



EEL RIVER VALLEY

by Victoria B. Engstrom

Pilgrim Society Notes, Series One, Number 23, 1976

First, there is the river. Its headwaters are springs and small ponds above Russell Mill Pond, feeding into the pond. It leaves this pond by going over a dam about 20 feet high and runs down through a culvert under route 3, then widens to become Hayden's Pond. This pond is also held back by a dam where the water falls about 10 feet from a flume into a pool at its base, then wanders down to Sandwich Road, goes under the bridge, and is joined by its tributary, Shingle Brook, about 500 yards downstream.

Shingle Brook originates with Cold Bottom and Forges Pond, flows down to and under the bridge on Old Sandwich Road, and widens to become Howland's Pond. It drops over the dam at Clifford Road, goes under the road and winds through the meadow to meet with Eel River, where they become one stream.

Then, as Eel River, the stream flows roughly parallel with Clifford Road, under the River Street bridge, past Plimoth Plantation, under the Warren Avenue bridge, and then about a half mile inside the beach to its mouth below Manter's Point.

This is a happy river. Men and boys fish in it, children row on it, catch herring from it, and fall into it. Birds of infinite variety nest in the shrubbery along its banks; ducks find shelter under the old willow trees. Migrating geese and blue herons rest and feed, and I have seen a deer drinking from the bank on an autumn evening.

The river's meadows are lush and fertile. The loam is deep and moist from underground springs. Vegetable patches, flowers and trees grow bigger than life, hay grows thick and high, and withal there is an air of peace and serenity. It has not always been so.

THE FIRST INHABITANTS

The first known inhabitants of the valley lived in camps extending from a point near the mouth of the river and upstream for about one and a half miles. Their campsites were often on a southeasterly slope, receiving the warmth of the early morning sun, and with forested hills on the north for protection from the winter winds. A dozen of these campsites have been excavated near the banks of the river, a burying ground, and a half dozen workshops uphill from the camps. There were made bows, arrows, spears, pottery and other artifacts used in their daily living. There are without doubt other sites which have never been discovered.

These shellheap campsites have contained post molds, refuse pits, fire pits, and pits for the storage of food. At one site was found a pit 6 feet deep and 6 feet across, containing a fireplace, which was large enough for persons to huddle in to keep warm in the winter.

The evidence indicates that the Indians were great consumers of fish, eels, clams, mussels and turtles, as well as venison and small animals, and, of course, corn. No oyster or lobster shells have been found in the campsites in this area, although this does not preclude the possibility that they were used.

Eel River Valley was probably a very pleasant home for the Indians, due to the abundance of fish in the river and small game and deer in the woods. The soil in the fields was excellent for the raising of corn by the squaws, and for the men, travel by canoe was convenient down to the harbor for shellfish, and upstream for travel for war councils, trading, and to begin trips to the Cape or inland.

The adult male Wampanoag Indians wore their hair short, except for a crest from the front to back, often sporting a single feather. They wore breechcloth of deerskin with a square across the buttocks and sometimes leggings. Moccasins were worn on the feet, and in the winter a short shift of deerskin was slung from the shoulder across the chest. The women wore deerskin skirts, just below knee-length, and in winter short deerskin capes over the shoulders. The young girls wore small beaver coats and deerskin skirts. Both men and women wore belts of wampum for decoration and trading. Married women and older squaws wore their hair braided, but the young girls wore it loose.

THE ENGLISH SETTLERS

Among the first English settlers in the valley was THOMAS CLARK, born in 1599, who lived to the age of 98 years. He was thought to be the mate of the *Mayflower*, and the first person to step on Clark's Island on the first trip into Plymouth Harbor. He probably returned to England on the *Mayflower* with Captain Jones, but came back to settle here on the *Ann* in 1623. In the 1627 division of lands and cattle, he received cattle and 20 acres of arable land at Eel River. The Clark allotment was 5 acres along the water side and 4 acres deep, and in the area now called River Street. He named his holdings "Saltash," probably from a small village near Plymouth in England.

Also in May of 1627, RICHARD WARREN of the *Mayflower* received one of the black heifers, 2 she-goats and a grant of 400 acres of land at Eel River. The house built in that year stood at the same location as the present house built about 1700 at the head of Clifford Road, with its back to the sea, now owned by Charles Strickland.

ROBERT BARTLETT came in the *Ann* in 1623 and was granted an acre of land on Eel River. His home was at the foot of the Pine Hills and the site is marked by a tablet. He was a wine cooper by trade. On his marriage to Mary, daughter of Richard Warren, in 1628, they received land from Mr. Warren in Manomet, where their descendants have been living ever since that time. I found a note in a publication by the Descendants of Robert Bartlett that he had once been summoned to Court for speaking contemptuously of the practice of singing psalms, but was admonished and not punished.

EDWARD WINSLOW, chosen Governor of the colony in 1633 and 1636, was allotted land on the south side of Eel River in 1627. He took several trips to England to settle affairs of the colonists with the Adventurers, and brought back the first livestock, the progeny of which were allotted in 1627. I do not know whether he ever farmed his land, as he was granted a large tract of land in Marshfield in 1637, and lived there for the remainder of the time he was with the colony.

In 1625, Governor Bradford wrote that the people of Plymouth "never felt the sweetness of the country till this year, with cattle thriving on the lush grass of the Jones and Eel River meadows, and the cows calved every spring."

I would like to mention the *Sparrowhawk* at this time. She was wrecked at Orleans on the Cape in 1627, carrying 25 passengers and crew from England to Virginia. Governor Bradford sent the shallop

down to get the people, and they were taken in by the local inhabitants for the winter. The following spring they were loaned fields in which to raise corn for their own use, and I think it likely that at least some of the fields they cultivated might have been in the valley. They were taken to Virginia in the fall by another ship.

By 1630 the natives of Plymouth and the Eel River were selling corn and cattle to the newcomers at Massachusetts Bay Colony. The cattle were driven overland over the old Indian Trail to Boston, and some were transported along the coast in shallows. The sheep and cattle were grazing the fields in summer, and put into the woods to fend for themselves in the winter. The crops were potatoes, rye, corn, wheat and hay. This agricultural boom lasted until about 1641, when a civil war in England discontinued emigration to the Massachusetts Bay Colony. At that time, the local people turned to fishing for a livelihood.

THE INDIAN MASSACRE

Almost everyone has heard about the Indian Massacre at Eel River. Trouble began with the Indians soon after 1630. The Indians complained, probably with justification, that the settlers were encroaching on their hunting grounds, and that the cattle were destroying their corn fields.

Philip, son of Massasoit, and leader of the tribes after the deaths of his father and brother, instigated many skirmishes against the settlers. In 1675 the war really began in earnest and extended throughout both the Massachusetts Bay and Plymouth colonies. However, in December of 1675, Philip was so badly beaten in the Great Swamp Battle in Rhode Island that the settlers believed that his power had been broken and they hadn't much to fear from him. In 1676, though, he had recruited more warriors in the central parts of the state and fresh fighting broke out, with numerous attacks on the suburbs of Boston.

On Sunday, March 12, 1676, some of the warriors attacked the William Clark garrison house at Eel River while the men were at a meeting in Plymouth. This house and two or three nearby houses had been fortified. In the event of an attack, all persons in the neighborhood were to go to these fortified houses for safety, even though they had to leave their own property, and with the almost certain knowledge that their homes would be looted and burned, and the livestock killed.

In this attack it is said that eleven women and children were killed and the garrison house burned. One of the Clark sons had been wounded by a tomahawk and left for dead, but he recovered and a silver plate was affixed over his wound. He was called "Silver-headed Tom" during the rest of his life. Sam Barrow, a Sagamore Indian charged with leading the attack, was killed by one of General Church's Indians, and Philip was killed in battle in August of 1676.

NATHANIEL CLARK was the son of Thomas Clark of Saltash on Eel River. He was born in 1644 and educated by Nathaniel Morton. When Morton died, Nathaniel Clark succeeded him as Register of Legislative Proceedings of the Colony, Clerk of Courts, and Register of Deeds and Probate.

In 1686, Sir Edmund Andros came to Boston to become Governor of the New England Colonies. He was despotic and arbitrary, levying huge taxes and forbidding town meetings. Nathaniel was on his council, and his behavior enraged the townspeople. Among other unpopular deeds he perpetrated was to secure ownership for himself of Clark's Island in 1687.

Since the earliest times, this island had been kept by the town to supply firewood and pasturage for cattle of the poor of the town. A town meeting was called which issued a resolution for the return of the island to the town.

In 1669 he was imprisoned for his misdeeds and put in irons. A year later he and Governor Andros

were sent to England, where they were rewarded for their services to the King. Clark's Island was sold by the town in 1690 to pay the costs of getting it returned to town control. As for Mr. Clark – when things quieted down he returned to Plymouth and engaged in the practice of law.

THOMAS FAUNCE, son of John Faunce and Patience Morton, was born in 1647. His father died when he was a small child and he was reared and educated by Captain Thomas Southworth.

In 1672 he married Jane Ford Nelson and thereafter lived in a house on the west side of River Street, near the Eel River Bridge, now the location of the house on the corner of Langford Road. They had two sons and two daughters, and many of their descendants still live in Chiltonville, among them Dotens, Finneys, and Clarks. Dr. Wm. H.P. Faunce, former President of Brown University, was a descendant.

In 1681 he was one of three Councilmen who collected taxes and provided for the general defense. He was town Clerk of Plymouth, Deacon of the First Church in Plymouth, and chosen to be Ruling Elder of the Second Church in 1699.

At his instigation, a watercourse was dug from South Pond in 1701, about a half mile long, to the headwaters of Eel River, for the purpose of coaxing the alewives to continue their spring migration upwards to South Pond for their spawning. This was probably the one failure of his long life, as the herring declined to make the long trip.

He had been told by his father which was the rock below Cole's Hill upon which the Pilgrims first stepped from the shallow. In 1741, at the age of 95 years, he heard that the rock was to be covered by a new wharf, and told friends that he wished to see it once again in his lifetime. He was brought from his home 3 miles away at Eel River, and carried in a chair down to the shore. Many persons gathered to see him. He pointed to the rock and told them that it should be preserved forever, and then said his own farewell to the rock. A story has been handed down that on each anniversary of the landing he placed his children and grandchildren on the rock and told them the story of their ancestors' arrival in Plymouth.

He died at the age of 98 years in 1745.

THE WARREN FAMILY

James Warren, son of James and Penelope Winslow of Plymouth, married Mercy Otis of Barnstable in 1754. She was later the author of many plays, poems and a history of the Revolutionary War. Upon their marriage they moved into the farm at Eel River, which they called Clifford Farms. The land had been passed down from Richard Warren of the *Mayflower*, although this was the second house on the site.

There were fields of rye, orchards, woodlands, sheep and vegetable gardens, and Mercy was hopeful of securing a young male slave to help with the work. The Warrens eventually had five sons.

Although they moved to the family home at North and Main Streets in Plymouth, and lived in many other houses during the long and illustrious career of Mr. Warren, he kept the farm in the family for summer visits, and it was eventually turned over to his son Henry in 1789. James Warren was High Sheriff until the Revolution, became a member of the General Court and was Speaker of the House of Representatives for several years. In 1775 he was elected President of the Provincial Congress, and he greeted General Washington, Commander-in-Chief of the Army, in Boston. After the Revolution he was Elector from Massachusetts for President Jefferson.

One son, James Junior, received a shattered knee during an engagement between his sloop and two

British sloops during the war, which necessitated amputation of the leg. Another son, William, was killed in an Indian war in Ohio in 1791. A whole lecture could be given on the lives and accomplishments of this very interesting family.

PRE-REVOLUTION

In 1774, there was much dissension in Plymouth and Chiltonville. People were called Whigs if they favored separation from England, and Tories if they didn't. There is a myth in our neighborhood that Tories painted their chimneys white with a black band on top. I think this hardly likely, due to the Whigs' practice of stuffing the chimneys with hay and rubbish to smoke out the Tories from their houses. It would only be looking for trouble. It is said that some Tories had been tarred and feathered, and some had seen their horses' tails shaved.

I have the feeling that the Eel River community would have been opposed to any action which might lead to hostilities, as they were for the most part fishermen and sailors. They were almost entirely supported by the codfish catch. For many years there were fish drying facilities at the docks at the harbor edge near the mouth of Eel River. They knew that they would be unable to work if war began, so they probably waited "to see how the wind blew."

In 1774, James Warren, a Whig and in favor of independence from England, became angry with certain men of Plymouth who would not allow a public celebration of Forefathers' Day, so he, some friends, and some Sons of Liberty planned to move the Rock. On December 22, with 20 yokes of oxen, chains, etc., they lifted the rock from its place at the water's edge. It was cracked, and the bottom fell back into the mud. However, the top half was taken up to the foot of the Liberty Pole in what is now Town Square and was on display there for many years.

Less than two months after this caper there were several British vessels anchored just outside the harbor, and following the appearance of the vessels much suffering was felt from the loss of commerce and fishing.

THE DELIVERY OF MAIL

In May, 1775, the first Post Office was established, with a mail route from Cambridge, through Plymouth and Sandwich to Falmouth once a week on Wednesdays. The route was retraced from Falmouth to Cambridge on Fridays. In 1776, because of better roads, the mail was transported in covered carriages from Boston to Sandwich and Falmouth over the same route three times each week.

The route to Sandwich from Plymouth was through the "half-way" ponds (past Long Pond and Bloody Pond). The stage took the right-hand fork at Bramhall's Corner, passed over the Eel River Bridge at Hayden's Mill, and turned to the right at the four corners. It turned into the road by the present Meyer house, by Forges Pond, and went through the woods in a southerly direction into Long Pond Road and on to Sandwich. This road through the woods was called Mast Road. It still survives, although it has been cut through by Route 3.

It was mentioned in a history of Sandwich that the roads in Plymouth area were so bad that Sandwich residents preferred to travel to Boston by packet whenever possible. They complained that untrimmed tree branches constantly slashed at the sides of the stage, causing it to rock and sway.

The present Old Sandwich Road was extended south from the four corners in 1825, establishing the main route between Plymouth and Sandwich.

In 1801 there were three weekly trips of the stage carrying both mail and passengers.

THE TAVERN

There was a tavern on Old Sandwich Road called Cornish's Tavern. I recall that W.T. Davis told a story about Joseph Brown who served with him as Selectman from 1856-1860. Mr. Brown had left Cornish's Tavern on a trip to Sandwich at 4:00 a.m., probably dozing and leaving the horse to pretty much make its own way. Two hours later, seeing a light in a window, and believing himself to be in Sandwich, he was astounded to recognize Mr. John Harlow of Chiltonville when his knock on the door was answered. Mr. Brown realized that his horse had, after leaving the tavern, kept to the left down Beaver Dam Road, over the Pine Hills, and back almost to his starting point in Chiltonville.

This tavern was called Wright's Tavern at a later date.

THE RIVER AND THE BEACH

Plymouth Beach has had a quite interesting history. In 1703 erosion was noted, and persons were to be fined for the cutting of trees or setting fires there. In 1723 they were further enjoined from allowing their cattle to graze there. Sometime around 1750 some Chiltonville farmers cut the river straight across the beach to the ocean, diverting it from its natural channel down to the harbor. Up until 1770 the beach had huge sand dunes covered by beach grass, with a small, heavy forest and swamp on the harbor side. The forest consisted of beech trees, pitch pines, beach-plums and wild cherry. In that era there were sometimes 100 vessels anchored in the coveyard at the end of the beach.

In 1779 it was thought that the river channel should be returned to its original outlet just below Manter's Point, but nothing was done, and by 1806 the tides were sweeping over the beach and channels worn right through. A gale in November, 1784, leveled the woods, and in three years the trees were all dead.

In January, 1805, Andrew Farrell, owner and commander of the ship *Hibernia*, from Ireland, was wrecked on Plymouth Beach, and he is buried, with five of the seamen who died with him, on Burial Hill.

Finally, in 1812, the Legislature authorized the town to institute a lottery to raise money for beach repairs. \$40,000 was raised by this means and by the purchase and sale of lands in Maine, but more was needed, and in 1824 the Government assumed the cost of future repairs.

SCHOOLS

In 1714, forty pounds was voted by the town to build two schools, one at the south end of town, and one at the north end of the town.

In 1716, the town voted to build three schools, one at each end of the town to teach reading and writing, and one in the center of town to be a Grammar School.

In 1724, there was a disagreement at the Town Meeting as to whether to build one or three schools. It was decided that there would be one free school in the center of town to teach the 3R's, and that women's schools would be run at each end of the town. By this time the feelings became somewhat inflamed at all the argument and delay, and the village of Jones River withdrew from the town and later incorporated as the town of Kingston. Chiltonville was not brash enough to secede, but I think the area has always felt somewhat remote from the problems of the rest of the town.

In 1746 it was voted to have one new school at the training green, one at Eel River, and one at Manomet. The first permanent school at Eel River was built one year later.

We will now skip ahead to the year 1857. At that time there were five schools in Chiltonville. There was a primary school on Cliff Street, one on Clifford Road at the junction of Doten Road, one at Russell Mills, one on Sandwich Road near the then Hayden's Green, now Forges Green, and a

Grammar School for the older scholars, as they were called, on Sandwich Road at the junction of Russell Mills Road. There is now an academy being built at the back of the lot on which the old Grammar School stood.

These were one-room schools, containing several grades, with only a few children in each grade. There was no running water, and the facilities were "out back," one for boys and one for girls, next to the woodshed. The woodshed was a very necessary appurtenance, as the entire heating system of the school was a huge oblong black stove at the back of the room, with a long stovepipe running to the front of the room to generate some heat on the way to the chimney. The big boys were expected to keep the woodbox filled and to feed the fire and keep it going during the school day. They also had to go each morning to the nearest house to fill the pail with the day's drinking water. Desks and chairs were bolted to the rough wooden floor. One teacher not only coped with teaching reading, writing, arithmetic, spelling, history and geography for five or six different grades, but also attended to the discipline of these youngsters. And in many, many cases this was all done very well!

CHURCHES

The Fourth Congregational Society in Plymouth, with REV. BENJAMIN WHITMORE as minister, was formed at Eel River in 1814. A meeting house was built and it was meant to accommodate the inhabitants of the neighborhood as well as of the South Ponds. This was the ninth church to stem from the original church the Pilgrims established here.

A new building, the present church at Bramhall's Corner, was built in 1840 and the congregation kept growing for some years. In 1852, however, there was a split in the congregation, whether because of a difference of opinion on theological doctrine, or disagreement about a minister, is not known. The dissenting faction built a church just across the street from the parent church.

In 1894, the original church received a new charter from the Commonwealth, and has since then been known as the Chiltonville Congregational Church. The main cemetery of Chiltonville has always been at the read of this church.

REV. WILLIAM FAUNCE, who was born in Plymouth about 1815, organized a Christian Baptist Society in 1840, and built a meeting house on land next to the cemetery on what is now Jordan Road, near Russell Mills.

In the 1890s, at the Forges, the Casino was built, and used as an Episcopal Chapel for many years for the English people living in the area, many of them working on the Jordan estate, and others who could not make the trip into Plymouth for services.

MANUFACTURING

The building of mills began in the early 1800s. Prior to that time, most of the men in Chiltonville had either followed the sea, or stayed at home to farm their land. The town of Plymouth was prosperous, shipbuilding had been expanding, and 6 sloops (packets) had been sailing regularly between Plymouth and Boston. As a neutral country during the war between France and England our ships had been trading with both those countries and the West Indies, although there had been the problem of harassment of the ships by both warring nations.

When Thomas Jefferson became President he secured passage of the Embargo Act, forbidding any American vessels from leaving port to take part in foreign trade, with the belief that the embargo would force the warring countries to respect the rights of the neutral country.

The immediate effect, though, was to put the ship carpenters and other seamen out of work, to financially embarrass the ship owners, and to cause a terrible shortage of the imported goods to

which they had become accustomed.

Because of this destruction of foreign trade, coupled with the unwanted War of 1812, many of the ships were sold, and the money was invested in the manufacture of cotton cloth, iron implements, nails, barrels and cordage ... all of which eventually were manufactured on Eel River. Water power made the change in the valley from a farming and seafaring to an industrial community.

The largest factory on the river was the Hayden Mill, built in 1812, on Sandwich Road. It was six stories high. Adjacent to, and part of it, was a spinning mill. This complex contained 2000 spindles and 40 looms, producing 1000 to 1200 yards of high grade cotton material each day. About 65 persons were employed. Many of these were teenage girls who worked in the upper stories of the mill, winding the yarn from the huge reels onto the spindles which, when filled, were carried downstairs to the men who operated the looms below.

Sometime during the mid-1800s the mill converted to the manufacture of duck, or sailcloth, and was called the Old Colony Duck Company, under the management of Edward B. Hayden, father of landscape painter Charles Henry Hayden and Hon. Albert F. Hayden, who became one of the judges in the Sacco-Vanzetti case, among many others.

The yacht *America* was suited with sails from this mill for her launching in May 1851 and was using them when she won the first America Cup race.

There was a small factory on the river for the manufacture of a superior wicking for sperm candles, although I do not know its location.

A silica works was built on the bluff near the location of the Hotel Pilgrim to process beach sand for use in the making of glass, and I have been told that there was a brick-yard near where the Eel River Beach Club now stands.

A rolling mill and nail factory, N. Russell and Company, constructed of granite, was built at the top of the dam at Russell Pond. In 1827 these buildings were sold by the N. Russell and Company to the Russell Mills Corporation, which took down the buildings and erected a large brick building to be used as a cotton mill.

The *Old Colony Memorial* noted that in May of 1872 the Russell Mills employed 100 persons, mostly girls, and were at that time manufacturing cotton duck. They used 2000 pounds of raw cotton daily. Many of the girls had come from Nova Scotia and places other than Chiltonville to work there and at the Duck Mill on Sandwich Road. Many lived in a boarding house built for them at the Russell Mills complex. I saw a letter to the editor of the *Old Colony Memorial* of September 1872 protesting the fact that there were no sidewalks on the street between the mills, and that many of the girls were getting their skirts muddy going to and from work. It is fortunate that the town did hard surface the road, as there are still no sidewalks in the area.

After 1900 the Russell Mills were still used as a duck factory in the upper story, but the lower part of the mill was used as a rubber reclamation plant by the Boston Woven Hose and Rubber Company.

In 1850, Oliver Edes and Nathaniel Wood formed the firm of Edes and Wood to manufacture zinc shoe nails and tacks, and later a rolling mill for zinc plates at Forges Pond brook. In 1859, at Double Brook (Shingle Brook) Dam at what is now Clifford Road, Nathaniel Wood and his son built a zinc mill making zinc shoe nails. Shingle nails, warranted not to rust, were later manufactured at these mills.

Farther down on Eel River there was a rivet factory where rivets were made on a machine invented

by Mr. Timothy Allen.

There was a factory making staves for nail kegs in the 1830s, owned by Captain Samuel Bradford, which may have been converted for the manufacture of window sash and blinds in the 1850s. This was located near Shingle Brook and Clifford Road.

Many of these mills were still operating in 1885.

I remember Judge Hayden telling about his boyhood at the Hayden Green area, next to his family's mill. He told that before the coming of the railroad the raw cotton was transported by land barges (flat-bed wagons) drawn by at least four horses, from the docks at Plymouth. The finished cotton cloth was also carried back to the docks for shipment to foreign ports and to the southern states. After the coming of the railroad in 1845, most of the cotton was shipped by rail, but still transported between the mill and Plymouth in these wagons.

The Hayden Mill was burned in the night of July 3, 1913, some time after it had ceased to operate, and the Russell Mills were burned some years later.

PROPOSED RAILROAD TO SANDWICH

It wasn't long after the railroad came to Plymouth in 1845 that it was felt that it should be extended to Sandwich. Certainly the stages must have had a rough time going over the rutted dirt roads to carry the passengers and mail. This extension would have brought the line from the Plymouth Station along the shore as far as Eel River, along the river to the Warren Avenue bridge, crossing at the bridge and running between Clifford Road and the river to roughly Doten Road, where it crossed the field near the Paul Whipple house and in back of Howland's Pond, entering Old Sandwich Road at about Lister Road, proceeding along Sandwich Road, then following quite closely the route of the present Route 3. This seemed a strange route to me until I realized that these wood-burning engines had to take the low, level ground, and probably couldn't have gone over the Pine Hills.

Plymouth wished to be the terminus of the railroad and rejected the plan to continue the line to Sandwich. Local people had been selling wood to the railroad and wished to continue doing so, and there might have been some prestige associated with being the terminal station.

PHYSICIANS

There were two physicians in practice at River Street. The first, Dr. Alexander Jackson, graduated from the Harvard Medical School in 1843. He was with the Boston Dispensary and Boston Eye and Ear Infirmary, and came to Chiltonville, living in the house next to the Church owned by Plimoth Plantation, shortly after his graduation. He practiced there until October 1858, when he moved to Plymouth and practiced there until 1890. He died in Boston in 1901 at the age of 82.

Dr. Charles James Wood came to Eel River in 1866 and may have settled in the same house - I am not sure. He was born in Leicester, Mass., near Worcester, and graduated from Leicester Academy. W.T. Davis remembered watching him work with Dr. Jackson in Manomet, caring for the sailors who were wrecked in the bark *Velma* in 1867. I do not know how long he practiced in Chiltonville before he moved, first to Sandwich, then to Pocasset, where he died in 1880.

He had a son Leonard, born in Winchester, New Hampshire, in 1860. Leonard was 6 years old at the time his father moved to Eel River, and attended the Cliff Street school. He graduated from Harvard Medical School and was personal physician to President McKinley, and a close friend of President Theodore Roosevelt. In 1898 he was associated with Roosevelt in raising and leading the Rough Riders in Cuba, after which he became a Major General. He was the Military Governor of Cuba for four years, then Governor General of the Philippines from 1921-1927, the year of his death. Our son

was stationed at Camp Leonard Wood in Missouri prior to service in Vietnam, not knowing it was named for a former Chiltonville resident.

Dr. John Bachelder was born in Mason, New Hampshire, in 1818 and graduated from Dartmouth in 1841. He was married to Martha Swift Keene of Sandwich in 1846, and is listed as a resident of Chiltonville in 1860 and he died in 1876, but I have been unable to learn anything more about him.

1860 – MEN AND THEIR OCCUPATIONS

I have a list of the male inhabitants of the village in 1860, with their occupations, given to me by George and Mary Olsson. It is very interesting that among the 180 men listed, there were 55 seamen, 42 farmers, 22 mill operatives, 16 shoemakers, 8 carpenters, 7 traders, 4 thimblemakers, and 3 zinc workers. There were 2 coopers, 2 ship carpenters, 21 mill superintendents and 2 laborers. There were listed one of each of the following: physician, teacher, clergyman, milk dealer, meat dealer, engineer, mason, blacksmith, cotton workers, merchant, truckman and tackmaker.

I think that the occupation of seaman included men who fished for cod at the Grand Banks, men who went out for coastal fish from the docks near the mouth of the river, and men who were actually engaged in the sailing of merchant ships, as well as those serving in the Navy.

The farmers had small acreages and sold milk, eggs and produce locally, as well as supplying the needs of their own families. There was one large turkey farm, Benson's, which raised turkeys somewhat in the manner of wild turkeys – they roosted in the trees and had woods and fields in which to roam at will.

Without doubt, much of the news of the day was disseminated from the area around the stove in the general stores. There was a store at Bramhall's Corner for several generations, and one at Clifford road operated by the Sampson family. These stores carried sewing needs, carpentry needs, seeds, cloth, salt meats, dried fruits, nails, farming necessities, molasses – almost anything that had a market in the neighborhood, and if one traded at either, the purchases would be delivered by horse and wagon. An 1879 map shows a store in the neighborhood of Hayden's Mill.

In 1861 the men must have talked a great deal about the Civil War, because many of them left to fight, as they weren't in favor of slavery – and some of them didn't come back.

THE TIN PEDDLER

EDMUND SWIFT was the Cape Cod tin peddler. In 1864 he bought the house directly across from the Green. He made his frequent trips down to Sandwich and through the Cape towns as the weather and business permitted, then returned to Chiltonville to replenish his stock and sort the goods he had taken in barter. He sold either for cash, by barter, or a combination of both, although the housewives hoarded mostly rags for him to weigh and for which they received credit on their purchases. Many times, if a bag of rags weighed heavy for its size, he would say nothing, realizing that almost anything put inside to increase the weight would almost certainly be worth more to him than the rags. I have seen two beautiful Sandwich Glass paperweights which had been put into a bag of rags to increase its weight.

Although he was called the "tin peddler," his wagon, drawn by two horses and shaped much like a stagecoach, with a folding hood to keep the weather from the driver, contained almost the stock of a general store. There were drawers for cutlery and small items on its sides, racks for holding brooms and baskets and, of course, racks for holding pots and pans, tin plates and platters.

On or about April 17, 1865, he was planting a row of oak trees on the street edge of his front lawn. The stage came along. The driver stopped a minute or two, then said "President Lincoln has been

shot - he is dead!"

CHARLES H. HAYDEN, PAINTER

Because Charles Hayden once lived in the house we now occupy, and because of his career as a landscape painter, I would like to tell you a little about him at this time. He was born on August 4, 1856 and began the study of painting with John V. Johnston, the cattle painter in Boston, followed by two years at the newly opened School of the Museum of Fine Arts. This was followed by four years painting landscapes and attending life classes, then four years as a stained glass designer in Boston.

In 1886 he went to Europe to study in France and Italy. He exhibited a painting *Near the Village* at the Paris Salon in 1889. In 1889 he returned and settled in Belmont, Massachusetts, where he built a studio. He painted on Cape Cod, in the Berkshires, and at Mystic, Connecticut.

In 1895 he received the Jordan prize of \$1500 for his painting of *The Turkey Pasture* which was later presented to the Boston Museum by Eben Jordan. This was quite probably painted at Benson's turkey farm on Sandwich Road. His paintings are hanging in the Cincinnati Art Museum and at the Corcoran Gallery in Washington.

He died, unmarried, at Belmont on August 4, 1901, his 45th birthday, and is buried in Oak Grove Cemetery in Plymouth.

He left \$50,000 to the Boston Museum of Fine Arts and their records show that between 1901 and 1968 more than 150 paintings of prominent American painters, including Sargent, Whistler, Homer, Inness, Bellows, Tarbell, Benson and many, many others have been purchased from this fund.

It would appear that this painter from Eel River Valley has contributed a great deal to the enjoyment and culture of his countrymen.

A PERIOD OF TRANSITION – ABOUT 1880 TO 1900

IRA C. WARD was well known in Plymouth before he courted and married the girl he met at the Franklin House on Manter's Point. He was leader of the group which played music for the dancing, and his Kate was a Cliff Street girl. He had been the owner of a circus, Ira C. Ward's Great London Show, and could be remembered by old-timers as leading his band in the Monument Dedication Parade in August of 1889. Upon his marriage in 1891, however, he settled down, built a house on Cliff Street, farmed his land, and became a selectman and forest fire warden of Plymouth. He served for many years as the representative to the General Court from the Plymouth district. He was a tall, arresting figure with his ten-gallon hat, goatee and mustache, and is remembered taking two little girls to Boston to meet the House Speaker, Leverett Saltonstall, and many of his colleagues in the House.

Captain NATHANIEL HOXIE and his son, also Nathaniel, were sportsmen's guides. Captain Nat lived on River Street at the top of the hill across from the Adams-Nickerson house and "Young Nat" lived first near the Russell Mills and later on Sandwich Road, next to the Hayden family. Their homes were open each weekend to students from Harvard and Boston colleges, as well as to men from Cambridge, Boston, New York and other locations. They would arrive on Friday evenings to take fishing and hunting trips during the day and socialize around the fire in the evenings, departing on Sunday afternoons. The Hoxies had two wagons for transporting their guests, and they knew all the best locations for bagging game and catching fish. Captain Nat also had a boat for ocean fishing.

They kept a register of the guests who stayed with them, and the signatures show that Eben Jordan Senior visited 5 or 6 weekends a year between 1884 and 1890, that T.M. Rhineland of New York was there in 1885, and E.J. and J.W. Mitten of Cambridge in 1885, among many others in those years. In September 1895, President Grover Cleveland was a guest, with Joseph Jefferson, his friend

and famous actor, and Daniel Lamont, Secretary of State. Eben Jordan Junior, who developed the Forges Farm, first visited in October 1895. Dr. Paul Dudley White, cardiologist, was still vacationing at the Hoxie house in the 1950s and riding his bicycle around the neighborhood.

A change was taking place in the valley. The mills were, one by one, discontinuing their operations, and people were coming here to visit, to spend vacations at the Clifford House and the Franklin House. From these visits many of them decided that vacationing was not enough – they wanted to be a part of the area. They became new owners of the land, with such names as Jordan, Rutan, Hornblower, Hartwell, Whipple, Frederick Cook, and many others. They farmed, and it became quiet again in the river valley. The river returned to the lazy stream it had been in the beginning.

Just over twenty years ago I answered a knock on the front door, and was surprised to see a uniformed chauffeur there and a large black car in the driveway. He asked if I would be so kind as to speak to the gentleman in the car. The man sitting in the back seat seemed very, very old and leaned on a gold-headed cane. He said that he had lived here as a boy but that his family had moved away. He now felt that he "had to see the neighborhood again" and could I tell him anything about its history. I couldn't, but rode around with him, telling him who lived in various houses, and he pointed out places he remembered from long ago. I dedicate this lecture to him and to others "who would like to come back once more."

References :

Story of the Old Colony of New Plymouth by S.E. Morrison.

Cast for a Revolution by Jean Fritz.

History of the Society of Descendants of Robert Bartlett of Plymouth, Mass.

Historical Collections of the Indians of New England by Daniel Gookin for details of Indian dress.

Gookin came to Boston in May of 1644, served as Superintendents of Indians of Massachusetts 1656-1687.

Plymouth Memories of an Octogenarian by W.T. Davis.

New England by the Boston Chamber of Commerce, 1911.

Epitaphs from Burial Hill by Bradford Kingman.

History of the Town of Plymouth by James Thacher.

Diaries of my father Jesse Brewer for information on Indians in the Eel River Valley.

Dictionary of American Biography for information on Charles Hayden.

And with thanks to Mary and George Olsson, Mary Hoxie, Harriet Holmes, Elizabeth Dunham, Esther Franks, and Rose Briggs.