannah (Hill), both b. Ireland.
- “ 31. — Eaton, s. James and Jeanette (Dickey), both b. Nova Scotia.
- Jan. 29. Lactitia A. Watson, d. William and Adelaide M., both b. England.

## 1870.

- Jan. — Mary A. Armstrong, d. John, b. Maine, and Delia (Filburns), b. Ireland.
- “ 2. Rebecca Finley, d. Thomas, b. England, and Ann M., b. Ireland.
- “ 8. James H. Leahy (b. Woonsocket, R. I.), s. Michael and Mary (McKenna), both b. Ireland.
- “ 8. Etta Thompson, d. John R., b. Maine, and Elenora (Raymond), b. South Boston.
- “ 10. Amy B. Adler, d. Leonard, b. Germany, and Catherine F., b. Switzerland.



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