

The New Grant:

A History of Medway

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Prepared By
Francis D. Donovan
for the
Medway Bicentennial Commission

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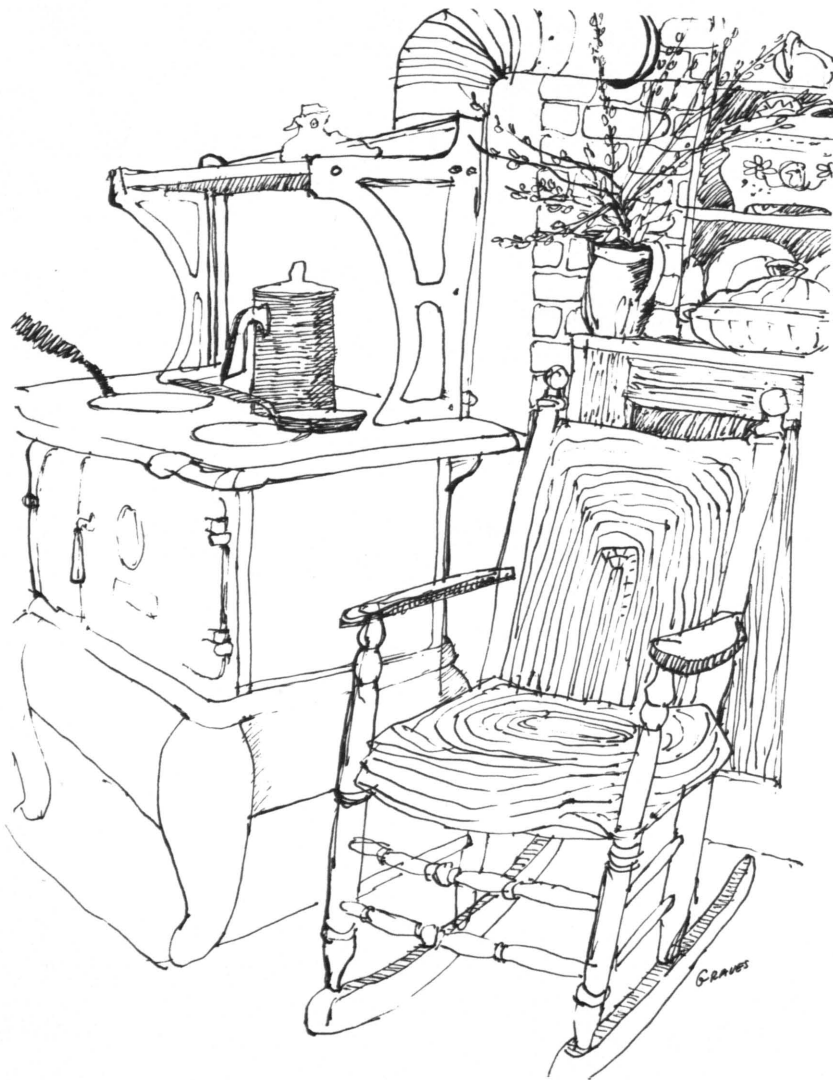
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EDITORIAL PREFACE

At the annual town meeting held in May, 1975, the town voted to create the Medway Historical Resource Center, to be operated under the direction of the Medway Bicentennial Commission.

A primary consideration of the Commission, through the Resource Center, was the preparation of a new history of the town, emphasizing that territory now actually Medway, once known as the New Grant. It was the desire of the Commission that the new history be presented in narrative style, tracing the story of our town from its earliest days to the Bicentennial Year.

The author has endeavored to prepare this history in, hopefully, a manner pleasing to those who commissioned it, and those who will peruse it.

This book could not have been produced without the enthusiastic involvement in the way of suggestions, comments, and contributions of facts and photos by many Medway people, the drawings and layout ideas by Miss Gloria Graves, and the unfailing cooperation extended by the Medway Bicentennial Commission.

The staff of Mill River Press is to be commended for patience and expertise in producing illustrations from original pictures which in many cases were considered unuseable due to age and tone.

Certainly, the hours spent in the company of Medway's earlier historians, Orion T. Mason, Herbert N. Hixon, and John Mahan are reflected in this work.

But the history of Medway does not end with the final chapter in this book; our history is an ongoing story, told every day in the deeds and words of our townspeople -

For a town - this town - is like a family, and

"A town, as well as a family, will have both good and bad in its history. An honest recording of such facts, with honest clemency for the bad, and humble thankfulness for the good, will honor the generations past, and give pleasure and inspiration to the generations to come."

- The Author.



DEDHAM - THE MOTHER TOWN

Ancient Dedham has been well styled as "a mother town" by many local municipalities, for from her ample territory the following towns have been formed:

Medfield, incorporated May 23, 1651; Wrentham, incorporated October 15, 1673; Needham, incorporated November 5, 1711; Medway, incorporated October 25, 1713; Bellingham, incorporated November 27, 1719; Walpole, incorporated December 10, 1724; Franklin, incorporated March 2, 1778; Dover, incorporated July 7, 1784; Norfolk, incorporated February 23, 1870; Norwood, incorporated February 23, 1872; Wellesley, incorporated April 6, 1881; Millis, incorporated February 24, 1885.

Foxborough, incorporated June 10, 1778, and Hyde Park, incorporated April 22, 1868, contain a portion of the original Dedham.

Parts of Dedham are also included in Boston, Dorchester, West Roxbury, Natick, Sherborn, and Deerfield.

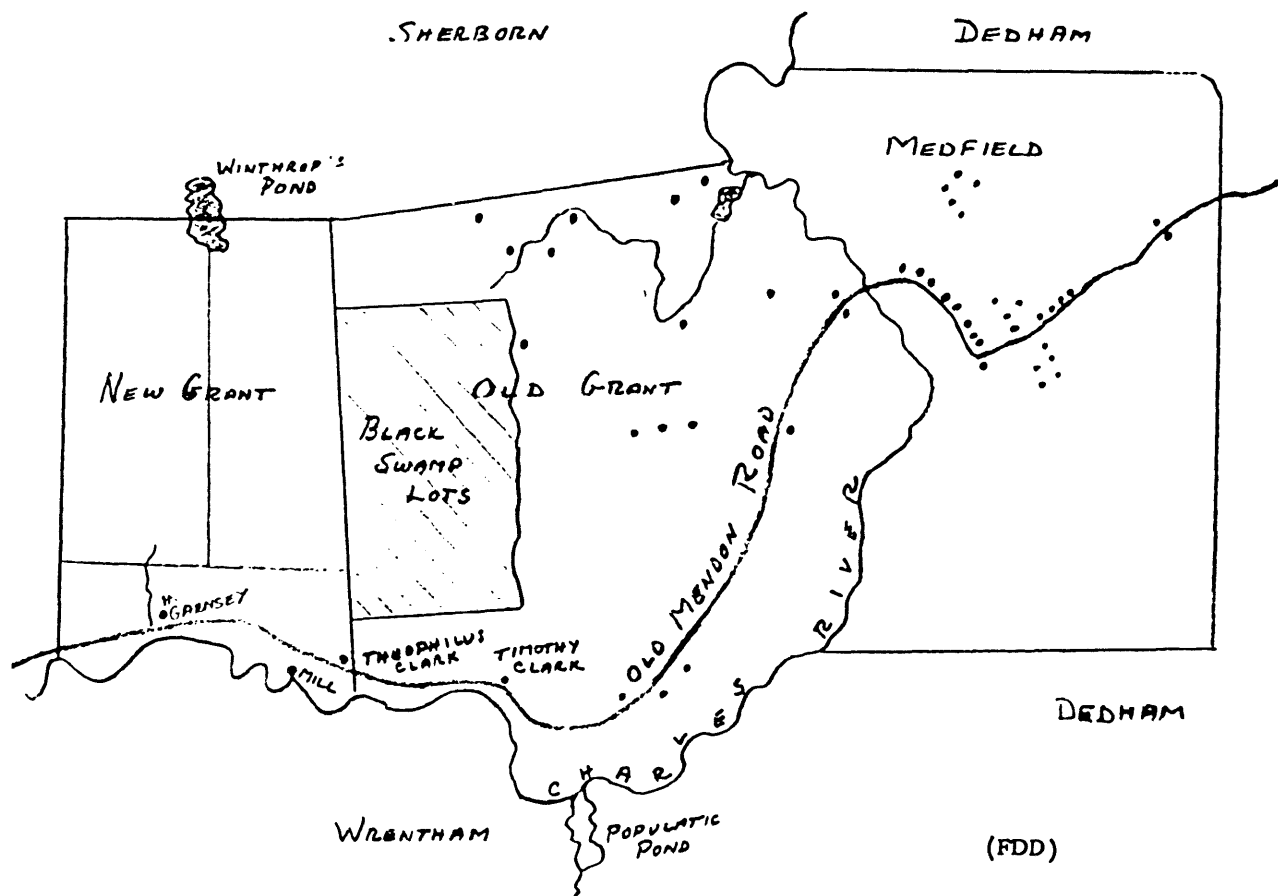
Order of the General Court Laying Out the
Village of Medfield

1650

At a General Court Held at Boston y^e 22
of May 1650

Capt Robert Kearn and m^r Edward Jackson Com-
missioners appointed by y^e General Court to lay out y^e
Bound: of y^e New Village, siting out of Doodham according
to the Grant of Last Court made to them as therein
more largely appears. Made their Return to this Court
that they had laid out thus Viz That it begins
at a small Hill or Is^{land} in the Meadow on the West
Side of Charles River and running a South Line Endes
at Charles River at three miles and a Quarter. this
Line being there shorter then by y^e Grant was
allowed to be, but was accepted by y^e Granters the
Said River is to be y^e Bound: from y^e place unto y^e place
where y^e first Line began. This Return was accepted
and approved of by y^e Court

At the Request of the Inhabitanee of Doodham the
Village there is by this Court Named Medfield



THE NEW GRANT: A HISTORY OF MEDWAY

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CHAPTER I.

Our Earliest Inhabitants

Medway, like the American nation, is an amalgam of many peoples and institutions, fused in a crucible of more than two and one-half centuries of history.

Much of the town's character in its formative years derived from and followed that of its English colonist forebears, and as decade followed decade, little occurred to alter the basic concepts and activities of the inhabitants.

This also applied to our earliest settlers, the Indians.

The great-ancestors of our Massachusetts Indian tribes devoted their time to hunting and fishing, with little attention being given to agriculture. While they had learned to make and use many types of stone utensils and implements, they did not use pottery or axes, nor did they, as popularly supposed, use tobacco.

These early Indians were probably related to the Beothuk tribes of Newfoundland, as artifacts relating to their culture have revealed.

The Indians encountered by our first settlers in Massachusetts belonged to the Algonquin-speaking tribes, and their territory extended from the Canadian maritime provinces to the Gulf of Florida, and as far west as the Mississippi.

The "old Algonquins" of western Massachusetts gradually forced the earliest pre-Algonquin Indians out of our area, toward the ocean, where they were eventually assimilated into other groups.

Favorite camping places of our Algonquins were located near the falls of our larger rivers, sites later selected by the white men for dams and water power.

It is now believed that the "old Algonquins" brought the knowledge of agriculture to our local Indians. They also brought with them the art of pottery-making in the form of cooking vessels, and in the form of smoking, or tobacco pipes. Their



Paul Revere's Engraving of King Philip



Alexander (Wamsutta) 1625-1662

Son of Massasoit and Great
Sachem of the Wampanoags

- Courtesy L. Bonfanti

Philip (Pometacom) 1640-1676

Great Sachem of the
Wampanoag Federation,
brother and successor to
Alexander

- Courtesy L. Bonfanti



cooking vessels had pointed bases, designed to be supported by hearth stones, and had no provision for being suspended over their fires. Labyrinthine cooking-oven systems were in common use, with some fine examples being found in Medway.

Much of the food consumed by our Indians was in the form of fish, in the local area, and salt water fish and shell fish were eaten by Indians dwelling nearer the ocean.

An invasion by the Iroquois separated the "early" and "later" Algonquin cultures, and it is after this event that we find pottery vessels shaped in the familiar globular form for hanging over cooking fires, and the first use of terra-cotta, a definite Iroquois influence.

The occasional presence of porcelain and glass beads and brass ornaments indicates that the earliest contacts between our Indians and Europeans did not begin at Plymouth. In 1575, there were nearly four hundred European vessels engaged in fishing and whaling along the New England coast, and most of these parties were engaged in trade with the Indians, bartering for furs, water, wood, and in some cases, food.

The history of our pre-Colonial Indians is unfortunately far from complete, but we do know that during the early Colonial period, seven great tribes inhabited Massachusetts; the Mohicans, the Massachusetts, the Wampanoags, the Nausets, the Pennacooks, the Pocumtucs, and the Nipmucks.

The Indians of our area came partly under the sovereignty of the Wampanoags who ruled the entire territory from Cape Cod to Massachusetts Bay, and particularly, our Indians principally associated with the Nipmucks.

The name "Nipmuck," or sometimes "Nipnet," which signifies "fresh water" was given to the Inland Indian dwellers of our area, to distinguish them from the more numerous and powerful tribes which lived on the seacoast. This name did apply to other tribes in New England, but its special significance applied here. The Nipmucks roamed a tremendous area, in the eastern interior of what is now Massachusetts, from Boston on the east to Bennington, Vermont on the west, and from Concord, New Hampshire on the north, to the lower reaches of Connecticut and Rhode Island on the south. Their council-fire and center of their influence was located near the present City of Worcester, Massachusetts.

Our Nipmucks bore typical Algonquin characteristics; they had long heads, smooth skins with swarthy complexions, black hair and eyes, and had high foreheads. They had broad shoulders and

brawny arms, with slim torsos, and had flat knees and small hands and feet. Their skins were redder, and less coppery than their western relations.

In winter, the men wore leggings, dressed buckskin shirts, breech clouts and moccasins, and occasionally, fur caps - a costume later immortalized in Cooper's Mohican Indian novels, and quickly adopted by our English settlers. In summer, breech clouts and moccasins formed the male's total costume.

Indian women wore long gowns and leggings throughout the year.

Garments were often decorated with fringe, and sometimes painted in simple designs.

Both sexes painted their faces, and tattooing, where used, was confined to the cheeks with designs usually executed in totemic figures permanently placed by inserting pigment under the skin. The men plucked their beards. Hair was dressed in styles according to sex, age, and social station of the individual.

The primary weapon used was the familiar bow strung with animal sinew; wooden arrows had stone or bone tips and were carried in quivers made of animal skins, principally the skin of the otter. The tomahawk was the usual defensive weapon, as well as being used as an implement. Although generally unknown among our local Indians, some tribes employed shields made from layers of tough bark.

Communities were built around hunting grounds in the earliest times, and around hunting and fishing grounds in later years. The members of our tribes - and in the case of Medway's Indians, the Mucksquit community of the Nipmuck Tribe - were the recognized proprietors of certain hunting, fishing, and agricultural lands, and held such lands in common use. Winter villages were usually settled in wooded, sheltered valleys, and the tribes migrated to open fishing and agricultural lands in the warmer months. Our Mucksquits, however, remained year-round in their village at the southern end of Winthrop's Pond, called by them "Wennakeening," meaning "Smile of the Great Spirit."

Here the Mucksquits cultivated gardens of corn, beans, squash and pumpkins, and worked with hoes made of wood and stone. They supplemented their diets with fruits, nuts and berries in season, along with various edible roots. Their garden plots were fertilized with fish caught in the lake. Fish and meat from a wide variety of animals provided their staple fare. Winter food was prepared by smoke-drying and curing fish and animal meats. A very popular food item was pemmican. This was prepared by mix-

ing ground meats with beans, corn and animal fat, and curing the resultant mixture in the shape of pancakes. These early patties could sustain an Indian on the trail or hunting expedition for days, being supplemented only with water in many instances.

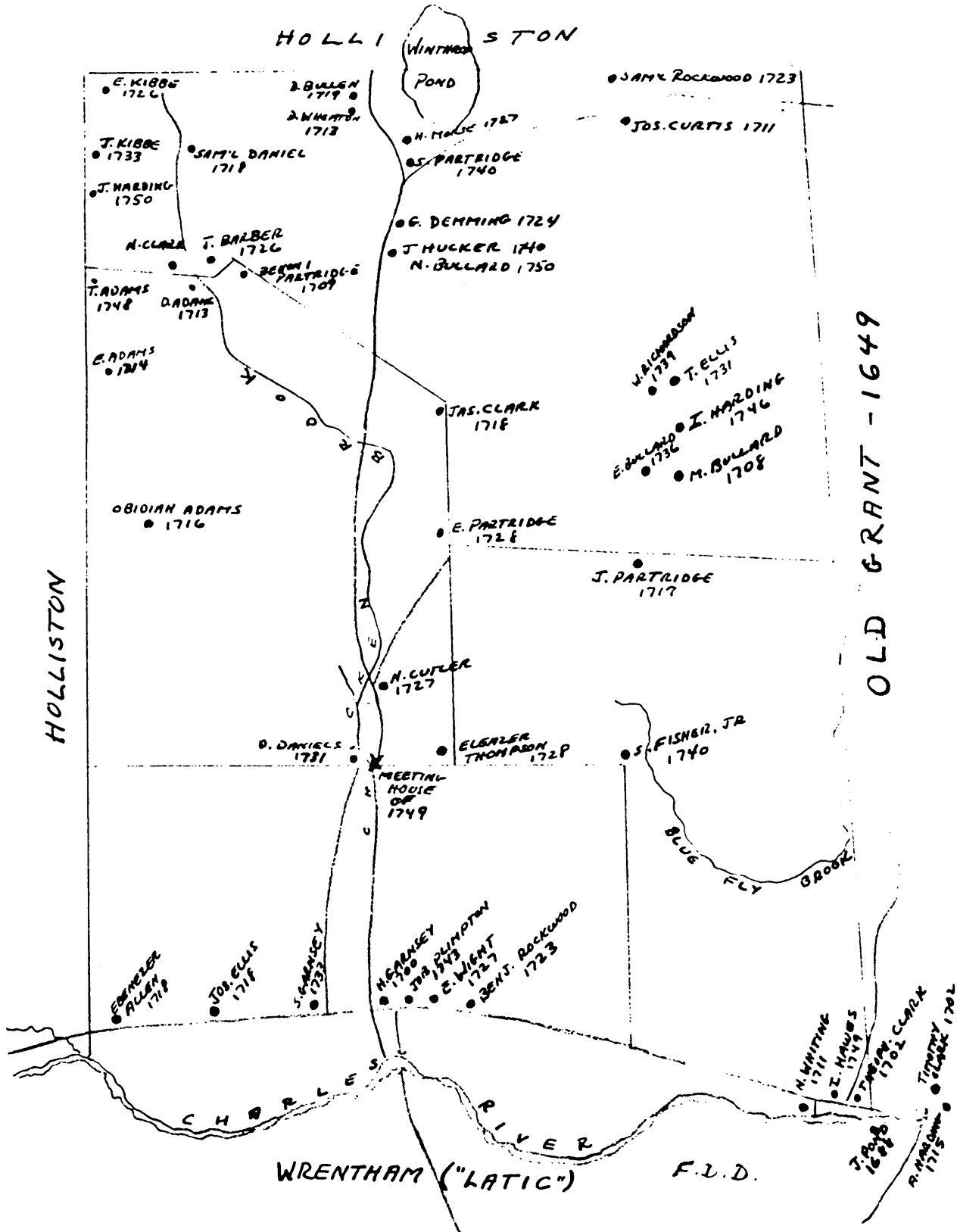
The belief of our Indians in a supernatural power called Manitou was inherent in all things. Mattand was the evil power, and was placated with gifts and rituals. The Mucksquits early became converted to Christianity.

We have no record to tell us whether or not the Mucksquits affiliated with their Great Sachem (saw'-kim) Pometacom, or King Philip, in the Indian Wars around 1670, but it is unlikely that they did so. All evidence indicates that they were a peaceful, agrarian commune, and very possibly were members of Reverend John Eliot's band of "Praying Indians."

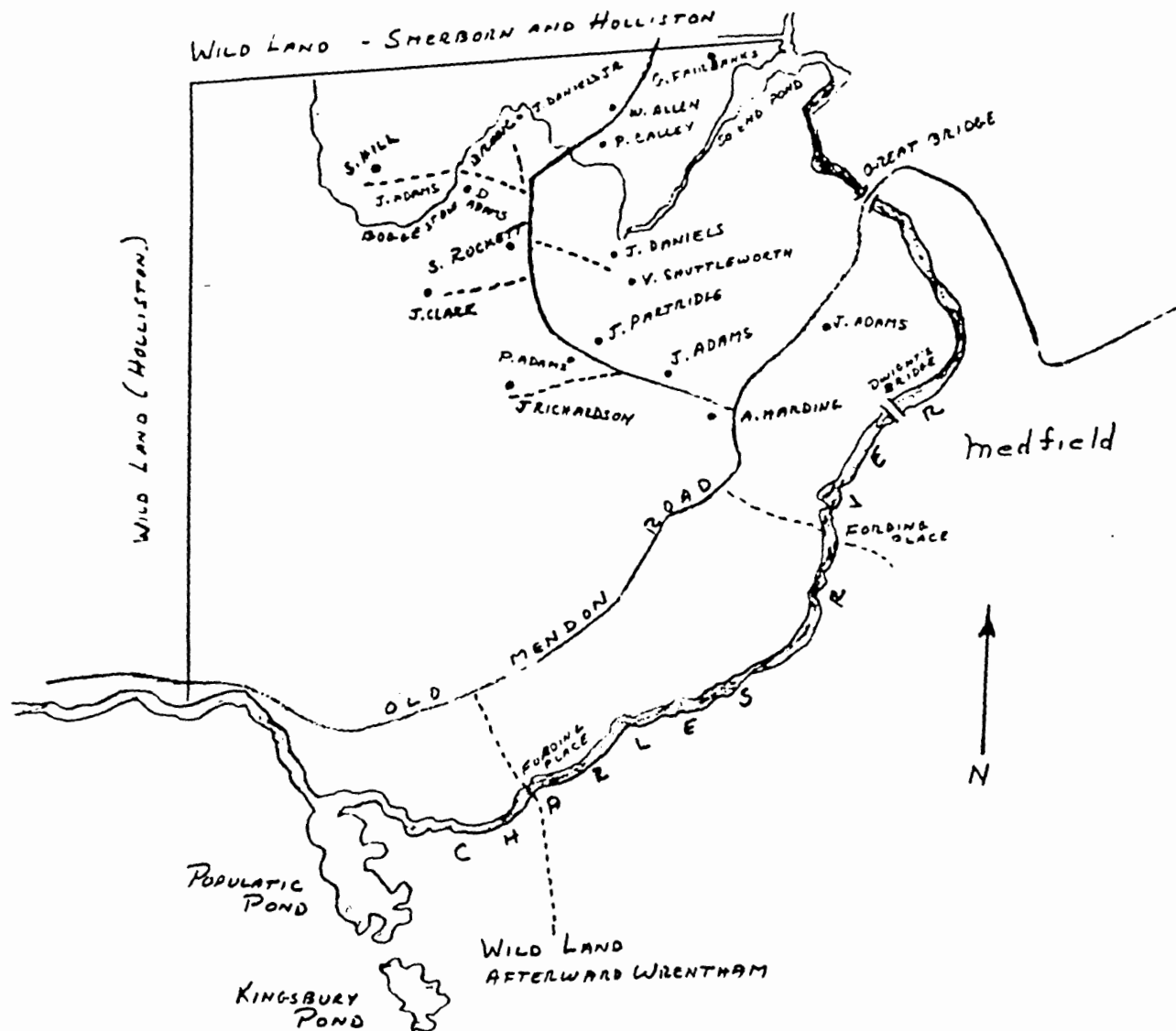
The Mucksquits were gone from our area by, or shortly after the year 1700. In 1797, a small band of descendants of the once mighty Nipmuck Tribe camped for a few months at the bend of the Charles River near the present Walker Street, and then departed, it is said, to take up new camp sites on Cape Cod. They were the last Indian group to be seen here.

The Indian Wars had brought the full savagery of embittered Indians to a peak. They had been sorely victimized by the colonists, and had lost vast territories of their homeland in exchange for a few paltry baubles. They were ravaged by liquor and disease brought to them by those who had victimized them. The Wars were almost climactic, for they only prolonged the death-agonies of whole Indian civilizations, and accomplished little more than bringing about bloodshed and devastation.

The Indians had lost their War long before 1676.



THE NEW GRANT: A HISTORY OF MEDWAY



THE OLD GRANT of 1649

Laid Out May 20, 1650
 Capt. Robert Kayne & M^r Jackson, Surveyors

(FDD)

CHAPTER II.

The West Bank

Excepting Captain John Smith's explorations in 1614, no white men visited the upper reaches of the Charles River until about 1650.

The Charles, called "Quinobequin" by the Indians, meaning "Winding Waters," had long been used by the Nipmucks as a thoroughfare, and source of food and fur.

The River took on an added responsibility, when in 1649, the residents of the Town of Dedham voted in town meeting to grant land to establish a new settlement at a place called Boggestowe, which was that section of the Charles River country lying southward from Natick.

Actually, two grants of land to establish the Boggestowe settlement were asked for and received. One grant made by Dedham was on her own west bound, measuring three miles east and west, and four miles north and south, and lay on the east bank of the river. The other grant, designed to be precisely the same size, was established on the west bank, directly opposite the other. The westerly grant, however, through error was laid out only three and one-quarter miles long on the west bound, north and south, instead of the four miles specified.

The two grants lying athwart the river were incorporated in 1650 as Medfield - listed as "Meadfield" at the time - and by 1651, thirteen families had settled in the easterly grant. This settlement was noted in 1660 in Maverick's "Briefe Description of New England" as a place "Five or Six Miles from Deadham, a Small Inland Towne call'd Medifield handsomely Seatted for Farming and breeding of Cattle."

The grant on the west side of the river was laid out with a line "beginning at a small hill or Meadow on the west side of Charles River, and running thence about west three miles, then

turning south three and a quarter miles and ending at Charles River, the River to be the bound to the place where the line began."

Thus is described the "Old Grant," or an area generally including the present Town of Millis. The westerly bound of this Old Grant ran approximately along the line of our Oakland Street, about midway between Oakland and School Streets, and east of Christ Church, thence through Black Swamp to the north bound at the Sherborn line.

A condition of the allowance of the Old Grant was that a village should be settled within its bounds inside of a year's time. Despite the fact that this requirement was not fulfilled, the inhabitants of Medfield made a new petition for an additional grant in 1659, to which the General Court gave approval.

In the Acts of the Provincial Government for 1659, it is recorded,

"In ans^r to the peticon of the inhabitants of Meadfield, the Court judgeth it mette to graunt unto them as an addition unto their former bounds & at the West ends thereof two miles east & west and fower miles north & south provided it entrench not upon former graunts & y^e Capt. Lusher & Left. Fisher are hereby appointed to make return thereof to the next session of Court."

This grant of 1659, known as the "New Grant," included most of our present Town of Medway. Its easterly bound was the line before noted running near Oakland Street. Its northern bound ran from approximately an extension of the Old Grant north bound through Lake Winthrop to a point near the intersection of Summer and Washington Streets in Holliston, at the later Metcalf Station. It should be noted that the north line just indicated ran well north of the present boundary line between Holliston and Medway.

The present - more southerly - line was established in 1829 and again in 1832 when exchanges of land were made between our towns. In substance, Medway gave up several hundred acres of its north land, including Winthrop's Pond, for lands to Medway's west, reaching the Milford town line.

Before the exchange, the original New Grant west boundary line followed approximately the present course of Summer Street to a point on the Charles River. The south bound of the New Grant was the center of the course of the Charles River.

To compensate for the error made in laying out the Old Grant

the New Grant surveyors made their northern line a full two miles long, and made the Charles River southern boundary two and one-half miles long. This provided the proper amount of required acreage, but the resultant territory was more in the form of a trapezoid than a square.

The new acquisition gave the Medfield petitioners little that was of value to them agriculturally, for there were few areas of clear space in the thickly-forested uplands west of Great Black Swamp, and there were almost no areas of the much-needed rich meadow grass for their cattle. This may explain the fact that none of the Proprietors of the New Grant - the original Medfield grantees - ever occupied their granted lands.

The New Grant was divided into three sections called the East, West, and River Sections. The divisions between the Sections can be approximated today by following the courses of the roads ordered to be laid out in 1660. The boundary between the East and West sections followed generally the present Elm and Pond Streets, thence along Allen's Lane (now Howe Street,) then crossing Hill Street, and connecting with the Holliston and Middlesex County lines, near Lake Winthrop.

The East and West Sections were separated from the River Section by a road - or way - laid out at the same time along the course of our present Kelley Street (then called Vine Lane), Evergreen Street and Oak Street, crossing Highland Street and ending at Summer Street.

The East, West and River Sections were further subdivided into "lots" of varying sizes, assigned by lottery to the Proprietors.

Following are the names of the New Grant Proprietors and the order in which the lots were drawn:

<u>RIVER SECTION</u>		
<u>Lot #</u>	<u>Proprietor</u>	<u># Acres</u>
1	Ralph Wheelock	156
2	John Metcalf	137
3	Robert Mason	57
4	John Pratt	39
5	Widow Sheppard	31
6	Thomas Wight, Jr.	56
7	Timothy Dwight	146
8	John Turner	120
9	Alex. Lovell	94
10	John Ellis	126
11	James Allen	102
12	Joseph Thurston	15
(12)	Total	1079A

WEST SECTION

<u>Lot #</u>	<u>Proprietor</u>	<u># Acres</u>
13	Heirs of Joseph Morse	141
14	Henry Smith	158
15	John Bullard	100
16	Sampson Frairy	68
17	Edward Adams	102
18	John Fussell	24
19	William Partridge	61
20	Jonathan Adams	84
21	Daniel Morse	12
22	John Plimpton	107
23	Isaac Chenery	77
24	Joseph Clark	161
25	Robert Hinsdell	157
26	John Fisher	61
27	Nicholas Rockwood	85
28	Samuel Bullen	136
29	Abiel Wight	38
30	John Frairy, Jr.	177
31	Mr. John Wilson	147
(19)	Total	1896A

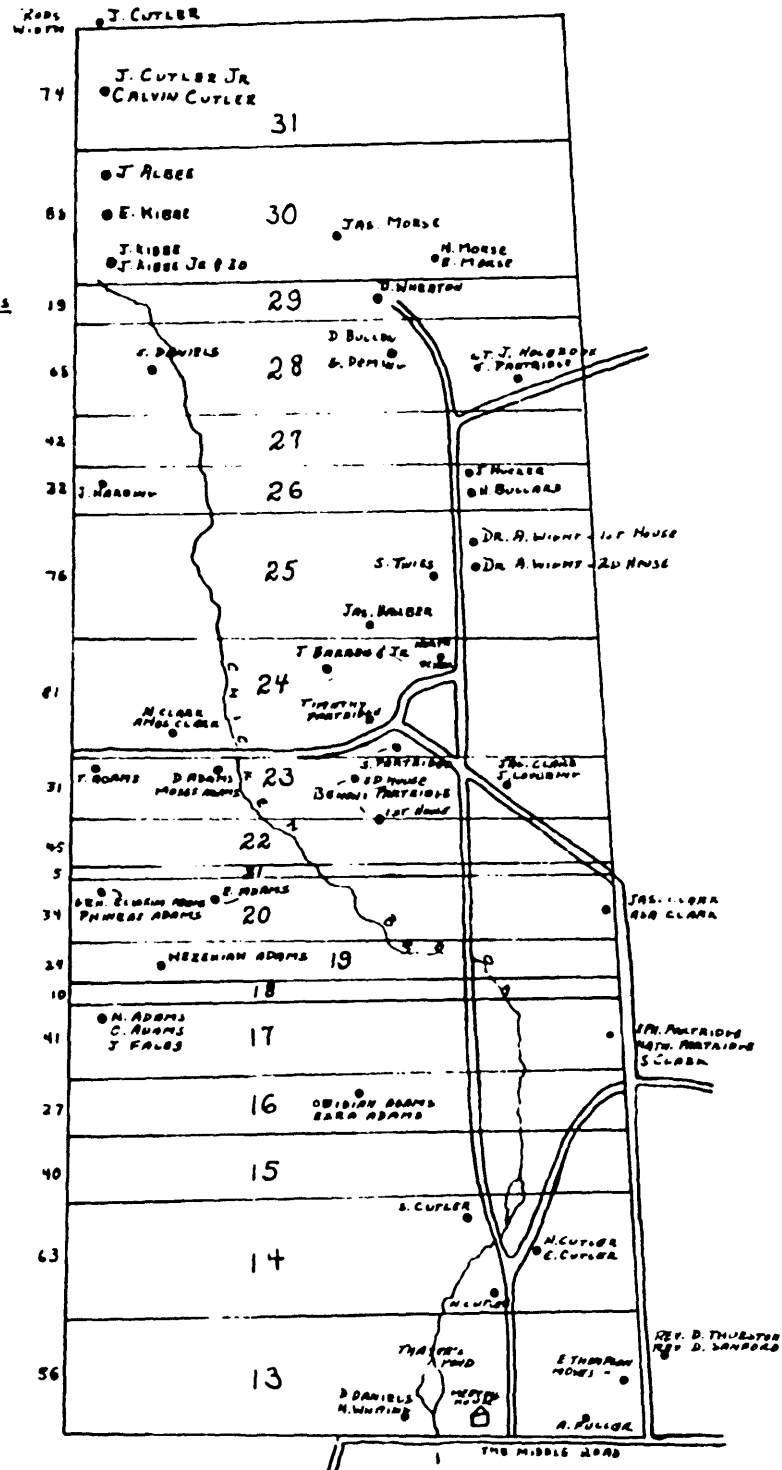
EAST SECTION

<u>Lot #</u>	<u>Proprietor</u>	<u># Acres</u>
32	Gershom Wheelock	36
33	Joshua Fisher	78
34	Benjamin Alb(ee)	138
35	John Frairy, Sr	147
36	Henry Adams	148
37	Thomas Wight, Sr	166
38	Thomas Mason	73
39	Francis Hamant	87
40	John Partridge	69
41	John Warfield	22
42	Thomas Ellis	77
43	John Bowers	102
44	Thomas Thurston	72
45	John Thurston	191
46	Peter Adams	101
47	George Barber	149
(16)	Total	1656A

THE WEST SECTION OF THE NEW GRANT
in
MEDWAY
1659 - 1800

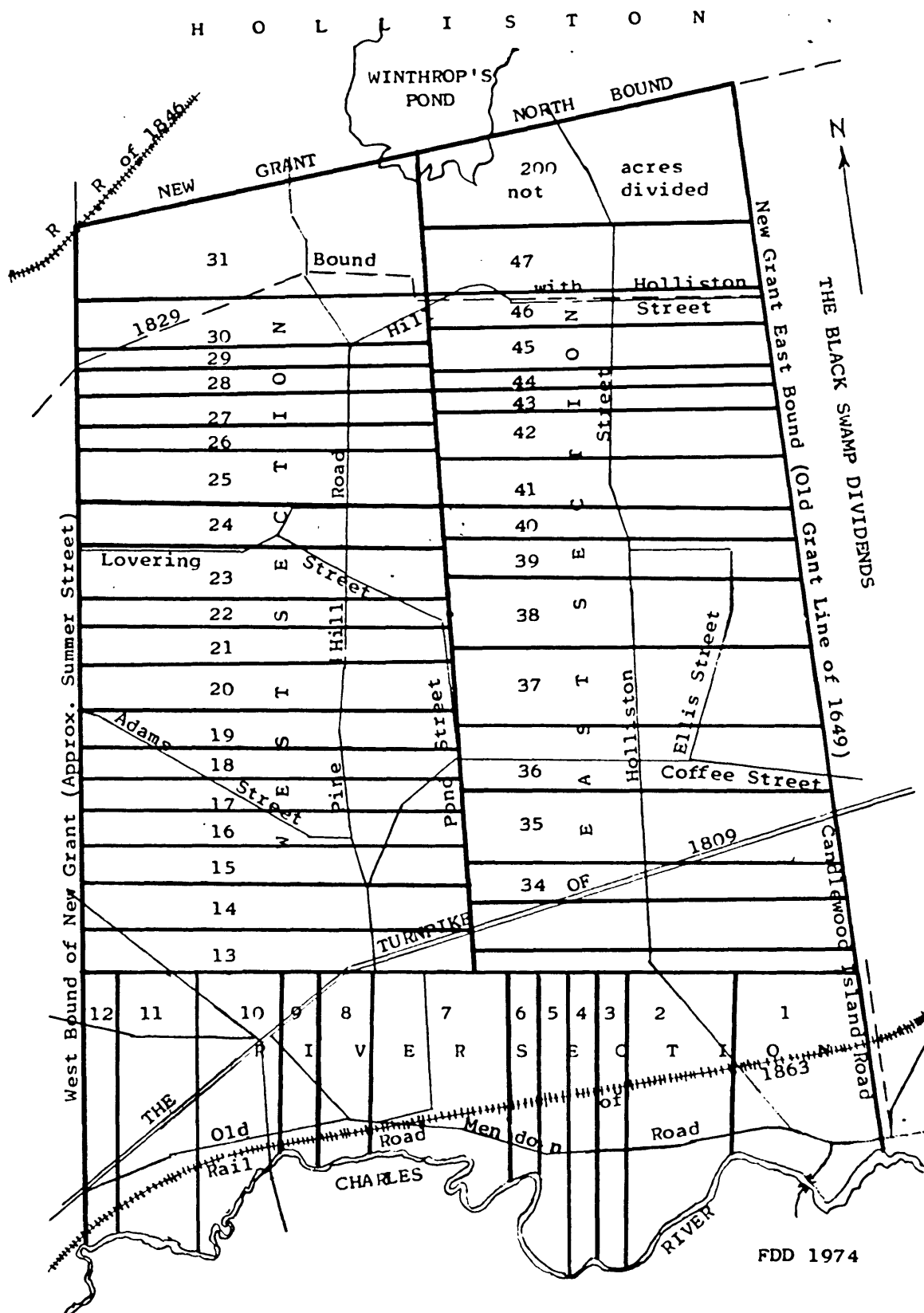
GRANTEES OF 1659		
LOT	GRANTEE	ACRES
13	HEIRE JOSEPH MORSE (NANNAN BOYDEN)	141
14	HENRY SMITH	158
15	JOHN BULLARD	100
16	SAMPSON FRARY	68
17	EDWARD ADAMS	102
18	JOHN FUSSELL	24
19	WILLIAM PARTHIDE	61
20	JONATHAN ADAMS	84
21	DANIEL MORSE	12
22	JOHN PLIMPTON	107
23	ISAAC CHENEY	77
24	JOSEPH CLARK	161
25	ROBERT HINDELL	157
26	JOHN FISHER	61
27	NICHOLAS MCCLETT	85
28	SAMUEL BULLEN	136
29	ABIEL WIGHT	38
30	JOHN FRARY JR	177
31	REV. MR. WILSON	147
TOTAL 1896		

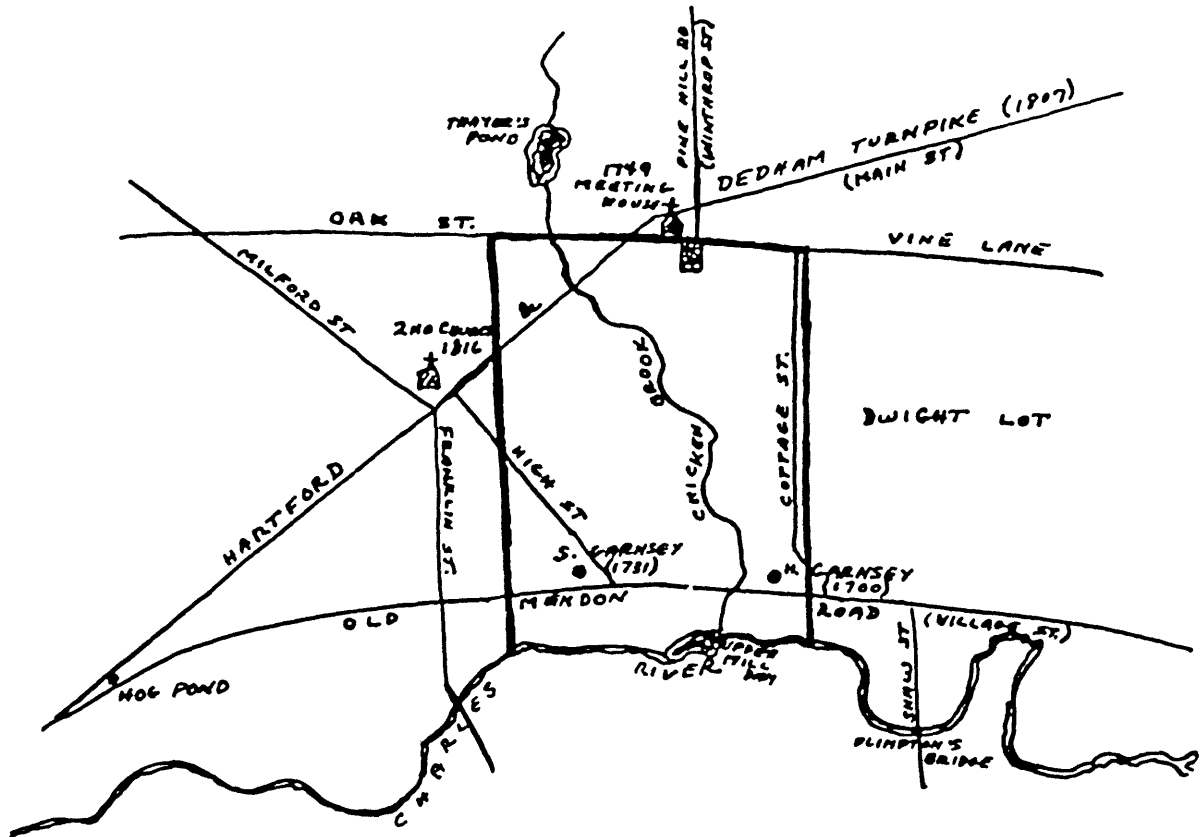
(LENGTH EACH LOT APPROX. 1 MILE)



On the page opposite is shown the New Grant of 1659. Named streets and later additions of the Turnpike and railroad are inserted for purposes of identifying locations.

River Section Lot No. 1, granted originally to Ralph Wheelock was added to in 1660 by a 27-acre grant, also to Wheelock, adjoining his lot immediately to the east. This lot, nearly bounded by our present Farm Street, was the basis for the new precinct boundary, established in 1749 in the exchange of lands between the New and Old Grants, and forms the present boundary between Millis and Medway.





THE HENRY GARNSEY LOT OF 1700
Originally River Section Lot No. 8 Granted to John Turner

In all, 4631 acres were granted, and as we have mentioned, no grantee of the list settled upon his property in the New Grant.

There were many reasons for this; Ralph Wheelock, for example, was the "Father of Medfield," and as its chief citizen, could not be expected to re-settle (at his age) to a new place. Rev. John Wilson was the settled minister of Medfield, and there was no congregation to cause him to cross the river, even for a Sabbath.

Several of the grantees were killed during the Indian attack on Medfield in February of 1676, but it has been, and can be correctly argued that the Proprietors by that time had many years to occupy their lands. Whatever their reasons, all 47 grantees sold or otherwise disposed of their Lots west of the River.

As can be seen on the map, the East and West Section Lots were separated by lot lines running east and west, while the River Section Lots were divided by lot lines running north and south. An undivided parcel of land comprising approximately two hundred acres was left "in common," and was never laid out into lots or assigned to Proprietors.

The roads "ordered to be laid out" at the time of assigning the lots were not passable for many years after the New Grant was divided, and even today, some of them are not traveled ways. The road dividing the East and West Sections never crossed Hill Street to reach Winthrop's Pond, and only a small portion of it, known variously as Tingley's Lane and Allen's Lane, and now Howe Street is in use.

Considerable difficulty was encountered in laying out the division of the River Section. The dividing line's easterly end does not even now extend to the Old Grant's west boundary beyond Holliston Street. The westerly end of the Section Line has long since been abandoned between Highland and Summer Streets from its Oak Street extension.

The first generally passable thoroughfare after the New Grant was created was the "Road to the Wilderness," the later Middle Road in post-chaise days, our present Village Street. It was a County road in 1670.

This old first way west from Medfield was just what it was termed in the old records - "a path thro' the Wilderness;" laid out in 1670, between Medfield and Mendon, it became the Middle Post Road between Dedham and Hartford. It was over this ancient way that the settlers of Mendon fled the Indian attacks to gain safety in Medfield in 1675. As our Village Street, it follows an almost exact course of the original way.

CHAPTER III.

Our First Settler

To return to our New Grant "dividends;" - Lot No. 1 in the River Section, drawn by Ralph Wheelock, embraced most of the Medway "Village" area of today. The Lot started at the foot of Village Hill near Oakland Street, and its easterly boundary went north along the Old Grant line to a point just about opposite the present easterly end of Kelley Street. Then the line ran westerly just beyond the present Junior-Senior High School, then it turned south and followed a line that would bring it along Lover's Lane, across Village Street, and to the river.

Lot No. 8 in the River Section was drawn by John Turner. It contained 120 acres, and was a most desirable location, being fed by the fresh waters of Chicken Brook, and it contained both marsh and dry wooded upland. This lot's easterly bound was about where Cottage Street runs today. Its north bound was at Evergreen Street, and its west bound would follow an extension north to Mechanic Street and south to the river.

The Wilderness Road passed through the southerly part of this Lot No. 8, and it was over this old Way that Henry Garnsey came in 1700 to become our first New Grant settler.

Henry Garnsey was born in 1679, according to his gravestone record, and came to the New Grant -not yet named "Medway" - from Roxbury. He was probably the son of Henry Garnsey of Dorchester.

Our Henry married Sarah Wheelock, daughter of Ralph of Medfield November 7, 1700, and brought her to the house he had built that summer just easterly of Chicken Brook. The Garnsey's nearest neighbors were Deacon Thomas Sanford in Mendon, and John Ellis, who dwelt in the Old Grant near the present intersection of Village and Pleasant Streets in Millis, later known as "Rockville Corners." Henry's location was a lonely place, indeed.

Garnsey's house, built in two sections, stood until around 1910 when it burned while serving as a woodshed. It stood east of the junction of Village Street and Chicken Brook, and south of the later railroad right-of-way.

Our first settler achieved some prominence in town; he was a Selectman in 1717, a petitioner for the 1749 Precinct, and was Moderator of the first Precinct meeting held on January 23, 1749.

Henry married three times; his first wife Sarah died in 1716, his second wife Hannah died in 1721, and his third wife, Elizabeth survived him, as shown by his will, probated in 1759, the year of his death.

Ten children were born to Henry Garnsey and his three wives:

Sarah	b. 1701	no record
Samuel	b. 1703 d. 1788	mar. 1721 Mary Pick, Bellingham
Betty	b. 1705 d. 1781	mar. 1721 Joseph Partridge
Mary	b. 1707	mar. --Barstow of Taunton
Mehitable	b. 1709 d. 1713	
John	b. 1711 d. 1713	
Thankful	b. 1712	mar. David Reed of Uxbridge
Experience	b. 1715	mar. 1733 Eliphalet Ware, Wrentham
Hannah	b. 1718	mar. Ebenezer Hayward, Bellingham
Joseph	b. 1721	no record

Samuel Garnsey, son of Henry, settled with his wife Mary near the present intersection of High and Village Streets. In 1759, Samuel came into possession of his father's property through Henry's will, and by purchase of his sister Betty's shares.

Samuel and Mary had three children. They were Mary, who married James Pond in 1763, and two other children, Henry and Samuel, of whom we have no record.

The first U. S. Census taken in 1790 puts a "Widow Mary Pond" at the Samuel Garnsey location, along with a daughter and son-in-law.

Widow Mary Pond died in 1795, and the Samuel Garnsey place passed into other hands.

Meanwhile, William Rixford of Mendon bought the original Henry Garnsey place in 1753, along with much of the easterly farm acreage. In 1759, Rixford sold the dwelling and farm lands to Nathan Whiting, of whom we shall learn more later.

Some of Rixford's descendants are still to be found in Vermont, but none of Henry Garnsey's descendants are to be found anywhere.

Now, we have only a street name to remind us of our first New Grant settler, and it's mis-spelled at that. The sign board reads

"GUERNSEY STREET"

CHAPTER IV.

New Residents

The locations of the lots in the New Grants, and many of their subsequent owners can be determined with great certainty.

Lot No. 13, for example, drawn by Joseph Morse, was the later location of the Baptist Church at Winthrop and Main Streets.

Reverend John Wilson's lot No. 31 was the later location of Metcalf's Station on the Boston & Albany RR line; the lot was bounded on the east by Winthrop's Pond.

Henry Morse settled on lot No. 30, at a place located one-quarter mile southwest of the pond. The lot was originally that of his grandfather, John Frairy.

While we know that the New Grant's east bound was near our present Oakland Street, we should here note two other arrivals to our territory to maintain our chronological order in recording our early settlers.

In 1702, two brothers from Medfield settled in what was still the Old Grant - a section near the bend in the river near our Walker Street. They were Timothy and Theophilus Clark, sons of Benjamin Clark, whose large dwelling still stands adjacent to the Peak House in Medfield.

Timothy settled on "the Flat" north of the Road to the Wilderness, and established the first Ordinary - or Tavern - west of the Charles River. The site would be approximately the location of No. 54 Village Street.

Timothy's land was owned by his grandfather Joseph Clark, and is described in his property inventory after his death as being "near y^e bent of y^e River."

Theophilus Clark settled near the foot of Village Hill, more nearly in the confines of the New Grant, on land he purchased from the heirs of Ralph Wheelock. Wheelock, by the way, owned in addition to his 156-acre New Grant lot, an additional lot of 25 acres just adjacent to his lot No. 1.

Timothy Clark became a prominent citizen. In 1711, he was a Constable, and collected taxes for Medfield from the residents

west of the river. In 1717 he was Tythingman, and Selectman in 1719. In 1721, he brought the first tea set to our town. He was a member of the cavalry branch of the Militia. At his death in 1725, his property descended to his son Timothy Jr.

"Leftenant" Theophilus Clark's land, purchased also from the Wheelock heirs, lay in both Old and New Grants, and took in about twenty-five acres in each. Theophilus also owned land near Populatic and in Great Black Swamp.

Theophilus established a sawmill on the north bank of the river almost directly opposite the head of Oakland Street, an enterprise that was long to be known as "the Bent Sawmill." This was our earliest industry, and established the area that was to become the center of Medway's commerce and industry.

Theophilus was more a public servant than Timothy. He was Selectman in 1714 and again in 1722, was Moderator in 1714, and Constable in 1719. Around 1737, he removed to Ashford, Connecticut, dividing his property between two Connecticut men who in turn conveyed the property to Theophilus's nephew, also named Theophilus, son of his brother Timothy.

Shortly after Timothy and Theophilus Clark came to the West Bank, four Medfield men built a "grist Mill on ye Charls river in ye Wilderness," the location of which was where the Sanford Mill now stands at the foot of Sanford Street.

Benjamin Clark, Joseph Metcalf, Isaac Wheeler and Eleazer Ellis were the owners, and built their mill on land purchased from the Wheelock family. In 1706, the four entrepreneurs sold out to Deacon John Whiting, a miller of Wrentham, who at that time was operating at Whiting's Lake - now Lake Pearl. Just previous to this, Benjamin Clark had conveyed part of his interest in the mill to his son Edward.

The deed to Whiting, one of the first to be executed for New Grant properties, read as follows:

"Jan. 10, 1706

Benjamin Clark, Joseph Metcalf, Isaac Wheeler, Edward Clark, Eleazer Ellis, all of Medfield in consideration of eight and forty pounds in money received of John Whiting of Wrentham, miller, do give, grant, etc.

All our right, title, interest, in a grist mill and lands appertaining, with the irons, stones, dams, housing and implements in and about the Mill, said Mill standing upon Charle's river in Medfield and upstream sd River from a place commonly known by the Bent of the river."

The deed was signed by the four principals, and witnessed by Samuel and Joseph Barber.

Note that the location of the mill is given as "standing upon Charles River in Medfield," and unlike many early transfers of that type of property mentions only the dams, and no notice is taken of water rights.

The territory west of the Charles River was, of course, the property of Medfield until 1713.

Deacon John Whiting's son Nathaniel was given the responsibility of operating the Deacon's new business. Nathaniel was evidently a most capable young man, for in addition to operating the grist mill successfully, he held many town offices, was a strong influence in establishing the West Precinct of 1749, and amassed a considerable fortune during his lifetime. He served seven terms as Selectman, was Tything Man in 1740, and Ruling Elder in the Second Church from 1752 to 1779. He was the leading military officer in our town during the French and Indian Wars and had the rank of Captain.

Nathaniel's mill was combined with his house; he built one-half of the building as a dwelling with a huge chimney in one end, and the other - southerly - half housed his mill and "accounting room," or office.

Nathaniel had only three "near neighbors" at the time he came here; John Pond in his dwelling of 1688, high up on the hill on the Wrentham side of the river, and the two Clarks east of him.

Whiting had two sons and two daughters, Timothy Clark three sons and three daughters, Theophilus Clark had four sons and three daughters, and John Pond had nine children - a total population of thirty-four in the locality by 1720.

Let us go back at this point to the year 1702, when another matter of land grants took place which was to have an effect on Medway's history in later years.

1702 was the year of the "Black Swamp Dividend," and in this transfer of lands, Medfield divided the Great Black Swamp Tract and gave the resulting lots to the town Proprietors. The Old Grant west line was the western boundary of the Dividend (from about the Oakland Cemetery of today, as far as two and one-tenth miles north.) The lots were laid out long and narrow, two-thirds of a mile in length east and west, ranging from the largest lot, that of Abraham Harding, fifteen rods wide, containing twenty-three acres, to the smallest, Henry Adams Jr's lot only four feet in width, containing 65 square rods.

The Black Swamp Dividend lots were all in the Old Grant, as little of the swamp area extended into the New Grant, but we take note of this transfer at this point in our historical record, for in later years, in a subsequent exchange of lands, the Black Swamp Dividend lots became a part of our present Medway.

The Dividend - called "Divident" in the old records - began at the land of Theophilus Clark. A cartway "two rods wide" was laid out at the west end of all lots, running along the Old Grant west line, but the roadway was never built.

In all, 123 lots of varying degrees of usefulness, and most never occupied, were granted under the Dividend. Twenty-four inhabitants of the Old and New Grants shared with Medfield residents in the division, and among them, we find the name of our first settler, Henry Garnsey.

Malachi Bullard became a resident of the New Grant in 1708 when he came from Sherborn and settled at a site near the present intersection of Coffee and Ellis Streets. His farm contained valuable woodland, and as late as 1865, his descendants, Ethan and Ana Bullard were operating a sawmill on the little stream which ran through the old homestead land.

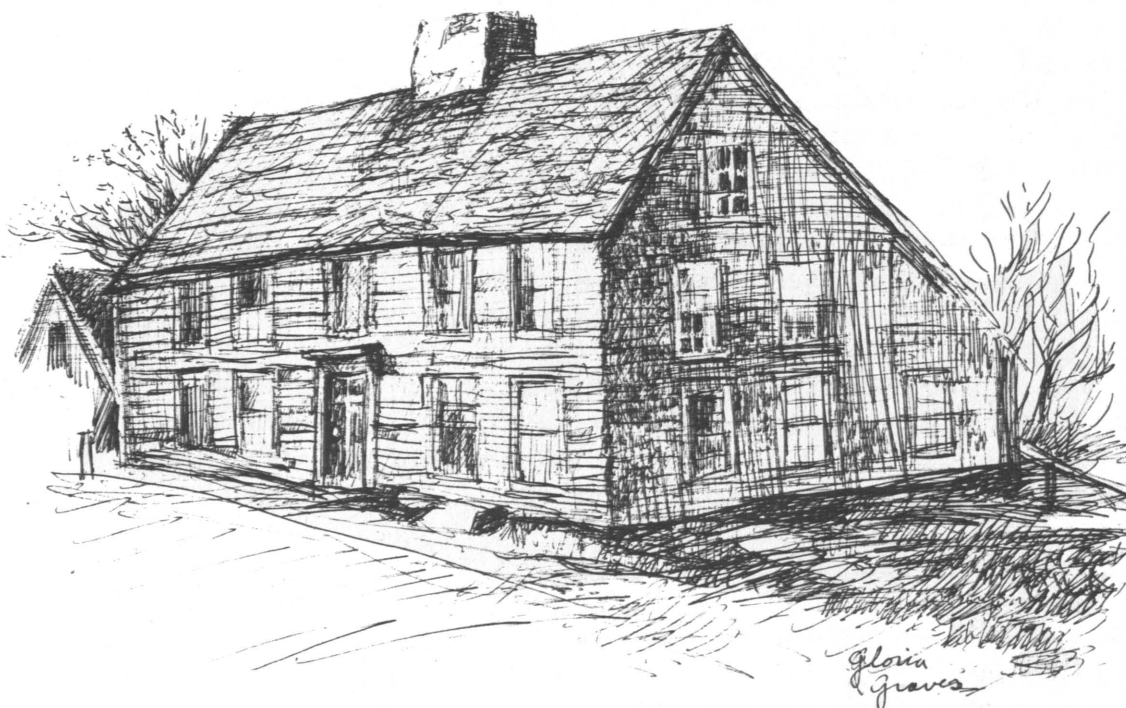
The "twin rocks," relics of glacial times, and well known in Medway, are located on Malachi Bullard's original farm.

Malachi was a Selectman for three terms and was an original incorporator of our town. His son Malachi inherited the place, and the property stayed in the Bullard family until 1880.

Our next resident in the New Grant was Joseph Curtis of Sudbury who settled on Lot 46 in 1711. The Lot was originally granted to his grandfather Peter Adams. The Curtis farm was owned by Joseph's descendants until shortly after 1900, and it was known as the "Ham Claflin place," after Hamlet Claflin, a great grandson of Joseph.

The Curtis family was an ordinary one. No office holders, or militia officers - just plain New Englanders who kept the original lands in the family for nearly two hundred years, paid their taxes, and lived frugal, contented lives.

These few settlers, and the extensive tracts of the Old and New Grants, generally uninhabited in the case of the New Grant, are the basis for a new town, soon to be petitioned for, and to be named Medway.



Two Ancient Medway Inns: - Upper view shows the Timothy Clark Ordinary on the "Flat" opposite "ye Bent of ye River" on Village Street.

Lower picture shows Squire Levi Adams's Tavern at Main and Summer Streets, still standing at that location. The low ell at the right was the original tavern, built in 1737. The main building was put up in 1823, and the old ell was removed in 1850.



The Henry Garnsey House, Village Street, 1910. The left-hand part of the old dwelling was built first, in 1700, and the right-hand part was added in 1732. Henry Garnsey was the first white settler in our present Medway, in 1700.



³⁶²
The Jabez Shumway house, built in 1723, stood on Village Street west of Franklin Street. It was torn down in 1910 at the time that the Medway Historical Society was negotiating for its purchase and preservation.

CHAPTER V.

The Incorporation of Medway

It is the year 1713.

Queen Anne is the ruler in England.

Indian raiders continually harass the settlers in Maine and New Hampshire, but our area has been free of Indian attacks since 1676.

The Royal Governor of Massachusetts is Joseph Dudley, son of the Puritan Governor Thomas Dudley.

In the eyes of the people of Massachusetts, the younger Dudley is an apostate and degenerate, for he had been President of the Council under the detested Andros, and had been sent back to England with him.

Dudley was bitterly opposed in all of his political activities by the Mathers, Samuel Sewall, and others of the "old school" of government, but it was Dudley who signed the Act of Incorporation of the Town of Medway, October 25, 1713.

By 1713, there were nearly two hundred and fifty souls residing on the west side of the river in the two Grants, with about forty dwellings standing.

From 1705 on, there had been talk of establishing a new town in the territory. As part of the town of Medfield, the settlers on the West Bank were required to attend church services and town meetings in the village at Medfield. Thus the first requirement for a new community would be to settle a minister in their midst, and to do this, a town must be formed, and a meeting house built.

A petition submitted by our early settlers was considered and acted upon by the Great and General Court at Boston Town and the Act of Incorporation reads as follows:

"Whereas the Lands of the Townshp of Medfield with-
in the County of Suffolk lye fituate on Charles River
to wit on both fides of the faid River being divided
by the fame and the town plat and principal fettlement,
as alfo the meeting houfe for the Public Worship of
God being feated on the Eaft fide for Accomodation of
the firft and Ancient Inhabitants who are now much in-

creafed many Iffued forth and fettled on the Weft fide of the River to a Competent number for a diftinct town of themfelves and labour under many hardfhips and Difficulties by reafon of Separation by the River to Enjoy Equal benefit and town privileges with others of their fellow townfmen and neighbors and have therefore made Application to the town as alfo addreffed this Court to be made a diftinct Town, Committees appointed by this Court having been upon the Ground viewed the land reported in their favor for proper bounds to be set them:

Be it Enacted by his Excellency the Governour, Council and Reprefentatives in General Court affembled and by the Authority of the Same That all those Lands Lying on the Weft Side of Charles River now part of the Townfhip of Medfield be Erected and made into a Diftnct and Separate Town by the name of Medway the River to be the Bound betwixt the Two Towns And that the Inhabitants of Medway have, ufe, Exercife and Enjoy So that they procure and Set le a Learned Orthodox Minifter of good Converfation among 'em and make provifion for an Hon^l fupport and maintenance for him and that in Order thereto they be Difcharged from further payment to the Miniftry in Medfield from and after the laft day of February next.

Provided alfo that all Province and Town Taxes that are already Levied or Granted be Collected and paid And all town Rights and Common undivided Lands remain to be divided among the interefted as if no separation had been made And Mr. George Fairbanks a principal Inhabitant of the faid Town of Medway is hereby Directed and Impowered to Notify and Summon the Inhabitants duly Qualified for Voters to Affemble and meet together for the choofing of Town Officers to ftand until the next Annual Election According to Law.

A true Copy--examined

Is^A Addington, Sec^{ry}"

Fifty persons are listed as founders of the new town, most of whom can be found on the accompanying map.

The question as to how Medway received its name has never been authoritatively answered. Research into the various theories has been unavailing. It was thought at one time that settlers here coming from the vicinity of Medway on the River Kent in England brought the name of their town to our place, but there were not enough of them to have done so, nor were they here at the time of the town's naming.

Other theories revolve around Medway being located "midway" between Boston, Worcester and Providence, or midway between Dedham and Mendon on the old Mendon Road - now Village Street - but no proof of this basis of name exists.

Of all of the theories, the most valid would certainly be that of the "midway" location between Dedham and Mendon. Timothy Clark's Ordinary was established almost ten years before the incorporation of the town, and perhaps the Inn was the lodging place of the Select Committee of the Great and General Court. The Committee reported favorably on the establishing of the town, and it is possible they offered the name, based on Clark's inn, described as the "mid-way Ordinary."

There were, in the new town, two gristmills and two sawmills at Boggestow, now Millis, and two at Medway Village.

The principal road in the new town was the Old Mendon Road, formerly the Road to the Wilderness and now our Village Street. The road wound from Medfield across Brastow's Bridge - originally "Great Bridge" - on Dover Road in Millis, and thence over its present course through Medway to Mendon.

Another road branched off at the Harding place, at the present intersection of Main and Village Streets in Millis, and wandered past the Cliquot railroad station, over Boggestow Brook, and into Sherborn.

There was another road, or way, leading westerly from this at about mid-point of the Old Grant to accommodate the few families in that area, as well as a road to the upper mill at Boggestow.

Other farms or dwellings had only paths or cartways to serve them.

Medway's first town meeting was held November 23, 1713, at the house of Peter Adams, a dwelling which stood near the brick school-house in Millis' Cliquot section. It was determined at that meeting to erect a new meeting house and the location decided upon was atop Bare Hill, a rise of ground on the north side of Main Street, at the head of Pleasant Street in Millis.

It was also at Peter Adams's that the citizens met a year later

to form the Church of Christ, now the First Church of Christ in Millis - so the old Adams place may truly be called a "cradle of Church and State."

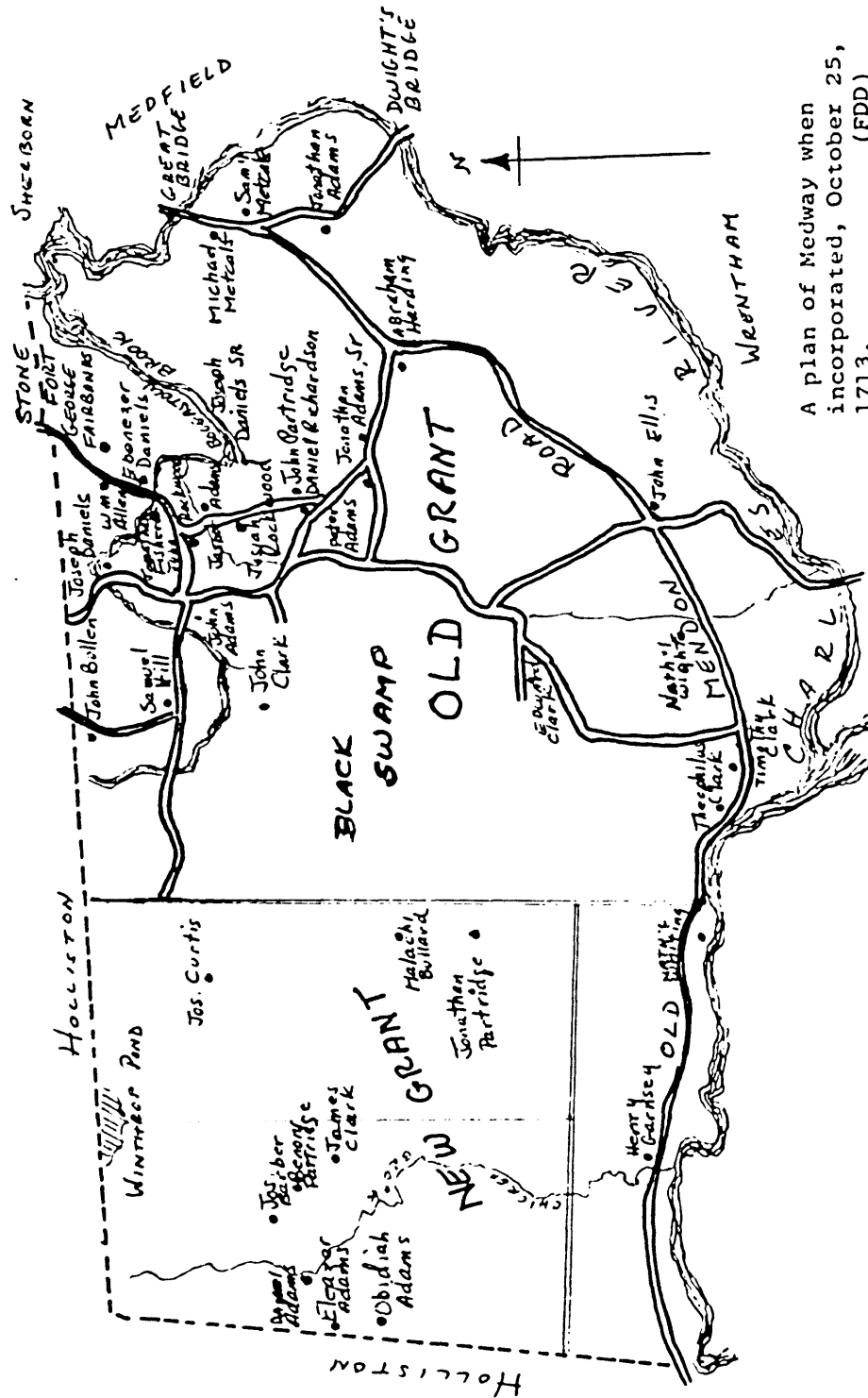
While the only generally recognized connection between Medway and Medfield was at the Great Bridge, old maps show three fording places. One was near Great Bridge, another at "Jade Walk" at the Lovell neighborhood in Medfield near the confluence of Stop River and the Charles at Dwight Street, and a third ford at the ancient Partridge place at Green Street in the Rockville Section of Millis.

The matter of settling a "Learned Orthodox Minister of Good Conversation," as a condition of erecting a new town was also given full and prompt consideration. Great care had to be exercised in the selection of this minister, for he stood almost alone in our early towns as a pillar of learning, judgement and reverence, and his influence was almost unbounded.

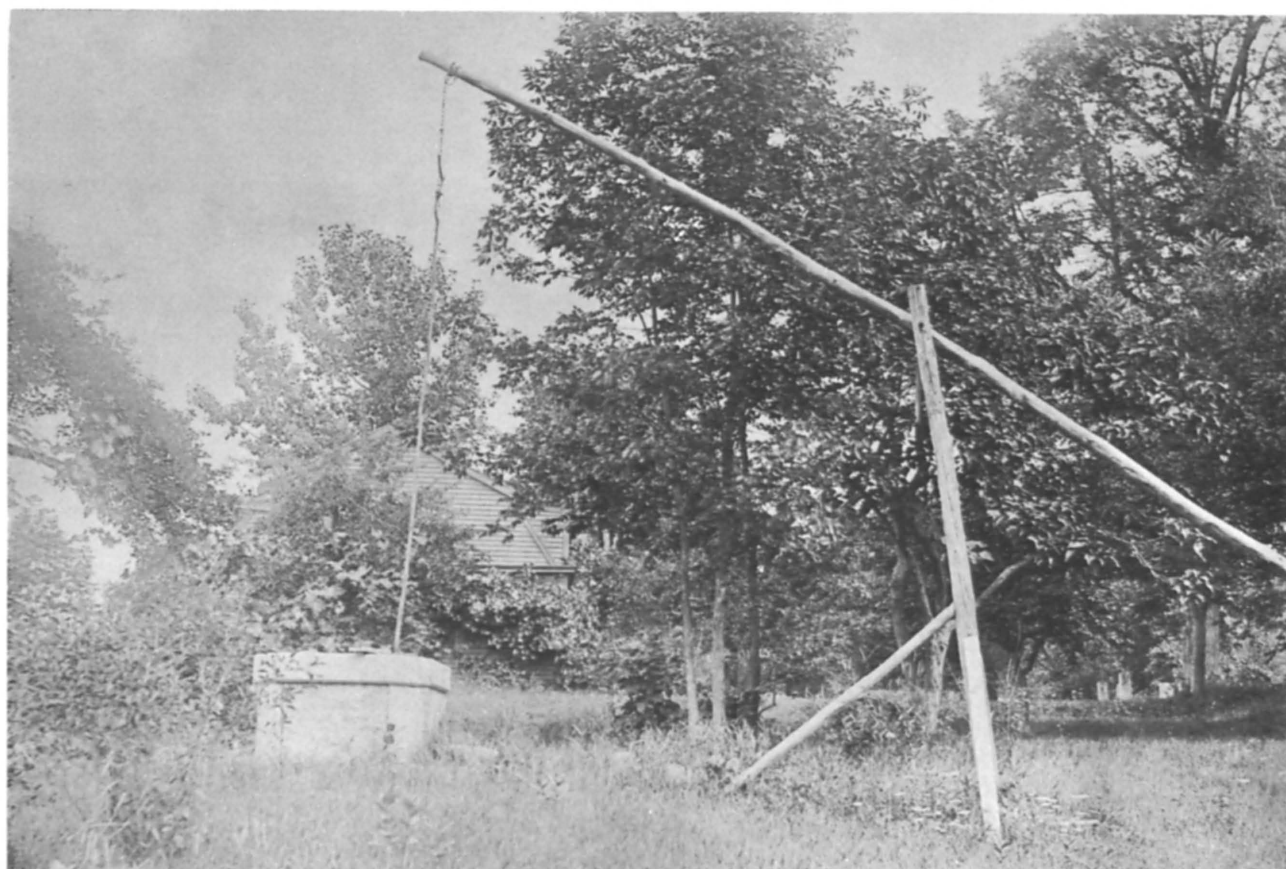
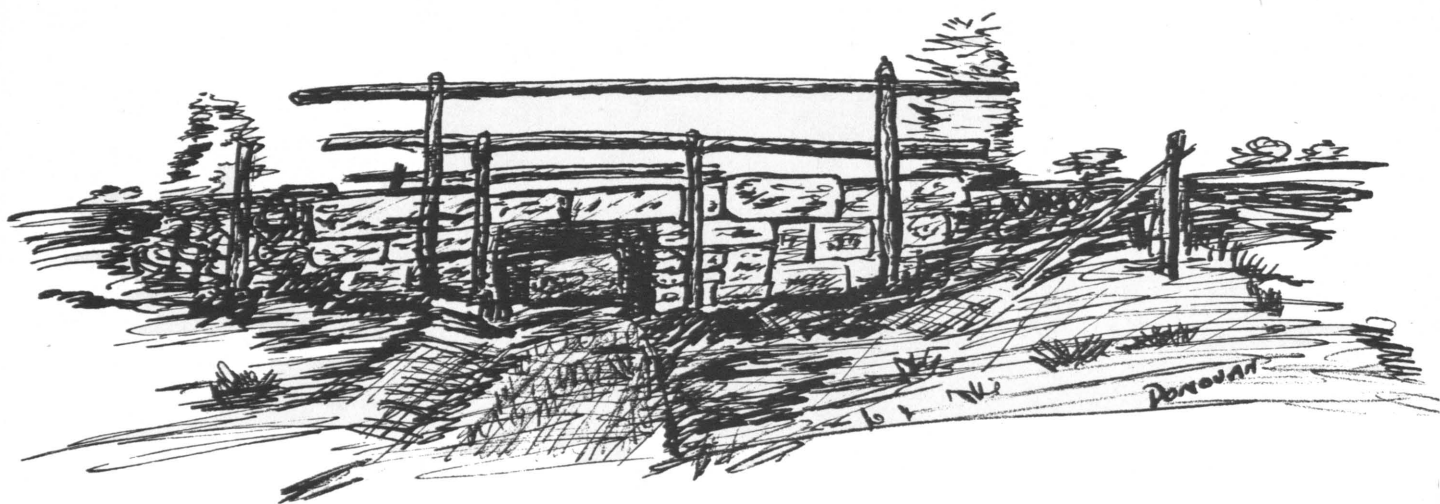
The new town of Medway was fortunate in its choice of the Reverend David Deming as its first minister. His education, deep religious conviction and all-around common sense did much to get our town off to a good start.

The first road laid out after the town's incorporation ran from a point in Medway on the Old Mendon Road following the present course of Farm Street to Stoney Plain, where at the Putnam Clark place it turned east and followed the present course of the road to the old meeting house location at the intersection of Main and Pleasant Streets.

As we shall see, the old Bare Hill Meeting House and the lonely road over Stoney Plain played an important part in the lives of the New Grant dwellers, and, in fact, in creating our Medway.



A plan of Medway when
incorporated, October 25,
1713. (FDD)



CHAPTER VI.

The Founding of the West Precinct.

The growth of the New Grant after the incorporation of the town in 1713 was not rapid.

Timothy Ellis, Elisha Bullard, Edward Clark and William Richardson all took up new residences in the Coffee and Ellis Streets locality.

That the territory was still wild land is attested by the experience of Daniel Clark, who killed two wildcats, and had the "safety of livestock constantly endangered by the marauding^s of y^e wolves & beares."

The first "warning out of town" of indigents, however, did not take place until 1733.

Some new highways were laid out. Coffee Street was accepted (although not so named at the time,) and it was "voted to build a bridge over y^e River at y^e Falls." This was the "Bent Bridge," and our present Walker Street "Red Bridge."

A school was established at Abraham Harding's, near the present location of No. 25 Village Street. Scholars from the New Grant attended this school, known as the "Bent School," where the Widow Partridge was the teacher. The school was first kept in the old Harding place, and was started in 1717, with ten shillings voted for the purpose in town meeting. The later location of the Bent School was at the head of Green Street on the north side of Village Street, in Millis.

Benoni Partridge was the first settler in the West Section of the New Grant. He came here with his wife Mehitable in 1709, and built his dwelling on land bought by his father from Elizabeth Shrimpton the year before. His location was on Lot No. 23, and is shown on the West Section map. The remains of his cellar hole and well could be found up through recent years.

In 1710, Partridge gained a neighbor when Daniel Adams settled on the westerly part of the three lots he had purchased in company with Benoni's father. Adams built a rude hovel to live in while building his house, and every Saturday, he went to Malachi

Bullard's house to get his bread and rolls, baked for him by Mrs. Bullard.

Benoni Partridge's dwelling was not far from the north bank of Chicken Brook, and when Lovering Street was laid out in 1738, it ran along the entire north bound of his lot.

Eleazer Adams settled near his brother Daniel Adams in 1713. Eleazer owned the southwest part of Lot 24, and also owned a large tract south of Daniel's land. His later dwelling was built on Lot 20, and its location was discernible up till a few years ago.

Eleazer Adams was a prominent citizen, served as Selectman for eight years, and served in the French and Indian Wars. He was the first Baptist in the New Grant, and we shall take further note of his religious convictions later.

Obidiah Adams, born in the Old Grant in 1689, settled on Lot 17, West Section, in 1715 on land granted to his grandfather Edward. His dwelling was near the site of the later Groehl place on Adams Street near the Great Meadows of Chicken Brook.

Other settlers soon followed these early arrivals, and for the sake of brevity, we list them here in tabular form. The dates of their arrival are given as accurately as can be determined from deeds and land records, tax lists, and correspondence.

<u>NAME</u>	<u>ARRIVED</u>	<u>LOT NO.</u>	<u>NOTES</u>
Jonathan Partridge	1717	35 & 36	Removed to Barre, Mass.
James Clark	1718	21, 22, 23, 24	
Joseph Ellis	1718	10	
David Bullen (Bullin)	1718	28	Left Medway 1748
Ebenezer Allen (Allin)	1718	11	
Benjamin Rockwood	1720	5	Also part of Lot 4
Henry Morse	1725	30	
Joseph Barber	1726	24	
Edward Kibbe (Kibbee)	1726	30	Sawmill, Chicken Br
Nathaniel Cutler	1727	14	Tannery, Chicken Br
Ephraim Partridge	1728	19	Opp. the Almshouse
Samuel Rockwood	1729	47	Holliston after 1829
George Denning (Deming)	1729	47(?)	"Mr Saml Rockwood"
Nathaniel Clark	1729	24	
Jonathan Cutler	1730	31	"Dwelt in Hollis- ton"

The early settlers, continued:

<u>NAME</u>	<u>ARRIVED</u>	<u>LOT NO.</u>	<u>NOTES</u>
Timothy Ellis	1731	42	
David Wheaton	1731 (?)	30	Possibly 1729
Malachi Bullard, Jr.	1732	37	Old Malachi Lot
Joshua Kibbe (Kibbee)	1733	30	
Samuel Garnsey	1733	9	Henry's son
Elisha Bullard	1736	37	
William Richardson	1739	42	Later, 41 & 42
Samuel Daniels	1739	27	
John Hucker	1740	26	
Samuel Fisher	1740	32 & 33	Later, part of Lot 34
Seth Partridge	1740	28	Blacksmith shop on Hill Street
Theophilus Clark	1740		Tavern location
Job Plympton	1743	7	
James Partridge	1743	35	
John Adams	1745	20	
Ichabod Harding	1746	39	
Josiah Gregory	1747	7	
Thomas Adams	1748	23	
Samuel Hayward	1748 (9?)	37	Part of lot

Other settlers came later, but we must stop at the year 1748 and consider a matter that was most important to the inhabitants of the New Grant - a petition for a new precinct.

With an increase in population in the New Grant, there was also an increasing objection on the part of the residents to go to church services and town meetings in the Old Grant.

Residents of North Medway - that area about and north of the present Lovering Street - had to make their way winter and summer through rain, heat of sun, and snows of winter over what is now the route followed by Coffee Street, and thence to Stoney Plain via Cedar Street and on to the Bare Hill Meeting House.

Great Black Swamp was involved in the objections also, as it was the cause of the circuitous route of the settlers, and it was a factor that would appear more than one hundred years later in effecting the separation of Medway and East Medway.

The inhabitants of the River and East Sections joined in the argument, and the whole affair boiled over at a town meeting held on March 10, 1740.

At that town meeting, it was proposed that four men be chosen to locate and stake out a place for a new meeting house for the accommodation of the inhabitants of the New Grant. The Committee of Four was to be "disinterested, and not of the Town," so that their decision would be unbiased in favor of either Grant.

This proposal, and another suggesting that a Minister be settled in the New Grant were promptly "voted in the Negative."

In May, and again in October of 1740, the New Grant residents tried again, even asking that the northerly portion of the Grant be set off to Holliston, all again "voted in the Negative."

In the summer of 1743, Daniel Adams and several of his neighbors took a new approach in their struggle. They petitioned the Great and General Court for relief by "a provision for Ministerial Preaching in their Locality for the Three Months of Winter." This was countered by the town voting that Edward Clark and Benjamin Rockwood be sent to Boston "to oppose s^d Petition, and be granted 15 pounds to pay their charges."

On December 14, 1743, the town meeting considered and acted favorably upon three articles: -

- "1. To see if the Town will set the Meeting House in the Center of the Town or on the nearest Upland if it be Swamp.
2. To petition the General Court to set the Meeting House.
3. To choose a Committee of Disinterested Persons to set the Meeting House."

All of the above were "voted in the Affirmative." and the Committee chosen to select the meeting house site was made up of Deacon Daniel Kingsbury of Wrentham, Deacon James Whiting of Sherborn, and Edward Turner of Medfield was appointed Surveyor.

This plan ended in defeat.

The spot chosen for the new meeting house at the present intersection of Oakland and Main Streets was not acceptable to the voters.

Further, the petition that the inhabitants had presented to the Great and General Court was refused on the basis that "the Petitioners are unable in their Present Circumstances to support the burden of a New Precinct." However, the Court did agree to the proposal that "Preaching be brought closer during the winter," and decreed that "four Months Preaching per year be provided in or nigh the School house in the West part of the Town." The school house referred to was probably the one built around 1739 near the Ephraim Partridge place on Pond Street.

CHAPTER VII.

The 1748 Petition

In 1746 and 1747, almost identical articles were presented to the town meeting for consideration and were "voted in the Negative."

The petitioners, aware that they had little strength against the Old Grant inhabitants, decided to use a new approach to the solution of their problem.

In 1748, instead of bringing their requests to the town meeting, they employed their right of petition directly to the General Court, requesting that they be set off as a separate precinct in the following petition:

"Province of the
Massachusetts Bay
in New England.

To his Excellency William Shirley Esq. Capt. General Governur &c the Honorable Council and House of Representatives in General Court Assembled at Boston Feb. 29, 1747/8.

The Petition of the subscribers a Committee in behalf of themselves and others whose names are after Written to the number of forty nine in all, Inhabitants of the adjoining Corners of Medway, Holliston, Bellingham and the Westerly Precinct in Wrentham,

Humbly sheweth,

That your Petitioners have for a long time conflicted with grate hardships & difficulties in Attending on the Publick Worship of God by reason of the Extraordinary distance our habitations are from the meeting houses are in our respective Towns and Precinct that it is almost Impossible for us with our large families (as many of us have) to Attend the Publick Worship in the Appointed Seasons Thereof

That we are (By the Blessings of Heaven) Increased both in number and estate that (as we Humbly conceive) are able to settell & support the Gospel among ourselves.

That we judge it our Incumbant duty as well as Interest to Prosecute this affair, And Accordingly

have made application to the Towns and Precinct to which we respectively belong to be set from them in order that we may be made a distinct Precinct by ourselves,

That we have been unsuccessful therein excepting in Bellingham, that Town having by their Committee Petitioned the General Court in May last that the Inhabitants might be Annexed to the Towns they severally congregate with and the following act was Passed in Court, (viz)

That the Petitioners and those Whome they represent lay before this Court at their next Sitting, a list of their names and the other Towns or Precincts whereunto they desire to be annexed as to Ecclesiasticall affairs which was the Same Day Concurred by the house of Representatives and consented to by his Excelency and the Names returned agreeable to said order.

That your Petitioners desire under a grateful sence of Duty to acknowledge that we have had considerable relief for several years Past in the Four months Preaching granted us by this Honorable Court.

That we have maintained Preaching the other eight months in the year at our own charge while at the same time we have Paid our full Proportion with the other Inhabitants toward supporting Preaching among Them, which we think a Grate Hardship to pay them when we cannot be the least benefitted.

That the Inhabitants of the Westerly Precinct in Wrentham are an able People amounting to the number of about one hundred Families.

That in lieu of the nine Families we ask for there are as many more desiring to be set off from Belingham to them.

That the Inhabitants of Medway are good Livers, and larger number of Families than any other named.

That the Inhabitants of Holliston are a growing Society consisting of about ninety Families or upwards.

your Petitioners therefore repairs to this Honored Court Praying your Excellency and Honors would take the Premises into your Wise and Good Consideration and afford us reliese under our Distressing difficulty by Setting Us Off into a

distinct Precinct with the following Bounds

Beginning at a Bridge over Charle's River known by the name of the Bent Bridge and the highway from thence to be the bounds untill it come to the Southwest Corner of Joseph Elliss Jun. home Place in Wrentham thence Westerly Including the land of John Partridge & his son to Bellingham Line thence Southerly on (the) Bellingham line to the Qua brook, so called thence Westerly Including Obidiah Adams Jun's and Joseph Holbrook Jun's home Places thence from the N'west Corner of s^d Holbrook's to the Southeast Corner of Mendon; thence Northerly on the Line between Mendon and Holliston to Mendon Grate meadow thence to the northeast corner of the meadow, thence Including Preserved Partridge's home Place, thence including the land of G^{eo} De(ming) of Holliston to Medway line, thence including the home place of Seth Partridge to the Southwest corner of Joseph Curtice's home Place thence eastwardly with s^d Curtice's South Line to the line between the old Grant in Medway, thence Southerly with s^d line bet^{wn} said old and new Grant to the (county) Road thence Easterly with s^d Country road unto the Bridge first named,

but excluding Eliezer Fisher & lands, and Ezra Pond & Lands within s^d Bounds and, that

Nathaniel (Whiting's?) John Pond & David Ponds land may be taxed with us that are not within s^d Bounds,

Which Bounds will contain fifty-nine Families

in Medway 31

in Bellingham 10

in Wrentham 9

in holliston 9

the center of which is five miles from any Meeting house and but very few above two miles from the place Proposed for our Meeting House

that we have maintained Preaching amongst us at time eight

or nine years past, and three or four years Constantly, That our Petition in substance like this was dismissed by the house of Representatives Feb^y 17th. instant as we understand because it appeared to Them that y^e Names were all Writt by (only) five or 6 hands, but y^e Truth is there was a subscription Drawn & Subscribed by thirteen but the paper was found too small, then there was an Exact Copy of it Drawn on a larger Piece of paper and the 13 names sett downe, to wh^{ch} was subscribed by thirty-six more almost every one writting his o(wn)name wh^{ch} was subscribed in Octob. last whereby s^d forty-nine covenanted to Petition the Towns and Precinct to which they belong that they might be made a Distinct Precinct and also the General Court therefor

& agreed on a Place for Settinge their Intended meeting-house, & also desired Nathaniel Whiting, Benj. Rockwood, Jonathan Medcalfe & Joseph Hill to sit their names to Petitions to the Towns and Precinct & Gen^l Court for a precinct afterward. Jan^y 18th the s^d forty-nine Petitioners were All Notified and mett & added John Medcalfe and John Hucker to s^d Committee and desired the affairs of a Precinct might be forwarded with all expedition (the Towns & Precinct having before that refused help) Your Pettitioners therefore Pray that You would order us to serve the said Towns of Medway Holliston & Wrentham West Precinct with a copy of this Petition, that they may show cause if Any They have) which the Prayer thereof Should not be granted at such time as in your superior Wisdom shall (judge) best and y^r Petitioners as in Duty bound shall ever Pray.

Nathaniel Whiting)

Benj. Rockwood	)	Committee
Benjamin Metcalf	)	In behalf of oueselves
	)	&
John Metcalf	)	those after named.

Joshua Hill	John Partridge	John Partridge Jr
David Pond	Nathan Whiting	John Fisher
Theophilus Clark	Ichabod Hawes	Samuel Daniel Jr
Job Plimpton	Nathan Fisher	William Elis
Joseph Holbrook Jr	Thomas Adams	Samuel Fisher
Joseph Merrifield	Eleazer Thompson	Elezer Wight
Henry Garnsey	Sam ^l Garnsey	Joseph Ellis

Ebenezer Hill	Ebenezer Alling	Seth Alling
Isaac Hill	Robert Smith	Sam ^l Pond
Thomas Curtice	John Pond Jr	Samuel Daniel
Obidiah Adams	Nathan Adams	Daniel Penniman
Daniel Adams	John Hucker	Richard Puffer
John Pond	Obidiah Adams Jr	Richard Puffer Jr
Enoch Hill	Joseph Hill	John Hill
Geo. Deming		Eleaser Adams

Recorded by John Metcalf"

Of the forty-eight signers, 24 were New Grant inhabitants, of which eight were of the River Section, 13 signers from Wrentham West Precinct (later Franklin,) 5 from Holliston, and 6 signed from Bellingham.

We have given this ancient petition in its entirety here for several reasons, chief among them being that such documents contain listings of residents, allowing historians to accurately place inhabitants in towns. Also, these old papers define localities and dwellings, such as the references above to the Joseph Curtis and Preserved Partridge places, which have long since disappeared.

On the presentation of the foregoing petition, the Old Grant inhabitants, now rather alarmed, at first voted to build a meeting house at the "center spot," but refused to grant ministerial funds. They then reconsidered, with Joseph Barber the only dissenter, and voted to direct their representative in the General Court, Deacon John Barber to argue against the setting up of a new precinct and meeting house.

On March 2, 1748, the Council convened, and a committee consisting of Thomas Hubbard, Esq., and Col. Wilder of the Council was appointed.

This committee met on May 27, 1748, and heard the parties from the Old Grant and petitioners for the new precinct, and recommended that it "would be proper for the Court to proceed to view the premises & act thereupon."

A survey committee made up of Colonel Minot, Captain Sparr, and Mr. Andrew Hall went to Medway, met with the petitioners, and carefully viewed the territory concerned.

The committee was impressed with what it saw and heard, and recommended that the new precinct "be made as asked for, with the exception of the Polls and Estates of William Richardson and Malachi Bullard in Medway & Joseph Ellis in Wrentham."

The committee also reported,

"We have considered the circumstances at Bellingham, and find them in an Unhappy Situation, and little or no Prospect of enjoying the Gospel with them at present."

Our neighboring Bellingham had at that time among its inhabitants a goodly number of Quakers and Antipedobaptists who objected to being taxed for the established church.

The report of the committee was accepted by the Council, but the House of Representatives did not concur. The committee stood firmly upon its recommendation, and in fact, submitted a new and even stronger recommendation to the Council and House.

Through the diligent work of Deacon John Barber, representing the Old Grant, debate on the new precinct proposal became hopelessly deadlocked.

To resolve the issue, the precinct petitioners were invited to a special meeting of the Chamber of the House on December 27, 1748 and present their case in person.

The New Grant inhabitants apparently made a good showing, or Deacon Barber was not as effective as his constituents hoped he would be, for by the end of the next day, the Council and House came to agreement, and ordered the creation of a new precinct.

The action was promptly consented to by Governor Shirley, and with a stroke of his pen, a long desire became a law.

At about this time, a slight adjustment was made in the boundary lines between the Old and New Grants. The east line of the New Grant was moved easterly to a point nearly opposite the Bent Bridge at our present Walker Street to include the Wheelock lot which actually, up until that time, lay outside the easterly bound of the River Section of the New Grant.

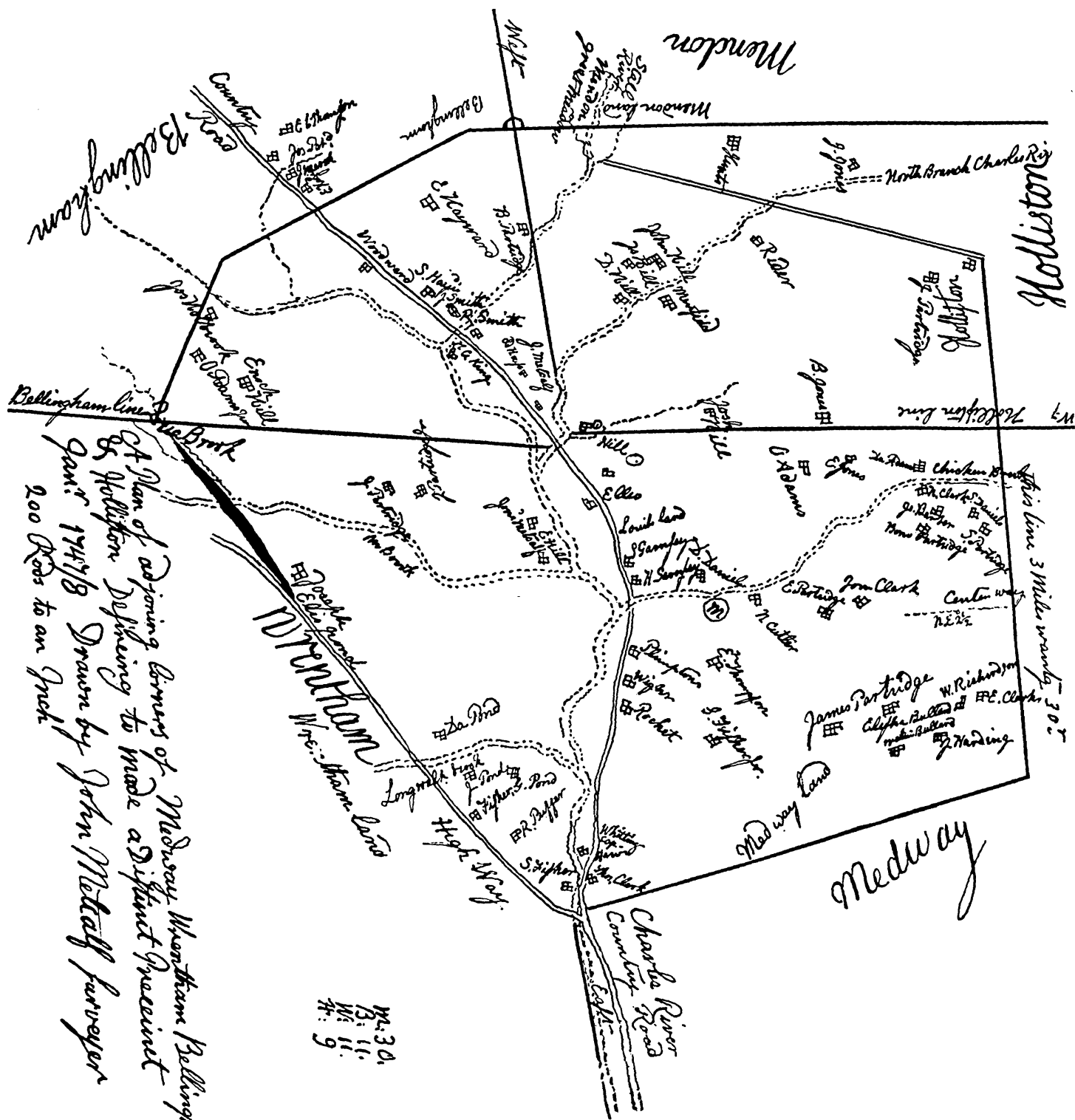
No new residents were acquired by the New Grant in this adjustment, and Timothy Clark and Abraham Harding continued their church and precinct affiliation with the Old Grant.

Surveyor John Metcalf's "Plan of adjoining Corners" of a proposed new precinct, shown opposite, gives the general area of Medway less the section between the present Summer Street and the Milford town line.

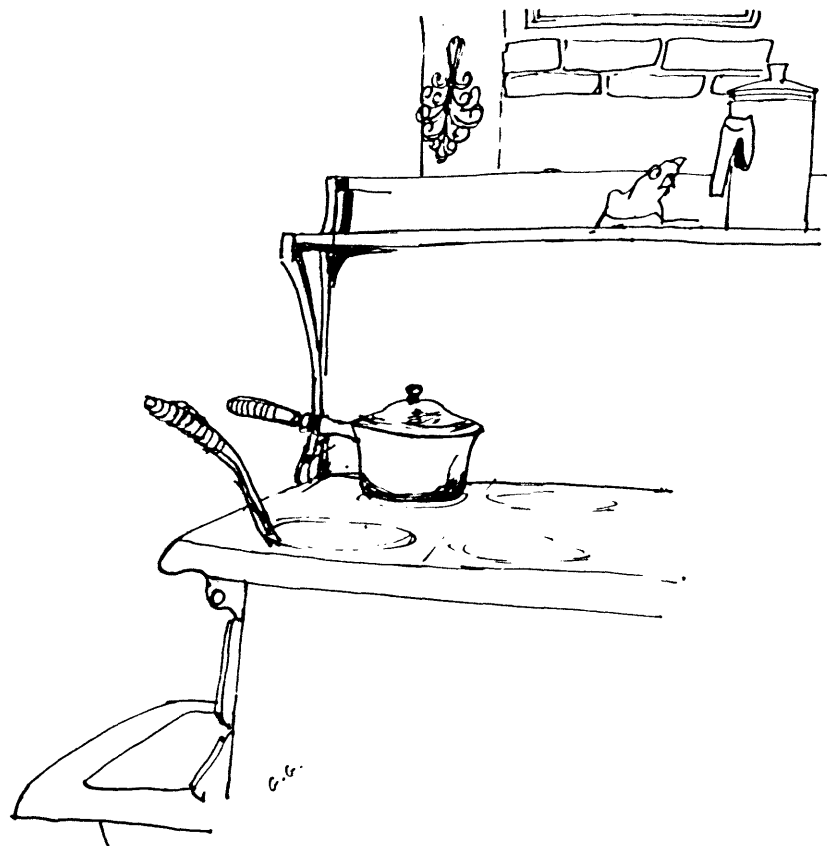
Metcalf's plan, for some unexplainable reason, carries over errors contained in the original incorporation map of Medway of 1713.

It is obvious that in the map opposite, Henry Garnsey's location, west of Chicken Brook is wrong, Nathan Clark's place is also on the wrong side of the same brook, and "B. Jones" should be shown as Eleazer Adams.

Likewise, "E. Clark," and "Ellis" could not possibly have been in the locations indicated, according to other maps and deeds of the time.



A plan of adjoining corners of Madison Wharftown Bellingham
 & Holliston Defining to make a distinct Precinct
 Jan^r 1947/8 Drawn by John Metcalf Surveyor
 200 Feet to an Inch



CHAPTER VIII.

Life In The New Precinct

The new precinct - or West Precinct, as it was to become known evidenced the industry of its inhabitants. Large areas in the formerly heavily-wooded sections near Chicken Brook had been cleared for grazing and gardens, and the hay that grew there was found to have a superior quality.

Tilling the land was not all as easy as might be desired, for the soil was rocky and gravelly, with only the River Section containing richer, loamier soils. Some of the areas in the East and West sections did favor agriculture, however, particularly within a wide strip that ran across the new precinct, including lots 14 through 18 in the West Section and lots 34 through 36 in the East Section.

The high ridge west of Great Black Swamp - known in part as Drybridge Hill - harbors many springs, and for many years in the early times of our town, inhabitants journeyed thither for their water until their own wells were prepared.

Still further westerly, in the wide valley of Chicken Brook, and beyond, to our present Summer Street, the land is well suited to fruit growing, and was extensively used for this purpose for almost one hundred and fifty years.

The northerly part of the town, to Winthrop's Pond (so named because Governor Winthrop's eldest son had a land grant there,) is rougher, and much rockier, and to this day has not been utilized as other sections of the town. That section in the northwest part of the Precinct near Metcalf Station is the best developed in the area, but has never been put to its full agricultural possibility.

The territory west of the present Summer Street was until 1829 Holliston land. It is of little use for anything other than residential or industrial use, and even that is problematical due to

an exceptionally rocky and rough terrain. Hoppin Brook, a small, pleasant stream runs through the length of this section, and the recreation it brings fishermen brings some advantage to this otherwise forbidding part of town.

From the day Henry Garnsey first came here, the New Grant showed a steady gain and progress.

At the incorporation of the town in 1713, there were nine families with forty-five inhabitants living here - seventeen in the East and West Sections, and twenty-eight in the River Section.

By the time the new precinct was established, the population had grown to two hundred ninety-seven in sixty families. West Medway listed about one hundred ninety-five families, with the remainder in the Village section.

At that time, there was still no common center for worship and meeting in the West Precinct. Most of the inhabitants lived near or in North Medway near Mucksquit, and there was another small settlement along the Old Mendon Road. A few lived in the Holliston Street district near the Village.

Nearly everyone lived on a farm, and all inhabitants who did not cultivated gardens for their food.

In the Village, there was a grist mill, a sawmill, a gunsmith's shop with a forge. In West Medway there was also a grist mill, a tannery, two sawmills, and a blacksmith shop.

There were no stores here, nor were there to be any for almost half a century.

Several heads of families were cordwainers, one a tanner, as we have mentioned, at least two were coopers, and Joseph Barber plied his dual trades of stone cutter and letterer. Henry Garnsey was a joiner, or what we might call a type of carpenter today.

The services of two doctors were available to our residents - Dr. Benjamin Ware of Wrentham, and Dr. John Corbett of Bellingham.

The Old Grant, being of course the oldest and strongest part of the town held the reins politically and economically right up until the actual formation of the West Precinct. The Old Grant claimed a monopoly of town officials, and only occasionally could a New Grant man win election to the Board of Selectmen, or be appointed tithing-man, hog reive, or Constable. In fact, it was not until 1717 that a New Grant inhabitant became a Selectman, in the person of Henry Garnsey. In 1731, Nathaniel Whiting and Eleazer Adams were Selectmen from the New Grant, the first time two members had been chosen from this locale. In those days, the

Board of Selectmen consisted of five members, so there was still little opportunity for the New Grant members to exert influence, much less veto any Board action.

Food and clothing came for the most part from the land. The New Grant inhabitants had little money to buy cloth, but they could raise and weave and spin it. Nathaniel Cutler's little tannery on Chicken Brook west of Pine Hill Road was continually busy converting hides and skins into wearables in the form of clothing and boots, and in having this little industry, our early inhabitants were much more fortunate than those in our neighboring settlements.

Dwelling houses were rude, but well-constructed in the English framed houses, well boarded, and in some cases, lath-and-board style. Contrary to legend, the oft-pictured quaint log cabin was a much later import from Europe, and was practically unknown here. The nearest to log cabins would have been a type of three-sided shelter made of logs, with a roof made of branches and bark.

Many of these hovels had a pit in the center for a fire for warmth and cooking, with an opening in the roof for the escape of the smoke.

The shelters just described were of a temporary nature as far as human habitation was concerned, and were used only until a proper framed dwelling was constructed. The shelter might then see service as an animal shelter, or wood storage shed.

Permanent dwellings, while framed and boarded were not always initially clap-boarded, and seldom painted.

In first houses, fireplace and chimney were invariably located at one end of the house, and the rooms would generally number two with a sleeping-loft.

Larger dwellings came after the mid-point in the century. It was the practice to build one half of the house with the fireplace and chimney at one end, and then the chimney would be centrally located when a second half of the house was built on.

In such construction, the two halves of the house were not always exactly matched, and in most of them, the result caused them to look as if two separate houses had been joined together. An example of this type of construction is shown in the accompanying pictures of the Nathaniel Cutler house.

The old Cutler place stood just easterly of the intersection of Maple and Winthrop Streets, and the first - or easterly - part of the house was built when Nathaniel the Tanner married Elizabeth Smith of Medfield in 1727. When Nathaniel's fifth



Old Medway Houses: - Upper left, the Frank Hixon place on Holliston Street near Main Street, with a typical boot shop near the road.

Lower left, the Major Luther Metcalf house of 1792, now the Village Inn.

Upper right, the "Sanford Mansion" built by Philo Sanford in 1817, still standing on Sanford Street.

Lower right, the Ray/Dewire house on the location of the Medway Savings Bank. The house is now a dwelling on Pine Street. The building to the left of the Ray place is the first Sanford Hall.





More Medway Houses: - Upper left, The Lovering-White mansion, now the site of a filling station at Village and Barber Streets. At the right in this picture can be seen the William Cary house, now St. Joseph's Rectory. The Lovering-White place had double winding staircases in the front hall, and marble fireplaces throughout.

Lower left, the John Harding place of 1752, later made famous by authoress Kate Sanborn as her "Adopted Farm" on Summer Street near Metcalf Station, and now known as "Breezy Meadows."

Upper right, the Videtto house on upper Village Street. Mr. Videtto was noted for his stone structures, ranging from gate posts and walls to houses and churches. He built the Episcopal Church on School Street, and many other examples of his work still exist in town.

Lower right, an "elegant" Medway dwelling of 1908.







Metamorphosis of a Medway House - I. When Nathaniel Cutler came to Medway from Reading in 1727, he built the right-hand half of the above house. When his fifth child Elisha was born in 1736, he added the left hand, or westerly half of the house, and evidence of this addition can be seen in the above photographs taken by Herbert N. Hixon in 1914, shortly before the place was destroyed by fire. Note that the huge chimney was built at one end of the original house so that it would be a central chimney when the newer part of the house was added.



Metamorphosis of a Medway House - II. Another way to accomodate an increasing family was to enlarge the living quarters. In the upper picture, the little right hand ell was the original house built by Elisha Cutler when he married Mary Pond in 1759. About thirty years later, he built the larger house. In the lower photo, an ell added to the back of the main house in 1850 during the Crowther family occupancy can be seen at the right. Through the ensuing years, various parts of the house were removed as the families decreased in size, and now only the central portion is left.



child was born in 1736, he added the second - or westerly - part to his house. The point of joining of these two halves can be plainly seen in the pictures. This magnificent specimen of early Medway structure on Lot 14, West Section, burned in 1919, but fortunately, not before historian Herbert Hixon photographed it.

Another way of coping with the population explosion - and they did have big families in those days! - was to start with a small dwelling, and as spatial requirements increased, a larger house of eight or ten rooms was built, connected to the original house.

If need be, another addition - usually a wing or back ell, of one story "summer kitchen" type, or two stories, combining living and utility rooms - would be added to the main house. Then, as the children grew up, married, and moved away, the ells, or even the original small house would be removed, leaving only the large, second structure remaining.

This type of architectural chronology is shown in the pictures of the house now standing at 19 Winthrop Street, also a Cutler place.

A third, and often-used method, unfortunately, was to raze an original dwelling and build anew. In some instances, dwellings were taken apart and reassembled elsewhere, or structures were moved in one piece to another location. Some of these house movings are amazing examples of the art, even when viewed in light of today's modern equipment.

Boards and timbers for our early dwellings were pit-sawed, or cut in mills in the immediate vicinity. Many of our older houses showed the practicality - or frugality - inherent in the character of our old house-wrights, in that the timbers used in frames were faced only on one or two sides, and the rest of the timber was untouched, and not even the bark was removed.

Chestnut and oak were common building materials in Medway, to the distress of our present-day home handymen and carpenters; age and dryness have rendered the ancient timbers to a granite-like composition, and many a drill and electric-saw blade have been turned into scrap metal thereby.

Due to Medway's social and economic status, few of the early houses exhibited fancy or elegant interiors. Most houses were - and are - plain and substantial, with heavy timber framing, wide-board floors and wainscot, set upon cellars walled with a combination of faced and fitted boulders surmounted by granite foundation slabs.

Timber framing was secured with wooden pegs driven through mortice-and-tenon joints. Cut nails fastened boarding and roof, and laths. Many examples of expanded lathing can be found in our older houses, wherein a board about one-half inch thick and six or eight feet long was split with a hatchet alternately at each end. When applied to the framing, the splits would be widened without splitting the board entirely, so that the original width of the board - say twenty-four inches - would be "expanded" to provide lathing for some four to six feet.

Oiled paper alternated with glass in windows until about 1750, but doors of batten construction, rather than paneled, were in use until around 1810.

Bricks were available at an early date in Medway, from two brickyards; one was located on Causeway Street in the Old Grant, and later, Campbell's brickyard was in production near the site of the Legion Avenue (Burke) School. There is no record showing use of stones or boulders in our early fireplaces and chimneys, although obviously some were so constructed, and this is no doubt due to greater ease in building brick - please, not "Dutch" - ovens, for cooking and drying.

Water was never much of a problem for our West Precinct or New Grant inhabitants. The East Section abounded in springs, and still does, and a readily-available constant water table sufficed for the rest of the town's wells.

Many "deep wells" by two-centuries standards still exist in Medway, and produce cold, clear water after all this time. Both shallow (ten to twelve foot) and deep (fifteen to thirty-six foot) wells were of course dug by hand. The deep wells were generally made by digging a hole approximately twice the diameter of the finished well, then back-filling, as the stonework which would be the lining of the finished well was built up to the surface of the ground. The fine concentricity and perfect condition of these old wells bears witness to the skill of their builders.

Well water and spring water served our town until 1913, when our town water system first went into operation on a limited scale.

The houses of 1750 were sparsely furnished, with, for the most part, home-made furniture. Chests instead of bureaus, pegs on the wall for hanging clothes, simple tables and chairs and an occasional coarse carpet on the bare wood floor, tallow, and later oil-wick candles and lamps were the rule.

Most houses contained a library of a few books, along with the

ever-present bible.

Although all but a few of our settlers could read and write, writing was limited to a few letters or school lessons, but legal documents accounted for a surprisingly large volume of paper, written with tannin, or tan-bark ink.

In all, it can be said that the new precinct was starting off on a sound basis, with frugal, industrious, and withal, ambitious inhabitants to build it.

"Move on and Progress we must, our Entreaties long ignored now heard and made Real, this Place we will improve and so improve that which is ourselves in this our Year of Triall 1749."

So wrote Nathaniel Cutler in his "Report of A Committee to bld. a Meeting-house" in that auspicious year in our history.



1749—OLD MEETING HOUSE—1816

CHAPTER IX.

Setting The Meeting House

Although the West Precinct was now a reality, the Town was still Medway, and the power was held in the Old Grant, ruling the territory.

The West Precinct could, however, to all intents and purposes, function as a separate entity as far as its religious activity was concerned. It would still pay taxes to the town, it would still be governed by Medway's laws, and it would still attend and participate in town meeting with inhabitants of the Old Grant.

Therefore, the first order of business in the new precinct was the building of a meeting house and settling a minister.

On January 3, 1749, James Blake of Wrentham, one of his Majesty's Justices of the Peace issued a warrant for the first legal meeting of the inhabitants of the West Precinct. The meeting, held under the provisions of the warrant convened at the home of Nathaniel Cutler.

Henry Garnsey, then seventy years old, was the unanimous choice for Moderator.

On January 30 another meeting was held to arrange to buy land "for y^e Meeting-house, stables, yard-room and burying-ground." It was then

"Voted to build a meeting-House as soon as Possible on the south-east corner of the Land Nath^l Whiting purchas'd of David Daniels, dimensions to be 20 feet between the joints, 42 feet Long and 34 feet wide."

Nathaniel Clark, Robert Smith, John Pond, Jr., Joseph Hill and Elisha Bullard were appointed a building committee, with the duty "to obtain boards, timbers, and all other materials that could be had of the Inhabitants of the Precinct, provided s^d Inhabitants will find them as cheap as Others."

The meeting house was to be "studded, boarded with gd. Oak &

pine boards, and Clabboarded with Whitepine clabboards."

John Hucker was chosen as framer for the new building, and the voters thereupon adjourned the meeting to go to work in their woodlots and sawmills to make the framing timbers. Every piece of wood used in the meeting house came from trees standing in the West Precinct; timbers were cut and hewn, boards sawed, shingles and clapboards split and shaved, and the nails were made in Job Plimpton's smithy.

Eleazer Thompson was in charge of the hewers, and Elisha Bullard was in general charge of construction. Nathaniel Cutler boarded the "outside workmen" at his house for nine weeks for thirteen pounds ten shillings, a bargain then and certainly now.

The first officers of the precinct were chosen; Henry Garnsey, Moderator, Nathaniel Whiting, Jonathan Metcalf, James Clark, John Metcalf, and Joseph Hill, Precinct and Prudential Committee, Joseph Barber, Nathaniel Cutler and Eleazer Adams, Assessors, Elisha Bullard, Collector, and Benjamin Rockwood, Precinct Treasurer.

The official name of the new precinct was "The Medway Westerly Precinct," but there is no record of the title being so used.

Several sites for the meeting house had been considered, and the one finally selected, and the one upon which the building stood for seventy-five years was at the southwest corner of the intersection of the present Main and Evergreen Streets.

A roadway, at that time known as the "Middle Road," and marking the northern boundary of the New Grant River Section ran in front of the meeting house. This road can be envisioned as an extension of Oak Street running across Main Street, and connecting with Evergreen Street at Evergreen Cemetery.

There were at least four "noon houses" and two horse sheds provided at the site. The noon houses afforded a place for the church-goers to retire at noon to a fire, in winter, where they could thaw out after listening to preaching all morning- and which they would hear continued all afternoon. The parishioners would gather here, eat their lunches and talk - "a time to attend to material wants of man and beast," as Reverend Dr. Ide once said.

Two huge horse blocks stood nearby to permit ladies to dismount from their horses "in decorous manner."

The meeting house was organized as the Second Church of Christ in Medway on October 4, 1750, when Reverend Joshua Prentiss of Holliston and Reverend Nathan Bucknam of the First Church of

Christ in the Old Grant met with the thirty-four men who had signed the first covenant and pronounced them a church.

On March 5, 1752, a call was extended to Reverend David Thurston, a Wrentham native who had graduated from Princeton in 1751. He accepted the call, and was installed as Pastoral Minister over the church on June 23, 1752.

When it seemed that at last, matters were settled, and Medway could enjoy tranquility, the French and Indian Wars which had erupted in 1745 were growing in intensity and scale.

The French and English had been fighting for years, and when the conflict came to America, the Indians usually sided with the French. The English crown therefore, called upon English colonist subjects - such as the inhabitants of Medway - to go on the various sorties and expeditions against the French and their Indian allies.

Medway men from the Old and New Grants participated in seven expeditions in these Wars, and already, the first sounds of dissent that would bring about an even greater conflict in twenty-five years were being heard in our new town.

The times, as Jameson wrote in his History of Medway, were "troublous."

In 1764, the Great and General Court arranged to have a census taken in 1765, to enumerate all of the residents of Massachusetts. We can sense now that the action was undertaken to determine the numbers available for military service, for "anxiety and alarm" were becoming increasingly felt well before the Revolution came.

The first census taken in Massachusetts gave the following figures for Medway in 1765:

Houses....	123	Families....	138	
Males over 18 Years....	215	Females over 18 years....	210	
Males under 18 Years....	165	Females under 18 years...	178	
Negroes...		17		
TOTAL POPULATION..				785

Elisha Adams was Medway's Representative to the General Court in 1765, and after some deliberation, the townspeople, deeming the acts of the British Government oppressive, drew up some instructions for Mr. Adams.

They prefaced their guidelines by noting that the stamp act was "an alarming thing as it effected their estates and liberties." They were "filled with great concern," at this "burden, grievous, distressing and insupportable."

Our Medway people had already borne the expense of the French and Indian Wars, and they had little more than their land to provide their living.

"The stamp act," they wrote to Mr. Adams, "will sink us into final ruin."

"We think it is our indispensable duty in justice to ourselves and posterity, as it is our undoubted privilege in the most open and unreserved, but decent and respectful terms to declare our greatest dissatisfaction with this law and we think it incumbent upon you by no means to join in any public measure for countenancing and assistance in the execution of the same....."

In these words, the inhabitants here expressed that which was expressed throughout the colonies, and in passing several votes subsequently, took their stand without reservation to resist the actions of his Majesty's government.

In the annual town meeting in March, 1770, the town voted to forego the purchase of tea, and in addition, agreed to participate in an embargo of all British goods coming to America.

Feelings ran high, and by the time of the Suffolk Resolves, the town had already purchased and stored powder, bullets and flints. Two iron cannons were also added to the armament, but were later commandeered by the troops at the defence of Boston.

The townspeople of Medway were certainly tired of war and military service by 1775. There had been upwards of ten "impresses" and turns of service involving Medway men, including the terribly difficult expeditions to Crown Point in 1754 and 1756, and the expedition under Lord London in 1759. Every able-bodied man served, including Sambow freeman, a freed negro slave, resident in the town.

The weariness of bearing arms was put aside, however, when the alarm of April 19, 1775 aroused the patriots of Medway. Captain Joshua Partridge's "First Military Company" of thirty-seven men, and Lieutenant Moses Adams's "West Medway Company" of thirty-six men marched forthwith to Roxbury, where they joined Colonel John Smith's West Suffolk Regiment.

The "West Medway Company" was made up of volunteers from the New Grant, and the April 19th departure of soldiers from our town was only the first of many during the Revolution. Our men served with distinction in the several expeditions and battles of that war at Bunker Hill, Fort Ticonderoga, Warwick, Providence, and as far away as New Jersey. Again in this war, our negro inhabitants of those early times marched with their fellow townsmen - among

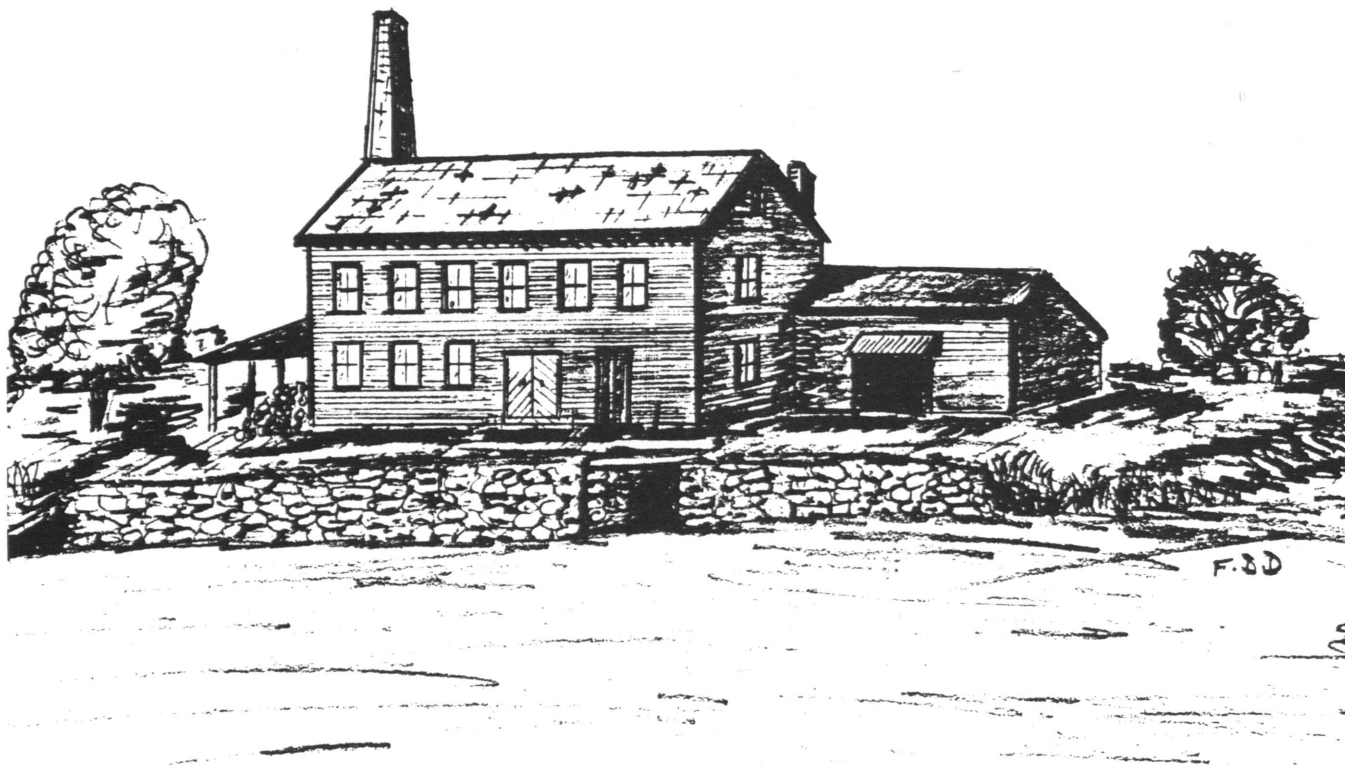
them Ishmael Coffee and his son Thomas, and Prince Brewster.

Although the capture of Cornwallis and his army at Yorktown in 1781 virtually ended the War of the Revolution, true peace did not come to the colonies, and to Medway until 1783, eight long years after the Lexington alarm.

It was time for Medway to look toward development and building, and further firming a town that had been tried, and not found wanting.



Addison P. Thayer (1814 - 1889), manufacturer of thread, mallets, and various textile items at the Stone Mill, West Medway, now the site of the USM Corp. plant.



Campbell Brothers Paper Mill (1854 - 1890) at the Upper Dam mill privilege.

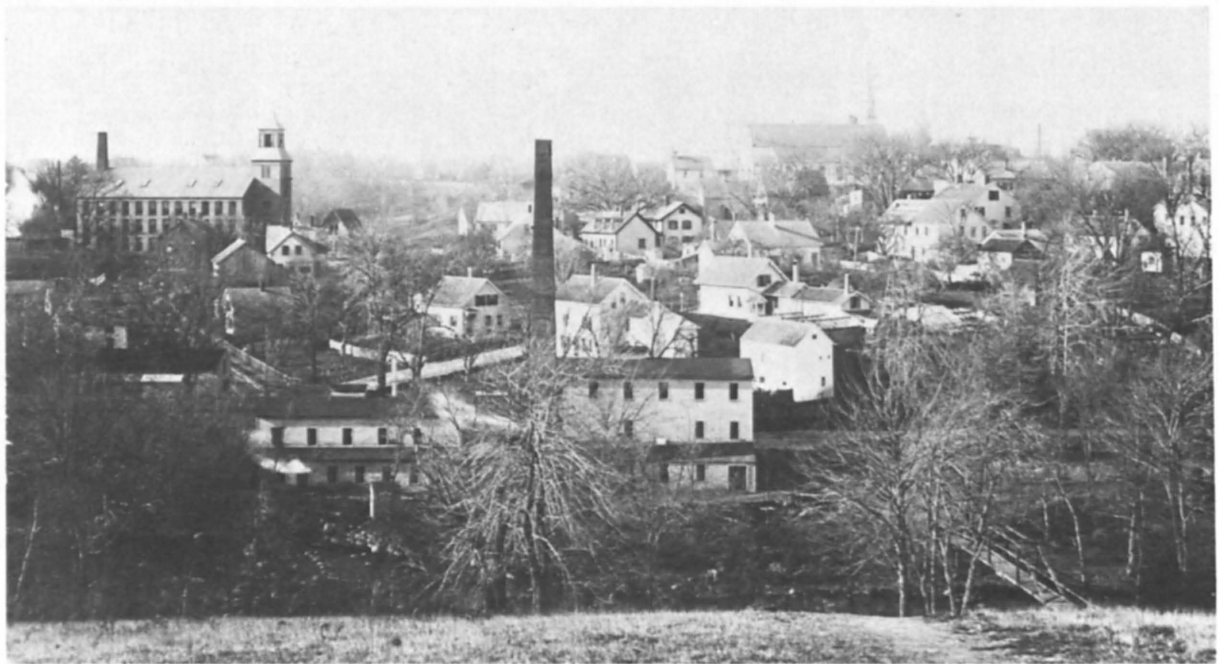


Oyster suppers were very popular for church socials, and perhaps this is the reason for Powers' fish and oyster delivery wagon being at Christ Episcopal Church in 1905.



The Mill Canals: Upper view shows the "Lower Canal" following the course of what is now Canal Street, the ditch having been filled in with hat blocks and graded over. The section of land between the canal and the Charles River at Walker Street was known as Goose Island.

The lower picture was taken from the foot of River Street, looking along the "Upper Canal" and dike toward the old tenements at the foot of Village Hill. Most of this upper section of the canal system can still be seen.



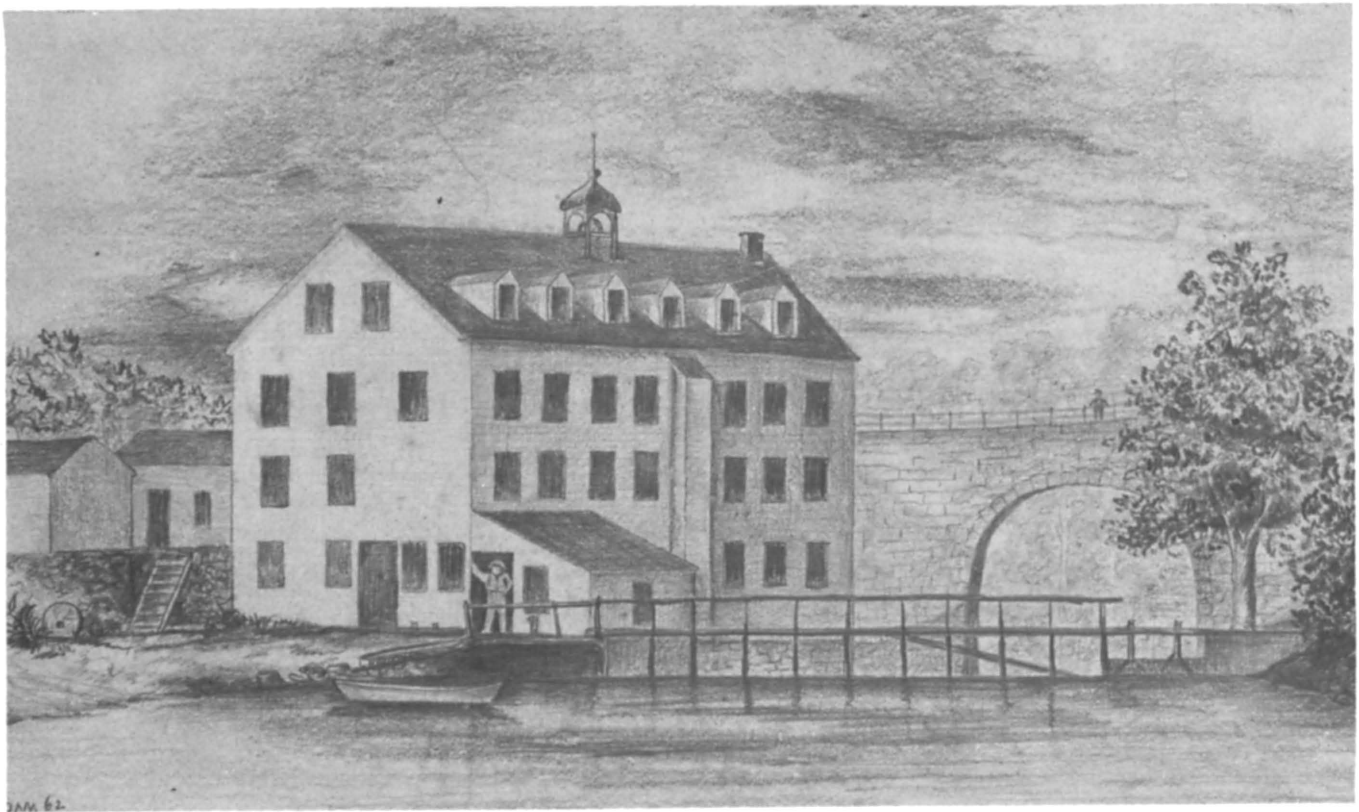
View of Medway Village from Paul's Hill on the Franklin side of the Charles River. At the left is the Sanford Mill; in the foreground can be seen the Eaton & Wilson mills at the Upper Canal near River Street, and the spire of St. Joseph's Church can be seen on the horizon. This view was made in 1885 by Orion Mason.



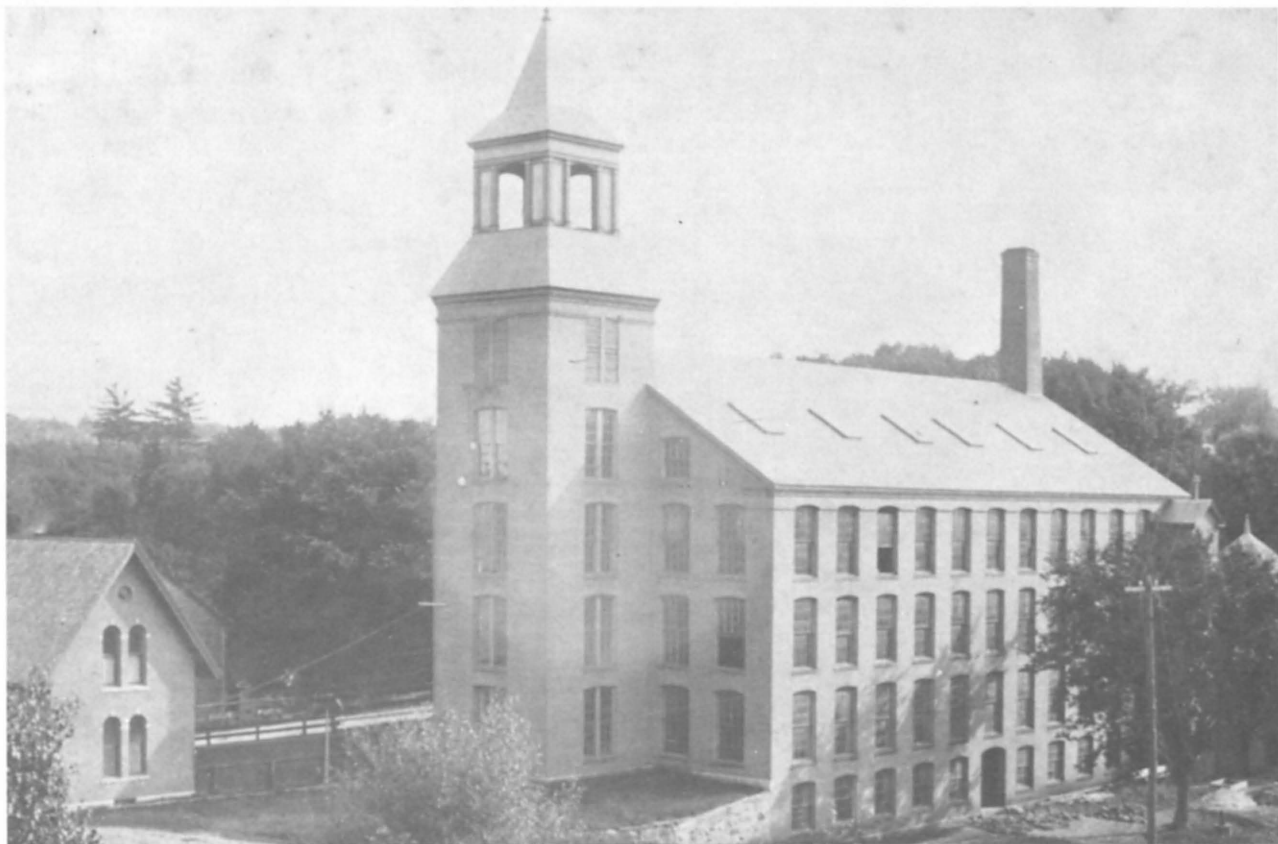
Another view of Medway from Paul's Hill by Orion Mason in 1885. Two of Medway's shops show prominently in this picture - the J. W. Thompson boot shop half way down Village Hill, and to its right, Eaton & Wilson's shoddy mill. The old high school building on School Street can be seen on the horizon.



The White Mill (1811 - 1881) at the site of the present Sanford Mill, Sanford Street. This is the only known picture of the first textile mill at this location. The original stereopticon view from which it is reproduced was found in a box of old papers in a North Reading, Mass. bookshop. The bridge and roadway in the background are part of Lincoln Street in Franklin.



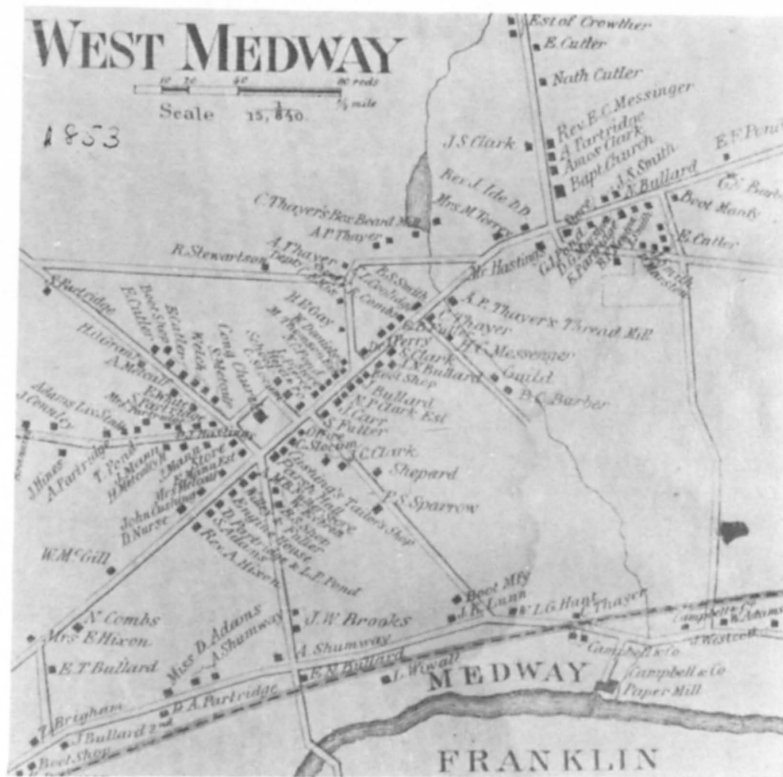
Pencil drawing by Orion A. Mason of the White Mill on the site of the present Sanford Mill at "the Falls."



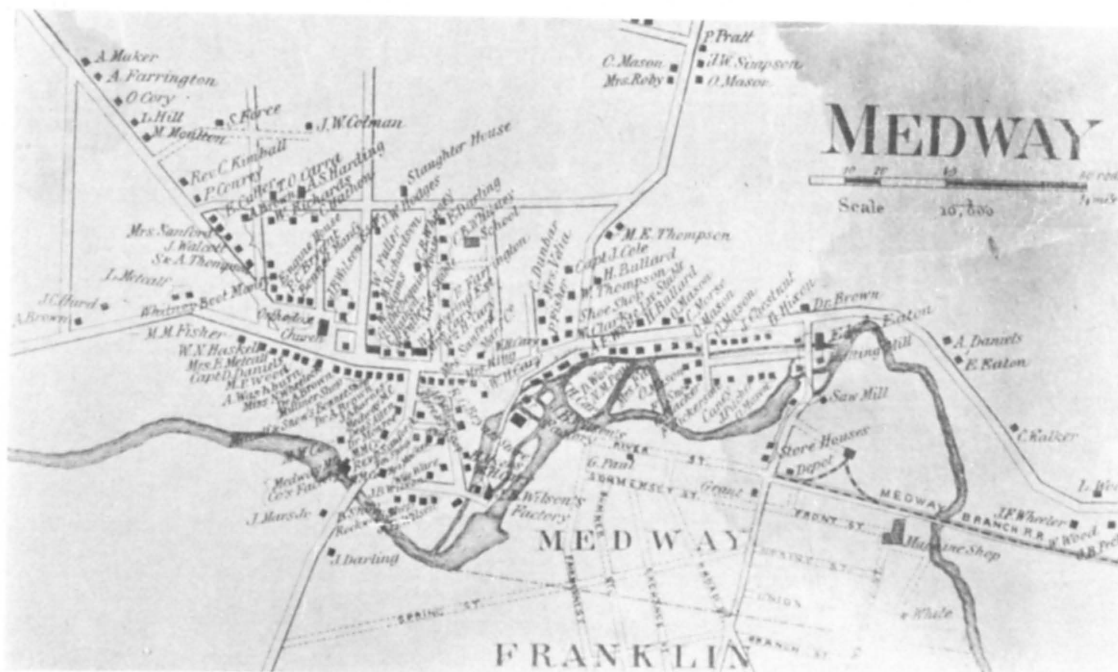
The Sanford Mill, 1885.

The Chase-Merritt shop, Winter Street. This shop, originally built by subscription for the Seavey Brothers of Milford as a boot shop burned to the ground in the Depot Square fire of 1965.





The two sections of town in 1853



CHAPTER X.

"Factory Village"

In "The Founding of New England," James Truslow Adams writes, "The character of such rivers as New England possessed peculiarly adapted them for the purpose of supplying power, for not only are falls and rapids numerous in all of them, but the "fall-line" in New England is nearer tidewater than it is anywhere else along the coast."

Thus it came about that the meandering Charles River was to step out of its minor role as a boundary-line, and play a new part in Medway's development.

In its course through present-day Medway, the river has a total fall of some ten feet from the West Medway dam, once the Campbell Paper Mill site, to the location of the old Eaton & Wilson Batting Mills near Walker Street.

The potential for water power was at an early time noted at "the narrows," where Deacon John Whiting's little grist mill was in operation, and below him, at Theophilus Clark's sawmill at "The Bent," at Oakland Street.

From these two first industries, the story of Medway's industrialization is a long and involved one, not due to the number of industries, for there were only a few, really, but because of the many changes that took place within the town's industrial world.

The population of the New Grant in 1790, including the area of the "flat" was somewhat over 500 persons. In districts as we would locate them today, there were about Holliston Street, twenty families, Village Hill, twenty, West Medway, twenty, and in our count of 1790, the greatest number dwelt at North Medway, near Mucksquit, where there were thirty-six families.

These people were to be the customers for our early industries, for there was no exporting of the products of the little saw and grist mill, or Joel Hawes' forge and gunsmith shop.

By the same token, there was little potential for employment of the townspeople. The shops and mills along the river were for the most part family businesses, with the father and sons doing the work. An exception, in fact, was the Bullard sawmill, where an individual outside of the family - Ishmael Coffee - was employed.

Thus it was the river that served as the catalyst to combine supply and demand. Whiting and Clark expanded their mills to increase production, to sell more of their wares to a wider circle of customers. With more of the necessities of life available, more families could subsist in the town; one complemented the other, and Medway's "growth years" began in earnest.

As we have noted, the first Massachusetts census gave Medway a population of 785 persons, and the best estimated division that can be made now is 472 persons in the Old Grant (now Millis,) and 313 inhabitants of the New Grant - the present Medway.

By 1800, the population of the two Grants was more evenly divided, and after the manufacturing era came to the New Grant, it rapidly outdistanced the older part of the town.

Industries, if they may be permitted so grand a title in many instances, existed in our New Grant area from 1711, when Nathaniel Whiting established his grist mill. Nathaniel Cutler operated a tannery just westerly of the Chicken Brook Bridge at Winthrop Street in 1732; nearby was a small sawmill, and we have already noted the early Bullard sawmill off Coffee Street.

Through the succeeding years - after 1800 - many shops were established throughout the town, and we shall discuss them later.

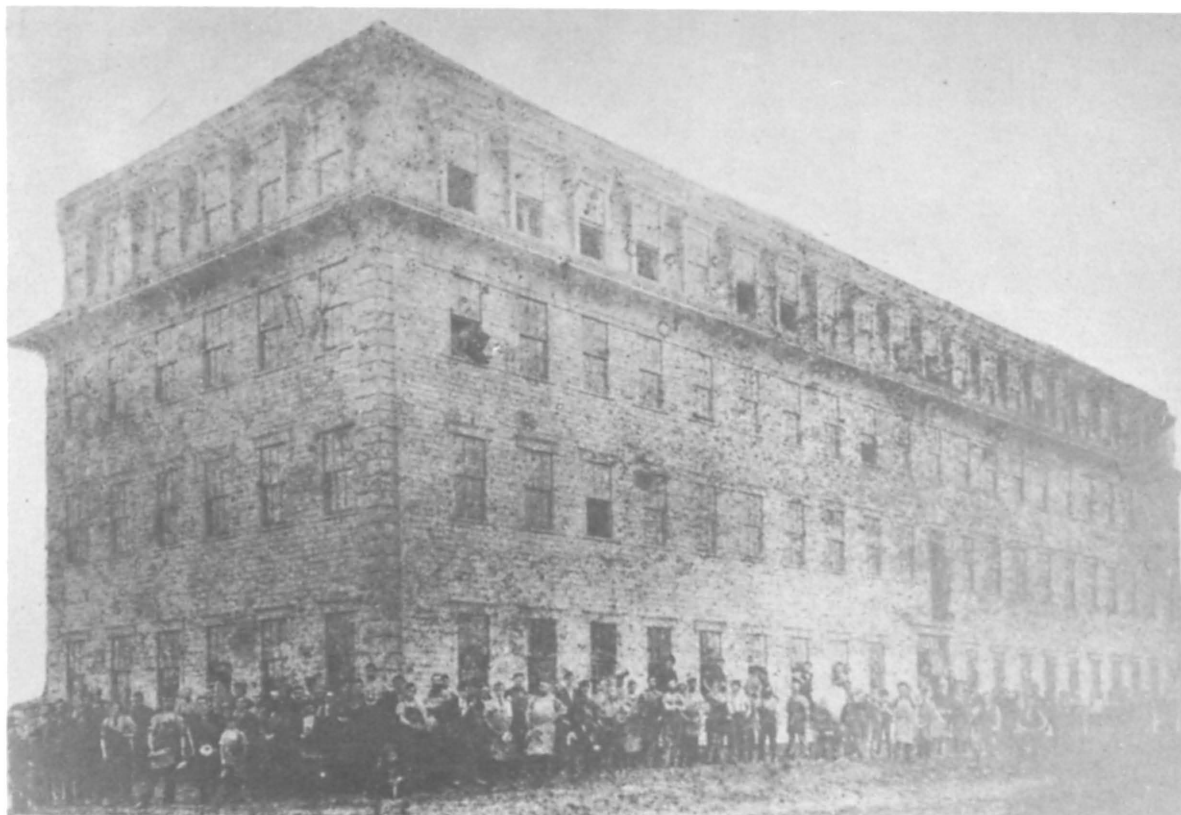
In our story of Medway, however, we might here take up the story of the mills at Medway Village, for the industrial activity here was to have a great effect on the subsequent history of our town. The mill privileges were in large measure responsible for shaping and developing our schools, our churches, even our transportation facilities, and the departure of our mills and industries was to have no less an effect.

Nearly opposite the southerly end of Oakland Street, and on the south side of Village Street stands a long low house, formerly one of the two "mill tenements" on that site. The other building, standing to the east, was removed when the street railway people anticipated building a car barn on that spot, but the structure was never erected.

A few steps from the remaining tenement to the river brings us to the old mill privileges, second only in age to that of Nathan-



Looking east on Main Street, the old Turnpike Road, in 1900, showing the Stone Mill, now the location of the U S M Corporation plant.



The "Big Shop," a huge boot shop, later a box shop, at Lincoln and Wellington Streets, burned in 1876.



"Boss" Daniel's boot shop, Mechanic and Main Streets, as it looked in 1888.



The second Daniels boot shop, later the Wilkinson shop, razed 1964.

iel Whiting above. At this location, Ichabod Hawes operated a sawmill, a forge with a trip-hammer operated by water power, and a machine for boring gun barrels before the Revolution.

Nearby, Samuel Bullen operated a mill here before 1780 for fulling cloth, a process for increasing the weight and bulk of cloth by shrinking and heating it. In 1785, Job Harding bought a half interest in the mill, but sold out in 1800.

In that same year of 1800, George Barber Jr. appeared on the scene, and purchased the privileges to the east of Bullen's mill, and there established three small buildings. The one most easterly was a dye house, standing near the present Walker Street, and part of its structure still serves as a foundry today, having been unused for many years, surviving a fire, and previously converted to use as a bowling alley. The middle mill - known as 'the Old Columbian' - stood for many years, and was used as a box factory by Samuel Clark around 1878. It burned in 1883, at which time it was being used as a boot shop by John McGinnis. The upper mill, known by various names, and some of them not complimentary, was used by various owners, all generally in the textile trades. The upper mill burned in 1880. The Ray & Wilson Company occupied all three mills at one time or another, conducting batting and wadding business.

Also in the year 1800, Captain William Fellt, born in 1766, came to Medway from Dedham. He soon purchased the store and dwelling owned by Job Harding, and not long thereafter, bought Harding's share in the Bullen mill when Harding left Medway for Maine.

Fellt was one of Medway's most enterprising inhabitants. As soon as he had acquired some working capital, he joined with Comfort Walker, George Barber, and the two Tufts brothers in building the "Yellow Mill" at the old Bullen privilege. This was a three-story mill for cotton manufacture. In 1837, William H. Cary took over the mill, and operated it until it burned in 1854. Mr. Cary then went to that section of North Bellingham later known as Caryville, and the Yellow Mill privilege came into possession of James B. Wilson, who built another mill, though much smaller, using the new place as a shoddy mill in conjunction with his mill above on the river.

Above the Bullen privilege, and below the Wilson mill, a little thread mill was operated for several years by Sewell Sanford, son of Philo, of whom we shall speak later. In 1834, James B. Wilson bought the mill three years after Mr. Sanford's

death.

In the area of the mill privileges we have been noting, there were constructed, between 1838 and 1855, three canals - called, appropriately enough, the Upper, Middle and Lower Canals. A "driveway" along the Middle and Lower Canals was an extension of our present River Street, running from its present terminus in a northeasterly direction, joining Village Street about opposite Oakland Street. This accounts for the angular position of the remaining mill tenement. The three canals became one at about the present Canal Street, and this single canal ran between Canal and Village Streets in the rear of the present dwellings, under Walker Street to the dye house, and rejoined the Charles River at the "bent." This latter canal was filled in many years ago with hat blocks from the Medway hat shops, and graded over, so no trace remains today. Evidences of the upper canals can still be found, however.

Strangely enough, the oldest mill site in all of the New Grant is the only one still in service today, perhaps eloquently attesting to the wisdom of the early entrepreneurs who started there.

This site is, of course, the Sanford Mill location, now the Reardon Industrial Park.

This is where Captain Nathaniel Whiting placed his grist mill in 1711, at "The Narrows" of the Charles.

There was no bridge here at that time; settlers from the Franklin (then Wrentham) side of the river crossed over on a walkway along the top of Whiting's dam. Sanford Street existed only as a cartway from the Old Mendon Road to the grist mill. In 1805, Sanford Street was extended to the middle of the river, and in 1806, a wooden bridge was built - the first at that place.

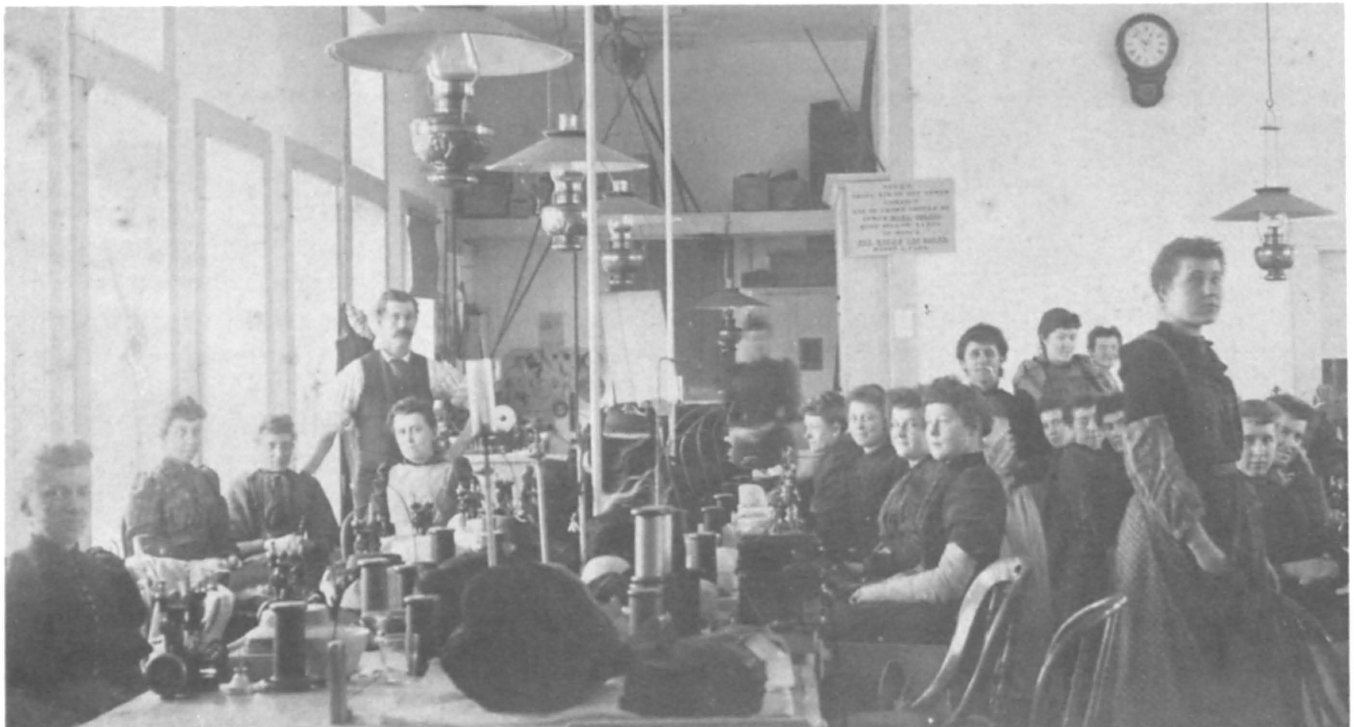
The old Whiting grist mill and sawmill remained in operation here from 1711 to 1805. In this latter year, the old mill was placed under new ownership. Philo Sanford, Nathaniel Whiting's son-in-law had come into possession of the place by virtue of his wife's inheritance. Philo, in association with Luther Metcalf, Abijah Richardson, M. D., Nathaniel Miller, M. D., William Fellt, Comfort Walker and John Blackburn formed a company "for the purpose of carding and spinning, and manufacturing cotton in all of its various branches."

The new firm was incorporated in March, 1809 as the Medway Cotton Manufactory.

One of the members of the company - John Blackburn - was a



The Village Straw Shop, Church Street, about 1905. Long considered to be one of the most handsome factory buildings in the area, it burned in 1935.



Stitching room, Hirsch & Parks Straw Works, Church Street, about 1910.



J. W. Thompson boot shop, Village Hill, opposite School Street, as it looked in 1885. It was built for the firm of Parsons & Seavey by Eaton & Wilson. The small building at the right was a storage building, later used as a store by J. F. Kenney.

S. G. Clark's box shop, Broad Street, 1888, presently the location of the Medway Oil Company office and garage.



highly skilled mechanic from England, and had formerly managed the great textile shops of Samuel Slater at Pawtucket. To Blackburn was entrusted the task of fitting up the new mill.

Accordingly, a building was put up on the site of the old mill, two stories high, measuring 60 x 30 feet, with machinery to operate 820 spindles.

Mr. Blackburn's compensation for setting up the mill is of interest; he was to be furnished a dwelling with a garden, ten cords of wood annually for three years, \$2.00 per day until the mill and machinery were completed, and \$1.50 per day thereafter, as Mill Superintendent.

On October 20, 1811, this mill was destroyed by fire, and it was rebuilt in about the same fashion immediately after.

The mechanic of the second mill was Samuel Allen of Franklin, an inventor, architect, draftsman, and natural mechanical genius. He came to Medway in 1814, and for a time made bass viols and other musical instruments in company with Captain William Green. He built his "Superintendent's House" in 1818, now No. 6 Sanford Street. Samuel - later Deacon Allen of the Village Congregational Church - died in 1866.

The "White Mill" of 1812 soon exceeded its predecessor mill in production. It was called the "White Mill" to differentiate it from its downstream neighbor, the "Yellow Mill," the latter having acquired its name from a peculiar hue of its exterior masonry. In its early years, the White Mill was annually painted with white colors, and "fair glistened to equal the sparkling waters beside."

The position of agent and treasurer of the Medway Cotton Manufactory was filled by Lyman Tiffany until 1819, and he was succeeded by Dr. Oliver Dean. In 1826, Dean became dissatisfied with the policies of the mill owners, and resigned his position to go to Manchester, New Hampshire where he became General Manager of the huge Amoskeag Mills. In his departure, Medway lost one of its most capable industrialists, solid citizen and town benefactor. The Dean Library at Medway Village was endowed by Dr. Dean.

Luther Metcalf Jr. succeeded Dr. Dean at the mill.

The cotton crisis, presaging the Civil War hurt the business of the Manufactory, and in 1863, the Ray interests of Franklin purchased the mill property and machinery, and they sold the property in turn to Messrs. Jenckes & Crooks of Woonsocket.

The old Medway Cotton Manufactory Company was dissolved in 1864.

Jenckes & Crooks operated the mill, continuing the old grist mill, making cotton and flox, later operating under the name of the Medway Flox Company.

In 1881, the mill property and a dwelling house was conveyed to the Sanford Mills Corporation for the sum of \$15,000.

By 1883, the new owners had razed the old White Mill, and erected the present brick structure in its place.

The Sanford interests operated the mill expressly in the cotton and woolen - and later only woolen - business for many years. After the turn of the century, a slackening in business came, and only carding and shoddy processing were carried on, by such companies as were interested, and worsteds were worked by the Pine Tree Worsted Company.

In recent years, the Reardon family of Medway acquired the property. Through his own experience in textiles, Mr. John Reardon was able to continue the mill in its unbroken path of textile production, and several areas of the mill are occupied by widely diversified businesses.

Thus, this earliest of mill sites has not only fulfilled its historical role, but still contributes in its commercial one as well.

The mill site which we have been discussing was but one of six such operational places along the fall of our river within Medway.

The old White Mill was at what was known as the "Lower Dam," the "Upper Dam" being located near Campbell Street, in West Medway, just above the confluence of Chicken Brook and Charles River.

In 1812, this mill privilege was occupied by Joel Hunt who may have operated a small grist mill and sawmill at the site. He was a nearby resident, owning what was known as "Hunt's Meadows," from which a particularly nutritive type of hay was harvested annually in abundance. Joel Hunt was in partnership with his father-in-law, Major Luther Metcalf whom we have noticed previously at the old White Mill location, and who was by trade, a highly skilled cabinetmaker.

Around 1826, a new and larger mill was built at the Upper Dam, and it burned in 1851. It was for the most part occupied by the Thayer & Stevens Company, builders of textile machinery.

In 1854, the privilege was purchased by Thomas and George Campbell, paper manufacturers who had just come to America from England. They engaged in an active and profitable business, and sold out to the Morse & Somes Company who continued the manufacture of paper products until the mill burned in 1890.

The extent of industrial activity in Medway can be learned from Barber's Illustrated History of the Towns of Massachusetts; in writing about Medway in 1837, he states -

"The village consists of thirty-seven dwelling houses, three stores, six cotton and two woolen factory. The boot and shoe business is carried on to a considerable extent in Medway Village and West Medway.

"There are 2,500 spindles, 428,200 yards of cotton goods manufactured, the value of which was \$42,120; three sets of machinery in the two woolen mills, 76,000 yards of cloth being manufactured valued at \$62,000.

"There were 38,494 pairs of boots and 100,650 pairs of shoes manufactured, valued at \$149,774; males employed 198; females 98; there were 32,200 straw bonnets made, valued at \$40,000; there is also a manufactory for cotton batting, and another for cotton wadding."

Barber's accounting would indicate that other industries were active in the New Grant territory - straw, boots, etc - besides those we have noted at the Charles River mill privileges, and so there were.

Chicken Brook, hardly comparable to the Charles River in fall, or flow, furnished power for several industries. At the Mill Pond, located between Winthrop and Maple Streets once stood Timothy Partridge's saw and shingle mill; built about 1870, much of it was still in evidence to a few years ago.

Downstream, and just westerly of the Winthrop Street bridge, stood Nathaniel Cutler's tannery. Here he carried on a thriving business in curing and tanning of hides and skins, and his dry-racks covered a considerable portion of the field adjacent to his shop.

Across the brook from the Tannery were two more industries.

Atop the banking, and where the foundation can still be seen, stood the West Medway Carpet Company's mill. This large, two-story building housed the machinery brought here from England by Royal Southwick of Uxbridge, and Duncan Wright of Scotland. The partners built the mill around 1825, and here the first woolen carpet in New England - and the second machine-woven carpet in the United States was produced. The business removed to Lowell in 1828, being bought out by the Lowell Manufacturing Company, and the little Chicken Brook industry was thus the parent of the great Lowell Carpet Company, with its associated Saco-Lowell Machine shops.

Coughs are cured quicker with a 25 cent bottle of Clough's Compound Syrup of Tar than any other medicine in the world. All Druggists sell it.

W. H. Norton, Medway, Dealer in Groceries and Dry Goods. A full line of Seasonable Goods always on hand.

CHRISTMAS COURIER.

VOL. I. WEST MEDWAY, MASS., DECEMBER, 1886. NO. I.

The Christmas Courier.
Edited and Published by
E. E. HOLBROOK, : - WEST MEDWAY.

Circulation - - 1200 Copies.

We send 1200 copies of the Courier today to vicinity readers with tidings of great benefits which they may obtain by taking advantage of the unparalleled bargains offered by the live and progressive local business firms, whose advertisements appear herein. We can heartily recommend them all to the purchasing public, and would say in this connection that the way to build up a successful community is to leave your trade with local dealers. To make the paper more interesting to its readers it has been deemed advisable to publish with the general miscellany, some short articles having a local bearing, which we trust will make it welcome in every home. To one and all who have in any way contributed to the success of the Courier, we proffer our hearty thanks, and with them the best wishes of the season whose advent we herald.

James Fisher, Caryville, through one of the largest jewelry jobbing houses in the world, is now prepared to sell watches, jewelry, clocks, silver ware, knives, forks, etc., fully 25 per cent. less than is usually charged in this vicinity.

"Mamma," said a youngster, eager for knowledge, "would you be any relation to me if papa had not married you?"

STOWE & WILDER

have just received their stock of

HOLIDAY GOODS

to which they invite the inspection of the public. Their assortment of

FANCY ARTICLES

is complete in every department, Surpassing even the display made a year ago at the

BOSTON BRANCH.

Headquarters for Christmas Candy.

WITH the COMPLIMENTS of the SEASON,
We extend to you, kind friends, an invitation to inspect our stock of new and useful Holiday Presents. Our stock of

Dolls, Toys & Games, Cutlery,

Pocket Books, Stationery, Toy Books, Glass-ware, Work Boxes, Shopping and School Bags, Writing Desks, Toilet and Fancy Articles is varied and complete, and cannot fail to please our friends.

We are offering a fine quality of Perfumes, in packages to suit, at very reasonable prices.

We are Headquarters for Confectionery,
Fresh Goods of the Finest Quality and reasonable prices make our store

THE PLACE TO BUY.

As most of our holiday goods were purchased from the importers early in the season we can give prices that cannot fail to give satisfaction.

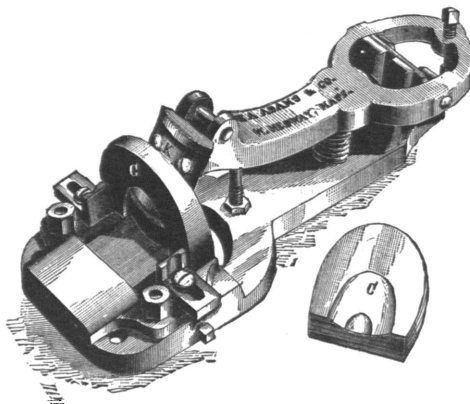
BENJAMIN & ADAMS.

P.O.. BLOCK 62 MAIN St. - - - WEST MEDWAY, MASS.

For the best assortment of hardware and carpenter tools kept in town go to Varnum Warren's, West Medway.

Many newspapers were published in Medway succeeding one another until the West Medway Gazette dominated the field in the late 1800's. The Gazette was later sold to the Milford Journal, which in turn became the Milford Daily News. Most of the smaller papers, such as the "Courier" were heavily subsidized by local merchants, and carried only a few columns of news.

HEEL GOUGING MACHINE.



The above engraving represents a very desirable little machine for cutting a piece out of the under side of the heel (as shown at C) to make it fit on to the shank of a boot or shoe. It is adapted to all sizes of heels, from the largest men's down to the small heels of ladies' boots, by changing gauges.

The principal advantage of this machine is due to the peculiarly constructed gauge G, which has an opening in the lower part sufficient to allow the curved knife K to operate on one side while the heel is held against the other, thus insuring a uniform cut on heels of varying thickness.

A boy can operate it with ease, rapidity, and accuracy, and it will save enough to pay for itself in a short time. It has been adopted by the leading manufacturers in this section, and meets with the general approval of all who have tried it.

DIRECTIONS FOR USE AND SETTING UP.

Set the machine on a bench about 34 inches high, cut a hole in the top as large as the hole in the base of the machine for the connecting rod and chips to pass through, screw the treadle to the floor and adjust the connecting rod to the proper length. Adjust the gauge G, by means of the nuts, so that the knife will cut out the proper quantity. Press the heel lightly against the gauge G, and bring down the knife with the foot, by means of the treadle and connecting rod, (not shown in the engraving.) The curved knife is ground on the outside, and can be sharpened on a common grindstone.

If the knife makes the cut too high up on the heel, the block on which the knife lever swings should be set lower down, and the cut will then be made lower. Setting the block higher will cause the knife to cut higher up.

Please observe that unless otherwise ordered, the machine will be sent with gauge for men's heels; if wanted for smaller sizes, a specimen list should be sent with the order or the size otherwise specified, and a gauge will be sent to suit.

PRICE, \$10.00.

Extra Knives, 75 Cents.

E. A. ADAMS & CO.,

INVENTORS AND SOLE MANUFACTURERS,

WEST MEDWAY, NORFOLK COUNTY, MASS.

The following are some of the Parties Who Have This Machine In Use :

Houghton, Coolidge & Co.....	Milford, Mass.	Holskamp Brothers.....	Fort Madison, Iowa.
Charles H. Tilton.....	Ashland, "	Dalsheimer Brothers.....	Philadelphia, Pa.
L. S. Daniels.....	West Medway, "	Samuel Dunbar & Co.....	" "
John P. Daniels.....	Milford, "	S. D. Sellers & Co.....	" "
W. V. Everson.....	South Abington, "	Faust & Hohman.....	Baltimore, Md.
Green & Twitchell.....	Brockfield, "	Isaac Prouty & Co.....	Spencer, Mass.
C. H. Fitch & Co.....	Worcester, "	C. L. Elliott.....	Danvers, "
David Cummings & Co.....	" "	F. A. Harr.....	Boston, "
Bush & Groat.....	Spencer, "	Erie Boot and Shoe Co.....	Erie, Pa.
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AGENTS FOR THE SALE OF THESE MACHINES.

William Butterfield & Co., 34 Warren Street, New York.
Carver Cotton Gin Company, 36 High Street, Boston, Mass.
F. H. Keith, 17 South Fourth Street, Philadelphia, Pa.

In 1850, or perhaps shortly before, the Crowthers, highly skilled in lace production, came here from England and commenced the manufacture of coach lace in the old carpet mill. Theirs was the first machine-made lace in this country, and examples of the Crowther's mill production show their lace to be almost indistinguishable from the hand-made product.

The Crowthers sold their business to the Lowell interests, and the mill was torn down by Timothy Partridge in 1860.

The original stone sluiceway which powered the mill-wheel through a diversionary channel from Chicken Brook was still visible until obliterated by the County in its relocation of Winthrop Street early in 1960.

Previous to the establishment of the carpet mill, there was located on the brook below it the trip-hammer shop and forge of Joel White.

This existence of this early, historically-unique industry escaped the attention of Medway's historians until the late Herbert N. Hixon found a reference to it in an old deed. Further investigation by the author in company with Mr. Hixon developed nearly complete details on the operation, and many items produced at the forge and hammer were found.

Whether or not the requirements for forged metals in the War of 1812 established Joel White's shop, we don't know; we do know that he worked here between 1811 and 1814, in which latter year he died.

Just downstream from Joel White's shop was a small sawmill, possibly that of Elisha or Simeon Cutler.

The most important business on Chicken Brook was that of Cephas Thayer, in the old Stone Mill, now a part of the USM Corp. building at Main Street.

In 1838, Mr. Thayer built his little mill from a single huge boulder quarried in the immediate vicinity; he dammed up Chicken Brook - which made the West Medway Park pond of today - for water power. He made textile machinery here for many years, and after 1900, the mill was used for textile processing. Before the first World War, the mill was enlarged, and by the 1950's, it was in use by the Buckholdt Industries in carding and spinning wool. Its next owner was the United Awl & Needle Company.

The "Awl Shop" had outgrown its quarters on Awl Street, and it is still operating at the Main Street shop, but as a division of USM Corporation.



Smith's Boot Shop, located between Winthrop and Temple Streets, as it looked in 1901. It was later occupied by the Congress Gaiter & Shirt Company, and burned in 1910.



Cook's Planing & Box Mill, Village Street, easterly of the "subway."



Partridge's Saw & Shingle Mill, located at the dam between Winthrop and Maple Streets. It was taken down in 1916.



The Awl Shop on Awl Street, 1891. The shop at that time was occupied by the New England Awl & Needle Company, now a division of the USM Corporation. The shop was later extensively remodeled and enlarged, and is now vacant.

CHAPTER XI.

Big Shops and Big Business

Medway's principal industries included textiles, straw works, and the manufacture of boots and shoes.

The textile industry was among Medway's earliest, and while it was not engaged in to the extent of the boot and hat industries, as far as economics and employment are concerned, it has persevered, and the others have gone.

The straw business began in 1810 with the manufacture by hand of straw braid. Initially, only the braid was made for sale or barter, in many cases the braid being exchanged for items at Captain William Fellt's store in the Village.

Shortly thereafter, Captain Fellt employed several young women to work the straw braid into hats - or, as called then, "bonnets."

The straw business was carried on for some twenty years as a home enterprise type of operation until 1834, when Charles Cheever built the "Convent" shop on Pine Street. Used for many years as a straw shop, the building was later converted to a tenement, and burned in 1870. It is said that the shop received its unusual name from having been built at the time of the burning of the St. Ursula Convent on Mount Benedict, in Charlestown, Massachusetts.

Milton M. Fisher (1811-1903) was the "prime mover" for the straw industry in Medway. A native of Franklin, Mr. Fisher came to Medway from Westborough in 1840, and immediately gave his attention to the rather disorganized straw business here. He determined that production programs should supplant the haphazard home type industries in crafting straw; accordingly he set up small shops until 1847, when he moved his business to what was later known as the "Straw Shop."

This building, considered one of the most architecturally

beautiful factory buildings of its day, executed in the Doric Order, and styled after the Parthenon, was built as a meeting hall by Amos Fisher. Until 1857, the straw works occupied the basement and first floor of the building, with Odd Fellow's Hall in the second floor. After 1857, the straw manufacture had increased to such degree that the entire building was taken over, two additions to it were built later, and more straw work was carried on in the former Cutler Boot Shop at No. 4 Pine Street.

The handsome Straw Shop was totally destroyed in a fire in 1935; great quantities of combustible items in storage, a dry wooden building and oil-soaked floors combined to produce an uncontrollable conflagration, and the site of the shop is marked today by a vacant lot opposite the Village Church green on Church Street.

The building on Church Street now used by the Village Church as a social and educational center, and which stood adjacent to the old straw shop was also used in straw production by A. S. Harding, and later by Harding & Bassett.

Various other sites were used for straw goods manufacture in our town.

The Village School building of 1816 which stood on the site of St. Joseph's Church housed the straw shop of Metcalf & Snow, and later the straw shop of George Metcalf, those firms occupying it when the "new" high school was built on School Street in 1851, until 1866 when the Catholics of the village purchased it for use as a church.

In West Medway, a large shop was built at the depot, and the Partridge interests went into straw manufacture. The shop, shown in the accompanying picture of the West Medway railroad station was one of the best maintained in the area. In its last days, after the straw business declined, it housed various industries, among them a boot shop, a box manufactory, and the Chafe Iron Works, manufacturers of a type of foot-operated angle-iron brake for wagons and buggies.

The manufacture of boots began in Medway at the home of Willard Daniels, about 1828, in the northwesterly part of town. The first types of footwear manufactured were more of the style of leather boot than shoe, covering the entire foot and ankle, and covering the lower leg about to the knee. These boots were not originally made with right and left lasts, and it was only through continued wearing that the boot would assume the shape of the wearer's left and right foot. The boots were remarkably comfortable, and

very durable.

Much of the work in cutting the leather, making wooden pegs for fastening the shoes, and hand sewing of the softer upper parts of the boots were "home industries." Medway, and surrounding towns had scores of little bootshops in their dooryards, where the man - and sometimes the whole family - would work at the various tasks in preparing the boots. The partially finished work would then go to a larger shop, where several hands were employed in pegging and sewing and shaping the boots in final manufacture. An excellent example of one of Medway's little "dooryard bootshops" is shown in an accompanying illustration.

The boot industry became an important part of Medway's commerce by 1835. Willard Daniels built a shop at Mechanic and Main Streets. His son Leander took over the business, and enlarged the shop shortly thereafter, and built his large house next to the shop.

Just previous to this, Deacon John Smith came here from Holliston, and built a shop between Temple and Winthrop Streets in 1832, and commenced manufacture of the first shoes - a type of heavy brogan shoe. He continued in business until 1871, and was succeeded by his son Abner who enlarged the factory and the business until it employed about 125 hands, producing about 9,000 cases of shoes annually. The huge factory building burned in 1910, after having housed several shoe firms, an elastic braid and suspender manufactory, and for several years, it housed the Congress Shirt Company.

The Daniels boot shop referred to above was used in boot manufacture for many years, and then it too, housed various businesses. It was best remembered for its days as the Wilkinson Machine Company, manufacturers of a variety of machinery, and a very popular type of oil and grease lubricating cup. The shop was razed around 1965 after having been unoccupied for many years.

across from the head of Cottage Street about 1865, was one of the smaller shops in town. It was made into an apartment house about 1915, at the time of the decline of the boot industry here. It was taken down around 1969.

Milton H. Sanford began the manufacture of brogans in what is now an ell to the Sanford Mansion at Sanford and Mansion Streets. The house, built by Philo Sanford in 1811 soon proved to be too small for the business, and Mr. Sanford, in partnership with Clark Partridge, who was a former employee, built a new shop, now

a dwelling, on Mansion Street, after having been used as a straw shop by Milton M. Fisher.

After M. H. Sanford left the business, Partridge operated in two small shops which stood in the rear of Sanford Hall. His trade increased, and he purchased the residence and store of Mr. James B. Wilson, a building standing at the northwest corner of North and Broad Streets. This large dwelling originally stood at the head of Broad Street at Village Street, and it was built by Mr. Wilson in 1827. When Hon. Clark Partridge built the house in 1869 which is now St. Anthony's Center, the Wilson place was moved to its present location. After its commercial use, it was the dwelling of J. W. Thompson, a prominent boot manufacturer in the village, and the place is now the dwelling at No. 39 Broad Street.

While the moving of so large a building at that time may seem marvelous today, it was only one of many such moves taking place all over town.

After leaving his Broad Street location, Clark Partridge leased the 1847 shop of Elisha Cutler at the head of Pine Street. This shop served as the Hotel Grant after its boot shop years, and with its upper stories removed, is now a dwelling.

Partridge then formed a partnership with C. B. Whitney of Milford, selling out in 1854 to A. S. Harding. Partridge and Whitney opened a boot and shoe shop in Boston. In 1857, Whitney repurchased his business from Harding, who went into the straw works with M. M. Fisher, and Whitney operated a highly profitable boot business during the Civil War.

Clark Partridge, upon the dissolution of his partnership with Mr. Whitney, purchased the old "Convent" shop between Pine and Broad Streets, and in 1863, he and J. W. Thompson formed a new partnership under the name of C. Partridge & Company. Their factory was destroyed by fire in 1870, and they occupied the Cutler shop which had been vacated by C. B. Whitney, Partridge's former partner, who had built a new shop, the first to operate boot making machinery by steam power, at the southerly side of North Street, occupying most of the distance between Broad and Peach Streets, part of which is now a dwelling.

J. W. Thompson became deeply involved in boot manufacture, and in 1875, he removed from where he had been operating in the Cutler shop to new quarters on Village Street. This shop, which stood on the southerly side of Village Street, about midway between the heads of Barber and School Streets had been built in 1873 by the



The Quinobequin House, Village and Broad Streets, 1885. This hotel was destroyed by fire in 1899, and at that time, it was known as the Hotel Gladstone. This hotel and tavern stood on the site of Job Harding's tavern and post office, on one of the oldest commercial locations in Medway. Harding's tavern was cut in half and its two sections still stand at Peach and North Streets. After the fire of 1899, the Gladstone was replaced by the New Medway Hotel on the same location, part of which is still standing.



Two Medway hostelries; Upper, the Hotel Grant on Pine Street, used variously as a lodging house, straw factory, and dwelling, and only the first floor now remains.

Lower, the Stanley House, which stood across from the West Medway railroad station at Norfolk Avenue and Village Street. The ell of this inn is now an auction hall. The Stanley House had an eccentric proprietor at one time who advertised that he had "the worst accommodations, and even poorer board, but the best livery stable in Norfolk County."

firm of Eaton & Wilson for occupancy by Parsons and Seavey, boot-makers of Milford. J. W. Thompson never operated his business in the Village Street shop, having been induced to remove to East Medway by moneyed interests there. Meanwhile, the Seaveys were working in the old Cutler Shop; a fire which destroyed much of Mr. Whitney's Broad Street shop forced him to retire from business in 1875, and the resultant increase in the Seavey business required larger quarters.

The Seavey Brothers occupied various shops, including the one on Village Street until 1885. They then went into a large factory building standing in Depot Square on the south side of Winter Street between Broad and Barber Streets, a structure built partly with money invested by Field, Thayer & Company, of Boston, wholesalers and distributors of boots and shoes, and funds invested by subscription from Medway businessmen and citizens. The shop at one time employed over 300 hands, and included extensive facilities for making cartons and boxes for shipping the finished products.

A spectacular fire in 1965 destroyed the entire shop, a dwelling, the railroad station, and the offices and storage buildings of the Medway Coal & Grain Company, housed in the old New York & New England RR depot and freight house.

There were other smaller, and shorter-lived boot and shoe operations in the town, but a large firm worthy of note was that of David Partridge at the West Medway depot yard.

The most recent operatives were Messrs. Hart & O'Donnell, who were in shoe manufacturing at the present plant of the Veritas Chemical Company on Broad Street, north of the railroad yard, until about 1960.

In the relatively short space of time between 1890 and 1900, the aspect of the textile and shoe industries changed drastically, not only in Medway, but throughout New England.

In 1890, boots and shoes led the list of increasing industries, and textiles was second highest in the list of those steadily declining. By 1900, this trend was increasing, and southern competition (in the case of textile manufacture,) and centralization and industrial concentration in manufacturing "centers" in the case of both textiles, straw working, and boot and shoe manufacture resulted in a sharp decline, and eventual demise of Medway's standing as an industrial town.

Textile manufacture went to places such as Lawrence, Lowell, New Bedford, and to the huge complexes like Amoskeag at Manches-

ter, New Hampshire.

Shoe manufacture was concentrated in cities such as Brockton.

Workers went to live at these places, creating huge reservoirs of skilled personnel, and the carrying of raw materials and finished goods from such centers was cheaper and less cumbersome than transportation from a hundred outlying towns and villages.

Buildings erected by mill owners just to house their workers exceeded, in many cases, the size of whole factories at Medway. It was this factor - a type of industrial revolution by owners and managers - that closed thousands of small shops throughout New England.

Tenements in Medway which had been almost unobtainable for years became vacant as our operatives followed their work, and many of our large houses of today occupied by one or two families once housed five and six families; the business of "taking in roomers," those who worked in our mills, went from a welcome income for many homeowners to no income by 1915.

That is not to say, however, that only textiles, straw and shoes were the mainstays of Medway's industrial period.

Supportive industries, such as machine shops, box shops, and teaming and transportation had a large part in our economy.

S. G. Clark's Box Shop which stood at the foot of Broad Street where the Medway Oil Company is located now was a sprawling, two story shop which produced thousands of shipping boxes for straw goods and boots and shoes until it burned to the ground in 1912.

An even larger box shop stood on Wellington Street between Lincoln Street and Norfolk Avenue. This huge frame building was profitably occupied for several years by Hunter & Greenwood until it too burned in 1864.

There were a few other box and carton shops, but none operated on the scale of the Clark and Hunter & Greenwood shops.

The ancillary businesses declined with the loss of the larger industries; Mason's Express, Keiver Hunter's Express between Medway and Boston, Dan Marston's "Fast Freight Line" to Milford, all closed their operations not long after 1905.

Some of the old mills found new tenants. One of the most useful places through the years was the old Thompson bootshop previously referred to, standing half way up Village Hill.

This 1872 shop housed a succession of hat manufactories until about 1950, when the Lucoflex Plastic Fabricating Company took over the place for its manufacturing operations.

Lucoflex was the trade name of a European polyvinyl chloride,

highly resistant to chemical corrosion, and which, in its sheet and tube forms was made into chemical ducting and piping systems.

This business grew from "small beginnings" to a national corporation, and to its credit, it must be noted that the firm policy of its management was to employ local workers. Although it outgrew its Medway facilities, the company, now Industrial Plastic Fabricators, left its impression here.

There is a parallel to this in our Bicentennial Year; the one-time Sanford Mill now houses several small (and not-so-small) industries, ranging from machine shops to textile production, and including computerized simulators, exotic equipment for training oil drilling crews.

Eaton & Wilson's batting and wadding mill, the "lower mill" just east of Walker Street, now much changed, houses a non-ferrous foundry. It is the last survivor of those mills of varying sizes which once lined the canal system starting near River Street.

The canals themselves are now generally drained, but their massive stonework and their intricate sluiceways can still be seen, along with the foundations of the old mills.

No trace remains of the two large canneries of Medway, one of which stood at the foot of River Street, and the other that stood on Broad Street north of the railroad tracks, both operated by the Hodges family interests, and gone are the extensive Mason & Hodges greenhouses that were used in commercial production of tomatoes, cucumbers, and peppers.

There does survive in Medway, a link with our early boot and shoe industries, in the United Awl Division of the USM Corporation. This business, housed in the extensive growth of buildings on the site of the Old Stone Mill at Chicken Brook on Main Street in West Medway, began as the firm of Fenn, Daniels & Mann, in the manufacture of boot sewing awls and needles in 1869. The company erected a large shop on Awl Street, and incorporated as the New England Awl & Needle Company in 1871. The company exhibited an ingenuity in manufacturing processes that soon enabled it to best its English competition. The Awl Street factory was enlarged in the early 1900's, and when the Medway woolen shop on Main Street was vacated by its textile industry, the "awl shop", now known by its new name - the United Awl & Needle Company - moved in. A merger took place with the USM Corporation several years ago, and some of the former manufacturing was moved to other New England locations. However, the early industry of old Awl Street still remains for the most part on the Stone Mill site on the Turnpike

Road.

One of the closest links with Medway's past stands on West Street. The Boston Pallet Company is located on the Hoppin Brook privilege where Fred Metcalf's box shop once operated. After serving several commercial enterprises from hat making to foundry production, the old mill site has come full circle, and woodworking is again its principal industry.

We have been able to detail only a few of Medway's enterprises. There were many others; the manufacture of whaleboats and steelyard weighing devices on Fisher Street, Dr. Haynes Arabian Balsam, along with sundry nostrums which enjoyed - and some of which still enjoy - substantial sales, the several hotels, the coffin and cabinet makers, the livery stables and the taxidermists flourished.

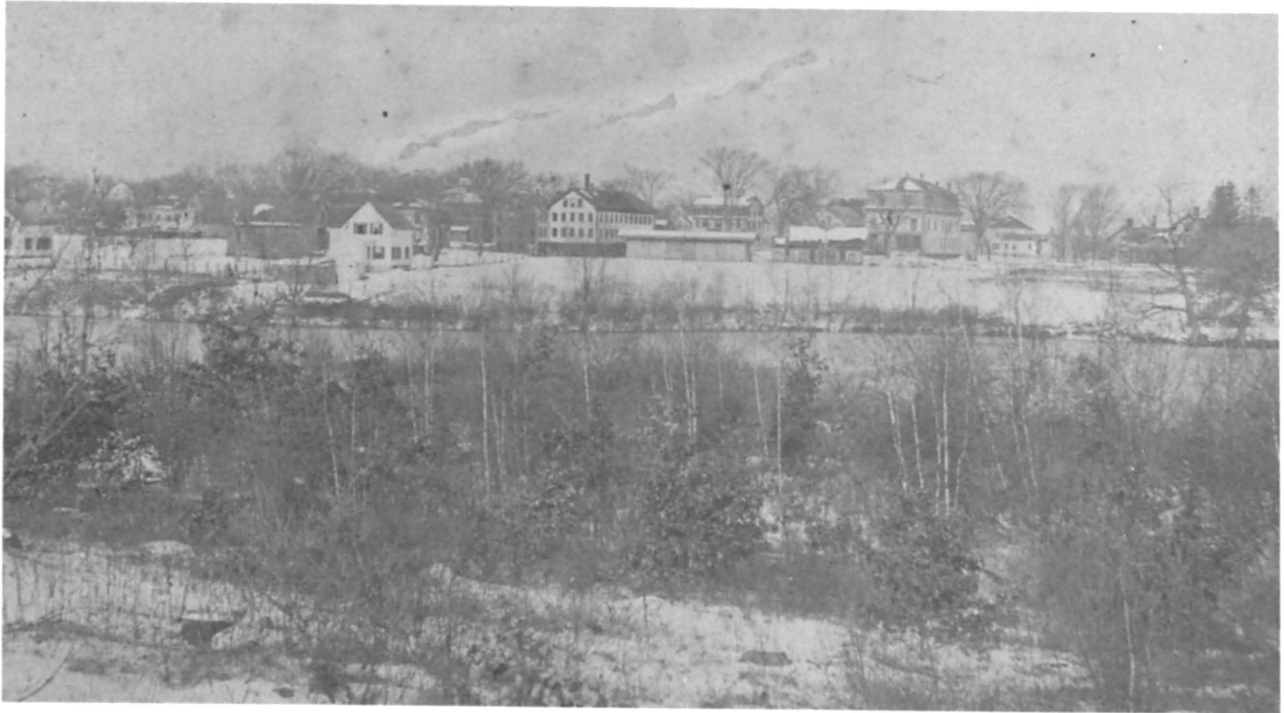
The Medway Oil Company, on Broad Street is the successor to the Medway Coal & Grain Company operated for a great many years in the old New York & New England RR depot by Thomas F. Malloy. The business had previously been conducted by Walter L. Palmer of Connecticut, who retired to that state after selling the business to the Malloy interests.

The Medway Lumber & Supply Company, also on Broad Street, was an outgrowth of the S. G. Clark Box & Lumber Company, and the business originally operated on the land now occupied by the Medway Oil Company. A disastrous fire forced a total reorganization of the company, with the Clark interests eventually being acquired by the A. J. Black Company.

The present brick office and warehouse on Broad Street was put up in 1928 during the Black proprietorship.

In 1947, Walter Malloy of Medway and William Flynn of Brockton incorporated the business under the present name, and in 1951, Mr. Joseph Malloy assumed the Flynn holdings in the company.

With the exception of two extensive dairy operations which indirectly trace to Medway's early agricultural pursuits, we have chronicled the rise and decline of our town's commerce, but the effects of the industrial days have been, and will be felt as long as there is a Medway.



View of West Medway from the Franklin side of the Charles River, about 1910. The large building in the center was the Madden & Curtis boot shop; next right is the Stanley House, and to the right of that is the G A R block, housing the town offices, and which burned in 1918. The West Medway depot and freight house are in the center foreground. All of these structures are now gone.



Looking west on Main Street from the head of Cottage Street, 1900. The large building at the right was the Pond boot shop, later converted to a multi-family dwelling, and was razed in November, 1969.



E. A. ADAMS & CO.

Machinists,

MANUFACTURERS OF

THE IMPROVED

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WAX SEALS, &C.

West Medway, Norfolk Co., Mass.



Cook & Sons, Printers, Milford.

"MEDWAY and the THREE MEDWAYS;

or,

Medway, Sanford, and Millis."

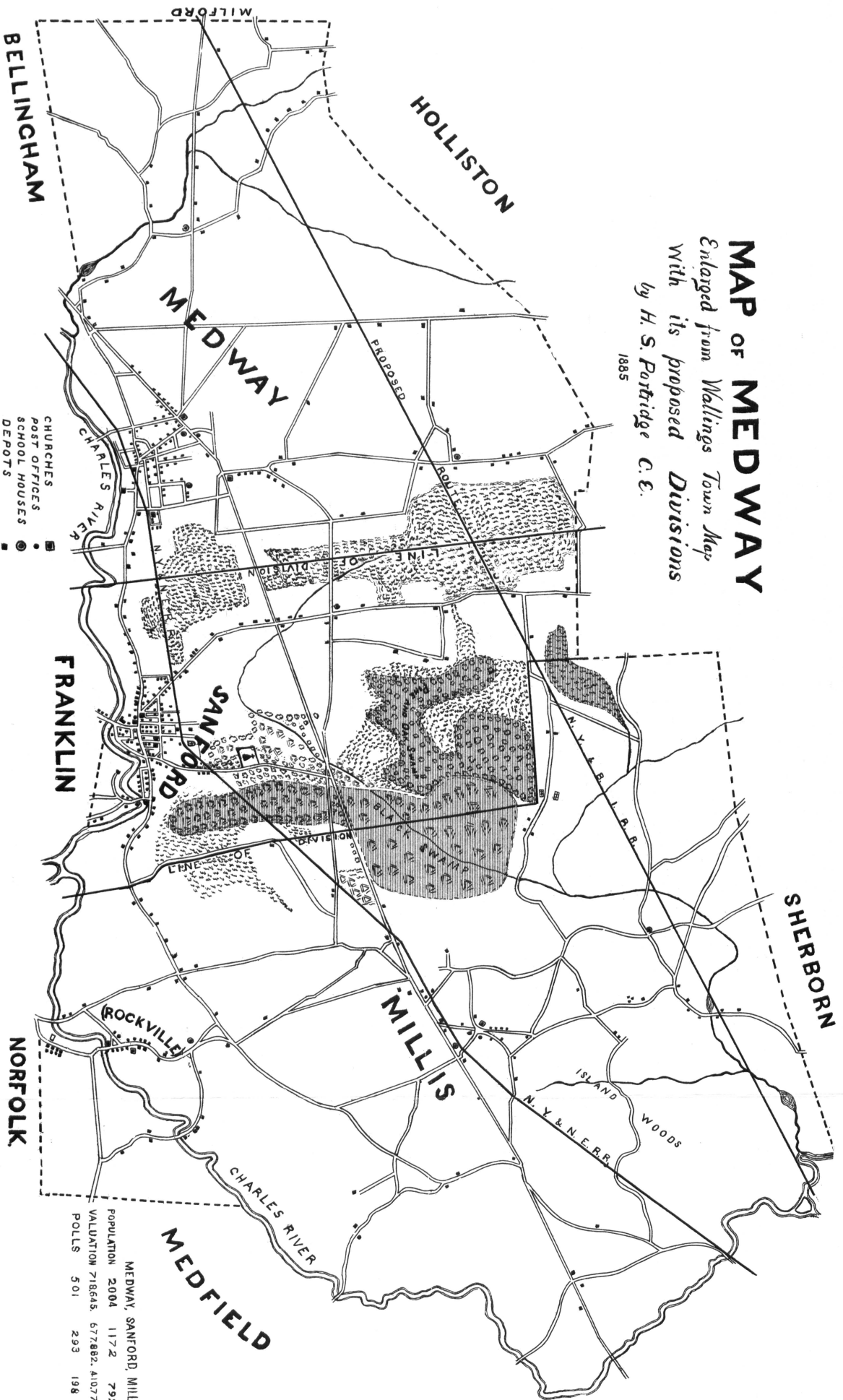
The above is the title of a brochure issued at the time of the petitions for the separation of the Old and New Grants in 1885.

The map opposite shows the proposed division of the territory. The "Sanford" section was named on the basis of the Sanford mill and property interests.

"Millis" was named in honor of Lansing Millis, an industrialist of that area of the town.

Note that the proposed route of the high-speed electric NEW YORK & BOSTON INLAND RR is shown on the map.

The Legislative Committee on towns refused the three-town division, and a few days later divided Medway into Millis and Medway.



BOSTON & N. YORK CENTRAL RAILROAD.



ACCOMMODATION TRAINS.

From Boston and Providence Railroad Station, Pleasant Street, Boston.

ON AND AFTER MONDAY, AUGUST 7.

Cars will leave Boston, Blackstone, Norwich, New London and New Haven, for New York, as follows:—Connecting with Trains on the Providence & Worcester, and (via that road) with the Western Road, to Albany and the West.

TRAINS FROM BOSTON.		TRAINS TO BOSTON.		SPECIAL TRAIN.	
Leave BOSTON	A.M. P.M.	Leave NEW YORK	A.M. A.M.	Leave NEW KATONY	A.M.
Dedham	6:50 3:30	New Haven	11:15	Mill River	6:00
Blackstone	7:00 3:40	New London	1:30	Blackstone	6:10
A. D. & E. Walpole	7:10 3:50	Warwick	6:15 2:30	Walpole	6:15
Providence	7:20 4:00	Greenville		Providence	6:20
Walpole	7:30 4:10	Jewett City		Cox Mills	6:25
Campbell's	7:40 4:20	Flaxfield		Branch (Blackstone)	6:30
N. Wrentham	7:50 4:30	Central Village		Branch (Blackstone)	6:35
Blackstone	8:00 4:40	Danversville		N. Wrentham	6:40
Medway	8:10 4:50	Dayville		Campbell's	6:45
Cox Mills	8:20 5:00	Pandey		Walpole	6:50
Franklin	8:30 5:10	At Mechanicsville	7:20 3:55	Thompson's	6:55
Wadsworth's	8:40 5:20	Thompson		S. D. & E. Walpole	7:00
Bellingham	8:50 5:30	Douglass		S. Dedham Centre	7:05
Mill River	9:00 5:40	E. Douglass		Blackstone	7:10
Blackstone	9:10 5:50	Medway		Providence	7:15
Medville	9:20 6:00	At Dedham	8:15 5:00	At BOSTON	7:20
E. Douglass	9:30 6:10	Mill River		BETWEEN.	
Douglass	9:40 6:20	Blackstone		Leave BOSTON	6:30
Thompson's	9:50 6:30	Wadsworth's		Dedham	7:00
Mechanicsville	10:00 6:40	Franklin		Blackstone	7:05
Pandey	10:10 6:50	Cox Mills		A. D. & E. Walpole	7:10
Danversville	10:20 7:00	N. Wrentham		Providence	7:15
Central Village	10:30 7:10	Branch (Blackstone)		Walpole	7:20
Flaxfield	10:40 7:20	Campbell's		Campbell's	7:25
Jewett City	10:50 7:30	Walpole		N. Wrentham	7:30
At Norwich	10:55 7:35	Providence		Branch (Blackstone)	7:35
New London	11:05 7:45	A. D. & E. Walpole		Branch (Blackstone)	7:40
New Haven	11:15 7:55	S. Dedham Centre		Cox Mills	7:45
At N. YORK, Canal St.	6:30	Blackstone		Douglass	7:50
		At BOSTON	9:30 6:15	Wadsworth's	7:55
				Bellingham	8:00
				Mill River	8:05
				At BLACKSTONE	8:10

At Stations marked — Trains do not stop. * Trains pass each other here. † Flag Stations. ‡ Or on the arrival of the Worcester Trains.

MEDWAY BRANCH TRAINS.

Leave Medway at 6:15 and 8:30 A.M. and 3:15 P.M. Leave Boston at 6:50 A.M. 3:30 and 6:30 P.M.

Through Accommodation Trains to and from Boston and N. Y. once a day.

The 6:50 A.M. Train from Boston and the 3:55 P.M. from Mechanicsville, will not stop at Campbell's, Nason's, Wadsworth's, Bald Hill and Mill River. The 7:20 a.m. Train from Mechanicsville, and 3:30 p.m. from Boston, will not stop at Nason's, Bald Hill and Mill River.

The above Trains do not stop at Stations between Roxbury and Dedham. Passengers for the B. & N. Y. C. R. R. at those Stations will therefore meet them at Roxbury or Dedham.

Passengers for Boston and Way Stations on the Boston & N. York Central Railroad per Providence & Worcester Trains, will proceed without delay at Blackstone.

Passengers leaving Providence in the morning and afternoon Trains connect at Blackstone with the Trains on the B. & N. Y. C. R. R. to and from Boston, Norwich and New York.

STAGE CONNECTIONS.

At North Wrentham for Wrentham Centre, and at Walpole for South Walpole and Medfield, with the 3:30 P.M. Train for Boston.

At Rockville for East Medway, and at Medway for West Medway, with the 3:30 and 6:30 P.M. Trains from Boston.

At Douglass for Pascoag with the 6:50 A.M. and 3:30 P.M. Trains from Boston.

Stage Connections on Providence & Worcester Railroad to and from Boston.

For Grafton Centre, Upton and Whitinsville, with the 6:50 A.M. and 3:30 P.M. Trains for Boston. Through Stage Tickets sold at Boston Office, and by Stage Proprietors.

BOSTON, AUG. 4, 1851.

J. J. FLOYD, Sup't.

CHAPTER XII.

The Ways: High-, By-, and Rail

As Medway's commerce increased, so did her needs for communication and transportation.

Our earliest way, known then as "the Wilderness Road," and now Village Street follows almost exactly its original course.

Over this ancient way, laid out in 1659, came those hardy pioneers who settled Mendon, and it was the same path that they travelled in fleeing the Indian attacks in 1676. From then until 1700, when our first settler, Henry Garnsey built his dwelling along its course, the way was almost unchanged. Improvements in its width and surface came slowly, and only the arrival of the stage-coach accelerated the changes.

The "old Mendon Road," as it was then called became the "Middle Road," as a stage route, to differentiate it from the "Lower Road," running through Wrentham between Boston and Providence, and the "Upper Route," through Sudbury and Wayland.

Our Middle Road in those early days was served by three inns; the Timothy Clark Ordinary on "the Flat," the inn of Collins Hathorn at the later Quinobequin Hotel location atop Village Hill, and Squire Levi Adams's tavern, in the West Precinct, at Main and Summer Streets.

Of the three, only the 1823 tavern of Squire Levi now remains, the earlier tavern, a long, low building having long since been removed after serving as an ell to the later building.

We have already noted the old way used by the settlers of North Medway to go to worship and meetings in the Old Grant, by way of Coffee and Cedar Streets over Stoney Plain in the early 1700's.

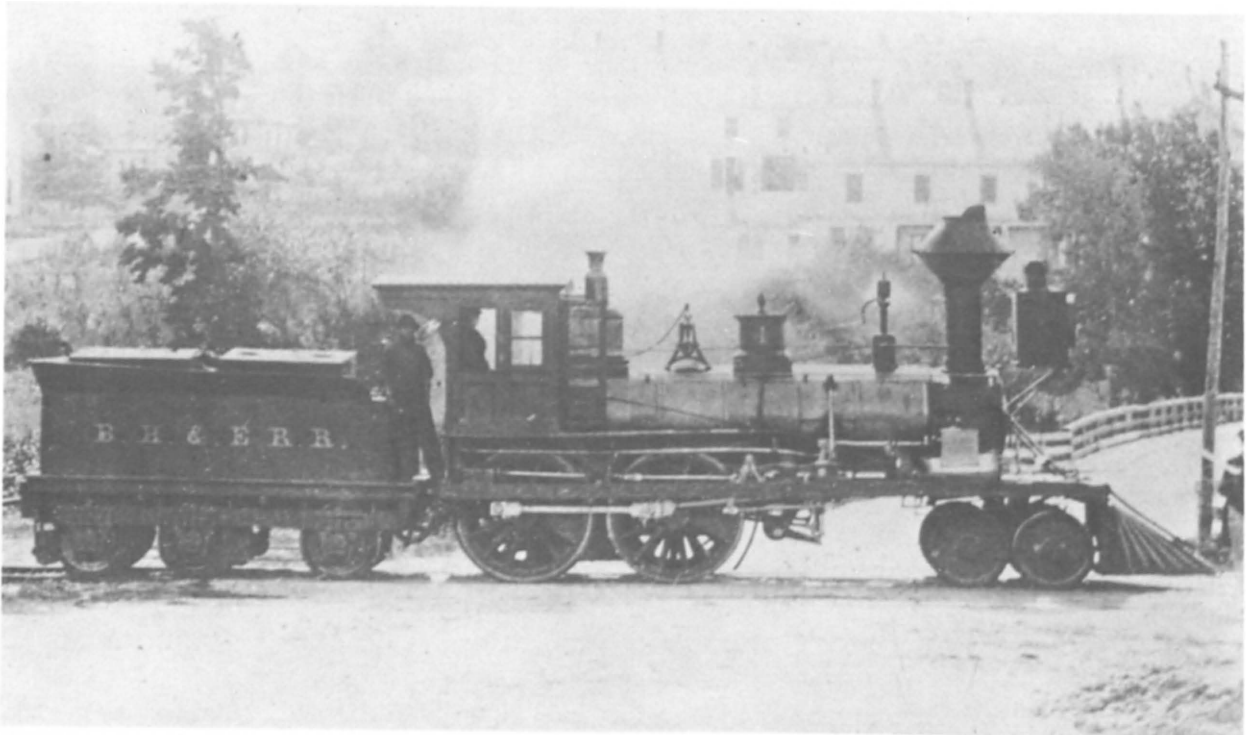
In a situation similar to that of North Medway, there were several families who lived in the "Latic District" of Franklin, near Populatic Pond, who walked to Sabbath services in old Med-

No. 3 Dedham, June 13 - 1891

Jonas M. Fairbanks is entitled to —
 one — Share in the Hartford and Dedham
 Turnpike Corporation, in the Commonwealth of Massachusetts, and
 transferable by Deed acknowledged before a Justice of the Peace,
 and to be recorded by the Clerk of said Corporation in a book to be kept for that
 purpose. IN TESTIMONY WHEREOF, the seal of the Corporation is here-
 unto affixed the 13 — day of June — in the year of
 our Lord one thousand eight hundred and ninety one

Attest, *Saml. Lowder* Clerk. *Thomas Woodward* } President of the Corporation.

Hartford & Dedham Turnpike Share.



The Locomotive "Hooksett" ran on the Medway Branch RR between Medway and Norfolk, 1853 - 1864.



Walter L. Palmer in front of his place of business, 1895. The building was the original New York & New England RR depot at Medway. It was of the same architectural style as the first depots at West Medway and at Walker Street on the Medway Branch RR.



Medway Village station, 1898. The building barely visible at right is the Seavey Brothers boot shop.



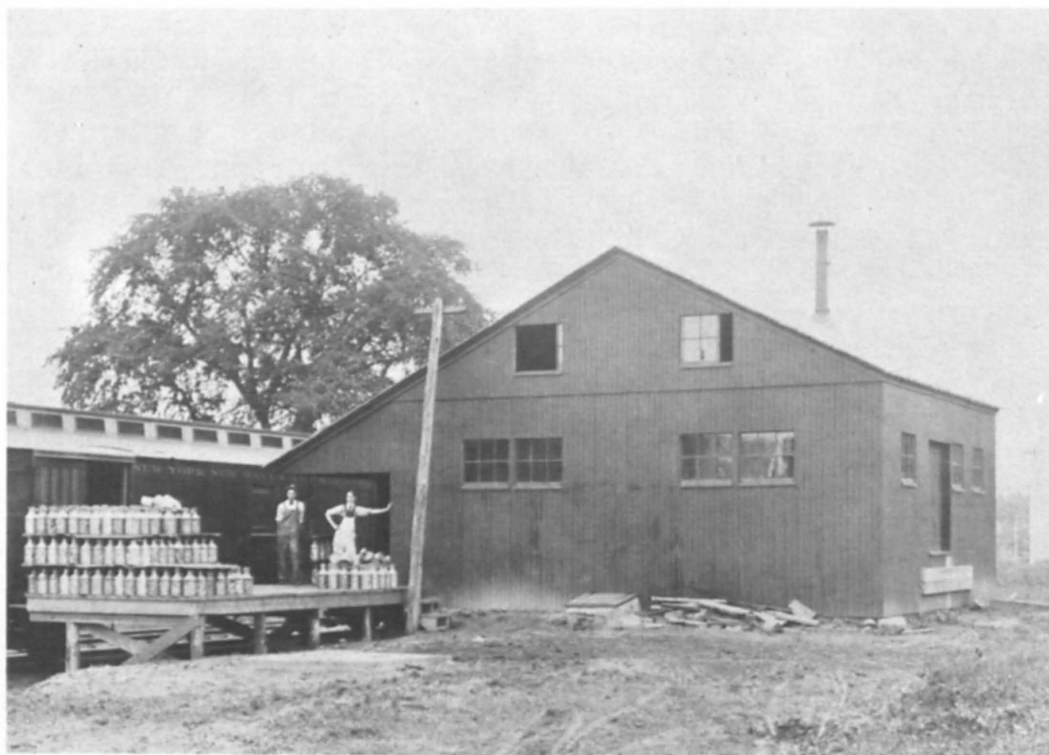
Medway Village station, New York & New England RR, 1885. This station was built in 1883, replacing the earlier depot which was moved a short distance east, and was used as a freight house. Later Walter Palmer purchased it to use as an office. Engine 21 of the NY & NE RR appears at left.



Orion T. Mason and his son with a load of boots for shipment from the village depot 1898.



West Medway station on the Woonsocket Division of the NY NH & H RR, 1900. The large building beyond the station was the Partridge boot shop, later occupied by Madden & Curtis. The Chafe Iron Works occupied the basement.



Milk shed at West Medway, 1910. Quantities of milk sufficient to require special railroad cars were shipped from here and Medway station daily to processors at Boston and Providence for many years. One of the Campbell mill tenements can be seen at the right of the shed.

way, and that brought about our Walker Street. Eventually, these families were set back to Franklin, then the Second Precinct in Wrentham.

All of our early roads were laid out to serve purposes of communication or boundaries; those in the latter group were in some cases never developed, and some were incompletely built or little used. Such roads as Allen's Lane, being a continuation of Lovering Street to Hill Street, Vine Lane, between the easterly end of Evergreen Street and Holliston Street, and Cedar Street between Oakland Street and Farm Street are in this category.

Boundary roads would include Pond Street, the division line between the East and West Sections of the New Grant, Oak, Evergreen, and Vine Lane, the division line for the River Sections, and Farm Street, nearly on the Old and New Grant Division line.

Many of the old roads have disappeared. In 1756, for example, a road was laid out from what we now call Wood's Corner in West Medway through the present High Street School yard, thence to our present Mechanic Street, and this way was provided for the early settlers of North Franklin to attend meeting and services at the first meeting house at Evergreen Street and the Turnpike. Its northerly portion still exists as Mechanic Street, but the section between High Street and the Turnpike was abandoned when High Street was laid out in 1818. Part of this old way still exists also as a driveway to a residence south of the Turnpike Road.

Some roads were laid out, and never built. An example of this would be the way laid out from Coffee Street at its intersection with Ellis Street, thence southerly to what is now Broad Street in Medway Village. Broad Street Extension, northerly of the former railroad line is all that was constructed of this 1769 way.

The 1807 Hartford & Dedham Turnpike was - and is - one of our most important highroads. This turnpike, laid out "in as near a straight line as possible" afforded passenger and goods service between Boston and Hartford; it is our Main Street of today.

The "pike" was never a paying proposition. Excessive costs of construction were not met by stockholder's investments. The crossing of Black Swamp nearly bankrupted the road builders; load after load of fill disappeared into the muck of the swamp, and it was only after a rip-rap base of logs and tree branches was laid that the gravel could be kept from sinking. Advice to the builders to circumvent the swamp went unheeded, and financially, the corporation never recovered.

All of the line of the old Turnpike can be traversed, and like the course of the Airline railroad, which we shall consider a bit later in history, the Turnpike still represents the most direct, and most practical route to the Connecticut heartland, and from there to New York.

By 1820, however, the Turnpike Corporation was bankrupt, and in a matter of a few years an agreement was reached between the State and County and the Corporation to take over the route.

Speed was the essence of the Hartford and Dedham Turnpike. Competing as it did with the "lower" stage route between Boston and New York via Providence, it offered in its fewer runs a better service, to offset the heavier traffic density of the southern route.

Making the run for the grade over Drybridge Hill at Medway was undoubtedly one of the high points - in more ways than one - of the journey to Hartford. If any of the passengers had become drowsy at East Medway due to their 4:00 A. M. Dedham departure time, they were jolted into apprehensive wakefulness when the stage driver got his four-horse span into a full gallop across Black Swamp for the assault upon Drybridge Hill. If, in the mad flight baggage or hats flew off, there was no stopping; once over the crest of the hill, the driver would shout instructions to a stage headed for Dedham to pick up any items strewn along the way from Bullen's toll-house to Rabbit Hill. The hapless passenger and his belongings would - usually - be reunited at Hartford, unless he disembarked at Mendon to wait for the next freight wagon at that point.

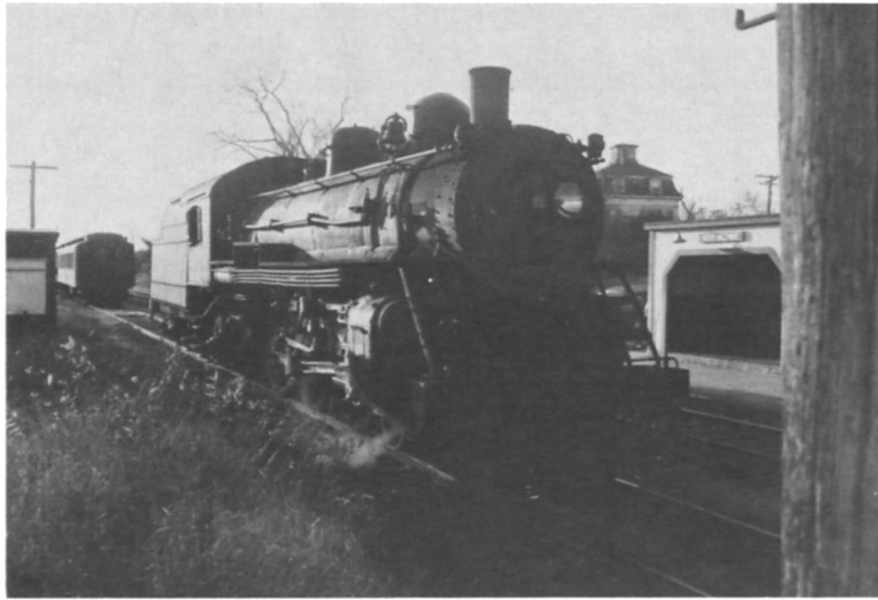
Stories about our roads have figured prominently in our history.

Ward's Lane was once known as Barber's Lane, named for "old Joe Barber," an eccentric early settler of North Medway. It was he who gave Chicken Brook its name for having dropped a crate of live fowl into the brook while fording it. When he delivered the sodden, dead birds, his Franklin customer complained that they were not alive, as originally bargained.

"Alive," cried Old Joe - "I'm minded ter ask for thruppence more fer savin' ye the trouble of killin' and dippin' 'em!"

The Sanford Street bridge was a late arrival on our scene.

In 1831, the town spent \$150.00 to build the "Factory Bridge" connecting Medway and Franklin. In 1844, the County Commissioners ordered the town to replace the 1831 structure, and for two years, the Medway Selectmen argued the order. Finally, in 1846,



Engine 1020 used to "lay over" at the end of track in West Medway nights and weekends until the end of the age of steam in the 1950's. West Medway's last "station" can be seen in this picture.

23

BOSTON TO NEEDHAM BRANCH AND FRANKLIN VIA WEST ROXBURY

TABLE 37		7549	7201	7203	7101	7205	7207	7209	7181	7551	7251	7183	7155	7253	7159	7255	7161	7257	7259	7165	7261	7163	7263	7549	7265	7169	7267	7167
Miles		Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
0.0	Boston South Sta. L.v.	5:00																										
0.1	Back Bay	5:05																										
0.1	West Roxbury	5:13																										
1.0	Bird's Hill																											
12.1	Needham Jct. Due	5:31																										
12.8	Needham	6:37																										
13.7	Needham Heights	6:40																										
15.1	Newton Upper Falls Due	6:45																										
13.8	Charles River L.v.	5:36																										
15.2	Dover, Mass.	5:39																										
18.2	Farm Street	5:45																										
19.3	Medfield Jct.	5:49																										
21.5	Chiquot	5:54																										
22.1	Millis	5:57																										
24.6	Medway	6:03																										
25.1	West Medway	6:07																										
27.3	Caryville	6:10																										
28.2	North Bellingham	6:13																										
30.5	Bellingham Jct.	6:19																										
35.6	Franklin Due	6:33																										
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

FRANKLIN AND NEEDHAM BRANCH TO BOSTON VIA WEST ROXBURY

TABLE 37		7202	7100	7204	7102	7206	7104	7208	7186	7150	7248	7260	7182	7252	7254	7158	7256	7154	7258	7159		7252	7254	7158	7256	7154	7258
Miles		Ex. Sun. AM	Ex. Sun. AM	Ex. Sun. AM	Ex. Sun. AM	Ex. Sun. AM	Ex. Sun. AM	Ex. Sun. AM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM	Sat. only PM
0.0	Franklin L.v.																										
5.1	Bellingham Jct.	6:19																									
7.4	North Bellingham	6:23																									
8.3	Caryville	6:40																									
9.5	West Medway	6:43																									
11.0	Medway	6:47																									
13.5	Millis	6:52																									
14.1	Chiquot	6:55																									
16.3	Medfield Jct.	7:00																									
17.4	Farm Street	7:03																									
20.4	Dover, Mass.	7:09																									
21.8	Charles River	7:13																									
	Newton Upper Falls	7:05																									
	Needham Heights	7:10																									
	Needham	7:13																									
	Needham Jct.	7:16																									
24.6	Bird's Hill	7:21																									
27.5	West Roxbury	7:27																									
35.6	Back Bay South Sta. Due	7:42																									
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

1930 New Haven RR timetable gives an idea of the excellent train service we once had in town.

Shares
\$100
EACH
Boston
Hartford & Erie
Rail Road
Company
INCORPORATED
Dec. 10th
1864

Shares
No 1746



INCORPORATED BY THE STATE
OF CONNECTICUT A.D. 1833.

BOSTON, HARTFORD & ERIE RAIL ROAD COMPANY

Be it Known that *Michael Daniel*, of the County of *Franklin*, State of *Massachusetts*, do hereby certify that the within and foregoing is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company, and that the same is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company, and that the same is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company.

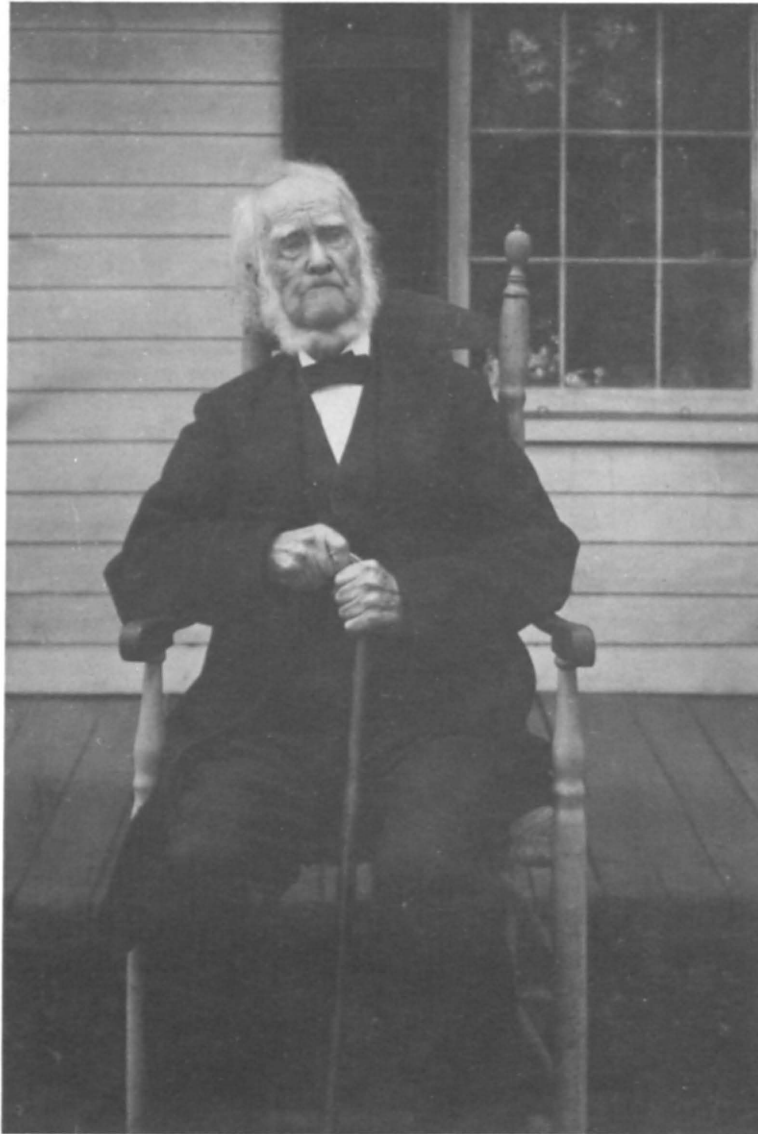
John J. Hendon, President
of said Company, do hereby certify that the within and foregoing is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company, and that the same is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company.

John J. Hendon, President
of said Company, do hereby certify that the within and foregoing is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company, and that the same is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company.

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John J. Hendon, President
of said Company, do hereby certify that the within and foregoing is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company, and that the same is a true and correct copy of the original of said Certificate, as the same appears from the records of said Company.



Captain David Daniels (1799 - 1892); Militia Captain, engaged in the straw business from 1840 to 1855, agent for the railroad 1865 to 1881, and played bass viol in the Village Congregational Church.



"Draying & Heavy Freight, Medway and Milford/All Orders Promptly & Cheerfully Executed." So read Kiever Hunter's Milford Journal advertisement in 1885.
- Courtesy Charles Crowley



Railroad passenger service was maintained by self-propelled diesel coaches, one of which is shown at Medway station in 1964.

Medway and Franklin did build a new bridge; unfortunately, the dedication ceremonies had hardly been completed when the structure collapsed into the river. In 1847, the bridge was rebuilt, this time to stand until 1910, when it was replaced.

There are many stories of the adventures and misadventures of our people upon our highways and by-ways, but the worst that can be said about the roads is the banality inherent in the choice of names. Between 1869 and 1872, many of our street names were changed, under the direction of Deacon Milton Metcalf Fisher. An otherwise reasonable man, he changed such names as the Turnpike Road to Main Street; Pine Hill Road to Winthrop Street; Vine Lane to Kelley Street; Candlewood Island Road to Oakland Street, and the Old County Road to Village Street. But then, this appellation still exists in Medway, proclaimed by many signboards throughout the town.

While hardly underway with her highway system, Medway began looking toward a railroad connection. Her commerce and growing population seemed to be the usual ingredients for a railroad, and several plans were investigated.

The interested parties finally decided to build from Medway - "Factory Village" - to a connection with the Norfolk County RR at Norfolk, the County road having been completed in 1847 between Dedham and Blackstone. The distance from Medway to Norfolk - then North Wrentham - was short, the grades easy, and few fills or bridges would be required. In fact, only two bridges were required, both over the Charles River - one at Medway, and the other at Rockville, near the Partridge place between Myrtle and Dean Streets at the East Medway - Norfolk town line. The longest fill required was about one-half mile west of North Wrentham depot.

Added impetus was given to the railroad idea first, and probably least important, by a need for freight service for the factories not only at Medway, but for those at Rockville and Baltimore.

The second factor, and actually the most important one, was to build the Branch RR to quiet the backers of the proposed Charles River Branch RR. This line would run from a Boston rail connection at Dover through Medway to Bellingham and Woonsocket.

In the 1840's, petitions for a railroad in this locality had resulted in the construction of the Norfolk County RR as one of three possible routes. One of the other routes - the Pettee Road following the general course of the Charles River had been defeated by a slim margin in the legislature when the charter vote

was taken. There was every chance, therefore, that the Charles River RR might still be built, and thus become a formidable competitor to the Norfolk County road. The Norfolk County interests, well aware of this possibility, quietly backed the Medway Branch RR promoters, thereby hoping to still the agitation for the Charles River line.

Thus, instead of an economic justification for the road, the Medway Branch RR was built as a stop-gap - a political expedient.

The charter for the little road was granted late in 1853, and construction was started in December of that year.

Land for the depot, yard, and railroad engine house and shop was purchased from Clark Walker, and it was property that was originally owned by Timothy Clark. The land chosen lay south of the Charles River, and extended across what is now Populatic Street.

The road was opened with appropriate ceremonies in January, 1853. The little engine - the "Hooksett" - and two wooden coaches had come to Medway during the night, and stood resplendent in the depot yard, admired by small boys and grown men alike. Ahead of the engine's pilot beam, the 50-pound rails curved across the Charles River toward Rockville.

There were speeches, of course. One speaker, carried away in a burst of enthusiastic oratory cried,

"Now Medway is connected with the world!"

George Wheeler, the lean and mustachioed engineer leaned in easy nonchalance from his cab window, and Shubal Dunbar, the fireman, stood in the gangway between engine and tender while the ceremonies went on - both of them now and then acknowledging a wave or greeting from the crowd.

The mid-morning sun glinted dully on the engine's Russia-iron boiler, the steam and smoke mixed and rolled upward into the clear sky.

At length the speeches concluded, the cannon was fired, and the first train was about to leave Medway. Mr. Wheeler turned to his levers, Mr. Dunbar opened the firebox door, threw in a good-sized chunk of fine oak, and clanged his firedoor shut.

The assembled dignitaries climbed into the coaches; Wheeler tugged on the throttle, and blew a blast on his whistle, sending women, children, dogs and horses into a panic. The train rolled out of Medway, across the trestle and bridge, and on to Rockville and Norfolk.

There were twenty-six round trips between Medway and North

Wrentham made that day - the only time the road would carry so many passengers until 1861.

Although from the beginning, the Medway Branch RR was an unwanted child of the Norfolk County road, two industrialists of Medway, Alfred Daniels and Julius Hurd, proprietors of batting mills at the village, provided most of the \$36,700 needed to build the line.

The railroad began at Medway Village on what was later known as "the Engine House lot," easterly of Walker Street. The tracks crossed the Charles River easterly of the present Medway pumping station, and followed the general course of the Caryville - Weymouth electric line through Rockville.

There was a wye at Medway, with the depot at the west end, and the car house and shop on the south side of the railroad, near the river. The stone car house later became a dye-house and burned in 1876. The walls of the structure stood until the mid-1930's and now only the cellar-hole and foundation can be seen. At the time it burned, the dye house was owned by John Raynor of Boston, and it was occupied by the Priest & Albree firm, dyers.

The depot of the Medway Branch was identical with those built for the Boston, Hartford & Erie RR, and for its successor, the equally ill-fated New York & New England RR, and its style is shown in an accompanying illustration.

The engine house was a barn-like frame structure with large swinging doors, and it was razed for its lumber in 1871.

The bridges at Medway and Rockville were of wood timber construction, and the westerly approach to the Medway Village bridge from the railroad yard was made over a long wooden trestle.

The locomotives used on the Medway Branch RR were brought here by Mr. C. W. Bailey of the Manchester Locomotive Works, when he became Master Mechanic of the Boston, Hartford & Erie RR, the road controlling the Norfolk County RR.

One of the Branch's locomotives was, as we have noted, named the "Hooksett." She was a woodburner, built by the Hinkley & Drury Works in June, 1842. Originally built as a 4-2-0 type, she was rebuilt to a 4-4-0 (four wheels under the pilot, or "cowcatcher," four wheels under the boiler, and no wheels under the cab,) in the Concord (New Hampshire) RR shops in 1848. She later became #1, and later, #4 of the B H & E RR, and again #1 of the NY&NE RR when that road took over the B H & E RR.

Very little information is available on the other engine used on the Medway Branch RR - the "Queechee," excepting that like the

"Hooksett," she was a woodburner, and a 4-4-0 type. It is likely that she was the "Otta Queechee," formerly operating over the Vermont Central RR's Stanford, Shefford & Chambly division.

Rolling stock assigned to the branch railroad consisted of two wooden passenger coaches and two boxcars. The coaches were dimly lighted with coal-oil lamps, and were heated by sheet-iron stoves.

Trains often ran as "mixed trains" - a boxcar behind the engine and tender followed by a coach.

A turntable had been built at North Wrentham, traces of which can still be seen, and with the wye at Medway, no problem was encountered in turning engines. In later years, trains ran from Medway through to Boston.

The little road went through several changes in ownership; in 1853, it became a branch of the Boston & New York Central RR. By 1854, three trains operated daily each way between North Wrentham and Medway via Rockville (where stage connection was made for East Medway.)

Directly concerned with the branch railroad project was the incorporation and laying out of an extensive real estate development project known as "Union Village" in the vicinity of the railroad yard. It was presumed in the 1850's that a great influx of factory workers would provide traffic for the railroad, and tenants would be clamoring for housing. The development never got beyond the blueprint stage, and today the area is sparsely settled.

The Medway Branch RR was, as we have noted, not a paying proposition. During the first few years of its operation, the batting and cotton mill shipments from Medway and Rockville were sizeable, but the original construction costs were never realized in revenue.

Renewed agitation for the Charles River RR dealt the Branch line a death blow. Hurd and Daniels, severely hurt financially by the panic of 1857, went into bankruptcy, and traffic on the little road fell off to an occasional train between Medway and Norfolk.

On a warm sunny morning in May, 1861, Company E, Massachusetts Volunteers entrained at Medway for muster with its regiment at Brook Farm; this was the last passenger traffic carried over the line, and a few weeks later, all passenger service ended.

In 1864, the tracks were taken up, and the Medway Branch was only a memory.

Hurd and Daniels had never received a dividend on their rail-

road investment, and even worse, never received even a portion of their investment back. It can be said to their credit that they paid off all debts of the road, and came to near financial ruin in doing so.

Upon suspension of the Medway Branch RR, Charles Holman of Milford, a stage driver, started a stage route from Medway through Rockville and North Wrentham to Wrentham Village. The thrilling sight of his great six-horse span and bright green coach dashing over our roads stayed in the memory of those who saw it for many years.

Oddly enough, Frank Neal, the former engine tender, or "hostler" to the steam locomotives became hostler to Holman's flesh-and-blood horses.

In the interim, the Charles River RR promoters had not been idle.

In January, 1847, a petition was presented to the State legislature asking a charter for a railroad "commencing from some convenient point (in) the said State line, near to Woonsocket, thence running through the towns of Blackstone, Bellingham, Franklin, Medway, Medfield, Dover, Needham, Newton, Brighton, and Brookline, entering said Medway by the valley of Charles River, thence passing down the banks of said river through Medway Village and through East Medway....."

The petition was signed by representatives of ten of the towns concerned; those signing from Medway were Luther Metcalf, Warren Lovering, George H. Holbrook, Joseph C. Lovering, William H. Carey, Milton M. Fisher, William B. Boyd, Nathan Jones, John P. Jones, Joseph L. Richardson and Julius C. Hurd.

Hurd, it is interesting to note was a heavy investor in the ill-fated and short-lived Medway Branch RR.

In 1851, the Charles River RR charter was granted for a line of track connecting with the 1849 Charles River Branch RR (from Brookline to Dover,) at Dover through Medway to a point in the northeasterly corner of Bellingham.

By 1853, the Charles River Road was completed to Needham, and in the same year, the Charles River RR was united with the Charles River Branch RR, and in 1855, this union emerged as the New York & Boston RR.

Eight years passed, marked by petitions, citizen demonstrations, and innumerable legislative partial enactments before the Air Line became a chartered reality.

John M. Wood, of Portland, Maine was awarded the contract for

building the road, and was its first president.

Trains began running to Medway in 1861, and in 1863, trains were running through to Woonsocket.

In that era, the guiding principle in railroading was to build more lines of track, whether needed or not. Following closely upon this misguided rule was the idea of acquisition - literally gobbling up - of branch and feeder lines.

Thus, our old New York & Boston RR - the erstwhile Pettee route - was merged into the Boston, Hartford & Erie RR, and promptly declined in financial stability.

Service and maintenance on our railroad deteriorated. Poorly steaming engines and dilapidated rolling stock were sent over to the Woonsocket Division. Trains stalled between Medway and West Medway, and often, engines were stopped at Caryville and North Bellingham to allow a head of steam to be built up to haul the trains to Woonsocket. The same occurred on the Woonsocket to Needham runs, and protests mounted in the press, in the legislature, and on the streets of Medway.

In 1873, the Boston, Hartford & Erie RR, bankrupt, was re-organized as the New York & New England RR Company.

A gradual up-grading of the property and rolling stock then took place, and traffic increased over the road. At one time, there were eighteen trains daily over the line, with special trains picking up milk from a large milk shed at trackside at West Medway.

In 1897, the New York, New Haven & Hartford RR took over the NY & NE RR.

With the decline of industry, the railroad made sharp reductions in service and equipment. Road switching and "peddler freights" operated in desultory fashion between Woonsocket and Newton Lower Falls. Steam operated trains were replaced by the "tin lizzies," the Mack railbuses, and this was typical of operations over the entire New Haven system.

Weeds grew up on trackage that had been meticulously kept; it seemed to be the fashion for the New Haven to discourage patronage by poor service and even poorer equipment. The valiant effort of the younger Dumaine notwithstanding, the Woonsocket Division was pruned like an errant grapevine. First the segment from Bellingham Junction to Woonsocket was abandoned, followed by the abandoning of the West Medway-Bellingham Junction tracks.

Passenger service ceased, followed by the abandonment of freight service in the mid-1960's.

By the time the tracks were taken up between Hodgson Switch in Millis and Medway, the railroad had long since ceased to be a factor in our economy; since that time in 1967, however, many of our local commuters have come to realize that "car-pooling" is a poor substitute for the railway car.

One other attempt was made to develop rail travel in our area, and that was the ambitious New York & Boston Inland RR.

This line's right-of-way was laid out in 1898. It was to be a high-speed interurban electric double-track railroad between Boston and New York. The tracks in Medway were to enter Medway near Coffee Street, cut across Drybridge Hill and cross Winthrop Street north of Maple Street, then swing north of our present West Medway Park Pond, and run via Caryville and Bellingham to Woonsocket.

The New York & Boston Inland RR never got beyond the survey stage, but it is interesting to note that train schedules called for operating speeds of 100 miles per hour.

On November 25, 1897, the first street railway car entered Medway over the tracks of the Milford, Holliston & Framingham Street Railway Company connection at Caryville.

The Norfolk Western Street Railway, with offices and carbarn at Westwood opened its line between Dedham and Medfield in 1898. In 1899, the road was granted a franchise to extend its tracks from Medfield through Millis and on to Medway and Franklin. The franchise further provided that the Norfolk Western cars would run over the Milford and Holliston company's tracks through Caryville and Bellingham to Milford.

In June, 1900, the Gore Contracting Company completed construction of the line from Dedham to Franklin for the Medway & Medfield Street Railway Company. It was planned to run express cars every hour from Franklin to Forest Hills. There was at that time no connection between the Medway-Franklin line, and the Milford line at Sanford Street. The switches and connection between the two lines occurred in the Medway & Dedham Street Railway ownership.

In 1901, the Medway & Medfield St. Ry. Company proposed a route from Medway Village over Holliston Street, then via Vine Lane (now Kelley Street) and Evergreen Street to Winthrop Street. The line was then laid out along Winthrop Street to Hill Street at the Medway-Holliston town line, and thence over Highland Street in Holliston to a connection with the M H & F line at Washington Street. While it was pointed out in the list of justifications for the line that it would offer ready access to Ever-

green Cemetery in West Medway, and Lake Grove Cemetery in Holliston, it appears that even these arguments were insufficient for granting a charter for the road.

In Medway, the street cars entered from the Caryville section of Bellingham; the tracks ran along Main Street to High Street, then south on High to Village Street at Wood's Corner. (The screech of flanges against rails while making the turn at Main and High Streets was the source of continuous complaints from area residents.)

From Wood's Corner, the car line followed Village Street to Medway Village.

The railroad trestle over Village Street in West Medway - the east abutment of which still remains - came into being in 1897 when the railroad refused permission for the street car line to cross its tracks at grade. In those days, Village Street ran from its Chicken Brook crossing directly toward Wood's Corner, running just in front of the two Campbell mill houses, and crossed the railroad at a grade crossing easterly of the West Medway depot, and about mid-way between the Cephas Thayer house and the Campbell houses.

Due to the terrain, the railroad had already constructed a fairly long fill, or embankment, for its tracks from Cottage Street to nearly the West Medway depot site.

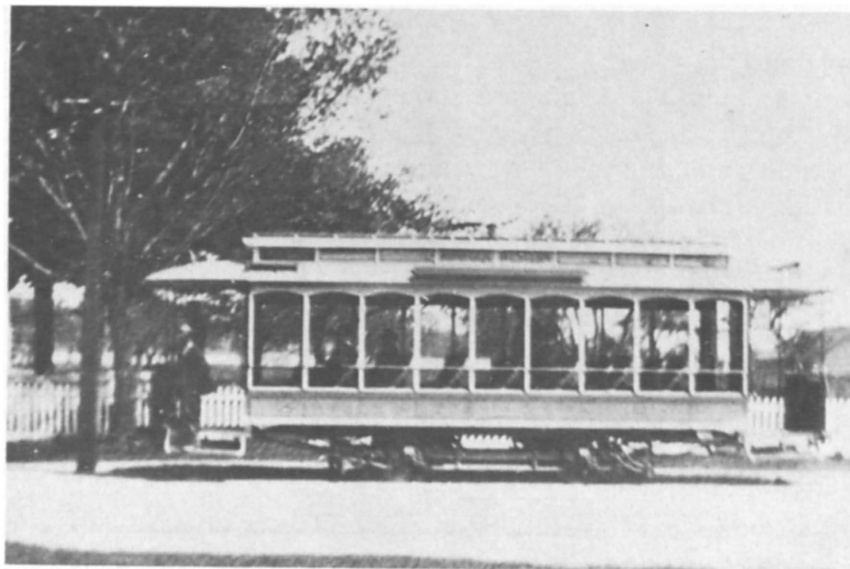
When denied the grade crossing, the street railway company ran its tracks along the northerly bank of the railroad, and tunneled under the railroad just easterly of Chicken Brook. The conditions of doing so required the street car company to make a right-of-way sufficient for travel for other vehicles, and the Village Street trestle was the result.

The tunneling under the railroad preparatory to installing the trestle gave the name of the "Subway" to that part of the street car route, and "Subway" it has remained for all these years.

The course of Village Street was later changed to follow the street railway line.

At Medway Village, the Franklin street railway branch followed Sanford Street across the Charles River Bridge, and on the south side of the bridge, instead of breasting the steep hill, took a course easterly (which can still be discerned,) and came out on Lincoln Street, on the Franklin side of the river at a point near the present high-tension line crossing.

From Sanford Street, the car line followed Village Street easterly to Pleasant Street in Millis. It then ran along a private



Norfolk Western Street Railway car.
-Courtesy Carl Smith

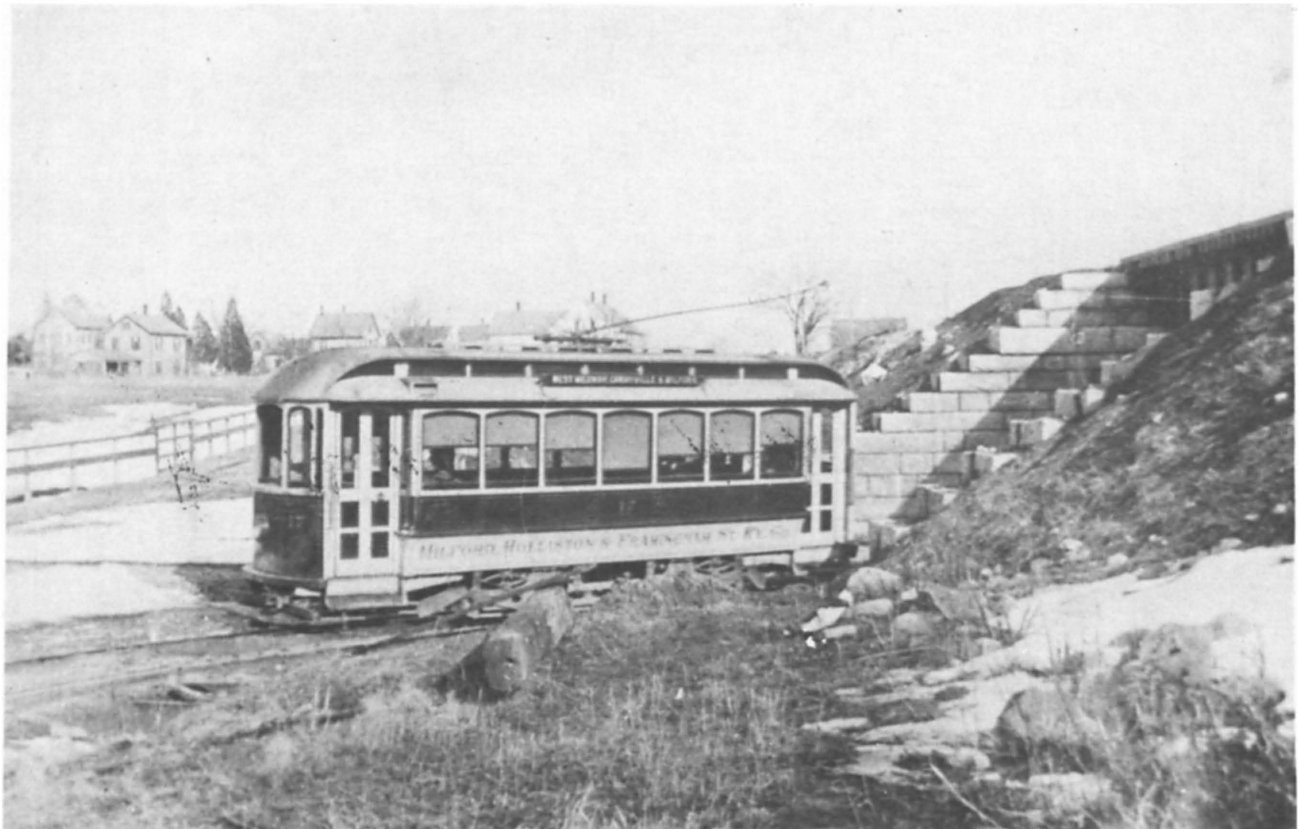


Car 29, Milford & Uxbridge Street Railway, at High and Main Streets, 1910.
The car sign reads "Caryville, W. Medway, Medway." The house at the corner is the Sewell Kingsbury place.

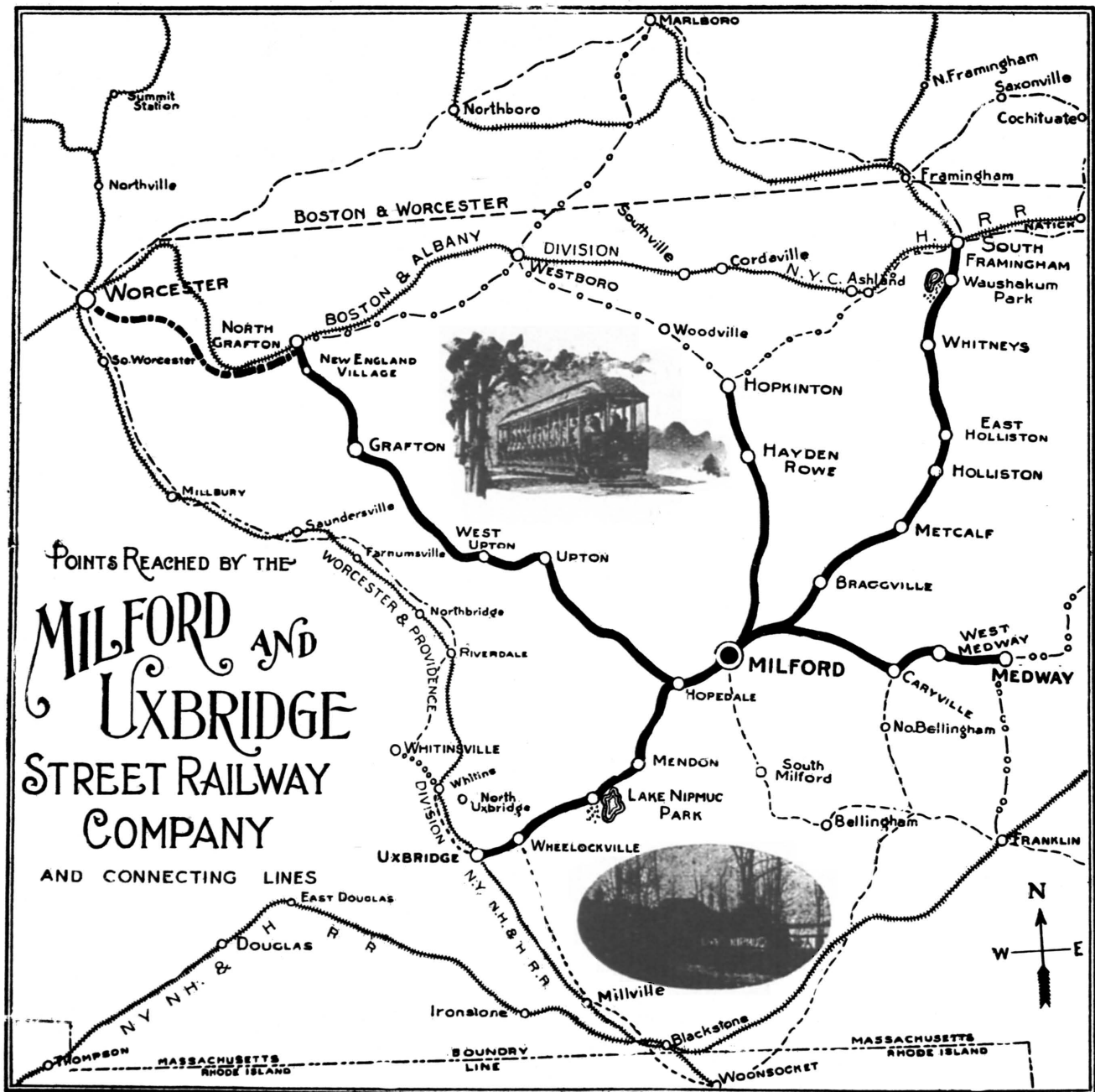
- Courtesy Stanley H. Metcalf



Milford & Uxbridge car at Village Square in 1922.
- Courtesy Carl Smith



Milford, Holliston & Framingham Street Railway car emerging from the "Subway"
around 1910.



G. M. BILLINGS, PRINTER, MILFORD.

-Courtesy Willard Cook



The "subway" at Village and Cottage Streets. The railroad trestle was bought by a quarry company for use at Chelmsford, Mass., and was removed in 1966.



The old tenements at the foot of Village Hill, built in 1812 to house Captain Feltt's mill workers. The left hand building was removed in 1905 to make way for a carbarn for the street railway, but the carbarn was not built. The right-hand tenement still remains, but the noble elms, said to be among the tallest in the county, are long since gone.

right-of-way along Pleasant Street to Main Street, and along the present Route 109 to Westwood and Dedham.

Connections to all important points could be made from Medway. Providence was reached via the Milford, Attleborough & Woonsocket Street Railway, and travellers from Medway connected with that road at Bellingham Four Corners, arriving there via Caryville and North Bellingham. The M A & W generally followed the present course of State Route 140 through Franklin, and via Lake Pearl to Plainville.

Worcester-bound voyagers from Medway could ride to Milford over the Milford, Holliston & Framingham line, and connect with the Grafton & Upton RR, or could connect with the Boston & Worcester Street Railway line at South Framingham.

Although the Medway & Dedham line was well patronized locally by mill workers, there was very little through-traffic revenue to be realized. Hoped-for package and express business never materialized, and repeated petitions by the car line for mail carrying privileges went ignored.

Frequent washouts along the line, particularly at Village Hill in Medway sorely taxed the line's requirement that all highways be kept in good condition.

Finally, the appearance of Medway's first automobile in 1903, owned by Archibald Parks of the Hirsch & Parks Straw Goods Company was a harbinger of ill times for the electric road.

The Medway & Dedham company had purchased the Dedham & Medfield and the Medfield & Franklin Street Railways, and Honorable W. W. Ollendorff of Medway was President of the M & D.

In 1914, the Milford & Uxbridge Street Railway Company, successors to the M H & F line took over the Medway & Dedham. The M & D power station at Medfield Junction was closed, and the Medfield to Medway line, suspended for several months, was reopened. Not long after acquisition by the M & U, the M & D line was improved, but the Medway-Franklin segment was abandoned.

The decline of the industries and the growth of automobile use in the vicinity spelled the end of the electric cars, and by 1926, service was suspended between Medway and Dedham. An attempt was made to operate the line in 1927, but the line was sold for scrap to the Citron-Beyer Company of New York that same year, and the Johnson Bus Company took over the franchise, operating over the same route as the street railway.

In the bi-centennial year, Medway's only public common carrier is a bus line that operates over the route of the old Turnpike.

But no baggage is carried, and there aren't any tall hats to blow off during the ascent of Drybridge Hill.

WOODLAND PARK,

WEST MEDWAY, MASS.,

WILL BE OPENED FOR THE SEASON, FRIDAY, JUNE 24, 1887.

The West Medway Brass Band will be in attendance in the evening.

This park is pleasantly located on Charles River, near depot and village, and is provided with a large hall for Dancing or Entertainments, Cook-house, Swings, Boats, etc., and has all facilities for accommodation of largest picnic parties. Admission to, and use of grove, free to all church and society picnic parties, only charges being for boats, crockery etc., A MANAGERIE of 18 cages of rare native animals will prove a great attraction to children. Excellent grounds for Base Ball, Races, Croquet, etc. At the Refreshment Stand will be found everything in that line except liquors, which will not be allowed on the grounds. Clam bakes every Saturday afternoon, with dancing in the evening. Music by Vose & Schlieff's orchestra. Engagements may be made by addressing,

N. E. PARKER, WEST MEDWAY, MASS.

CHAPTER XIII.

The Moral Leaven

"Medway was Set off from medfield Containing all that was medfield on y^e Weft Side of Charls River Bounded Eaft & South on Charles river Southweft on Bellingham, Weft on Holliston & north on Sherburn till it comes to Charls river firft mentioned.

"The Town in Length is about 6 miles & in Bredth on an Everage is abt 3 miles & $\frac{1}{2}$. The Surface of y^e Town rough & unsightly By reafon of woods & Swamps, that are Uncultivated & one Especially in y^e Center of y^e Town more than a mile from Eaft to weft & about 3 miles from North to South. & as for the Soil where it is Cleared Tolerable Grazing for Cattel & where menured Produces Plentifful Crops of Grain many Times more than is fufficient for y^e Inhabitants. The air is clear & Healthy the Inhabitants fubfift Chiefly upon Husbandry. Buildings, Contains 2 meeting houfes & about 137 Dwelling houfes, none Very Eligant But in Common Comfortable Habitations, 144 other Buildings of Several Denomin^{on}. No. of Inhabitants about 850. Divifions, the Town is Divided into 2 Parrifhes of y^e Congregational Denominations. No. of Births Deaths & marriages in y^e Town of medway annually for 6 years paft upon an Everage are 22 Births 6 Deaths & 12 marriages, Mills 4 Grift mills 5 saw mills & one fulling mill, 2 grift mills & 2 Saw mills on Charls river 2 Grift mills & 2 Saw mills on Boggestowe, and one Saw mill on Chicking Brook fo called. Roads One a Country road Extending from Eaft to weft Called y^e middle road from Bofton to Hartford, & a County road extending from South to North Leading to Watertown & the Eaftward parts.

"The Town of medway from the Center of s^d Town is 25 miles from Bofton & Lyeth Nearly Southweft from y^e Town, & is in y^e County of Suffolk."

So wrote Rev. Nathan Bucknam of the Old Grant and East Parish in his 1785 "Description of Medway."

Medway was a part of Suffolk County until Norfolk County was constituted March 23, 1793.

Originally, May 10, 1643, the Colony of Massachusetts Bay was divided into four counties - Essex, Middlesex, Suffolk, and Norfolk. Norfolk County at that time included the towns of Haverhill, Salisbury, Hampton, Exeter, Dover, and Portsmouth; the last four towns were set off to New Hampshire in 1680. The other towns were afterward included in Essex County, so that on February 4, 1680, the "first" Norfolk County ceased to exist.

The words "parish," "church," and "meeting house" have been employed extensively in this record of Medway history; the story of Medway is indeed a record of her religious societies and their influences, for without one there could not be the other.

The very beginnings of our Bay State were based in religious action, for our first foreign settlers - the Puritans - came to our shores to escape what they regarded as religious intolerance in England. We do note, however, that once here, the Puritans exercised an almost equal intolerance toward their contemporary Baptists, Antinomians, Quakers and Episcopalians, even to the degree of adjudicating military, civil, and political matters.

By the time of the American Revolution, much of the intolerant attitude engendered by the Puritans had faded, and religious freedom was augmented by the State Constitutional Act of 1870 which gave every man the right to worship God according to the dictates of his own conscience. In 1811, members of the various sects were relieved of the requirement of ministerial support.

Our Medway history spans over 200 years, so it might be of interest to choose something near a mid-point - say 1860 - and briefly note the membership in the principal denominations of that time. In the 1860's, in Massachusetts, the Congregational Churches numbered about 500, the Baptists and Methodists about 250 each; Roman Catholic churches numbered approximately 220, the Unitarians about 175, and the Episcopalians about 100. There were varying numbers of churches of the Presbyterians, Jews, Shakers, Friends, Adventists and Spiritualists. Our Sabbath schools, now so generally and favorably encouraged, only began in 1817.

When, over 300 years ago, the pioneers of Medfield petitioned for, and were granted the lands westerly of the Charles, the grants of 1649 and 1659 embodied direct religious principles, in that the west bank settlers

"procure and Settle a Learned Orthodox Minister"

among them.

This Act established the First Church of Christ in the Old Grant - now Millis - and it was in the 25th year of Reverend Bucknam's ministry to that church that the new - or second precinct came into being in our present Medway.

There were several reasons for this separation, but principally it was the difficulty encountered by the inhabitants of the steadily growing New Grant in attending worship service and meetings in the Old Grant.

Attending worship service in the early days of Medway was a different procedure from that of today. Church service began early on the Sabbath morning. The minister preached a long sermon and delivered a long and involved extemporaneous prayer.

There was no heat in the meeting house, so ladies brought foot warmers in the winter, and all members used blankets and shawls for warmth.

At noon time, the congregation retired to the "noon houses," - buildings about fifteen feet square, with an open fire in the center. Two of Medway's noon houses, located near the 1749 church and meeting house were closed on three sides, with the open side facing south. Benches were placed along the walls, and here the church-goers could eat their Sabbath lunch.

After the noon-hour, all returned to the meeting house for a whole afternoon of preaching and prayer.

In our early times, the Town, or Precinct, Meeting was the Church meeting, and at one time the Town transacted the secular business of the church. A remnant of this ancient arrangement existed for many years in Medway, in that the town meetings were held each year in one of the three Meeting Houses - at West Medway, the Village, and at East Medway.

When the West Precinct came into being - its first town meeting being held May 15, 1751 - it was sparsely settled, and its industries, as we have noted, consisted of a few enterprises.

By 1803, when the first postoffice was established, there were only eight dwellings, a grist mill, two sawmills and a store - but one hundred years after the establishment of the town, many changes had taken place, and we may regard the period of 1815 to 1875 as the era in which population increase had a profound effect on the religious growth of Medway.

The changes in the religions were both in numbers and in denominations.

Workers came here for employment in the textile and machine

shops along the Charles; for the most part, these people were of Yankee or North American stock. Then, just before 1850, our mills started employing the Irish who sought new lands because of the potato famine in their native country. They could be said to have founded the Catholic faith in our town.

The terrible devastation wrought by massacre of great numbers of Jews in the Russian pogroms brought many of these immigrants to America. Because of the relatively light industrial concentration here, those Jews who came to Medway over one hundred years ago were farmers. They formed the Jewish Agricultural Society in Medway and East Medway, took up farming, and soon assimilated themselves into our society.

The increase in population in the New Grant between 1750 and 1800 while not spectacular, was steady, and by 1810, the Precinct was thinking - and talking - about a new meeting house and church.

To counter the growth, and subsequent strength of the New Grant, the Town, a majority of whom resided in the Old Grant voted to form the whole town into one religious precinct, and establish a meeting house at the Edward Clark farm on Stoney Plain, at Farm and Cedar Streets. For reasons not apparent today, the provisions of the vote were never carried out.

In 1814, the Parish Committee to set the new meeting house decided upon a tract of land on "Rabbit Hill," and the Meeting House of the Second Church of Christ in Medway was erected.

The design of the building is in the traditional style of such churches built at the time, although of a plain style, and it may have been designed by Elias Carter, architect for many similar churches in the vicinity of Medway.

Construction was undertaken by Master Builder Malachi Bullard. He housed his workers in an ell built on to the old Tavern House, standing at the northeast corner of Main Street and Slocumb Place.

The church was finished and dedicated in September, 1814, and on the first Sunday in October, Reverend Jacob Ide DD., was ordained as the first minister. His pastorate extended over fifty years, and he remained with this church as Senior Pastor until his death in 1880.

In 1816, the present Parish House was built from timbers and lumber salvaged from the 1749 West Precinct meeting house.

A disagreement based primarily on doctrinal interpretation brought about a sharp division in the Congregational Church on the hill, and it was many years before harmony was restored, and the Third Church, established to accommodate the dissidents,

ceased to exist.

As nearly as can be determined, the first Baptists in the New Grant were Jonathan Partridge and Eleazer Adams, recorded as being here in 1750. Eleazer at one point refused to pay his ministerial tax, and was imprisoned at Boston. He was described at that time - 1754 - as being "an ancient man, a substantial freeholder of Medway, a constant attender, and for several years past, at the Baptist Meeting in Bellingham."

Jonathan Partridge was the son of John Partridge, Deacon of the First Church at East Medway, and he was fifty-seven years of age in 1750.

Many years later, Abigail Partridge and John Albee, both of Medway were baptized at the Baptist Church in Bellingham.

In 1819, a Baptist Society was formed in the West Precinct, and it is said that it came into being because of dissatisfaction on the part of some of the Congregationalists with preaching in their Second Church, and for others, objection to the location of the new church and meeting house on Rabbit Hill.

Although the list of members of the new Baptist Society included some of the most wealthy and influential in the town, none of them were Baptists.

The Society had been meeting in the old schoolhouse No. 5 at Partridge and Winthrop Streets, and in 1821, efforts to purchase the old 1749 meeting house site having been ineffective, construction of a Baptist meeting house was commenced at the northeast corner of Main and Winthrop Streets.

Financial difficulties suspended building in 1822, and it was only after agreeing that denominations other than Baptists might worship with the Baptists in the house, that construction was completed.

In fact, until 1830, only Universalist preaching was held in the church, the Universalists previously having met in the Mechanics Hall, at Cottage and Main Streets.

The Universalists lost control of the meeting house to the Baptists in 1831, and the meeting house served this denomination until 1852, when it was replaced by a new edifice.

The 1852 structure served the Baptists until 1938, when the great hurricane of that year demolished it. The Baptists formed a Federated Church with the Congregationalists in the 1814 meeting house on Rabbit Hill, and they are still worshipping together as the Community Church to this day.

The Village section of the West Precinct felt the effects of

the industrial transformation of the town to a great degree, and the textile, straw and boot shops brought a varied population.

The demands upon the Pastor at West Medway became so great that he was one of the first to encourage the establishment of another Congregational Church.

Residents in the "Factory Village" had a church no more accessible than West - or East - Medway, and the needs of the Congregationalists at this part of town had been only occasionally met by church services held in the Village schoolhouse by Dr. Ide.

Great interest, and more important, land and money were forthcoming when, in 1836, plans were formalized to create an Evangelical Congregational Church.

The Building Committee, comprised of Luther Metcalf, James B. Wilson, Wyman Adams, William White and Milton H. Sanford contracted with James Purington to build the church, and the edifice, complete with a Holbrook bell cost about \$5,800 and was dedicated June 15, 1838.

The first minister to the new church was Reverend David Sanford, a grandson of Reverend David Sanford of the Second Church. He served the church until 1871, when the Reverend Rufus K. Harlow was installed as Pastor.

Longevity in service seems to have marked these early ministers; Dr. Ide, 51 years, Reverend David Sanford, 33 years, and Reverend Harlow, 28 years.

The Village Church can be noted as one of the few still operating under the system of both a church society, and a parish society, the former responsible for religious activities, and the latter controlling property and finances.

Another item of interest in connection with this church is that when it was organized, it departed from the regular system of tax support for worship facilities and ministerial attention, and depended only upon voluntary support, as it does to this day.

It has been said that "many churches are a moral leaven," and Medway has seen much of the substance of Christian conviction.

Thus it was that in 1857 there came to be established the "First Methodist Episcopal Church of West Medway."

The church encountered difficulties almost from the beginning. There were never more than a handful of church members, and there were few individuals of means among those.

The "church" was really its first Minister, Reverend William Jackson. He was a Wesleyan minister, he was well educated, and was a forceful and convincing preacher.

In 1857 and 1858, the Methodists held services irregularly, meeting in the old schoolhouse still standing on Slocumb Place, but it was not until William Adams brought his money and interest into the church, that plans were made for a new church.

Between 1865 and 1867, the church was under construction, but progress was slow, due to financial difficulties. Finally, in 1868, work stopped altogether, and did not resume until 1869, when Honorable Lee Claflin, "a devoted and steadfast Methodist from youth to old age" advanced money for the completion of the building.

Mr. Claflin, a resident of Hopkinton, assisted several such churches in his lifetime. He was a wealthy boot and shoe manufacturer, and achieved high positions in business and politics.

The Methodist Church, now Charles River Masonic Temple on Cottage Street was hardly completed in 1870, when plans were laid, and construction of a parsonage was started.

Reverend Mr. Jackson had been injured by a fall from the scaffolding of the church while it was under construction, and had been followed by several ministers, and it was during the pastorate of Reverend Mr. Ray that the parsonage was built.

Again, financial difficulties arose, and this time the crisis was met through the generosity of Thomas Campbell, a proprietor of the Campbell paper mill.

Up until 1880, the church experienced a slow but steady growth, when its membership reached its all-time high of 186. Subsequent decline of the paper industry on the Charles caused the removal of several of the church's more well-to-do communicants, and business reverses in the community at later periods effected the church adversely.

In 1930, the remaining Methodist Society members arranged through the New England Methodist Episcopal Conference to sell the church to Charles River Lodge, AF&AM for \$2,000, and the building was dedicated to Masonic usage in 1931.

At the time of the sale, the financial transactions of the church amounted to approximately \$400.00 per year, but previous to that time, donations and church money were collected in sufficient amounts to build the Jackson tomb at Evergreen Cemetery as a memorial to the first Methodist minister in Medway.

We have noted the mid-point of the 19th century as an important time in the growth of our town. As the Italians came to Milford to follow their trade of stone-cutting and granite-working, many Irish came to Medway for employment in the mills, and to help

build our railroad line.

In 1850, Medway Catholics were attending Mass in Milford, and in 1851, the first Mass was said in the Walter DeWire house on John Street, near River Street in the Village. Between 1853 and 1857, Father Michael Carohar and Father Edward Fennelly said Mass here at regular intervals, and in the latter year, Medway was established as a permanent mission of St. Mary's of Milford. Due to an increasing number of communicants, the place of worship was changed to the James Kenney house on Canal Street.

The Kenney place soon became inadequate, so arrangements were made to move to the No. 7 District Schoolhouse which stood on the spot now occupied by St. Joseph's church.

In 1857, a priest of remarkable vision and strong religious conviction became the Pastor of St. Mary's church at Milford, in the person of Father Patrick Cuddihy. This "dynamic resourceful man of God blazed a trail of apostolic activities reminiscent of the activities of St. Paul," and it was he who established the Mission at Medway. At this time there were about forty Catholic families in the town.

In 1870, the Medway mission was transferred to St. Mary's Parish in Holliston, where Father Richard Quinlan was Pastor. In 1876, the schoolhouse which had been in use as a church was moved to the south part of its lot, and the foundation of the present St. Joseph's church was made.

On August 12, 1877, the first Mass was celebrated in the new "basement church," and in May of 1885, the "infant mission" came of age and was established as a Parish. Father Matthew Boylan was the first pastor, and it was in the first year of Father Boylan's pastorate that the upper church was completed. On November 21, 1886, the church was dedicated under the patronage of St. Joseph.

In the same year, the parish acquired the Cary residence at Barber Street, the present Rectory.

In 1890, the great spire was added to St. Joseph's Church, and daily at 4:00 o'clock, the inhabitants would gather in the Village square to watch the dare-devil performances of one of the steeple jacks, high above their heads.

Growth and advancement in St. Joseph's Parish continued; in 1959, the church was extensively renovated and dedication ceremonies took place in the newly refurbished church on May 21, 1959, with His Eminence, the late Richard Cardinal Cushing officiating.

1713



1913

THE TOWN OF MEDWAY

(Medway — Millis)

MASSACHUSETTS

Will Celebrate Its

BI-CENTENNIAL

You are cordially invited to be present
Friday, Saturday and Sunday, July 4, 5 and 6, 1913

PROGRAM

FRIDAY, JULY 4th—Automobile and Trades Parade
Historical Pageant
Band Concert and Fireworks
SATURDAY, July 5th—Historical and Literary Exercises
Historical Pageant
Banquet and Band Concert
Sunday, July 6th—Millis—Special Religious Exercises
in Old First Church
Address and Band Concert
During entire Celebration there will be an Historic Exhibit

Pageant Tickets for sale in advance.

Banquet tickets \$1.50 each

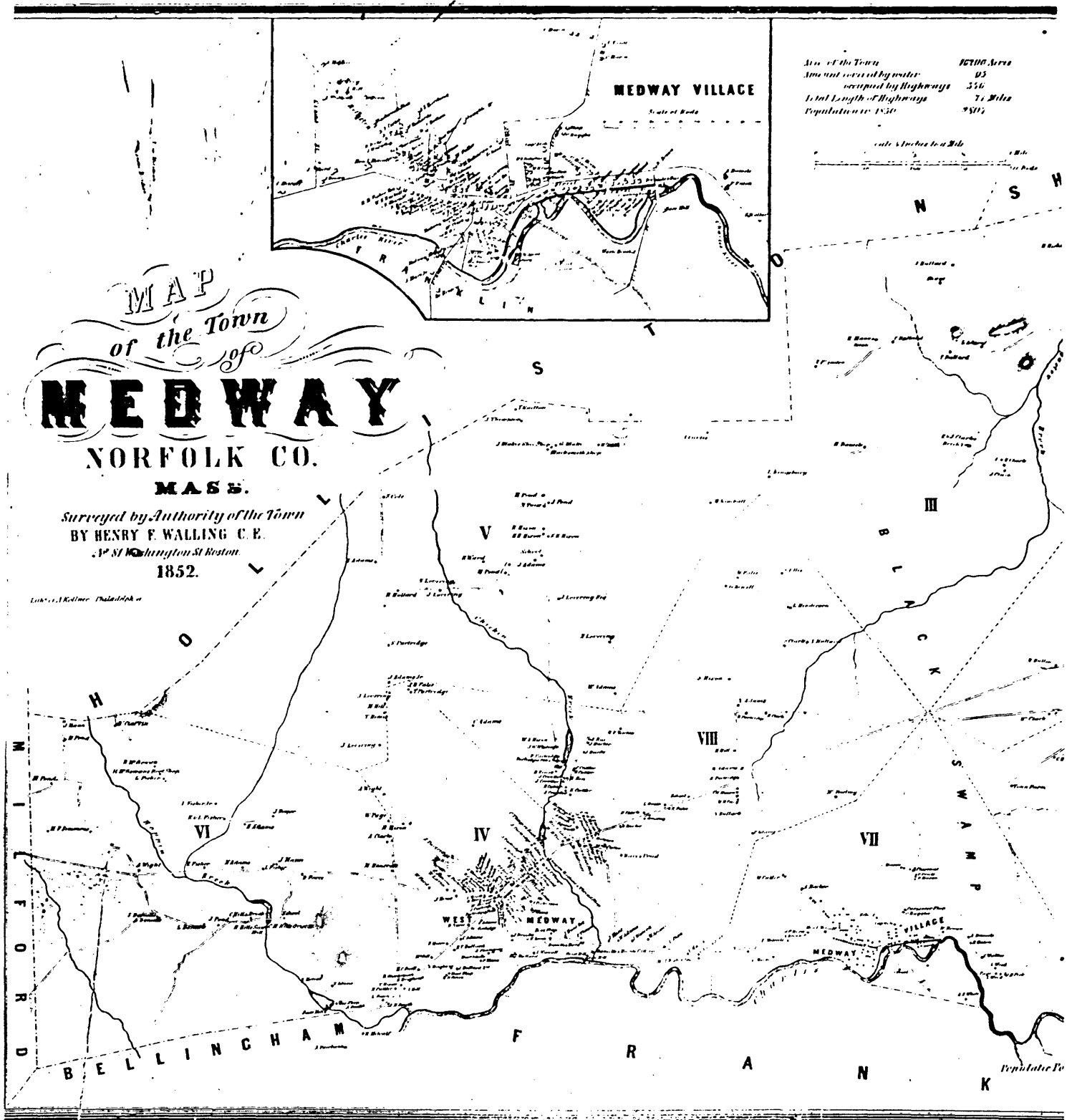
As the seating capacity is limited your application for
tickets should be made promptly

COMMITTEE

MELVIN J. WEST
LOUIS LA CROIX
J. WARREN CLARK
EVAN F. RICHARDSON
Millis

HERBERT N. HIXON, Chairman
ORION T. MASON, Secretary
WILLIAM W. OLLENDORFF
WALTER L. PALMER
ROBERT M. O'DONNELL
Medway

Program of Medway's big celebration in 1913. Almost every inhabitant took part in the pageants and historical re-enactments, and many residents of surrounding towns also participated. The affair was held in what was then a natural outdoor amphitheater between the Charles River and Village street, west of the Sanford Mills.



During the pastorate of Fr. Francis McGrath, the Honorable Clark Partridge house was acquired by the Parish, and now serves actively as the St. Anthony Center.

Christ Church on School Street is next to be considered in our chronology, but its history goes back much farther than the 102 years it has been a part of our scene.

The Episcopal beginnings were troublous in Massachusetts. The Colonial status of New England was, through the 1650's, precarious. But the greatest strife in that period seems to have been the unceasing agitation over religious worship.

The Puritan Commonwealth that envisioned a "colony of souls united in faith and doctrine," in which church and state should be substantially one was proved impractical before even the first generation of Puritans had passed from the scene. We must understand, however, that the fixedness of purpose of Puritanism had an effect for many years.

Puritanism exercised a policy of repression - a policy that may have served those interests whose aims were political rather than spiritual, albeit the employers of the policy may have been innocent of such intent. We must remember that Puritanism founded the colony from which our nation came, and Puritanism was a religious belief exemplified by a sect scrupulously strict and exact in its beliefs.

Therefore, religious disintegration in the colony was inevitable, and half-hearted intervention by the Crown did little more than delay the end.

Ironically, it was the bitter repression of various faiths in Boston that gave the Church of England its greatest impetus in becoming established there.

In 1646, a petition before the Great & General Court asked that "civil liberty and freedom might forthwith be granted to all truly English; and that all members of the Church of England or Scotland, not scandalous, might be admitted to the privileges of the Churches of New England."

The calling of a General Council in 1657 was the first great action in penetrating the bulwarks of the established church in New England.

A remaining barrier, that of admission to church only through certification was lowered by the formation of the Third Church at Boston. Great number of citizens had been disenfranchized by the odious requirement of certification - a certificate which could be granted only by the ministers - and if the parents could

not be admitted to church, their children could not be baptized.

The troubled waters subsided slowly. The old church would have nothing to do with its rebellious daughter, and on three separate occasions denied admittance to its church of the wife of one of the founders of the third church - paralleling typically the strife that came about in Medway years later.

There was one item that overcame all, and healed the breach, and that was the spectre of the invasion of the ecclesiastic establishment of New England by the dreaded Episcopacy of Mother England.

More friendship was even extended to two sects which had, through sheer tenacity persevered through active persecution - the Baptists and the Quakers - in the hope that they might join the resistance to the Episcopal movement.

The appearance and establishment of the English Church was a sure sign to the Puritans that their time had come to a close - notwithstanding the fact that they had, in almost half a century here, failed to promulgate anything more than a narrow sectarianism. Then too, they feared evils from the admission of the Book of Common Prayer, which never came to pass.

Their greatest failure is obvious: they closed their eyes to the fact that there were those among them who had an equal right to choose such religious institutions as they wanted. The Church of England indeed represented the tyranny of the Stuarts, and if our early inhabitants had been more free from preconceived evils, they would have feared Episcopacy less. But we must remember that the Catholics and the Hebrews and other faiths and beliefs were to be subjected to the same patterns of rejection in the years following.

One has only to look into the life of Judge Sewall of Boston and his Puritan fellows to see what inflexibility faced any new religious proposal, and along with it, we must look at the prerogatives of the Church and Crown of England which was just as inflexible as Sewall and his followers.

With the first reading of the Liturgy in Boston on June 15, 1686, the Church of England was established, but it was to be almost twenty five years before the dominance of Puritanism was toppled.

A third Congregational Society in East Medway, established in 1838 had become weak and disorganized, and finally, through failure to hold annual and other business meetings, lost its charter. Their meeting house, then standing near the present Pleasant

Street in Millis was decaying rapidly. Accordingly, in June of 1865, the trustees of the Third Church were approached by representatives of the Holliston Episcopal Church, with a proposal that they transfer the building to them. In turn, the new owners would restore and refurbish the edifice.

In exchange for this proposition and a small amount of money, the transfer was made, and the Episcopalians promptly improved the property. This became St. Clement's Church. The services held were of the high ritualistic order, and every Saint's Day was observed. Holy Communion was observed weekly, and a large Sunday school was developed, as well as an institution for the instruction of ministers.

The ritualistic order enunciated by the Rector, however, found increasing disfavor in the eyes of the church leaders, and a continuing dispute ensued.

The pastor, discouraged by the revolt among his parishioners resigned in sorrow, and by 1871, after a disastrous fire, local Episcopal services were suspended.

In 1874, a new stone church was erected in Medway, on School Street - first known as St. Clement's Church, possibly because its construction was financed in large part from insurance money from its East Medway predecessor - but it is the place we know today as Christ Church. Earl & Fuller were the architects, and the magnificent stonework of the church was put up by Elmer Videtto, whose dwelling - also built of stones - still stands on upper Village Street.

Although the church structure was commenced in 1874, it was not ready for occupancy for several years, and the first service was held within its confines on Christmas Eve, 1881. Formal dedication of the church took place on January 8, 1885, with Bishop Paddock of the Massachusetts Diocese officiating.

The lines of the original church were much improved in 1899 by the addition of Croswell Hall, with the corner stone being laid by representatives of the Grand Lodge of Masons of Massachusetts and Charles River Lodge of Medway.

To advance chronologically, we could say that the Napoleonic Wars and the resultant social turbulence in Europe brought the members of our Hebrew congregations first to our shores. The terrors for the Jewish people in Poland and Lithuania were increased by the Russian pogroms of 1879. America welcomed those who fled persecution, and perhaps she symbolically welcomed Abraham Charak, the first Hebrew to settle in Medway, in 1881.



The Village Congregational Church, 1910. The Hirsch & Park straw shop can be seen in the left background.



Christ Episcopal Church, School Street, about 1885. Elmer Videtto not only built all of the masonry, but brought all of the stones to the site. The church was designed by the architectural firm of Earl & Fuller.



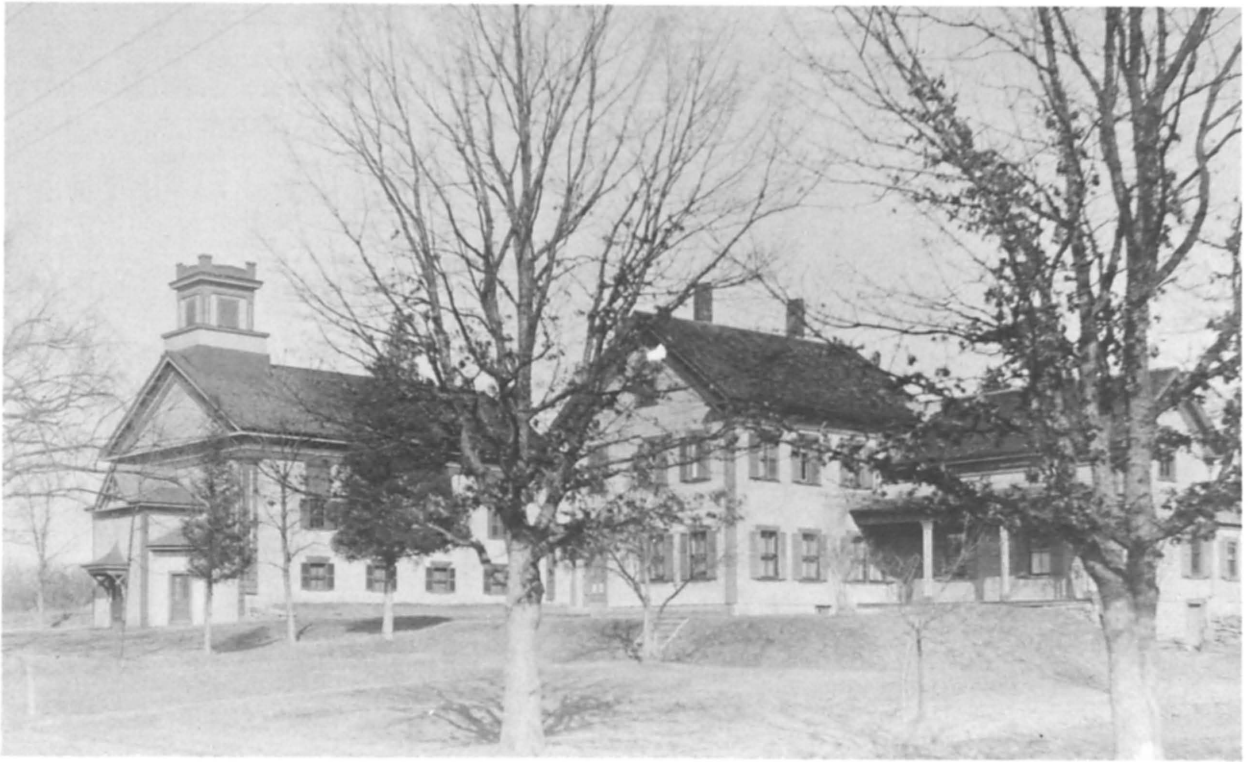
SOME OLD CHURCHES OF MEDWAY

Above: - The 2nd Congregational Church in West Medway, 1900. This rare view shows the old horse sheds, the subject of bitter controversy for many years between the church members.

Opposite page: - Upper view shows the Baptist Church, corner Main and Winthrop Streets, destroyed in the 1938 New England Hurricane. At the right in the same view is Smith's boot shop.

The lower picture is an unusual view of St. Joseph's Church taken from the head of Broad Street. A corner of the Quinobequin House shows at left, and at right, the east tower of the first Sanford Hall can be seen. The date is around 1895.





Methodist Episcopal Church, Cottage Street, now the Masonic Temple. The house to the right was the parsonage, built shortly after the church was erected.

-Courtesy Stanley H. Metcalf



Congregation Agudath Achim Synagogue, at Walker and Village Streets, built 1919.

The story of the establishment of Hebrew religious services started in North Medway before 1900 in the area around Hill, Winthrop and Lovering Streets, and two substantial synagogues were built. One stood on Hill Street near the present crossing of the high-tension electric line, and the other was located at the corner of Winthrop and Partridge Streets.

The North Medway synagogues are gone, but the synagogue of Congregation Agudath Achim, built in 1899 still serves its Jewish community at Village and Walker Streets.

There is much more to the chronicle of Medway and her churches, and her religious activities - the Baptizing Place at Chicken Brook, the Millerites who waited in their white robes along the high ridge at Summer Street for "the trump of doom" in 1829, and the instances when Church and State were sometimes one, and so many times separate in our early years, and we leave these areas to the student to explore.



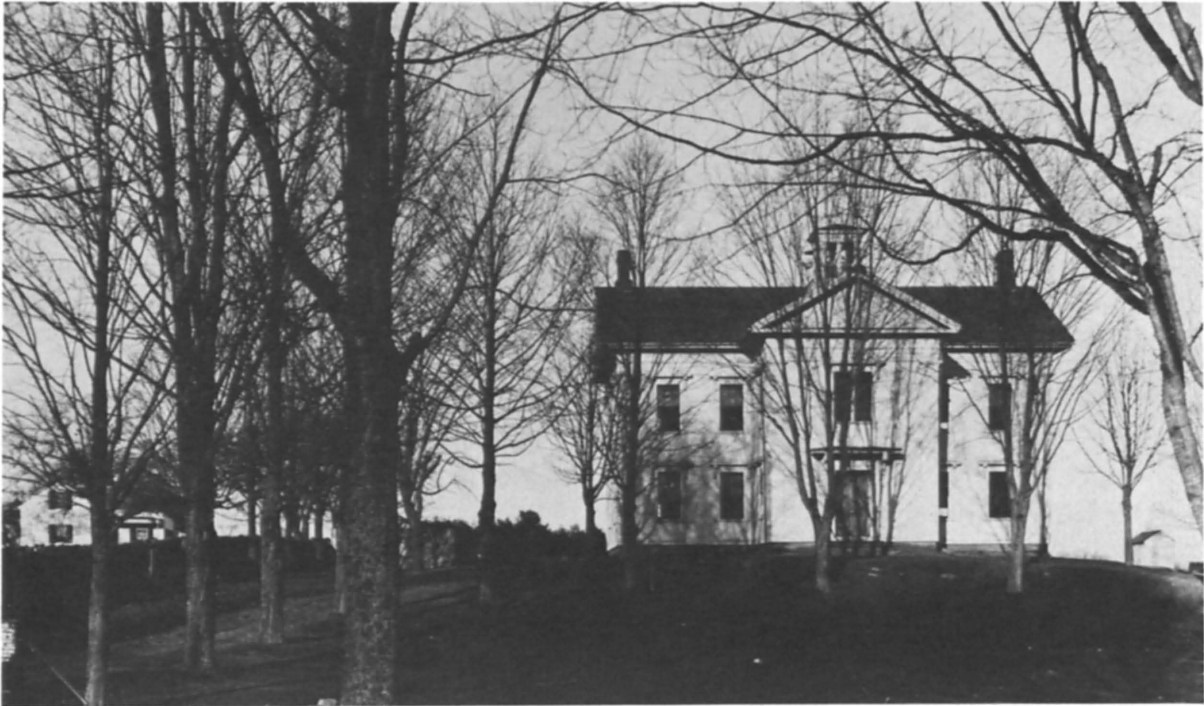
The North Medway Synagogue at Hill Street, built in 1899, one of three in the area.



The Drybridge School - Typical of Medway's early one-room schools.



No. 5 Schoolhouse, Winthrop and Partridge Streets, 1902. The site is now a town playground, and was the location at one time of one of the North Medway synagogues.



No. 4 Schoolhouse, High Street, about 1900. This school stood to the rear of the present school building, and was razed in the 1930's when the "new" High Street elementary school was built under the WPA. The small structures to right and left of the building were outhouses. A well on the premises served as a water supply until town water became available in 1914.



A classroom in the Plainville School, Cutler Street, 1910. The building, once the No. 9 Schoolhouse, was built in 1873, and is now occupied by American Legion Post 367.

CHAPTER XIV.

The Town and Its Institutions

Historians have called the period 1848 to 1917 the "Age of Expansion" in America, and Medway's growth generally fits that pattern.

Our school system, for example, starting out as a one-room affair in the New Grant between Main and Evergreen Streets, established in 1737, grew through a series of "District Schools" to "consolidated schools."

In 1894, the No. 5 schoolhouse, built in 1861 at a cost of nearly \$1200.00 burned. It stood near the corner of Partridge and Winthrop Streets, on the site of an earlier district school. The old school was an unpainted building, both outside and in. This school, however, was highly favored in that it had a large box stove set on a brick hearth for "central heating" - and all of the other district schools were heated by huge fireplaces.

Opposite the door stood the teacher's desk which was on a high platform. On each side of the teacher's platform were lower ones with three seats on each side; these were considered the "seats of honor," occupied by the most advanced scholars. The seats for the other scholars were arranged at right angles, the lowest being near the stove.

The boys kept their books in a large box, but the girls had no need to, as they had few - or no - books. There were no maps or blackboards in the old No. 5 schoolroom.

Nor were there any bells.

"Lady teachers" found a heavy thimble a very useful item for rapping on a window to call students in from lunch or recess, and equally useful for rapping disobedient students on the head or knuckles.

"School masters" found an iron ferrule or ruler equally useful.

On a cold winter morning, students could be seen going to

school from all directions; boys and girls were warmly dressed, in garments cut, spun and woven in their own homes. The girls wore woolen blanket-scarfs over their heads instead of the later hoods, and the pinned blanket served as hood and cloak. Boys and girls wore heavy boots in winter, and went barefoot in summer.

The school terms in our districts ran for ten weeks in summer, taught by a "lady teacher," for which she received \$1.00 per week and board, and 10 weeks in the winter, taught by a male teacher, at about the same rate of salary and "found."

All scholars learned to write, read, spell, punctuate, cipher (as far as interest,) although arithmetic was not taught in the summer term.

Girls spent most time at school reading and writing, and learning how to knit, sew, and braid straw. A girl might make her "new dress" at school.

Drawing was not taught, but girls did learn high degrees of skills in making samplers and embroidered ruffles.

Only two of the old district schoolhouses survive, and not now used as schools; one is the present Legion Hall on Cutler Street, once the No. 9 Schoolhouse, built in 1873, at a cost of \$4,550.00.

The No. 9 school was about the size of the 1851 high school, which stood on the corner of School and North Streets for over 50 years, and the No. 4 school which stood near the present High Street school.

The other is now a dwelling on Slocumb Place, and it stood originally on the site of an earlier school, mentioned above, between the Turnpike and Evergreen Street. It was moved up Rabbit Hill around 1830, and served as a school until 1851.

The extant town histories are unclear as to what schools stood where, in that they intermingle school district numbers with school house numbers. With all available information carefully evaluated, it appears that Medway had these schools:-

1. A "first No. 4" school in the new grant, located between the Turnpike and Evergreen Street;
2. A "second No. 4" school on the site of the "first No. 4" school, later moved to Slocumb Place;
3. A "third No. 4" school house facing High Street, built 1862, once a High School, and razed around 1933 to make way for the present WPA-built High Street or "West School."



Four Medway Views: -

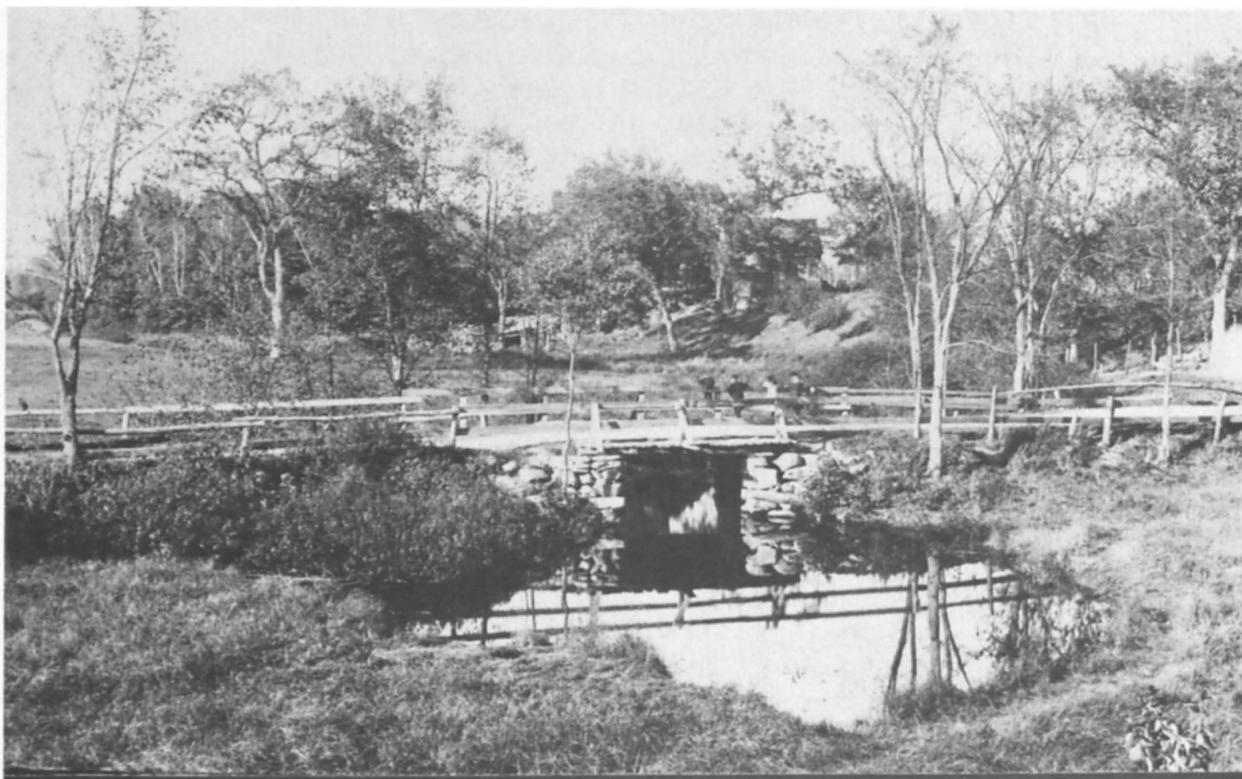
Upper Left: Coffee Street near Main Street.

Lower Left: Walker Street "Red Bridge" and mill dam.

Upper Right: Wellington Street and Chicken Brook Bridge.

Lower Right: Main Street, looking west from Franklin Street.





4. A "first Drybridge School," located near the drybridge at the foot of Drybridge Hill, about 100' west of the present course of Holliston Street, on the north side of the Turnpike, school house No. 8;
5. A "second Drybridge School" located at the northwest corner of the intersection of Lovering and Holliston Streets, and now partly incorporated into a dwelling at that site; also No. 8;
6. The No. 5 "North School" at Partridge and Winthrop Streets, built in 1861;
7. The second No. 5 school house built on the site of the first No. 5 when the original became inadequate for the town's needs. This second No. 5 school burned in 1894, and was not rebuilt, it then being in use 11 years;
8. The No. 9 school on Legion Avenue, previously referred to;
9. The No. 7 school, a small building built in 1817 between the present location of Sanford Hall and St. Joseph's Church; it later became the Medway Classical Institute, a sort of college preparatory school. When construction for St. Joseph's Church was begun, the school building was moved to the rear of the church lot, and razed some years later.
9. The "Second No. 7" school built in 1870 at the south west corner of School and North Streets, and used as an elementary school for almost 100 years;
10. The 1851 High School built adjacent to the Second No. 7 school. It served for almost 100 years as a town school building, until being razed. The site is now the Lillian Hodgson Playground.
11. The "Brick School-house" at "Holy Cross," - a small school located at the northeast corner of Fisher and West Streets. Built in the 1860's, it was used as a dwelling, and was razed about 100 years after building. Stone gate-posts and granite steps mark the site of this quaint little school.

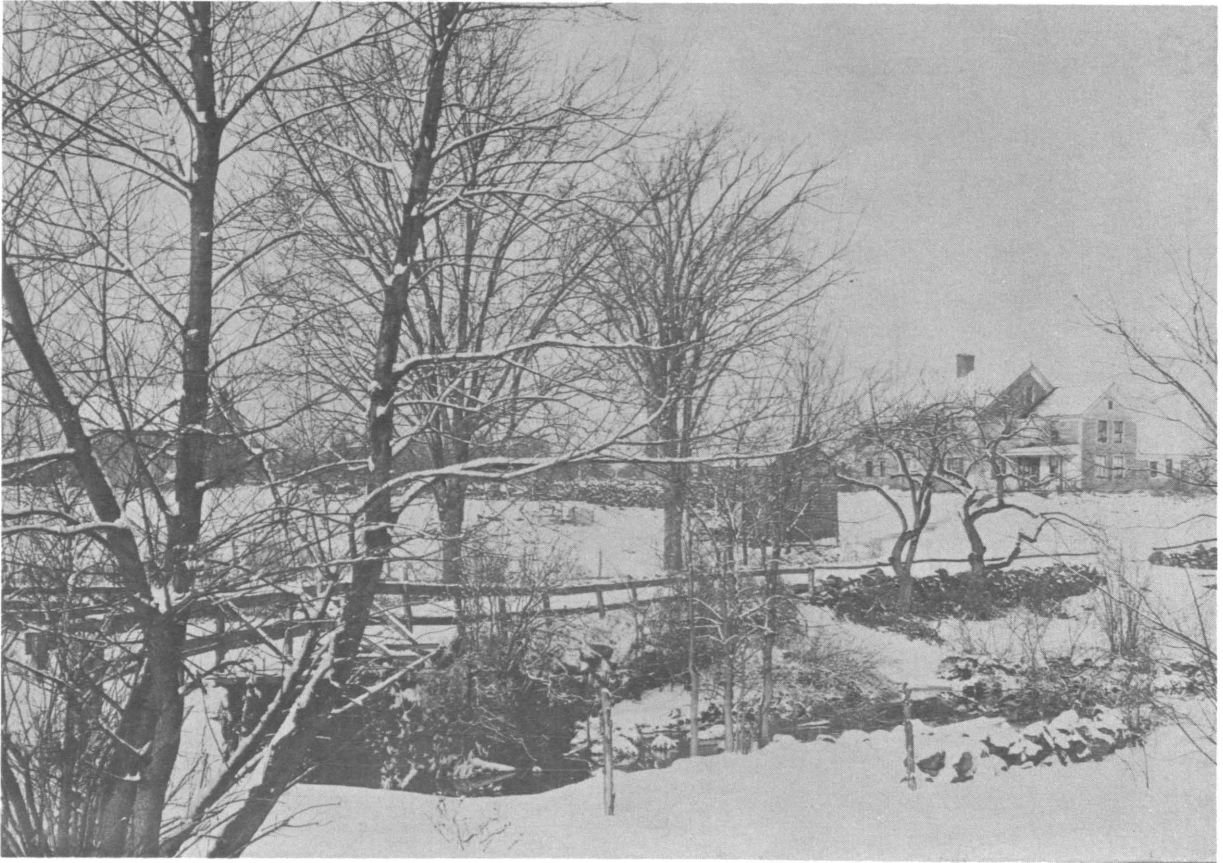
In this bicentennial year, schools are in use in our town as follows: the High Street School, previously referred to; the "old High School," built in 1918, and now the Anderson School on Village Street; the Medway Elementary School on Legion Avenue, built in 1953, and now known as the Burke School; the Junior-



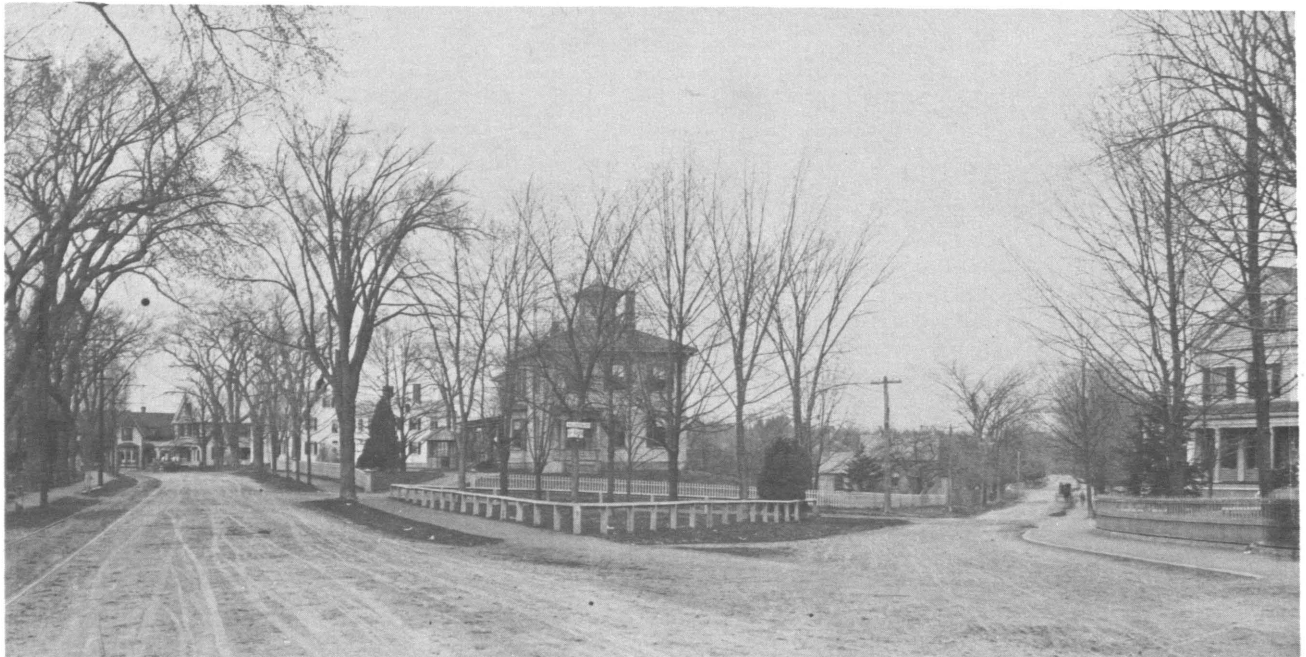
The "old high school," now the Anderson School
Village Street



The 1850-51 high school and the Lillian Hodgson Elementary School as they
looked in the year 1900, School Street



Chicken Brook Bridge and the old Cutler place, 1906. This view is taken from Maple Street looking toward Adams Street. All of the buildings are now gone.



Congregational Square - Village and Holliston Streets, 1888.

Senior High School on Holliston Street, occupied in 1961; and the North School on Lovering Street, opened in 1967.

Constables & Medway's Finest

From its earliest times, Medway was in the service of, and was served by its Constables.

In the old days, we had appointed "keepers of the peace," a sort of civilian police officer; hog and deer rieves, whose duty it was to sometimes enumerate, and generally keep control of those animals; we had "trial justices" who adjudicated slight civil transgressions, and of course, our Selectmen then, as now, resolved innumerable questions and debates.

The Constable, however, was authority and law, and in the judicious exercise of his powers was at once father-confessor, elder statesman, friend and confidant, judge and jury, promulgator of the ordinances, prosecutor, or when need be, defender - server of warrants, and when he had time, homeowner and family provider.

For this sort of devotion to duty, the Constable received a salary in the neighborhood of \$19.00 per year; if he boarded an indigent, or confined someone in the lock-up, he received another dollar per week.

In 1869, Constable Bullard was the subject of criticism in the annual town meeting for having asked approval of the town for a bill of \$59.00 for year's services, included in which were costs of locating a stolen horse, and returning it from Southboro, and developing incriminating evidence in a murder trial!

The "Constable" system of preserving law and order continued until 1875, when the first police officers, 8 in number, were appointed.

The new police officers had no organized department such as we have in town now; the officers had more law enforcement powers than the Constables had, and the Constable's duties reverted to the posting of town meeting warrants, and some services of legal papers and notices.

The first police officers were, in effect, "special" police, with no set hours of duty, but they were subject to the call and worked under the direction of the Selectmen.

As the town grew, so did the demands on the police personnel; the first police "department" came into being in 1922, and the first Chief of Police was the Chairman of the Board of Selectmen,

William W. Ollendorff. This arrangement continued through 1923, when Thomas F. Malloy, through his office as Selectman became the Chief.

In 1924, Joseph Dean in an "outside appointment" by the Board of Selectmen took over as Chief; he served for two years.

In 1930, John H. Wyman was appointed Chief of Police, and the first Deputy Chief, in the person of Leo F. Cassidy was also appointed. Mr. Cassidy became Chief of the Department in 1931, and served in that capacity until his death in 1959.

William Giallonardo, a patrolman with service extending back to the late 1930's was appointed Chief of Police, and still holds the office.

There are some interesting sidelights on the operation of the Police Department; our first night patrolman was John Kingsbury, appointed to the position in 1939, and we didn't have a full time patrolman working with Chief Cassidy until Officer Giallonardo was assigned to that duty in 1940. It was in early 1951, incidentally, that Medway's first police "cruiser" went into service. Up to that time, the Chief and the patrolman used their own vehicles, and more than one call was answered by Officer Giallonardo in his ice truck.

Our first police sergeant, LeRoy Eisner was appointed in 1961, and a few years later, the police and fire communication system, now a vital part of our protective services was installed.

Our force of "Constables & Keepers of the Lockup" would hardly know the Police Department of today, with its staff of trained officers, its well-equipped cruisers and ambulance, and its effective mobility, but they would know, and understand, the devotion, aims and ideals of our modern force, unchanged since the days of the early Constables.

"Now, Man the Brakes!"

The way of the historian is fraught with pitfalls - and none the less so for E. O. Jameson, author of the 1885 Medway history.

In his account of our fire department, he writes:-

"The early history of the Medway fire department is somewhat shrouded in obscurity, owing to its antiquity. The earliest records show that in 1714, Asahel Adams, Christian Pettibone, Claimwell Metcalf, and Justice Johnston were



"Old M-100," Medway's first police car, 1951.

- Courtesy William Giallonardo.



Medway Highway Department road scraper at Hunt's blacksmith shop, Wellington and Lincoln Streets, 1901. The vehicle at the left is a "barge," used for conveying passengers, mail and express, and this one was operated for many years between Medway and Milford by Kiever Hunter.



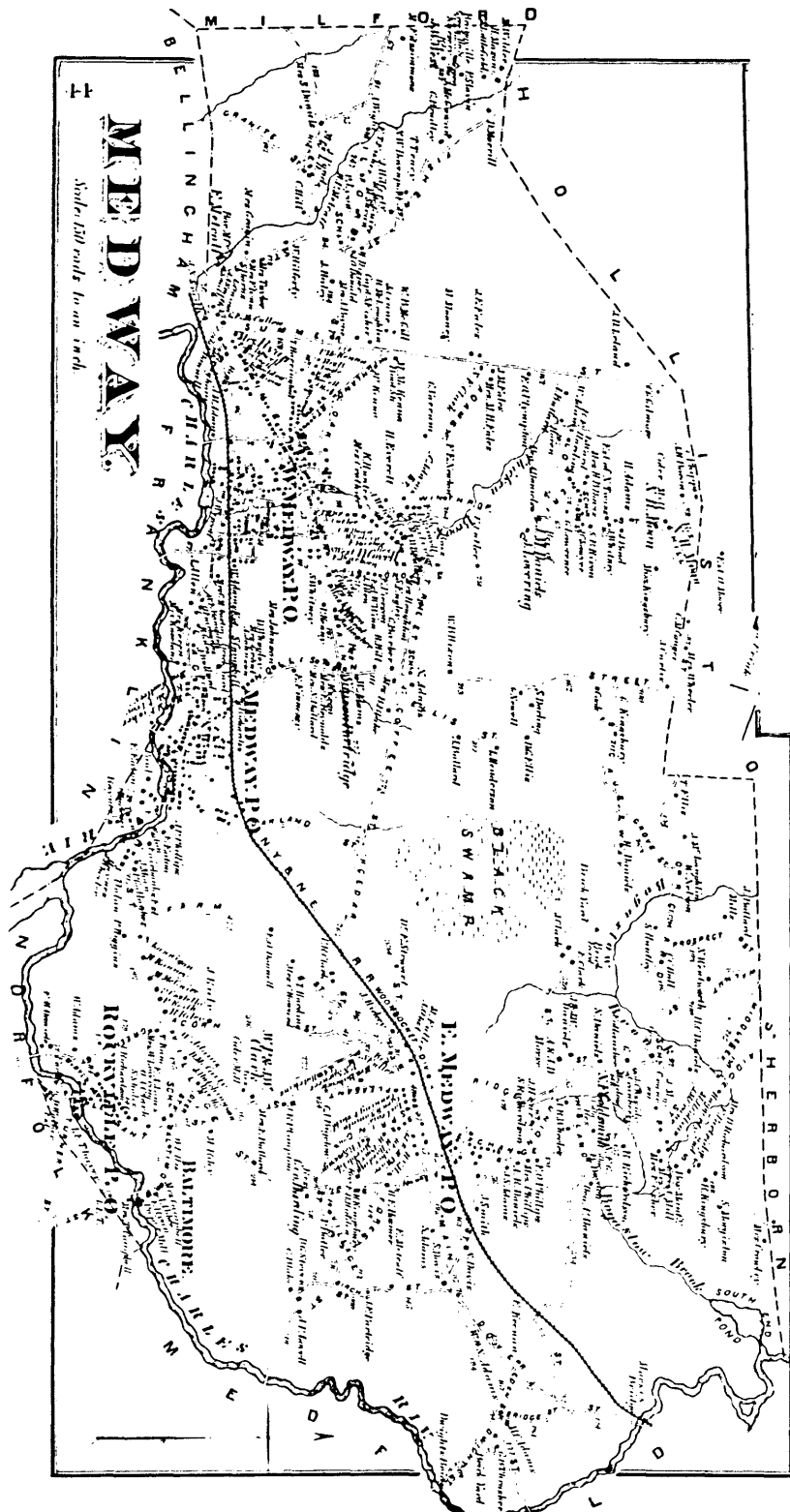
Family Portrait - the Thompsons - 1900



Oddfellow's Block, Main and Lincoln Streets, with the West Medway postoffice.



The almshouse and poor farm, Lovering Street. This building, built in 1898 has been converted to apartments, and still stands adjacent to its younger neighbor, "Lovering Heights."



appointed fire watchers with the powers of "y^e tithing man" to provide buckets, hooks and "y^e climbing poles" for the extinguishment of fires. Their duties consisted in watching at night in the villages or from the top of the village hill for signs of fire, and the alarming of the inhabitants thereof. They had powers to enter any settler's barn and take his cattle or horses "for y^e public weal," in case of fire."

Pure and simply, Mr. Jameson was completely taken in by a piece written as a joke by one R. W. Wallace, and published in a Boston newspaper. Asahel Adams was not born until some seventy years after 1714, and there never were any such persons as Claimwell Metcalf, Christian Pettibone, or Justice Johnston resident in Medway.

Actually, it was not until 1813 that attention was given to the idea of fire protection in Medway, for in that year, the Selectmen appointed the first "engine company," but we have no record of its duties or equipment.

In 1835 - and here Jameson is correct - the first piece of fire fighting equipment appeared in Medway; called an "engine," it was actually a man - or horse - drawn four wheeled wagon, and it conveyed an assortment of ladders and buckets to fires. This piece of equipment was acquired for and by the old White Mill, but was used generally throughout the village section of town.

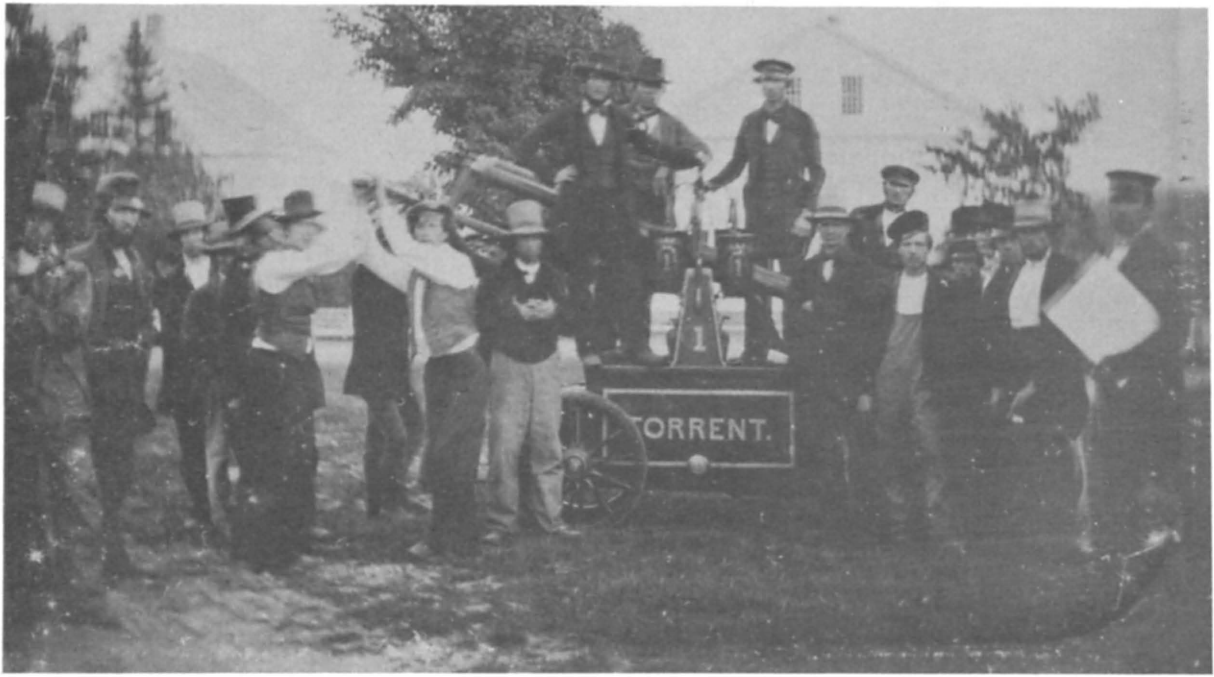
After 1851, as can be seen from the accompanying charts, our roster of equipment increased steadily.

Those first 4" and 5" cylinder Hunneman engines could give a good account of themselves. The engine consisted of a small trough-shaped tank with closed top, with the cylinder and air pump mounted on top of the tank. Eight to ten foot "brakes" - long bars pumped up and down by the crew to pressurize the tank - were positioned laterally along the tank. Suction inlet and pressure outlet connections were provided for attaching leather fire hoses.

Leather fire hose gave no end of problems in service, due to a tendency to crack if sharply bent or folded. The usual practice in carrying the heavy suction hose was to mount it in a graceful long-radius curl over the top of the engine, giving rise to the name "old squirrel-tail" to one of the engines.

By 1857, Medway fire-fighters were paid 35¢ per hour while on active duty.

Between 1860 and until nearly 1890, the tub engines drew



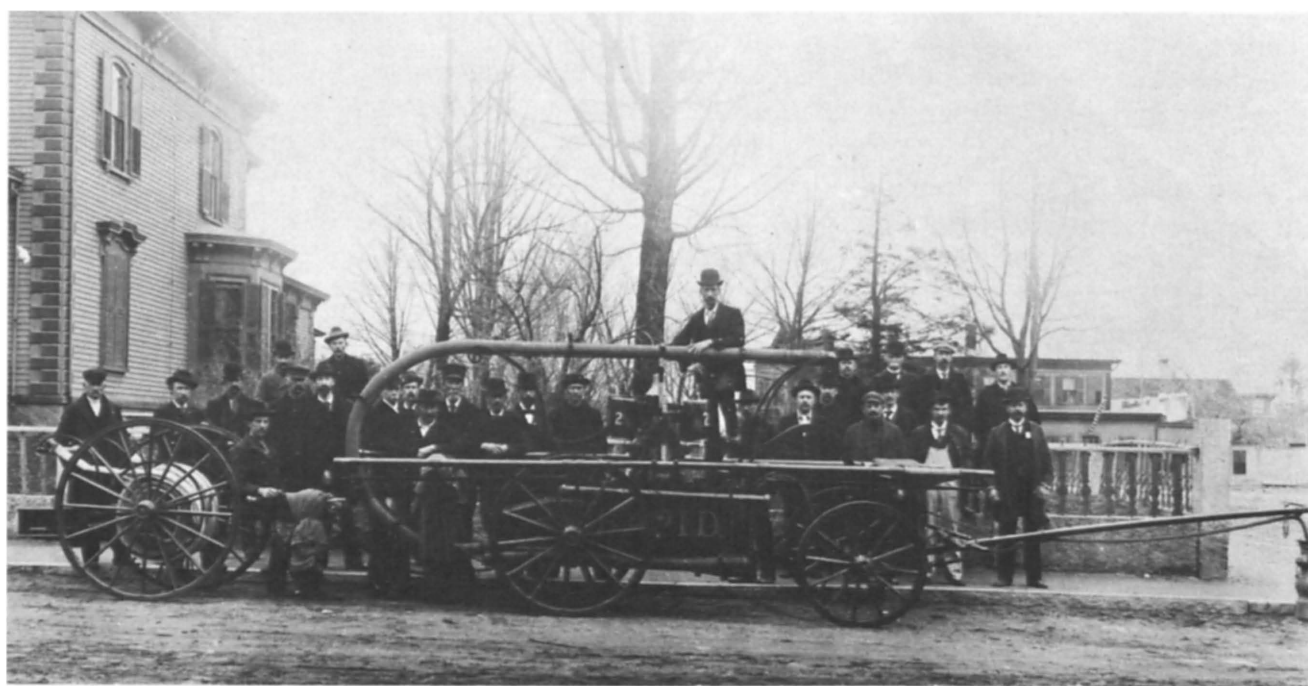
The first Torrent fire engine and its company pictured about 1865.



Hand engine company at Congregational Square Muster, Medway, June 1885.



West Medway Ladder Combination at the Torrent Engine House
1911



Rapid Engine Company, Medway, 1897
and "Old Squirrel-Tail."

their water from brooks and streams near the fire, or from huge cisterns located throughout the town. The cisterns were brick or stone lined tanks, ten to twelve feet in diameter, and about as deep. Their water came from surface drainage and from building downspouts. There were several of these reservoirs in Medway; a huge one was located in front of the Congregational Church at Main and Highland Streets, another at Wood's Corner, one at the Luther Metcalf mansion, now the Village Inn, one at each of the railroad station squares, another opposite Sanford Hall, and various others at Village and Oakland Streets, Broad and North Streets and so on.

Fire houses stood in several locations in town. The West Medway firehouse was first placed on a small lot between Nos. 201 and 203 Main Street, and later occupied the present Torrent Engine House of 1876. The Reserve Engine House is now a dwelling at the northwest corner of Cottage and Evergreen Streets. The old Rapid Engine Company's equipment was housed in a building on Peach Street, adjacent to the now-abandoned town barn, and later occupied an engine house (now St. Joseph's Men's Club) on the site of the present Station 2 firehouse.

Personnel of the departments was generally the same in the early days as now; in 1866, the first authentic record we have, Charles Clark was Steward at Medway, Asa Adams at West Medway. Gilbert Nourse was Chief Engineer.

In 1891, the town voted to increase the salaries of its fire fighters from \$7.50 to \$15.00 per year.

In the larger towns and in the cities, horses used to draw the engines and ladder wagons were stabled at the firehouses. In Medway, owners brought their horses to the firebarn at the sound of the alarm, and usually, there were horses available at the several livery stables in town. Fire alarms were given by ringing of church bells, or bells mounted in little steeples at the fire houses. With the arrival of steam power in the mills, a system of whistle signals was introduced.

Fire fighting effectiveness was sharply increased when the town-wide water system was commenced in 1908.



Main Street, West Medway, 1900. From left to right, the No. 4 schoolhouse (in distance,) Congregational Church parsonage, Thayer's Block, now the Cole Library, the 1876 Torrent Engine House, and Squire Fuller's Block, now the "Old Parish House."



The Milford steam fire engine at Medway, 1904. The building at the left is the Stanley House, and that to the right is the G A R Block. Both are now gone. The Milford engine came to Medway to help battle the Madden & Curtis boot shop fire at the West Medway depot yard, but the combined efforts were fruitless.



Village fire station, 1958, on the site of the present fire house. The old station is now occupied by St. Joseph's Men's Club.



Wood's Corner, 1910, complete with street-car tracks.



Loss of the Medway RR station in one of Medway's most disastrous fires, June 4, 1965. The building with the curved roof at the left was the office of the Medway Coal & Grain Company, and was once the original New York & New England RR station. In this fire, the depot, the office building, the Chase-Merritt boot shop and a two-family dwelling were destroyed.

(Photo Courtesy John Flaherty)

FIRE FIGHTING EQUIPMENT - Medway, Massachusetts

<u>1851</u>	<u>1852</u>	<u>1853</u>	<u>1857</u>	<u>1870</u>	<u>1870</u>
Hand Engine Purch. (Note 1)	Hand Engine Purch. (Note 1)	Hand Engine Purch. (Note 1)	Hand Engine Purch. (Note 3)	Hand Engine Purch. (Note 4.)	Hand Engine Purch. (Note 3)
Assigned 1st TORRENT #1 W. Medway	Assigned 1st RAPID #2 Medway	Assigned NIAGARA #4 E. Medway (Note 5.)	Assigned 2nd TORRENT #1 W. Medway "Old Squirrel- tail."	Assigned UNION #3 E. Medway (Rockville) (Note 5.)	Assigned 3rd TORRENT #1 W. Medway
Traded in on purch. of 3rd TORRENT #1, \$150 credit.	Traded in on purch. of 2nd RAPID #2 for \$150 credit.		Reassigned RESERVE #5 at Plain- ville Eng. House, W. Medway.		
			Sold 1922 for \$33.00		Sold 1922 for \$33.00

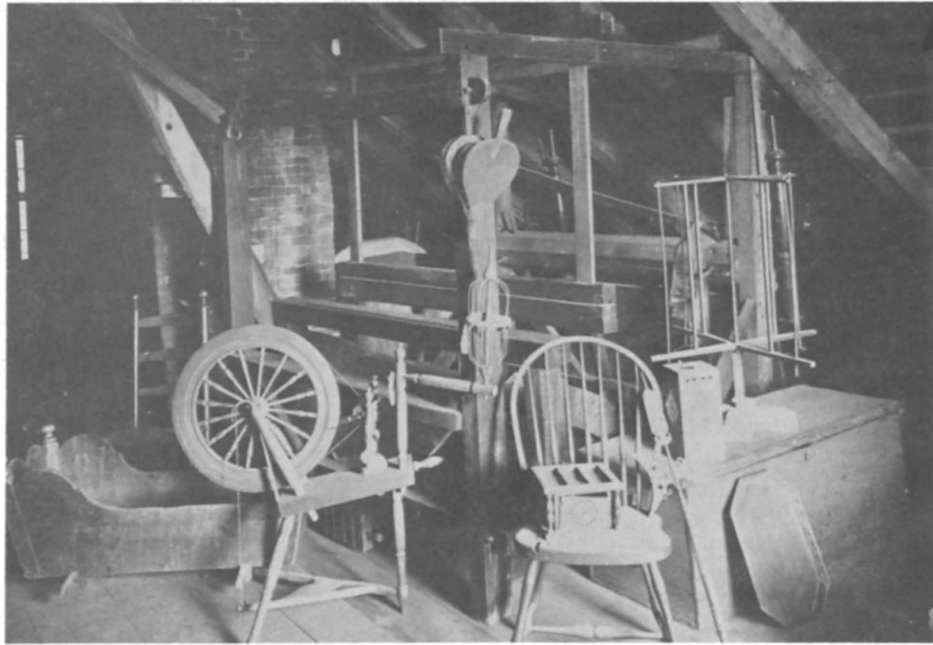
NOTES

1. Hunneman & Co, Roxbury, builder. \$450
2. Hunneman & Co, Roxbury, builder \$400
3. Hunneman & Co, Roxbury builder \$450
Builders No. 711.
4. Hunneman & Co, Roxbury, builder \$450
Builders No. 712.
5. East Medway was set off as the Town of
Mills in 1885.
6. Gleason & Bailey Co, builder, New York
7. Callahan Co, builder, New York

<u>1889</u>	<u>1887</u>	<u>1911</u>
H & L Wagon Purch. \$400 (Note 6.)	Combination H & L Purch.	H & L Wagon Purch. \$575 (Note 7.)
Assigned TORRENT Eng. House W. Medway	Scrap 1929	Assigned Hose 2, Medway
VOLUNTEER #1 W. Medway		Scrap 1925
Sold 1922 for \$115.00		

MOTORIZED FIRE EQUIPMENT - Medway, Massachusetts

<u>1922</u>	<u>1925</u>	<u>1935</u>	<u>1936</u>	<u>1939</u>	<u>1942</u>
Reo Comb. Wagon & Ladder Truck (Note 1) Assigned Hose 1 Retired 1936	Reo Comb. Hose & Celmical on 1923 Reo chassis (Note 2) Assigned Hose 2 Retired 1940	1935 Maxlm 5 Triple Comb. Pumper (Note 3) Assigned Hose 1 Retired 1964	1930 Brockway Comb. Pumper Assigned Hose 2 Retired 1938	1939 Ford-Barton U-60 Pumper Assigned Hose 2	1930 Chev. Hose Truck Assigned Hose 1 Retired 1950
<u>1942</u>	<u>1946</u>	<u>1950</u>	<u>1953</u>	<u>1954</u>	<u>1964</u>
Model A Ford Truck Retired 1950	Model B Ford Tank Truck Retired 1950	Ford Comb. House & Forest truck Engine 3 Retired 1972	1952 Maxlm Pumper Eng. 4, Medway	1939 Int'l Tank Truck Retired 1964	Maxlm Pumper Eng. 1, W. Medway
Note 1. Blt by Combination Ladder Co., Providence R I Note 2. Torrent Eng. Co. redesign. Hose 1, W.M., redesign. Station 1 - 1975 Note 3. Rapid Eng. Co. redesign. Hose 2, M., redesign. Station 2 - 1975.					
<u>1966</u>	<u>1970</u>	<u>1972</u>			
Amer. LaFrance 700 Pumper - "PIONEER" Assigned Eng. 2 - Medway	Farrar-Dodge Forest Truck Eng. 6-Medway	Farrar-Ford Eng. 3-Medway			



Two Medway interiors of the 1880's.



The Libraries

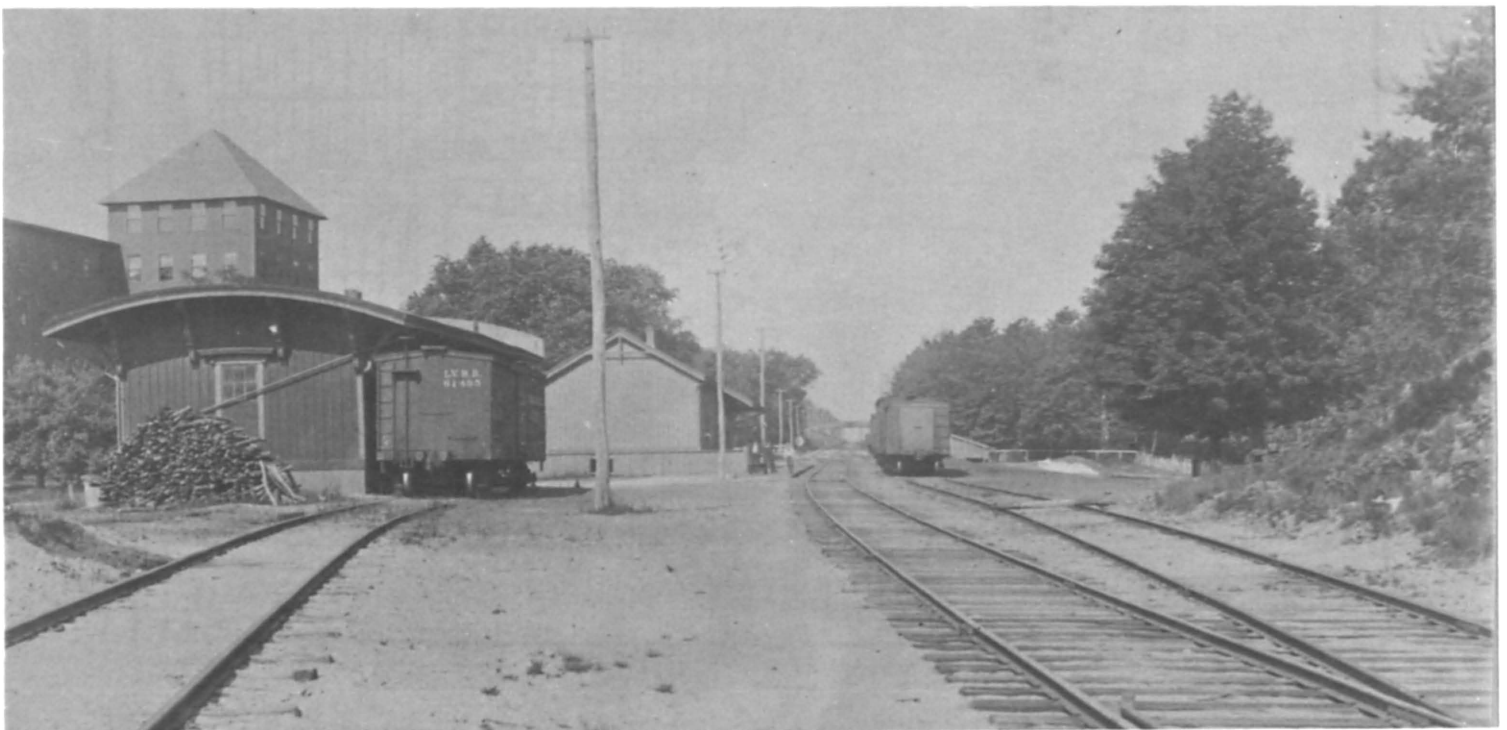
In 1860, as a result of an offer of financial support from Dr. Oliver Dean, a Medway physician, the Dean Library Association was formed. Shares were issued in the amount of \$10.00 each to a capital stock of \$1,000 - which in those days would buy a sizeable number of volumes.

The library was kept in the Fisher block, now the site of the Medway Village Postoffice for its first ten years, and later it was moved to the Sanford Hall block, where it remains to this day.

In addition to his original grant of money, Dr. Dean assigned the dividends of his Boston & Albany RR stock, and this was a substantial source of income until recent years. Patrons of the library were assessed in the amount of \$1.50 per year, or five cents weekly.

On June 24, 1911, Sanford Hall burned to the ground, and the 10,000-volume Dean Library was totally lost. It was soon restocked by town funds, subscriptions, and gifts of books.

In 1918, the Thayer family donated their building on Main Street to the town library system, and it is now the Cole Library, named to commemorate Elizabeth Cole, a dedicated and talented librarian of many years service.



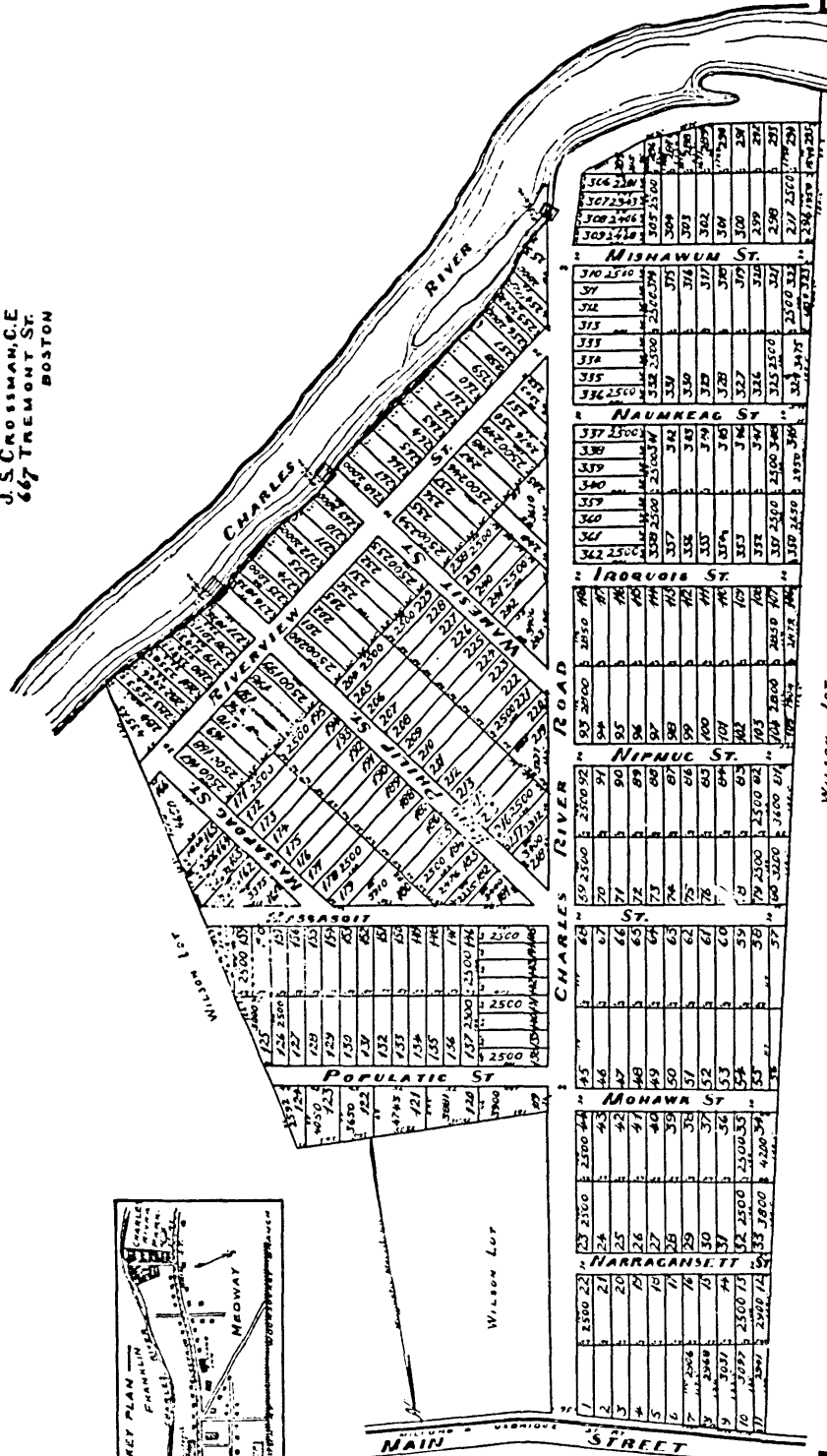
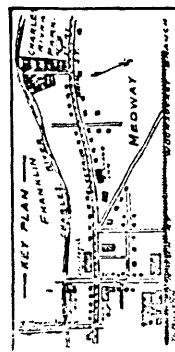
PLAN

of

CHARLES RIVER PARK

IN
MEDWAY MASS

J. S. CROSSMAN, C.E.
667 TREMONT ST.
BOSTON



Wilson Lot.

A HOUSING DEVELOPMENT PROPOSED IN 1902



"I'm enclosing a picture that Cousin Lemuel took with his new Kodak photograph camera during our Sunday afternoon walk....."



Young Medway, 1892, Barber Street.



The first Sanford Hall (1876 - 1911), on the site of the present town hall.



"Beehive Corner," Village and Sanford Streets, 1877. The Cowell Fisher block at the corner was destroyed by fire in 1932. The rest of the buildings are still standing, although very much altered.



Main Street, 1900. At the right is Smith's Block. The library, Oddfellow's Hall, and Kent's Barber Shop were located upstairs, and post office, drug store and grocery store downstairs. The site is now occupied by Lampman Drug Store. In the center of the picture is the Dr. Bemis residence, and at far left, Leander Daniel's first residence.



Fuller's Hall, the present Parish House, Main and Franklin Streets, as it appeared in 1900. At one time the town lockup was kept in the lower floor.

CHAPTER XV.

The New Town

Medway, through its years, passed through two distinct periods, and is now - in 1976 - in its third phase.

The first period could be called Agricultural, and extended from the early 1700's to about 1850.

As we pointed out in the beginning of the preceding chapter, Medway's industrial growth pattern approximated that of America's "Expansion Years," for by 1920, there were few industries still operating.

What one of our chroniclers has called the "Departure Trend" resulted in our straw, boot, and textile shops moving out, and our mill operatives, for the most part, followed.

Twenty years after 1890, tenements and houses were vacant; in 1890, there was not a vacancy to be found, and workers were coming from places as far away as Framingham and Franklin.

By 1915, shops that had been running double shifts six days per week were glad to be able to employ half their hands for 30 hours per week. Except for the flurry of business brought about by the first World War, business saw a steady decline here shortly after the turn of the century.

Stores, churches, and billiard halls and bowling alleys that had known throngs were, by comparison, nearly empty.

On top of all this came the severe depression of the 1930's; it has been said that the effect of this in Medway was tempered by the earlier loss of the town's commerce, and it is true that there were few businesses left here to fail.

If we designate those two periods - 1700 to 1850 and 1851 to about 1920, we come to the third phase, which we might call the "New Town."

In the New Town, there were few remnants of agriculture or industry remaining. The population seemed to hold between 2,000

and 3,000 persons. Most of the adults were employed out-of-town, as shoe and textile workers in Milford, Woonsocket, Framingham, Walpole, Hopedale, and Uxbridge. There were railroaders, mechanics and machinists, and many other trades, but all working in places other than Medway.

Thus was the stage set for Medway's New Town designation.

The wide lands no longer devoted to pasture and farming were available for houses; the central location of the town between important centers - Boston, Worcester, Providence - was a favorable factor, and the fact that there was employment within commuting distance encouraged the growth of housing rather than industry.

And if impetus was needed - and it was not - to turn Medway into a "bedroom" community, it came about in the startling growth of the electronics and computer industries north and east of the Town.

From 1960 on, the resident lists of the town recorded an ever increasing number of engineers, technicians, salesmen, executives, and self-employed businessmen - a marked change from the quietly stereotyped occupations previously listed.

Thus, the New Town; change came, as it should.

It was not until 1925 that our population topped 3,000; but in the 1955-1965 period, the gain was almost 2,700. Nearly 2,000 persons were added to the population numbers in the succeeding ten years.

Developments are not new to Medway; before 1900, there were several projected - albeit none on the scale of those of the 1960 era.

Several houses were to be built and marketed by "developers" at "New City," - the area around the former railroad crossing at Oakland Street; "New Chicago," at Lover's Lane; Grantville, at Populatic Street, but they were far smaller in scope than the later developments at Maple Street, or those east of Holliston Street, north of Main Street.

The point here is, that if a parallel is to be drawn between our periods, the extensive housing developments of the 1960's were for non-resident workers, where the turn-of-the-century houses were for resident workers, but industry stands as a common tie.

After 1950, and even before the sharp increases in population took place, Medway was evidencing signs of change. A more mobile society was doing its food and merchandise shopping in larger

neighboring communities, and one by one, small "family" businesses went out of existence, grocery stores, general merchandise stores, among them.

Door-to-door milk delivery is much reduced now, and there are young people today who have never seen home delivery of bread and other baked goods from "the baker's truck" - once an eagerly awaited daily event.

Ice of course went out with the arrival of the electric freezer and refrigerator, and lost to the "New Town" is the joy of being given a long shard of ice to lick on a hot day.

Only twenty years ago, coal was being delivered to homes in our town, but now the noisesome clangor of the coal chute and the coal furnace are no longer heard.

Vehicular traffic, once that common to a small town has increased on our highways to the extent traffic signal lights are in use, and more are planned.

Thus the links that we have with our town's past are few as far as artifacts or relics or structures are concerned - but we do have some.

The books of William Thayer Adams educated and entertained countless numbers of young people for nearly one hundred years, writing under his pen name of Oliver Optic. Adams was born in Medway July 30, 1822, in a little house that stood near the north east corner of the intersection of Ellis and Holliston Streets.

His father was Laban Adams who established an inn at Medway, and who later kept the Washington Coffee House in Boston. After that the elder Adams started the Lamb Tavern, and was later the proprietor of the Adams House, famed for its hospitality and cuisine. Thus William - "Oliver Optic" - had roots deep in the soil of not only Medway, but Colonial America.

Adams took his nom-de-plume from two sources; one was the surname of a character in a drama being performed at the Boston Museum, called Dr. Optic. Mr. Adams then attached the first name, Oliver, and at the time had little intention of using his adopted name.

However, it was not long before his written works started to flow from his pen; in his literary lifetime, he wrote over one hundred books, countless articles, and a number of poems.

He was an excellent teacher, and taught in Boston for most of his adult life, and was active in the government of the school systems there, and was elected to the state legislature in 1869.

When he died in Dorchester on March 20, 1897, Oliver Optic was

as well known and beloved among young people as Horatio Alger, Jr. of Natick.

Another "literary light" who resided in Medway for a time was authoress Kate Sanborn. Her home was at "Breezy Meadows," a huge colonial dwelling on Summer Street near the Holliston line, and during her stay here, she had erected several "Taka" houses - little open Japanese-style tea houses. It was her pleasure to entertain her guests in these little places, and many of America's foremost writers, actors, and playwrights visited her.

Kate Sanborn was born July 11, 1839, in Hanover, N. H., and came to the Metcalf Station section of Medway just before 1900. Her father was Edwin D. Sanborn, a professor at Dartmouth College, and he later became President of Washington University at St. Louis.

Miss Sanborn had been engaged to marry a millionaire, but he died a few days before the wedding day; Kate inherited \$50,000. through his will, and purchased the Summer Street farmstead with the money.

She was a faddist of sorts, and when Swami Vivekenandra, one of the first gurus to visit America came to this country, Kate invited him to stay at her home. This event threw Medway into a state of shock, and Kate's standing in the community slid still further downhill when she wrote in disparaging terms about one of Medway's less affluent ministers in "Adopting An Abandoned Farm." Probably her longest-lasting work produced while she was here was "Indian Summer Calendar," a collection of poems, essays, and excerpts from literary works; it was ever a source of frustration to Miss Sanborn that this book achieved and maintained greater popularity than any of her original material.

Kate Sanborn died at Breezy Meadows on July 9, 1917.

Of a much earlier time was Luther Metcalf, cabinetmaker of old Medway.

Major Luther Metcalf was the son of Dr. Joseph and Hannah (Haven) Metcalf of Franklin, and was born there in 1756. His father died when he was young, and young Luther was apprenticed to Elisha Richardson of the "Latic" section of North Franklin to learn the cabinet maker's trade. Not long thereafter, he purchased his indenture, came across the river, and set up shop for himself. He served in the Revolutionary War, and upon return here, built a house and shop on the site of his later house, now the Village Inn. When he built the large house in 1792, he moved his former dwelling half-way down Village Hill, where it still



Happy Birthday, Young Mr. 1886!



A Medway boudoir of 1900; note the sheet-iron stove at right.



Central postoffice, Main Street, dedicated September 15, 1968



Dr. James Gale, Medway's "family doctor" for many years. Our first resident physician was the eccentric Dr. Aaron Wight, a former army surgeon in the Revolutionary War.

stands, set back from the road, high on the steep banking of the old canal system. His shop was later moved up the hill where it stands as a dwelling at No. 214 Village Street.

The Major was associated with Philo Sanford of the Whiting Mill and was an incorporator of the Medway Cotton Manufacturing Company.

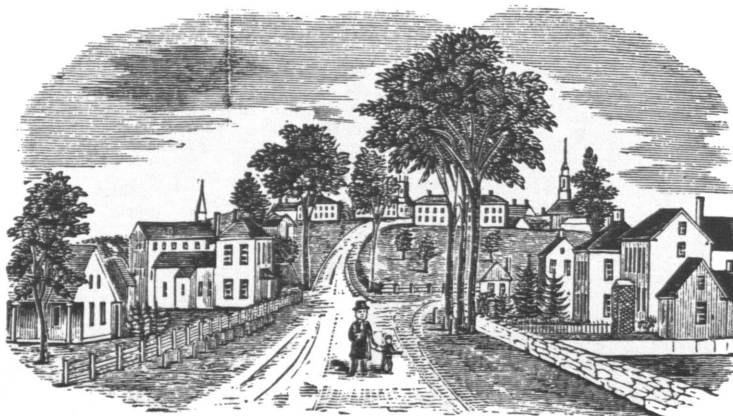
It was for his skill in cabinetry, however, that he was best known, and his furniture and clock cases are much sought-after items nowadays. The firm of Israel Sack in New York has maintained a close association with Medway historians to the present time; as acknowledged authority on the work of Metcalf, they have been as genuinely exultant as their Medway friends over each new "find" in Metcalf's work, whether it is a piece of work, or an informative item relating to his work.

Honorable Luther Metcalf died in Medway in 1838.

These are some of the links between the Old Medway and New Town that are still with us, not only here, but in the greater world outside of our community.

These few mentioned are only the material things; we could not begin to encompass or enumerate the influences, the directions, or the events brought about by thoughts or deeds of our townspeople, here in our midst, or afar.

Our townspeople; they are, they have been, and they will be the real, ongoing history of Medway.



Eastern View of Factory Village, Medway

1837

CHAPTER XVI.

Trends and Patterns

It is safe to say that Medway will never again be known as a "Factory Village."

The town's growth pattern, as we have indicated previously, is in the direction of a residential community, although two industrial areas will account for some of our economy.

Statistically, Medway's growth pattern is as follows, from the earliest days until just after the creation of the new Town of Millis in the year 1885:

<u>YEAR</u>	<u>POPULATION</u>
1713	233
1750	461
1760	730
1770	818
1780	868
1790	1035
1800	1050
1810	1213
1820	1525
1830	1756
1840	2043
1850	2778
1860	3195
1870	3721
1880	3956
1890	2987

Immediately after the separation of the two towns in 1885, our Medway population stood at 2,777 persons.

From 1900 on, our statistics look like this, in more detail: -

YEAR	POPULATION	VALUATION (MILLIONS)	TAX RATE \$/1000	NO. REG VOTERS	5-YEAR BIRTHS	AVERAGE MARRIAGES	NUMBER OF DEATHS
1900	2754	\$ 1.40	\$ 16.50				
1905	2650	1.46	17.50		51	26	58
1910	2696	1.49	20.00		49	29	54
1915	2846	1.12	25.00	606	53	34	59
1920	2956	2.40	28.50	1186	54	30	45
1925	3144	2.41	33.00	1216	58	38	54
1930	3153	3.06	31.00	1443	56	35	43
1935	3268	3.18	32.00	1511	50	46	45
1940	3297	3.16	34.00	1979	53	46	46
1945	3363	3.36	32.00	1870	50	42	42
1950	3744	3.98	47.00	1906	75	46	42
1955	4169	5.37	55.00	2292	85	49	49
1960	5168	7.11	72.00	2972	119	47	52
1965	6869	28.94	31.50	3400	179	45	62
1970	7927	38.25	47.00	3483	148	72	53
1975	8553	57.74	65.50	3966	156	102	61

New housing starts were sharply reduced in Medway in the early 1970's, due to increased mortgage rates and generally lowered economic conditions in the area.

Extensive development projects were abandoned, and those developments actually carried through put price tags in the \$50,000 range on the completed houses - a far cry from the developments of the 1960's.

Incidental to the "pattern" of the new Medway came marked changes in the occupations of the residents.

Whereas in the late 1800's, occupations were principally those of "mill hand," "spinner," "bootmaker," "straw worker," and "farmer," our census listings in the 1970's gave occupations as "electronics technician," "computer technician," "sales engineer," "division manager," "secretary," "electronics engineer," or "assembler."

There is almost no relationship today relative to occupations of fifty, or even twenty-five years ago in our town.

Along with our statistical table given above, there are some further interesting comparisons to be made in the seventy-five year span wherein our population increased by nearly 6,000 people.

Changes in educational patterns, along with an increasing population brought increases in our school system in that seventy-five year period; the pupil enrollment went from 600 to over 2,600, the operating costs went from approximately \$10,000 annually to an amount of more than \$5,000,000.

On the cultural side, our library services grew in that period; in 1900, the annual circulation figures noted approximately 10,000 volumes, and in 1975, that figure was nearly 45,000 with a corresponding increase in books and periodicals.

Citizen services also were on the increase, with a larger permanent police force, full-time municipal services, and better equipped fire and highway departments. Where once the emphasis was on the cost of the almshouse, and how deep to dig the wells at the various schoolhouses, we now concern ourselves with ecology and conservation.

A "sign of the time" might be the Charles River - once a clear stream in Medway, with three excellent swimming places - having gone through its pollution cycle, and now offering a possibility of again becoming a recreation place.

Municipal planning, too long a neglected factor in local government, is now vested in commissions whose sole interest is in regulated growth and fiscal responsibility.

There are numerous items that a history such as this cannot possibly encompass; what better way, then, to call attention to some of these important items in the closing pages of our book than to list some "firsts;"

- 1713 First a town.
- 1714 First church gathered.
- 1717 First school in town.
- 1721 First tea in town.
- 1726 First representative to General Court.
- 1736 First Justice of the Peace in town.
- 1737 First school house built.
- 1749 First meeting house in the New Grant.
- 1751 First town meeting in the West Precinct.
- 1762 First cabinet shop
- 1765 First census of the town.
- 1770 First auditing of town accounts.
- 1770 First use of coffee.
- 1781 First time dollars and cents used in records.
- 1785 First use of middle initials in town records.
- 1794 First year swine not allowed to go at large.

- 1795 First guide boards set up.
- 1802 First year cattle and horses restrained.
- 1803 First post office in town.
- 1804 First printed list of voters.
- 1805 First school committee chosen.
- 1805 First school districts formed.
- 1806 First cotton mill in town.
- 1809 First Masonic meeting in town.
- 1810 First straw bonnets made in town.
- 1813 First fire engine company appointed.
- 1814 First store in West Medway.
- 1816 First library established.
- 1816 First schoolhouse at village.
- 1818 First display of Stars and Stripes
- 1821 First carpet mill established.
- 1823 First Baptist church established.
- 1825 First Royal Arch Chapter started.
- 1828 First boot shop.
- 1833 First Board of Health chosen.
- 1835 First fire engine in town.
- 1837 First organ made in East Medway.
- 1839 First anti-slavery vote cast.
- 1841 First printed town report.
- 1842 First Town Auditor chosen.
- 1842 First Town Moderator elected.
- 1845 First I.O.O.F Lodge organized.
- 1847 First dog licenses issued.
- 1853 First railroad train into town.
- 1853 First Oliver Optic book published.
- 1857 First Methodist church formed.
- 1857 First Baseball Club organized.
- 1860 First Catholic Church organized.
- 1864 First Public Library.
- 1867 First official street naming.
- 1869 First G.A.R. Post organized.
- 1870 First Masonic Lodge organized.
- 1871 First savings bank established.
- 1871 First printing of vital statistics.
- 1872 First Episcopal church gathered.
- 1872 First local newspaper published.
- 1872 First "housing development".
- 1873 First A.O.H. Division in town.

- 1875 First Sunday newspapers sold.
- 1878 First druggist licensed.
- 1880 First water main (Village Street).
- 1883 First meeting Patrons of Husbandry.
- 1884 First Registrars of Voters.
- 1886 First resident dentist.
- 1891 First concrete sidewalks.
- 1891 First free public library.
- 1892 First Australian ballot usage.
- 1893 First M.C.O.F. Court.
- 1896 First operation for appendicitis in town.
- 1897 First street railway car arrived.
- 1898 First electric lights on streets.
- 1899 First O.E.S. Chapter organized.
- 1899 First telephone franchise.
- 1901 First meeting of the Historical Society.
- 1902 First macadam paved road.
- 1903 First automobile owned in town.
- 1903 First rural mail delivery.
- 1911 First operation of town water system.
- 1922 First motorized fire equipment.
- 1926 First scheduled bus service.
- 1935 First performance by the Medway Players.
- 1947 First performance by Medway Summer Theater.
- 1950 First police cruiser in use.
- 1953 First dial telephone installation.
- 1964 First foot carrier mail delivery.
- 1965 First "shopping center" in town, Main Street.
- 1967 First automatic traffic lights installed.
- 1968 First use of new post office on Main Street.
- 1969 First department store opened.

Thus do we recount the story of our town, and what more appropriate closing can we find than that appearing in Medway's Old Home Week booklet, 1901:

"Advance then, ye future generations! We bid you welcome to this pleasant land of the fathers. We bid you welcome to the healthful skies and the verdant fields of New England. We greet your accession to the great inheritance we have enjoyed."



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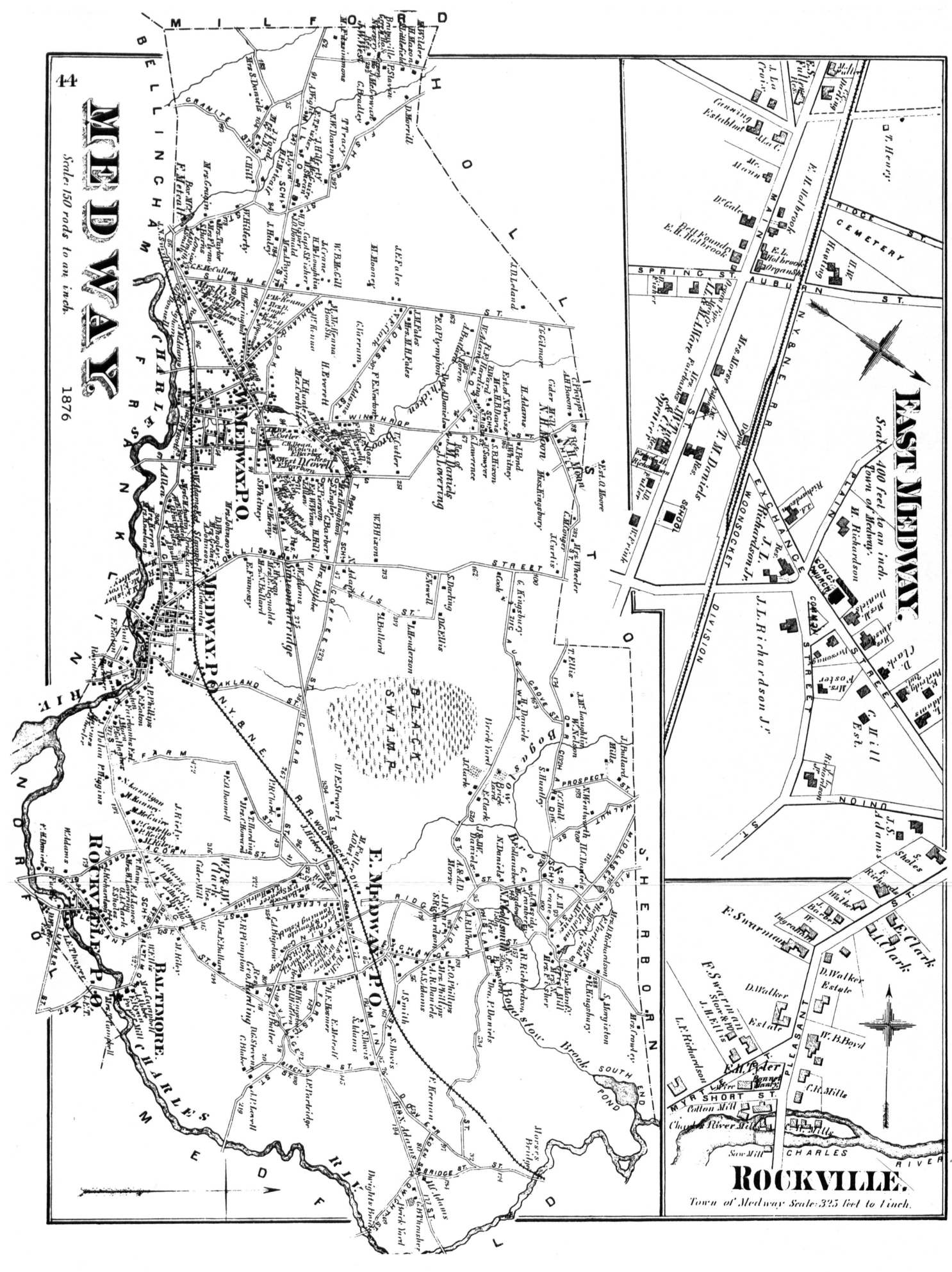
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Scale: 300 feet to the inch.
Town of Medway:
1876

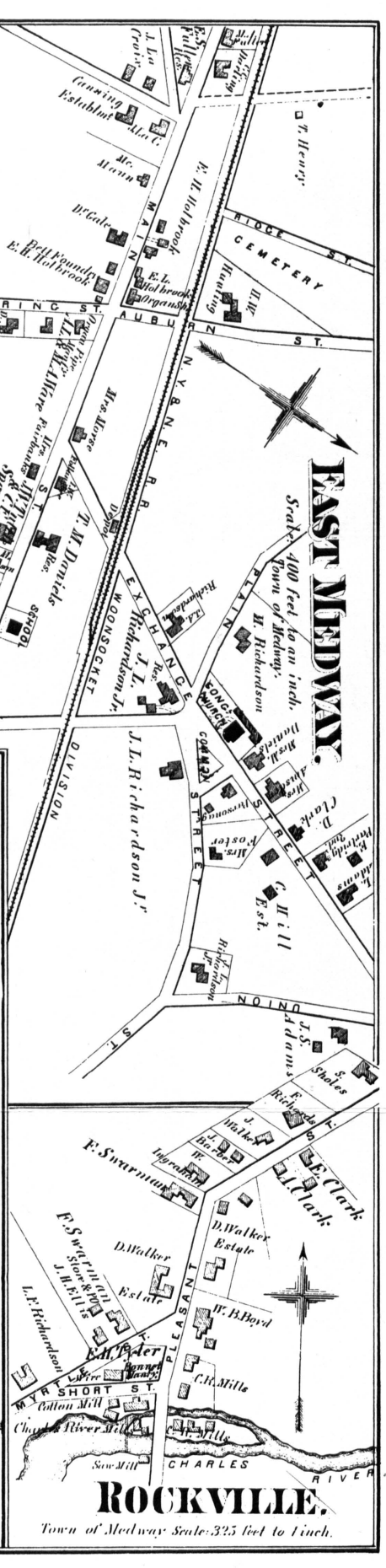
MEDWAY

Scale: 150 rods to an inch. 1876



EAST MEDWAY.

Scale: 100 feet to an inch.
Town of Medway.



ROCKVILLE.

Town of Medway Scale: 325 feet to an inch.

WEST MEDWAY

Scale: 360 feet to the inch.

1876

