



MOORE'S HISTORY OF HULL

In 1902, in twenty-six weekly articles for the Hingham Bucket and the Hull Beacon, running from Aug. 1, 1902 through February 27, 1903, Prof. John Moore wrote his "History of Hull". He prefaced his first article as follows:

HULL AND NANTASKET

"With this week's issue will be begun a series of articles on the ancient and modern history of Hull. As this history has never been published it will be of great interest to residents of Hull and Nantasket."

The only known original copy of these articles is in the Archives of the New England Genealogical Society. Through research by the Hull Historical Commission a photo copy has been secured, which will be used as the base for this series.

This series which the Broadcaster will publish & which will begin with this issue has been edited by Helen Raymond and is published by the Broadcaster as a contribution to Hull's Bicentennial Awareness.

Hingham Bucket.

Friday, August 1, 1902

HISTORY OF HULL

By PROF. JOHN MOORE

Situation & Dimensions of the Town - Description by Mrs. Rawson - Its Names - the First House Erected - Three Early Settlers from Plymouth - Pilgrims Not Persecutors - Lands Taken - Town Records - Town Incorporated

NO. 1

"I purpose to give a pen picture of the history of Hull, past and present. The subject is not one of merely local but of wide interest. This is a small town in territory, but it has an importance that should be more generally recognized."

No one can properly understand the present without a knowledge of the past. It should be stated that Hull was settled several years before Boston.

The ancient town of Hull lies about eight miles from Boston, at the entrance of the harbor. It is a peninsula, and connected with it are ten islands. Including these it contains 1350 acres.

I find in a book written by the celebrated Mrs. Rawson, entitled "Rebecca" a description of the town as it appeared before the American Revolution, which is as follows:

"On the left hand side of the entrance of Boston harbor is a beautiful little peninsula, called H---; it consists of two gradually rising hills, beautifully diversified with orchards, cornfields and pasture land.

"In the valley is built a little village consisting of about 50 houses, the inhabitants of which could just make shift to decently support a minister, who on Sunday ascended the pulpit in a rustic temple situated by the side of a piece of water, nearly in the middle of the village, and taught to the utmost of his abilities, the true principles of Christianity.

"The neck of land that joins the peninsula to the main is extremely narrow, and indeed is sometimes almost overwhelmed by the tide. On one side it forms a charming picturesque harbor, in which are several small islands, and on the other it is marked by the ocean, to which it lies open."

The Town was originally called Nantasket, which

name was changed to Hull in 1644. The people before this entered into a compact with the Indians, which they honorably kept.

The first building erected seems to have been designed for a store or trading house by the Plymouth Pilgrims, "to accommodate their trade with Massachusetts", which was in 1624.

In that year, there were three men who came from Plymouth and settled. These were Oldham, Lyford and Conant. They became dissatisfied with some of the rules and restrictions imposed by the Pilgrims, and were given to understand that the colony would be better without them, and they concluded to leave.

According to Prof. Moore "the religious and moral strictness of the Plymouth people did not suit them, and that being the case, their presence there was no comfortable. But they were not persecuted in the common meaning of the term."

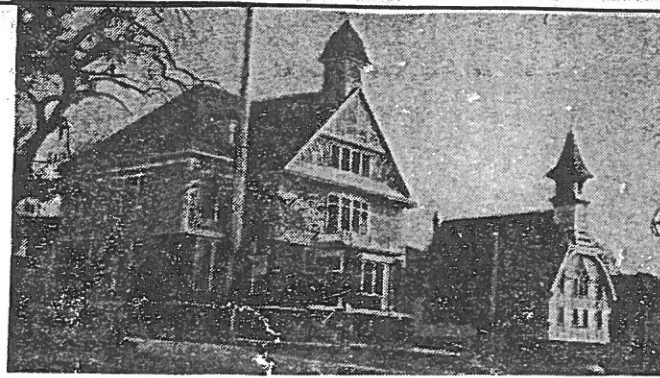
Lands seem to have been taken for sometime in an informal way. In 1656 it was voted that town record be kept, and in 1657, this was carried into effect.

At that time several lots of land were formally assigned by the general court, but I have not been able to learn that compensation was required for the same. We find the names of those who had lands assigned to which can be identified today from the records.

Among those who received lands were the names of Stone, Bonney (probably intended to be Binney), Gould, Whitman, John and Thomas Loring.

This concludes a resume of Prof. Moore's first article. It must be remembered that where the word "I" appears, that is Prof. Moore's reference to his own opinions or research.

Note: Article No. 2 will appear next week in the Broadcaster.



The Hull Village School, corner of Spring Street and Nantasket Avenue, built in 1888, which housed Hull's first Library in one room.

THE LIBRARY - ITS HISTORY & ITS FUTURE

PART I THE BEGINNING

by

Helen Raymond

Just as in many libraries across the country, the first Hull Library started in one room of the New Village School when it was built in 1888.

A short year later, in the 1889 Town Report, the "Trustees of the School Library", then the same as the School Committee, requested a new building because the room being used for a Library was needed for the growing school population. By 1900 the new Library room was open to the public.

By 1890 the Town had voted to establish the Board of Library Trustees, and elected Mrs. Edward Knight, chairman, Mrs. Francis H. Cleverly, secretary and Mr. Frank Reynolds, member.

The first move to support the Library through an appropriation from the tax levy was in 1897, and in 1900 the voters appropriated \$100.

Circulation of books from the one-room Library increased from 1,146 in 1893 to 3,275 in 1912. Along with the increase in Library activity, the school population continued its upward trend, and once again it was necessary for the Library to give over its one-room for school purposes.

Clarence V. Nickerson, Charles H. Waterhouse & John R. Wheeler, members of the Committee On the New Public Library recommended that the School Library be enlarged "so as to contain a reading room and become still a greater force for the refinement and culture of our younger people".

In 1913, at a total cost of under \$10,000, the Town voted to purchase and equip the former summer home of John Boyle O'Reilly to become Hull's First Public Library.

The Library - A Legacy

When the Town acquired this building for its Library, it also acquired a legacy from a man about whom it has been said, "The world was his country and mankind his kin".

John Boyle O'Reilly, who built his summer house here in 1879, known as an Irish American Patriot, Poet and Champion of Democracy, said about his adopted country, we must "make the greatest nation and the strongest brotherhood that God ever smiled upon".

The History of this site at the corner of Main Street and Highland Avenue in the Village did not start with John Boyle O'Reilly.

His house was preceded by the Hunt house, built on this same spot in 1644 by Capt. William Hunt and later became the parsonage of Hull's first minister, Rev. Zachariah Whitmen.

It continued as a parsonage until 1767 when it became the home of a British Naval Officer, Lt. William Haswell and his daughter Susanne Rowson, who gained fame, during her lifetime, as an actress, author and educator.

The Haswells are said to have buried an English soldier in the yard, after he had died from wounds received during the attack on the lighthouse in 1775.

This is the heritage which came to the Hull Public Library when the doors opened to serve the people of Hull in 1913.

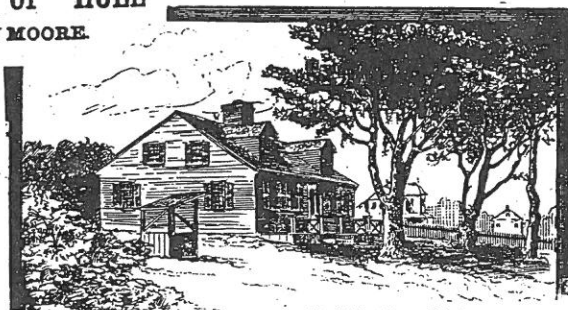
Hingham Bucket.

Friday, August 15, 1902

HISTORY OF HULL

By PROF. JOHN MOORE

Hunt House, home of
Lieutenant Haswell,
where soldier was buried.



The Old Hunt House, Hull.

Large British Forces-Flight of People
From Hull-Remarkable Adventure-Burning
of the Lighthouse-One Gun Battery-Death
and Burial of a Soldier-Haswell-A striking
Incident

No. 3

After the battle of Bunker Hill, there were six warships with 700 troops in Nantasket roads. From this period to 1776, there were constant arrivals of forces and frequent collisions and skirmishes.

The people fled from Hull, leaving the grain standing in the fields. Lieut. Haswell and family only remained.

General Washington assumed command of the American army in July, and while constructing a line of entrenchments around Boston harbor, a daring exploit occurred which bordered on romance.

A Company of men dragged their boat noiselessly across the beach and rowed over to the lighthouse, which they set on fire about daybreak, in sight of

several men-of-war. The British sent eight barges, a cutter and schooner in pursuit of them; but our men reached the shore without loss of life, having only two of their number slightly wounded.

During heavy cannonading in mid summer, a single cannon was planted on Nantasket Point under Major Crane to cover the retreat. The landing on the island was made in good order in the midst of a lively firing from the marines. On returning, the pursuit was so lively by the barges and the men-of-war, that our men were obliged to rush the boat ashore.

The Major in his retreat from the presence of the enemy across Nantasket point, left a British soldier by the name of Carudgan mortally wounded, in the house of Lieut. Haswell. The young man was laid on a mattress and every effort was made to staunch

the blood, but in vain. He knew he was dying and he attempted to repeat the Lord's Prayer, but passed away before completing it.

Mr. Haswell and his daughter then went out and selecting a retired corner in the garden, dug with his own hands the soldier's grave. At sunset, wrapped in a sheet, the body was borne to its last resting place. (Lieut. Haswell's home was on the present site of the Hull Public Library, and the soldier's grave is believed to be in a corner of that lot).

Lieut. Haswell is said to have manifested great courtesy and kindness of heart towards the Americans, but could not see his way clear to join them. He said that after serving King George for thirty years, he could not take up arms against him.

About this time, Mr. Amos Binney and his brother Spencer, who had fled from Hull, were returning from Peddock's Island to bring off their flocks when a British vessel captured them and the captain placed them at the guns.

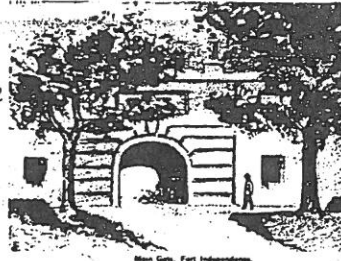
Lieut. Haswell, hearing of the situation, intervened for them, telling the captain that Amos was a Selectman of Hull and a family man. The officers laughed at the selectman and soon dismissed him, retaining his brother Spencer until Amos, with a ransom of fourteen sheep, redeemed him.

Hingham Bucket

Friday, August 22 & 29th, 1902

HISTORY OF HULL

By PROF. JOHN MOORE



Lieut. Haswell - At Hull - Haswell sent to Hingham & Abington - Expedition Against Louisburg Organized at Hull - Bearing on the Revolution

Nos. 4 & 5

When the crisis of the war with England came, Lieut. Haswell declined to take the side of the Americans against the English king and it was decided to confiscate his property and to remove him from the place.

He was sent across the bay to Hingham under a guard of fifteen men. After residing there sometime, as was thought that on account of the place being so near the enemy, he might impart information to the English, it was concluded to send him to Abington.

In 1778, the selectmen of Abington laid a petition before the House of Representatives for the removal of Mr. Haswell and family under a truce to Halifax. The petition was granted and he was accordingly conveyed to Halifax and thence to England.

A few years after the Revolution, Mrs. Roweson, Lieut. Haswell's daughter, returned to this country and remained during the rest of her life. She became the most famous female author and educator in the United States.

Expedition Against Louisburg

The New England people had for years been suffering from attacks on their fishermen, emanating mainly from Louisburg.

There was prospect of a war breaking out between France and Great Britain, and in that case the fortress would be terribly dangerous. It was evident there could be no permanent peace or security unless Louisburg were taken.

The expedition was fitted out in 50 days. It was organized in Nantasket Roads. It was planned by a Massachusetts lawyer, Shirley, to be executed under the command of a Maine merchant, Pepperell.

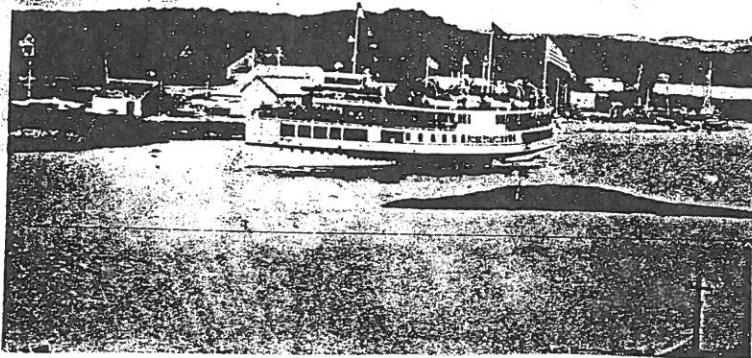
The army consisted of fishermen, farmers, sailors, mechanics and merchants; there not being a regularly trained soldier among them all.

The army started from Hull on the 24th of March, 1745, and after being detained at Comseau on account of floating ice, arrived at Gutharus Bay, where Louisburg was situated on April 30th.

It should be said that the capture of the great French fortress excited the strongest expressions of joy when the news reached Boston. The ringing of bells, the display of lamps in windows, fireworks and bonfires surpassed anything of the kind that ever occurred before.

The men that were in the army that captured Louisburg became so impressed with their own ability and stamina that they thought they could accomplish almost anything. The influence of that extended to the battle of Bunker Hill, several who were engaged in Louisburg were also engaged at Bunker Hill.

At the dedication of Bunker Hill Monument, Daniel Webster was the orator. When it became impossible to stem the multitude of people pressing up toward the Monument, Webster rose on the platform and with his majestic voice exclaimed "Nothing is impossible on Bunker Hill. Fall Back". And instantly the whole multitude spontaneously swayed back.



STEAMER " ROSE STANDISH"
PASSING THROUGH THE CAPE COD CANAL
(Postcard dated 1915)



SHIP'S BELL FROM THE STEAMER ROSE STANDISH
Nantasket Beach Steamboat Company

STEAMER ROSE STANDISH - SHIP'S BELL

The historic 200 lb. bell from the Steamer ROSE STANDISH which was destroyed by fire at Nantasket Wharf in November of 1929, was purchased last week by Daniel A. Short, 442 Nantasket Avenue, Hull.

The "Rose" as she was called in paintings and because of her graceful lines was established as the Queen of Boston Harbor, has a personal meaning as Mr. Short's father, the late Charles A. Short was Chief Engineer of the boat.

The proud owner of the "Bell", Dan Short, retired Hull Police Chief, worked on the "Rose" during his high school vacations and also spent three summers working for the Nantasket Steamboat Company on Nantasket Wharf.

Dan Short said that in his opinion, the "bell" is a valuable historic relic of the old Steamboat line which should be retained in the town rather than be allowed to slip away and possibly be melted down for junk. It is the only thing, apparently, he said, which was salvaged from the vessel after the fire and it has already passed through many hands.

The ROSE STANDISH was the first steamer to pass thru the Cape Cod Canal when it was opened to navigation on July 29, 1914. She was commanded by Captain Oceola James, son of Joshua James.

The saloons of the vessel were finished in white and gold and adorned by nine beautiful mural oil paintings by the famous artist S. Ward Stanton of New York and represented historical colonial events identified with Plymouth and Massachusetts Bay Colony.

The ROSE STANDISH, from which this bell comes, was the second of its name and was built for the Nantasket Beach Steamboat Company in 1912 by the W. & A. Fletcher Company of Wilmington, Delaware. It was 993 gross tons, 215 feet long with a 34 foot beam, built to carry 2500 passengers.

The old Nantasket Steamboat line with its fleet of six vessels was a grand institution and was known far and wide for its safe transportation of passengers in and around Boston Harbor and Hull. The line was a great asset to the Town of Hull. In fact it was, for many years, its economic backbone, keeping the town in a prosperous state.

HISTORY OF HULL

By PROF. JOHN MOORE

American Revolution-Friends of the Colonies in England-King George-The Hessians-Last War with Great Britain-Hull Fortified and Manned-The British Navy-The Frigate Constitution-Decision to Tear Her Up-Holmes' Poem and Its Effect-Sent to Sea in 1834-Her Last Great Victory-The Shannon and Chesapeake-The

British Nation and the United States at Present

No. 9

Prof. Moore has spoken of the American Revolution. He continues by adding "some facts and thoughts which are of general interest, and will enable readers in some degree to take a broad and fair view of that event." The impression obtains in a considerable extent," he said, "that the colonies were without friends among statesmen and people in England at that time."

"It is due to state that several of the leading men associated with the government and many of the people were in sympathy with the Americans"

On the other hand, he said, "There were thousands of the people here who sided with King George, who at the close of the war had to leave the country, known as 'Tories'."

Coming to the second war with Great Britain, when War was declared by the United States June 18, 1812, Prof. Moore said that "Hull being at the mouth of Boston Harbor, the fortifications were manned during the three years of the war. There was of course a strong probability that Boston would be invaded by a British

Naval force and special preparations were made in view of that.

Prof. Moore tells of the first and most famous of warships in the U. S. Navy which was the Constitution, built in Boston and launched in 1797 at the place where Constitution Wharf now stands. She was coppered by Paul Revere and first went to sea in 1797 carrying 44 guns.

Thirty-five years later, when it was decided to destroy her "on account of her unseaworthy condition" the famous poem "Old Ironsides" by Oliver Wendell Holmes "roused such public feeling as resulted in saving the noble ship, which was sent to sea again in 1834".

During the first year of the War of 1812 with England, the Constitution had two great achievements: when two ships were sunk, a total of 330 British were lost, and the Constitution lived on.

He tells the story of the famous battle between the Shannon and the Chesapeake, which could be seen from the hills of Hull "as no doubt it was by several persons". This victory for the British, he said, "afforded a crumb of comfort to the mother country".

Finally, he added an incident about "Old Ironsides" which occurred at the close of the war, in February of 1815. As she was cruising off the island of Madeira, being ignorant of the fact that the war was ended, two British warships attacked the American frigate, and after a battle of 40 minutes, Old Ironsides captured them both".

Hingham Bucket.

Friday, October 3, 1902

HISTORY OF HULL

By PROF. JOHN MOORE

Hull in Three Wars-Study of History-
The Rebellion-Slavery-Lincoln Proclama-
tion of Emancipation-The Monitor and
Merrimac-Ericson-Scene of Fort Royal-
Hull in the Civil War

No. 10

Hull, though a small town, is a part of this nation, and has always shown a very great interest in what related to the public welfare.

Prof. Moore states that Hull did its part in the revolution and in the last war with Great Britain, the War of 1812, but another war came, he says, between the southern and free states, the most bloody civil war in the world's history.

The major portion of this article in his series gives a sketch of the Civil War "since which a new generation has come up."

"Such a sketch" he says "will tend to recall a great era in our American history, which the youth should take pains to know about and many who lived during the terrible struggle should take pains to refresh their memories."

"As history is 'philosophy teaching by examples' we should acquaint ourselves" he says "with what has gone before, especially in connection with our own country".

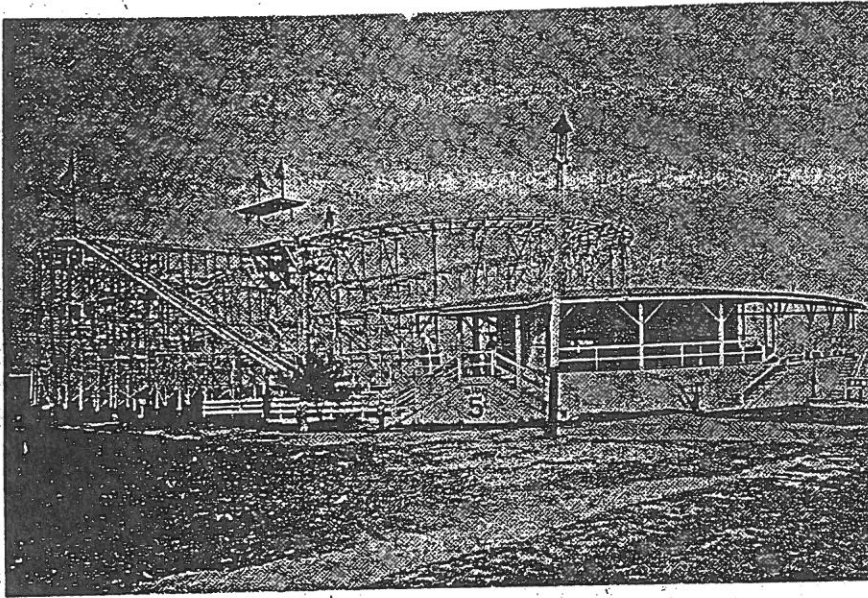
He points out that "the institution of slavery existed in this land for a long period and to a thoughtful mind it was evident that freedom and despotism in its worst form could not permanently live together".

"At last a great crisis had come, slavery and liberty engaging in armed conflict".

In the Civil War, Hull maintained its reputation for patriotic loyalty. It furnished twenty-four men to the army and navy, a larger quota proportionately than any other town in the state.

"Three of the number who went from Hull did not come back: - Sgt. Loring was shot at New Orleans; N. E. Hooper was killed at Fredericksburg; and J. W. Cleverly died in the hospital."

Grants Giant Roller Coaster Once Graced Sunset Point



THE NANTASKET POINT ROLLER COASTER, built in 1901 was judged "one of the finest in the United States." It was later moved to the spot on the beach where the MDC Bathhouse now stands, where the building, Mr. Grant, continued to run it until 1920. This is another picture from the "Nantasket Point Story" from the library of the late Estelle Blossom.

Grant's Giant Roller Coaster was unique, in that it was designed for the "many persons, especially those of a nervous temperament, who shuddered at the sight of the roller coaster."

The "half mile ride in two minutes" on Grant's Roller Coaster "carefully avoided all sudden dips of the trackage and eliminated sharp corners."

According to our account in the Nantasket Point Story, on "boarding a car at the entrance, the passenger sinks into a feathery cushion of springs and red velvet plush. After reaching the top of the coaster, the car circles the outer rail giving the passengers a view of Hingham and Crow Point. In order that this panoramic view may be appreciated the car makes a second tour of the top of the structure on the inner rail with just as fine an opportunity for sightseeing. Then comes the gradual descent to the ground floor, the car circling the coast half a dozen times before the exit is reached."

The coaster which rose 55 feet in the air, was brilliantly illuminated at night with arch lights, making it as bright as day.

The Nantasket Point Story started several years before the actual construction of amusements, when the liquor question on Nantasket Beach became a controversy. Because of this controversy, a group finally petitioned to have the area taken over by the Metropolitan Park Commission (predecessor of the M.D.C.), and in 1899, Governor Roger Wolcott signed the bill turning over Nantasket Beach to the M. P. C.

A law, at the time, that no liquor could be sold within a distance of 100 yards of

Metropolitan Park Commission areas, was a great blow to the hotels on the beach.

This law explains what may seem peculiar locations for such places as The Palm Gardens in Paragon Park, built at the rear of the Park, the New Weymouth House which was built out into the water, the Oakland House (now Mike Burns Inn) and the Quincy House.

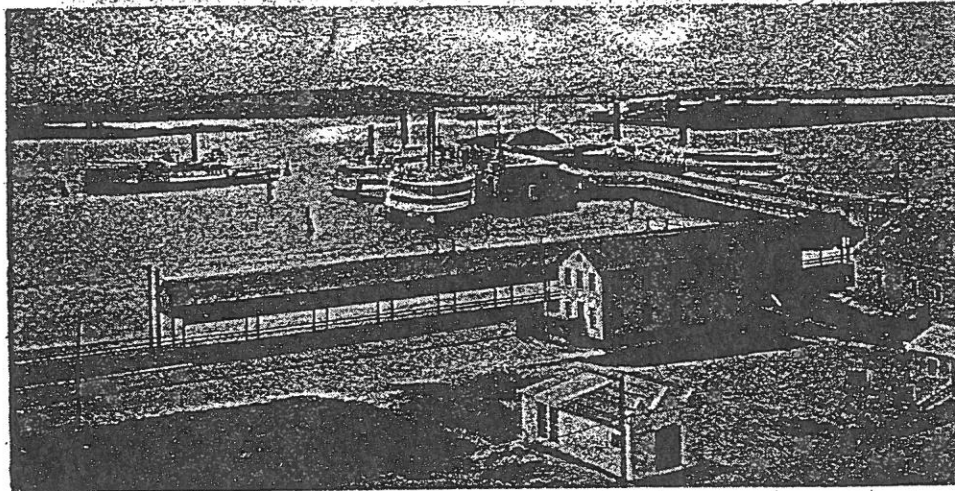
The advent of the M. P. C., together with the great storm of 1898 which leveled many buildings, were the reasons the group of business men organized the Whitehead Association to develop Nantasket Point.

Every conceivable form of entertainment was offered at Nantasket Point. David O. Wade built the Nantasket Point Hotel where his "famous Clambakes" were a special treat. In addition to the wide porches of the hotel, Mr. Wade maintained a pavilion with tables and chairs which was open to the public to use for picnic accommodations.

At the tip of the point was the dancing casino with continual refreshing breezes. The Casino was described as covering an area of 194 feet by 119 feet with a dance floor measuring 135' x 83' without one post. "It was surrounded by large verandas" the Nantasket Point Story says, "which were illuminated at night with lights. The stage was hooded taking the place of a sounding board and allowing the music to reach all corners of the dance floor."

Even with all these attractions, and many more, the absence of sand was judged the reason for the fact that the venture only lasted about five years and was abandoned in 1905 as "unsuccessful."

'Eagle' Was First Steamboat



Nantasket Pier Boat Landing at Nantasket Beach as pictured on a 1908 postcard. In the foreground is the railroad station where trains for all parts of Hull stopped. The postcard is from the collection of Chief Daniel A. Short.

The history of a long line of Nantasket Steamboats started when the Eagle made the first run from Boston to Hingham in 1818, only 11 years after Robert Fulton's steamboat Clermont made a successful steam navigation.

Described as a "modern invention", the Eagle, an 82-ton craft built in New London, Conn., accommodated 204 passengers. Although hailed as something all new in 1818, the Eagle soon gave way to a succession of steamboats, each bigger and better than the last, and each designed to better transport the growing number of persons coming to enjoy the Nantasket Beach.

In 1839, a small group of clergy in Hingham and surrounding towns formed the Bay Association to enforce Sunday Blue Laws and to insure that "Sunday boat trips would not be".

However, persistence on the part of the Boston & Hingham Steamboat Company who decided that the two daily trips being run by the Governor Lincoln were not enough and that to obtain more revenue, Sunday boat trips would have to be started. It took less than a summer for the boat service to win out and Sunday boat travel has been an accepted fact ever since.

As the Century progressed, so did the development of the Steamboat Line so that by 1900 the boats carrying as many as 72,000 passengers in a single day had grown to close to 200 feet in length carrying 1,000 on a single trip.

The story is told that the Twilight, built in the fifties and rebuilt in 1873, "had a spirit of its own and a merry impish one at that." She was noted, on her last trip of the day back to Boston, for "running up on one of the mudbanks then in the Weir River," closer to the Hampton Head Shore. It was reported that instead of the "marooned passengers putting up a kick" they staged impromptu entertainment, the main feature always being a community sing.

After the turn of the Century, just before and continuing until after World War I, came the "golden era" with a fleet of lavishly furnished boats, featuring cuisine of the sea in their fine dining rooms...

The "Queen of the Harbor", the Rose Standish, the second by that name built in 1912, was the pride of the fleet. Her saloons were finished in white and gold and decorated with nine mural paintings depicting historical colonial events.

In 1921, the Line boasted carrying over two million passengers between Pemberton and Nantasket and in 1943, photographs of the oldest and the newest steamers was presented to Mrs. Marilynne Schafer of Kansas City, Mo., who purchased the 135,000,000th ticket.

However, the "golden era" began a decline with the advent of the automobile and the Depression of the thirties, and after the disastrous 1929 Pier Fire which destroyed five steamboats, scorched another, and then swept across to Paragon Park, levelling the bathhouses.

Passenger service has continued across Boston Harbor with the Wilson Lines and currently with the Mass. Bay Lines. A constant reminder of what once was, is the beached Mayflower, built in 1911 and beached on the Weir River flats on George Washington Boulevard in 1949.

The spirit of 153 years of boating history between Boston and Hull continues in the daily Commuter boat which leaves Pemberton Pier at 7:30 A.M. rain or shine, hot or cold, clear or foggy and return to Pemberton every evening at 6:30 P.M.

Note: For the material in this saga of boating history, we are indebted to two series, one which ran in the Patriot Ledger in 1952 and the second in the Hull News, 1953.

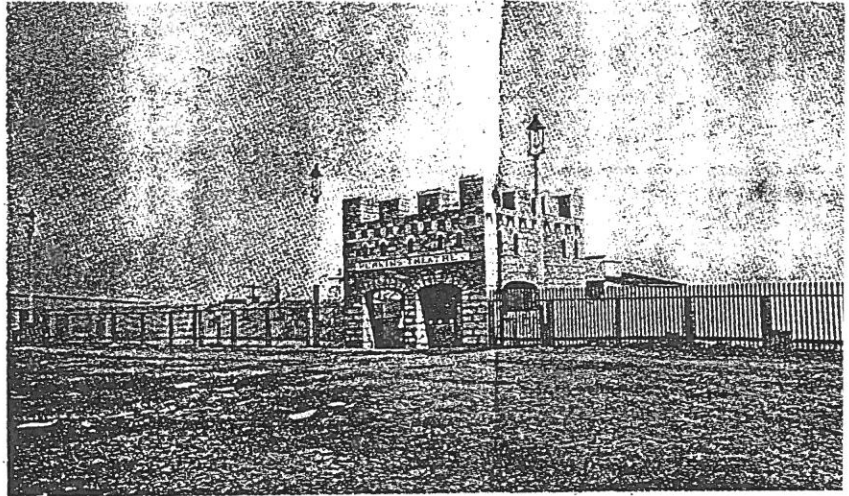
Hull Had Summer Theatre Back In The 1900's

Perkins Theatre, one of the most attractive summer theatres in New England in the very early days of the 1900's and one of the largest that could be found at that time in any shore resort in the United States, was just one part of the short-lived development known as Nantasket Point situated at the tip end of Whitehead, just across the Bay from World's End.

Use of this area, known then as Whitehead, and now as Sunset Point, dates back to 1657 when the Governor of the Plymouth Colony is said to have distributed land in this area in two acre lots to a long list of distinguished early settlers such as John Loring and John Prince. At that time, settlers tilled the land and raised products for their own sustenance.

From 1657, it passed from generation to generation until the 19th Century when it passed into the hands of a few and

CONTINUED ON PAGE 5



PERKINS THEATRE, an open-air rustic theatre with a seating capacity of 3,000, built by Theron D. Perkins on Nantasket Point, now known as Sunset Point, in the early days of this Century. The picture is taken from a postcard entitled "Nantasket Point Story" and is from the Library of the late Blossom, donated to the Hull Historical Society by her son, David Blossom.

Thursday, July 15, 1971

Old Days In Hull

CONTINUED FROM PAGE 1

finally after the middle of the Century was owned by one Harvey T. Litchfield.

In 1899, desirous of relocating the amusement center of Hull after Nantasket Beach had been turned over to the Metropolitan Park Commission for reservation purposes, the Whitehead Association was formed by such familiar personages as John Smith, George H. Hatchard, John L. Mitchell and others.

Perkins Theatre was just one of the attractions offered at Nantasket Point which is said to have "fairly teemed with pleasure resorts" including amusement areas and fine dancing casino.

The Theatre, as can be seen in the picture, had "a most imposing entrance in the form of a turreted castle, handsomely decorated by the artist's brush".

"Once inside the entrance" the Nantasket Point Story continues, "the gaze of the patron was directed to the promenade with its side beautified with illustrations that appeal to the artistic eye." The stage, one of the largest open-air stages in New England, was on a par with the largest stages of any of the fashionable Boston theatres.

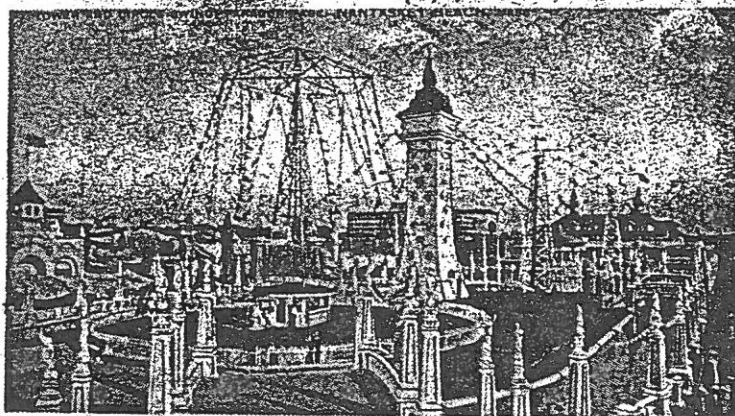
Continuing to describe the Theatre, our story says "The stage was illuminated by electricity, with three rows of border lights above, each containing forty incandescent lights and a double row of fifty footlights."

Other features developed by Mr. Perkins as part of the Theatre was a Zoo with a "magnificent display of wild and tame denizens of the stream and forest," a Punch and Judy Show to delight the young, and "Perkins' Choromilitant Band, an organization of trained musicians whose fame was known wide and near."

But Perkins Theatre, which today would be called Perkins Theatre Complex, was only a part of the total amusement center built under the auspices of the Whitehead Association.

Next week, the Nantasket Point Story will be continued with more descriptions of the resorts and amusements offered in the area which is now strictly residential and in which little remains as evidence of the glorious few years when the Point was the amusement center of Hull.

Ornate Grandeur of Yesteryear



The ornate grandeur of the Paragon Park of yesteryear is shown with the famous tower and circle swing in the foreground. The picture is taken from a postcard from the collection of Joseph Slavin.

A decade or more before Paragon Park was built in 1905, Nantasket Beach was known not only as a summer resort with great hotels but also as an amusement center with rides, some of which would be familiar today and others which have long been forgotten.

The first problems experienced in the amusement or rialto area came in 1899 when Governor Roger Wolcott signed the bill turning this area over to the Metropolitan Planning Commission, the forerunner of the present M.D.C. At that time, the law prohibited the sale of liquor within 100 yards of the M.P.C. area.

This took a lot of revenue away from the hotels on the beach, and resulted in the building of such places as the Oakland House (now Mike Burns), and the Quincy House further up the beach and the Palm Gardens way at the back of Paragon Park.

The state take over of the beach reservation the year after the storm of 1898 had caused severe damage to many of the buildings and the rides, dealt a severe blow to the amusement area on the beach. It was at this time that the Whitehead Association developed the Nantasket Point Amusement Area which lasted a few short years.

In 1905, when the Whitehead Association gave up the Nantasket Point venture, a Boston based company, Easter Park Construction built Paragon Park, an imposing structure, complete with lagoon and gondola canals.

The magic of Paragon Park in its early days is caught in the picture shown above of the Tower and the Circle Swing, and is described by Dr. Bergan in his book "Old Nantasket" when he tells of the "gondolas brought from Italy as were the gondoliers who propelled them around the big lagoon as they sang the songs of the waterways of their native Venice."

The ornate main entrance to Paragon in 1908 was just one of three such similar entrances to the world of fun and entertainment geared to the tempo of life in the early days of the Century.

Across the way from the main entrance to Paragon, where the M.D.C. Bathhouse now stands, was the Grant's roller coaster and merry-go-round, moved from Nantasket Point and reconstructed along the beach front. Mr. Grant not only continued to run these until well into the 1920's, but he also built "Fool's Dream" further up the beach which later became Ocean Gardens and is now known as the Surf Ballroom.

Paragon Park has suffered from more than one serious fire in its history, the first in 1916, and the second in 1923, just three years after the Park was purchased by David Stone and Albert Golden. The extensive damage from the fire in 1923 was repeated in a \$150,000 blaze in March of 1955 when it is said, flames shot 30 feet in the air from the Fun House and traffic was halted on Nantasket Avenue and hazardous on George Washington Boulevard.

Dr. Bergan said, "The succession of fires wrought such destruction that the only thing that is left of the old park is the circle swing."

Regardless of what is old or new and what has been destroyed or what has been rebuilt at Paragon Park, millions of people for 66 years have found fun, frolic and laughter at the Park in Nantasket.

The Incredible Joshua James Story

The daring life-long battle against the sea of Hull's native son, Joshua James is told in a new, exciting narrative, illustrated with historically accurate artist's drawings by Gordon Johnson in another volume in THE INCREDIBLE SERIES entitled "Joshua James".

This latest story of the greatest life saver of all times, with illustrated descriptions of his daring life-saving feats, although designed for the juvenile reading public, will also captivate the adult reader.

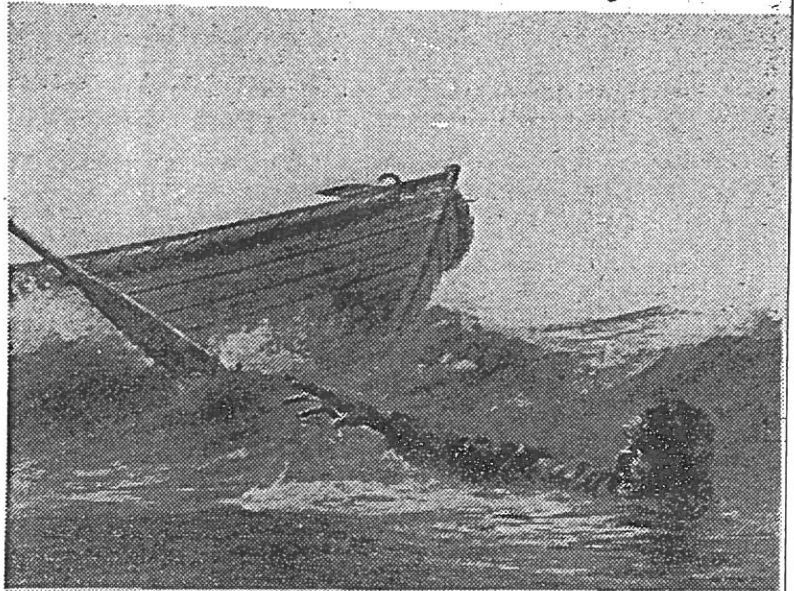
On April 3, 1837, the book begins, after his mother and sister had become tragic victims of the sea, ten year old Joshua took an oath, "If the sea ever tries to take anyone's life while I'm around, it'll have to take me first".

This tale of heroism recounts rescues by many various means, one of which was the rescue by successful maneuvering of a life boat "knifing into the angry sea" of passengers and crew from the ANITA OWEN during one of New England's worst coastal storms on December 1, 1885.

Another near tragedy was averted when Joshua, being far inland when he heard of a boat in distress, "flagged down a train from Boston and roared down the Coast".

His attempts, on arriving at the scene, to reach the ULRICA by boat nearly cost him his life. But clinging to his oar, the boat swept him back toward the beach where he ordered out a "Hunt gun" to aid in the rescue by shooting out a rope and rig.

Again in the great storm of November 25, 1888, the daring determination of Joshua James, with his dedicated crew forming "human chains into the pounding breakers" and manning the "Hunt gun" rescued twenty nine



OTHER BOOKS IN THE INCREDIBLE SERIES

THE DEEP-SEA GIANT

In 1869 a stone giant was unearthed in upstate New York near the town of Cardiff. It wasn't long before the whole world heard of this amazing discovery. What was it? Was it a statue? Was it a fossil? This is the unbelievable story of a mystery which intrigued the world.

BLONDIS: Hero of Niagara

This is the incredible story of Blondin, the great French acrobat who crossed Niagara Falls on a tightrope over 100 years ago. Blondin puts his amazing skill and flaming courage against the churning waters of Niagara Falls and the treacherous gamblers who plot his death.

THE LONG SEARCH

When Ruth Stocum saw her little daughter Frances being abducted by Indians, she vowed to find her even if it took the rest of her life. This is the story of that heartrending search—one that took more than sixty years. The final scene of *The Long Search* is certain to bring a lump to your throat and tears to your eyes.

HORROR OVERHEAD

This is the incredible tale of the voyage of that ill-fated dirigible—the Hindenburg. It's a journey you won't forget. You'll live and relive those last terrifying moments when the pride of Germany turns into a flaming inferno—truly a horror overhead.

Dexter & Westbrook, Ltd. • 958 Church Street • Baldwin, New York 11510

This true-to-life drawing of Joshua James showing his determination to reach the oar, to first save himself so he could continue with his rescue of the distressed schooner, ULRICA, is one of a book full of equally realistic drawings.

people from four ships," a record unmatched in the history of lifesaving" said author Richard A. Boning.

At the age of 62, Joshua James was made Keeper of the U. S. Life Saving Station, built in Hull in 1889. Here he continued his extraordinary rescues for twelve more years until that day, when history tells us, after leading a drill, he stepped on to the sand from the boat and said "The tide is ebbing" and fell dead upon the sand.

"He had won his lifelong battle against the sea" the book concludes.

Note: "Joshua James", published as one of THE INCREDIBLE SERIES by Dexter and Westbrook, Ltd. of Baldwin, N. Y. with illustrations by Gordon Johnson, written by Richard A. Boning, is dedicated to the Hull Historical Society.

The publisher told The Mirror that Mr. Boning, as a boy summered in Hull and 154 Spring Street where he often spoke with the three daughters of Joshua James. "Their stories of their father prompted him to undertake the tremendous research involved" the publisher added.

Sea & Shore Gleanings

Hull And Fort Revere

By EDWARD ROWE SNOW

When I was autographing my books at Christmastime, I was asked by a reader of this column who has recently moved to Hull to give the history of that area.

In 1622 Thomas and John Gray bought the Hull peninsula from the Indians. Shortly afterwards, the Grays were joined by my own ancestor, Roger Conant, who owned Governor's Island in Boston Harbor at one time. Later, John Oldham and John Lyford, known as a troublemaker, also visited Hull.

Merrymount Fame

Thomas Morton of Merrymount speaks of how John Oldham was expelled from Plymouth. Morton then spends some time in his narration concerning Lynford.

"Master Lyford freely executed his office and preached every Lord's day, and yet maintained his wife and children four or five, upon his industry there, with the blessing of God, and the plenty of the Land without the help of his auditory, in an honest and laudable manner, till he was wearied and made to leave the country."

Shortly after Oldham and Lyford left Hull, Roger Conant sailed to the northward where he founded Gloucester and Salem.

When John Winthrop arrived in Boston in 1630, he spoke of the plantation at what is now Fort Revere as an "uncoth" place. Nevertheless, when Morton was expelled from New England by John Winthrop's group, every person in Hull contributed two shillings each to the expense of getting Morton away from his maypole activities.

When the Mary and John lay off Nantasket in 1630, Governor John Winthrop came down the harbor to call on Captain Squeb, who gave him a salute of five guns.

In 1632, the first fort at what is now Fort Revere was planned. Gov. Winthrop and four assistants, with a group of three ministers and 18 citizens, started for Hull to build the fort. Before they could begin, however, a stiff northwest gale hit the area, and for two winter days and nights they lived on shellfish and had to sleep on the bare ground. Nevertheless, they "contrived to be very merry." The fort which they had planned was never built, as it was agreed that it would be "of little use."

white men and Indians and put them ashore at Hull for several weeks. They then sailed away on three frigates and desecrated the French settlements in Maine and Acadia.

Founded Malden

Shortly after this, John Prince fled from England where he was persecuted by Archbishop Laud, and landed in Hull. From him descended the Rev. John Prince who wrote New England Chronology.

James Pemberton came to Hull shortly afterwards. Known as a wandering and adventuresome fellow, he lived at George's Island for a while and the island was named for him. (George, who came there later, is the man for whom the island is now named.) From his island Pemberton journeyed up to Malden, where he founded the town in 1661, dying shortly afterwards.

Israel Loring was born in Hull in 1632, moving to Sudbury where he was pastor for 66 years. His manuscript records filled 30 volumes of 224 pages each. Some of his descendants later moved to Ohio; others still live in Hull and Hingham.

In 1673 a beacon was put up at Point Allerton with a watch house on what was later Telegraph Hill, Fort Revere.

During the King Phillip's War, the people of Hull were fearful that King Phillip would invade their area and murder them, for they were "exposed to the wasting fury of the most barbarous heathen."

After the King Phillip scare was over, the inhabitants flocked to the top of Fort Revere to watch the great fleet of Sir William Phipps come down the Bay and anchor in Nantasket Road. At the base of Fort Revere Hill, Phipps and his colonial officers landed and enjoyed a farewell feast. That very August evening the fleet of 32 moved out to sea and later participated in the disastrous expedition against Quebec.

In 1704, Colonel Benjamin Church gathered an army of 550

Earliest Protest

Immediately before the Revolution there were men from the Hull area participating in the Boston Tea Party, while the Hull village area was one of the earliest to protest against the King's government.

In 1774 the men of Hull voted unanimously against British aggression. Several young men of Hull named Dill volunteered in the Revolution and received 2700 pounds for their efforts from their admiring townsmen.

After the Battle of Boston Light, Susanna Rowson of Hull Village led the funeral services for the dead British soldier who is buried in back of what is now the Hull Public Library.

Then came the period when the Germantown general, Joseph Palmer, was sent down to Hull to build what was first known as Fort Independence, but later changed to Fort Revere. The entire plan of Fort Independence is in the Massachusetts Archives, and I quote from it at this time:

"Hull: That at Hull, is a Pentagonal Fort, well constructed & nearly finished; within the Fort is a very good Well; a good Ditch on the outside, friezed on the Berme, but the Glacis not finished; in the Fort is wanted a Blind, A Magazine, a Guard-House & two Barracks; on the outside is wanted a Bridge, Covered-Way & Place of Arms; — the Fort has 15 Embrasures.

There are also two Batteries well constructed, open to the Fort, but well defended against the Channel; one of these had 5 Embrasures, but wants another to be added, to rake Stony Beach; the other has 8 Embrasures."

Stuart Dynasty

This great fort later was occupied by the Americans and French together, and 200 French marines are buried in what is regarded as a relatively straight line from the water tower at Fort Revere toward Boston Light, within a quarter mile of the tower itself.

In October, 1778, when D'Estaing's fleet lay off the fort, General Heath, after whom Fort Heath in Winthrop was named, visited Fort Revere with Count D'Estaing. At this time Heath reviewed the battalion of French marines in the garrison which was then commanded by Major McDonald, a Scottish refugee and lover of the fallen Stuart dynasty.

When the Revolutionary War ended, the people of Hull came back to what remained of their homes and as Sweetser tells us, "once more became toilers of the sea."

The period of relative silence was not too long, however, for during the War of 1812, just as the womenfolk had put supper on their respective tables, the battle between the Chesapeake and the Shannon began. Fort Revere was soon crowded with watchers.

In the fall of 1940, countless tents dotted the hilly slopes of the ancient fort, but barracks of a substantial nature were soon erected. At one time in 1942, 700 soldiers from the 241st Regiment made their home at Fort Revere. Most of the area was transferred to the Town of Hull some years after World War II ended. Among the soldiers who served there was William McIntire, now in the New Process Department of The Patriot Ledger.

Old Time Schools



THIS POSTCARD OF "Church and School, Hull Village, Mass." was sent by Minnie Miller to her friend Miss Cecil Elmore in Dorchester in July of 1903. It is part of the collection of the Hull Historical Society.

It was only natural that since the first settlers in Hull came to the Village, that here the first public buildings were built, and as they had served their usefulness, others took their place.

The center of any community in Massachusetts, New England or anywhere in the United States and abroad is the school, the town building, the fire station and the church. And so, at the turn of the century and in the early 1900's we find the Grammar School (prominent to the left in the picture), the Methodist Church (to the right), and directly across the street beside the park from which position the picture was taken, was the Town Hall and the Fire Station.

In 1938, for instance, the total enrollment in the Village School, grades 1 through 8, was 215. The other Grammar School in Hull, the Damon School, located at the other end of the Town housed grades 0 through 6 with an additional 147 pupils, making a grand total 362 in Hull grammar school grades up to grade 8.

Mrs. Lloyd Miller, who came to Hull as little more than an infant, when her father was caretaker of the Hull Yacht Club, tells us of the elementary school on Spring Street at the corner of Nantasket Avenue, and next to it, the present church where we used to have Friday night Prayer

Meetings to which half the Town went, and then across the street was the Hose House (more commonly known as a Fire Station), upstairs over which was a hall where the church would have parties and fairs and dances."

In her History of the Hull Library, which was also located in the then center of the Village, Mrs. Tommye Reede refers to "Many of the earlier Town Reports, which often mentioned cooperation between schools and the Library."

She cited for instance when "this practice was further evidenced in 1925 when the assistant principal of the grammar school accompanied seventh and eighth grade classes to the Library on Fridays and taught them how to use the catalogue and reference books."

A quick glance at the names of pupils in the Grammar School in Hull Village at a time when Harland R. Skelton, father of the late Estelle Blossom, was Chairman of the Hull School Committee warns that some of us newcomers would be presumptuous to claim any real

CONTINUED ON PAGE 15

OLD TIME

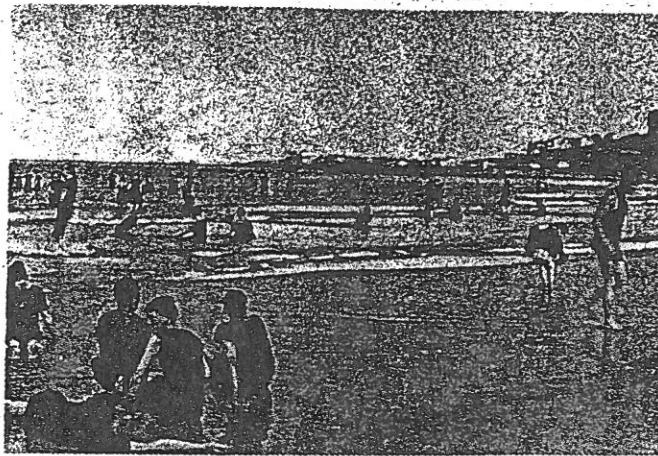
CONTINUED FROM PAGE 1

knowledge of the old Village Grammar School.

Many of our readers could tell us much more from their personal knowledge than we could ever learn from the town records of this old, and yet not so old, Grammar School.

Perhaps this picture can stir memories which, shared with others, will be a part of the heritage which all Hullonians have in the history of Hull Village.

BEACH ALWAYS DREW VISITORS



The only difference in the 65 years since the days of this picture postcard, dated July 13, 1906, is the style of the bathing suits and the number of bathers. The ocean and the beach were then and still are the pride and joy of Hull. The postcard is from the collection of the Hull Historical Society.

Hull's 350 years of history has been molded by its miles of ocean beaches which during the storms have caused shipwreck and tragedy and during the calm has been the playground of New England.

In the earliest and most authentic original history of Hull by Solomon Lincoln published in the Hingham Gazette in 1830, John Oldham, John Lyford and Roger Conant are reported to have been the first settlers in 1624 or 25. Hull was described as a "convenient stopping place, for many of the first adventurers, who remained no longer than to obtain time to explore the bay and the county."

It was a few short years before these three original settlers came from Plymouth, that an exploring party of ten men under Myles Standish explored Boston Harbor on the last weekend of September in 1621. During this exploring trip, Hull's Point Allerton was named for the Assistant Governor of Plymouth, Isaac Allerton and the Brewster Islands were named for Elder William Brewster.

The 350th anniversary of this exploration of Boston Harbor will be commemorated Sunday, September 26th when the Hull Historical Society dedicates a plaque at point Allerton.

During these very early days, the ocean surrounding Hull seems to have been the chief means of access to the peninsula and also to have been the chief source of support through the fishing industry which developed from Hull Village where the principal settlement was.

The greatest stories of the ocean surrounding Hull are to be found in the biography of Joshua James, known far and wide as the "greatest lifesaver of them all". He is credited with having saved more than a thousand lives during his 60-year career as Keeper of the Point Allerton Life-saving Station and a member of the U. S. Lifesaving Service.

The account of the heroic rescue of 29 men from four different vessels which Capt. James led in the great storm of 1888 surpasses any adventure fiction ever written.

His dramatic death at the age of 75 came on the beach following an hour long rigid training session of his own crew. One account of that early morning drill says, "For more than an hour the 75-year oldman manoeuvred the boat through the boisterous sea. He was pleased with the boat and with the crew. Upon grounding the boat he sprang onto the wet sand, glanced at the sea and said, 'The tide is ebbing' and dropped dead upon the beach."

To-day the Point Allerton Coast Guard Station continues the life-saving rescues started by Capt. James in 1866 when he was appointed keeper of the Human Society's lifeboats at Hull.

A more recent daring and successful rescue in a sleet storm on Feb. 20, 1927 was the evacuation of the crew from The Nancy which was driven ashore by 50-mile northeast gales. A crew of nine volunteers of whom Arthur L. Hurley of Hurley's Bathhouse was one, manned the lifeboat.

Mr. Hurley tells of the "monstrous waves that would hit the Nancy and it would heel over and dump tons of water over the side". On the way back to shore, he said, "when they pulled us in, we came in on a receding wave so we had time to jump out of the boat. The next wave that came along, took the boat and smashed it against the rocks".

Although the exciting stories of shipwreck, rescue or tragedy overshadow such scenes as our calm, serene beach picture of 1906, both have played important parts in the History of Hull. These tales of the sea seem a fitting close for this History of Hull series we have had during these months which are now, also, at a close.