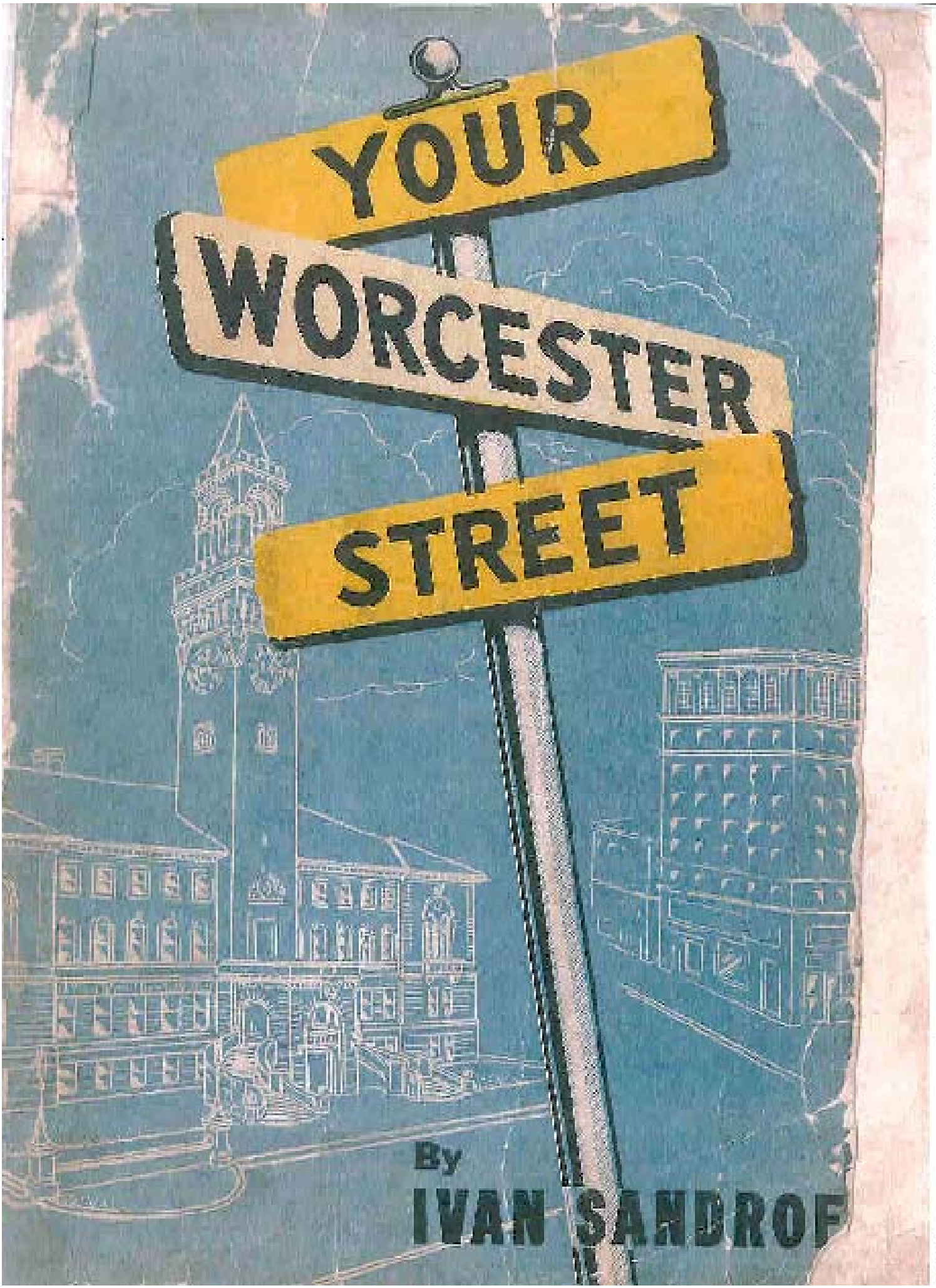
YOUR
WORCESTER
STREET
By
IVAN SANDROF

“A History of Your City Streets”

City of Worcester, Massachusetts

FOREWARD

The story of street names, covering as it does the entire city of Worcester, is really a history of the community and a compendium of biography of its leading citizens.

It brings into view a vast assemblage of details, many of which can be found in no historical book of reference.

There is also much of romance connected with the subject. Many donors of street names bestowed the appellations for sentimental reasons now long forgotten. For example, turn to the explanation of why Schussler road was so named. The whole story has a fascination, as well as a historical value.

I have long wanted someone to write a history of Worcester street names.

Ivan Sandrof has done so by gathering material about most of the important streets, explaining the origin of the names and narrating much of interest regarding the history of the thoroughfares and the biographies of the persons for whom the streets were named.

This has meant countless hours of research in histories of the town, directories, maps and personal reminiscences. Almost all of the older streets are included in the survey. A very few are omitted because their origins defy interpretation.

No one has ever found, for instance, an explanation of why Pearl street was so named, although, of course, it may have been a fanciful name, but bestowed by whom and why?

Mr. Sandrof, starting as he did practically from scratch, has absorbed a vast amount of historical knowledge, and with a trained and orderly mind has portrayed his subject clearly and accurately for the benefit of his many readers, to whom much of his material will be a new revelation of the city's history.

CLARENCE S. BRIGHAM

PREFACE

This is the story of the streets of Worcester; how, why and when they were named.

It is also a history of Worcester – with a new presentation of significant events and important citizens, now dead, who made a great city.

Because theses people were human, an attempt has been made to keep them so. History has a tendency to freeze individuals into the granite statues that they were not.

There are approximately 2296 streets in Worcester today. Most of them are relatively new. Many were named with easy familiarity for the first name of a wife of the contractor who developed the street – or with due regard to the Post Office for speeding up delivery of mail.

Such streets have no history and are omitted. Still others, which qualify, do not appear because their naming cannot be verified. The list, therefore, is by no means complete.

Whenever possible, information was obtained from descendants of individuals who named streets, or had them named for them.

Grateful acknowledgment is made to George F. Booth, publisher of the Worcester Telegram and the Evening Gazette, for permission to use most of this material which first appeared as a daily column in the Telegram.

For encouragement and direction, I am grateful to Clarence S. Brigham, director of the American Antiquarian society; to Dorothy M. Gleason of Worcester Public Library, for her enthusiasm in research and assistance with the index; and to my wife, Nancy.

Without the vast treasure of local history in the Antiquarian Society and Public Library, this book could not have been written.

Worcester Mass. **IVAN SANDROF**

“A HISTORY OF YOUR CITY STREETS”

AITCHISON STREET

Also SCHOOL ST.

Remember how streets were sprayed when you were young?

A happy horse came nodding down a hot dusty road. He pulled a large, wooden circular tank that looked like an enormous French wine vat on wheels.

At certain precious moments, the driver pulled a lever. Out gushed a shower of water, covering a width of about 25 feet.

The device that made this possible was the invention of a Worcester man. George T. Aitchison advertised Bancroft's Patent Monitor Street Sprinkler in the 1800's.

His advertisement also read: "Carriage builder-open and top sleighs; carriage repository; new and second-hand carriages; manufacturer of Pleasure Sleighs, Barges, etc. A new and handsome Barge just built, carrying 24 persons, to be let at reasonable rates. Proprietor of the Worcester Lunatic Hospital and Lake Quinsigamond Omnibus Line. Leaves 365 Main street, six times daily."

In addition to his carriage-making plant, Mr. Aitchison ran a prosperous repair business and had a storage and warehouse business on School street until 1912.

He came to Worcester when 21 to seek his fortune, and found it.

At 14, he went from Ossining, N.Y., to Peru, Ill., a tip of 900 miles by stagecoach, to study engineering. Then he returned in 1845 as an apprentice carriage maker in Newark, N.J.

He was paid $25 a year and board.

Mr. Aitchison owned real estate on School street and other sections of Worcester.

When Aitchison Street was laid out about 1879, it was named for him.

ASYLUM STREET

Dogs and cattle were treated better than some of the insane before Dorothea Dix gave the world its conscience.

People meant well, but the fault was due to "ignorance, certain widespread misconceptions of the nature of the disease and the lack of aroused social consciousness," according to a Dix biographer, Helen E. Marshall.

Worcester was a pioneer in improved treatment of insane. The state built Massachusetts State Lunatic Asylum on Summer street in 1833. Its patients were drawn from state corrective institutions.

It was the first in Massachusetts, if not in the United States; one of the first in the world to apply scientific treatment.

It marked the beginning of an extensive movement toward asylum building in the United States.

The first superintendent was Dr. Samuel B. Woodward, a Yale graduate.

He made the Worcester hospital the country's model for humane, intelligent and scientific treatment.

His reports, issued in 3000 copies, were widely read in America and aroused favorable comment in Europe. His descriptions of results obtained at Worcester stimulated similar work in other states.

Dr. Woodward stood six feet two and a half inches and weighed 260 pounds.

"His person was a rare model of strength and manly beauty. On his brow sat courtesy and command in entire harmony, and it is no exaggeration to say, that his form and carriage were majestic," wrote Stephen Salisbury.

When Dr. Woodward resigned in 1846 because of ill-health, the trustees credited him with the hospital's success. They wrote: "We feel that we are bound to bear our unqualified testimony to the justice of your claim to be recognized and remembered as one of the most distinguished benefactors of the Commonwealth."

The present State Hospital for the Insane, on Belmont street, was opened in 1877.

Asylum street dates from 1876. It runs from Mulberry street west to Summer street.

AUSTIN STREET

The Pilgrims would have approved of Rev. Mr. Samuel Austin.

A thunderer from the pulpit, he was the fourth permanent pastor of Old South Church.

After Rev. Mr. Thaddeus Maccarty retired, Old South was without a regular pastor for six years. There were religious differences afoot.

Rev. Mr. Austin, an earnest Yale graduate, was preaching at Fair Haven Church, New Haven. Dissatisfied with the religion of his congregation, he resigned.

When Worcester heard about it, he was given the Old South post. Two years earlier, Rev. Mr. Austin had married Jerusha Hopkins of Hadley. She came with him.

For the next 25 years from 1790 to 1816 – the most successful of his career- Rev. Mr. Austin preached and wrote.

When he took over, a new creed of covenant of the strictest orthodox type was the order in Old South.

"Tall, erect, well-proportioned and courtly in appearance with a face quietly expressive of emotions, widely informed and with unusual command of language, animated and often vehement in delivery," history described him.

On April 11, 1811, Rev. Mr. Austin lashed out against Thomas Jefferson. The following year it was Mr. Madison and the group in Washington which brought on the War of 1812.

The latter lecture was too much for the Democrats, according to historians. "They left his meeting in large numbers and organized the First Baptist Church."

Rev. Mr. Austin died on Dec. 4, 1830. He had gone from Worcester to become president of the University of Vermont.

Austin street honors his memory; first appeared with his name in 1845.

ALBERT STREET

Daniel Webster was a tough opponent whom no one quite dared to challenge-except a Worcester man. And every time they locked horns, the Worcester man came out on top.

Charles Allen was admired by many as the "ablest man of his day."

His great-grandfather was Samuel Adams, father of the Samuel Adams, the great Revolutionary patriot. Allen's father, Joseph, was a Congressman and a clerk of courts.

Charles Allen was born in Worcester Aug. 9, 1797, attended Yale and became a lawyer. A strong appetite for literary meat made him devour 50 volumes for the British Poets, the classics and considerable history, much of which he memorized.

He was state representative in 1829, 1833, 1834 and 1840; member of the the Senate in 1835-37; judge of the Court of Common Pleas in 1842; chief justice of the Superior Court in Suffolk County and chief justice of the Superior Court of Massachusetts. He declined an offer to the Supreme Court as its chief justice.

His life was tinged with dramatic struggles for the public good.

His greatest moment came in 1848 at the Whig National Convention in Philadelphia while a delegate from Worcester District.

Whigs nominated Taylor for the presidency and as a sop to anti-slavery sentiment, offered Massachusetts the vice-presidency.

In a ringing speech, which smashed the Whig party and founded the Free Soil party, Allen declared:

"You have put one ounce too much upon the strong back of northern endurance. You have even presumed that the state which led on the first revolution for liberty, will now desert that cause for the miserable boon of the vice-presidency. Sir, Massachusetts spurns the bribe!"

While Judge Allen was on the bench during a trial, Daniel Webster appeared for a client. Webster leaped up a few times to call the Judge's attention to points of law.

As Webster rose again, the Judge said: "Mr. Webster, I cannot suffer myself to be interrupted now."

"I cannot suffer my client's case to be misrepresented," cried Webster.

"Sit down, sir!" ordered the Judge.

After the jury was discharged, he turned to the great Daniel and said: "Mr. Webster."

Webster arose and apologized.

When Allen ran for Congress on the Free Soil ticket, Whigs were alarmed and brought in Daniel for some thunder to destroy him. Daniel spoke, but failed to mention Allen by name. The next day Allen was triumphantly swept into office.

He died at 72 in 1869.

A street was given his middle name in 1871. It runs southwest from Grand Street.

ARARAT STREET

Also Noah ST.

There is no legitimate proof as to how Ararat street took its name.

There is a legend, though – and a good one – to account for it. The legend should be taken with a grain of salt; maybe two grains.

Sometime before 1851, when Ararat street first bowed its way into the city directory, a resident at the Summit, past what was known as the Barber farm, was on a hillside back of his place.

He found a peculiar hunk of old wood – shaped by human hands. As near as he could figure out, the thing resembled part of a boat – a big one. He put it in his barn, but couldn't forget about it.

The next time he hitched his horse and wagon, he put the thing in back and drove to Lincoln square. There he showed it to the others. A crowd soon formed.

"Reckon it's part of a boat," said the farmer who found it. Others agreed. Some were skeptical. But interest and excitement grew.

If it was a boat, the majority agreed, how did it get on a hillside so far from the water?

There was one explanation from the Worcester men who knew their bible – it must be part of the Ark.

They quoted Genesis 8:3,4: "And the waters returned from off the earth continually; and after the end of a hundred and fifty days the water decreased. And the ark rested in the seventeenth day of the month, upon the mountains of Ararat."

Mad as the idea was, it spread. If the thing was part of the Ark and it landed on the hill, then that must be Ararat.

The hill became known as Mount Ararat – later Indian Hill. And when a street was built around the side of the hill as Worcester expanded, naturally enough, it became Ararat street. It runs from Brooks street westerly to Brattle street.

Completing the legend in Noah street, which runs from D street westerly.

BALLARD STREET

If you had died in the 1890's, John S. Ballard could have supplied you with a stone from his quarry and flowers from his greenhouse.

He also could supply wine, lager and the contents of a grocery.

In 1889, his advertisement read:

"John S. Ballard & Co. Wine Merchants and Bottlers of Lager; Growers and dealers in Seeds, Plants, Vegetables and Flowers; Proprietors of Ballard's Stone Quarries, Ballard street, Quinsigamond; Orders taken for Cut Work, or Foundation Stone."

Mr. Ballard was born in Boston in 1824; came to Worcester at 26 to seek his fortune.

Five years later, he started a grocery in partnership as Ballard & Spurr. Located on Main street, they moved to Pearl street, then to Foster street and finally to a large store at the corner of Park street, now Franklin street, and Portland street.

In 1864, the concern became John S. Ballard & Co.

At Quinsigamond, Ballard bought a large farm which included a quarry. He experimented in selling the stone, found it profitable; began to hack at it in earnest.

"His business has been profitable and he made considerable money by the rise in real estate in that section of the city," wrote the Worcester Spy on Sept. 5, 1890.

Ballard was a Democrat during his entire voting life; was pushed forward as a candidate occasionally, but never won anything.

He died in his home in Quinsigamond of Bright's disease on Sept. 4, 1890, leaving a wife, two sons and two daughters.

Ballard street – from the junction of Vernon and Millbury streets at Quinsigamond south to Millbury street – was on his land, which accounts for the name. It first appeared in 1830.

BANCROFT STREET

Also BANCROFT TOWER

When George Bancroft caught an overripe muskmelon smack in the face, it added up to one more conviction – he didn't want to be a teacher.

Trouble was, he wasn't sure what he wanted. He had tried following a famous father – Rev. Aaron Bancroft, who preached in Worcester more than 50 years.

But neither young Bancroft nor the congregation felt at ease. Out of this uncertain beginning sprang a great man of whom Worcester has always been proud.

He was born on Salisbury street October 3, 1800; was graduated from Harvard at 17. The college paid for a five-year scholarship in Germany – he was that brilliant a student.

In 1834, Bancroft determined to write a history of the United States. The 12 volumes took him more than 40 years.

One critic said that Bancroft wrote the history of America as if it were the history of the kingdom of heaven. But the work was hailed as a monumental achievement.

In 1835, Bancroft went into politics as a Democrat. He became collector of the Port of Boston; Secretary of the Navy under Polk.

He founded Annapolis; outlawed casual flogging; introduced promotion by merit; was credited with opening the way to annexation of California.

He became minister to England; to Prussia. The world paid him tribute, lavishing honorary degrees upon him. He knew Lafayette, Byron, Goethe, Irving, Dickens, Hawthorne, Browning, Longfellow, Bismark – nearly everyone who was anyone.

"I find I am growing very old and must begin to take farewell of the world," he wrote in his diary.

The Senate honored him with full privileges of the Senate floor in 1879. "His occasional visits to the capitol called for newspaper reporters and suspension of Senate business until his departure," wrote a biographer.

In 1882, he gave ten thousand dollars to Worcester to establish the Aaron and Lucretia Bancroft college scholarships for poor but brilliant students.

He died on Jan. 17, 1891, at 90 in Roseclyffe, his Newport, R.I. Summer home.

A lover of roses, he had raised nearly 500 varieties in Newport and Washington. Admirers sent thousands to his grave.

His body was brought back to Worcester to rest in Rural Cemetery with his father and mother.

Worcester named Bancroft street in 1892, Bancroft heights and Bancroft Tower drive to honor him. Bancroft Tower was built as a testimonial by Stephen Salisbury.

BELMONT STREET

Also WORCESTER TURNPIKE CORPORATION

There were clearly no poets among the early Worcester residents. They called it as they saw it – clear and simple in Anglo-Saxon words.

There was a clear water pond up on Chandler Hill. The outline was shaped like a bladder. They called it Bladder Pond.

The name stuck until about 1846, when some Worcester official, shuddering at the name decided the pond's outline was more like a bell. It was renamed Bell Pond.

The "mont" part come from the street's height. Added to Bell, you get Belmont.

Before Belmont street it was called Turnpike street.

Our smooth, flowing highways weren't always that way. In the old days, the state just wasn't in the road business. Chapter 90, whereby city, county and state divide expenses on highways, was a road-mender's dream.

Instead, they formed a corporation; sold stock or lottery tickets.

The Worcester Turnpike Corporation began March 7, 1806, with plans to run a road – straight as the crow flies – from Worcester to Roxbury.

It began at Lincoln square, shot up through Belmont stree, where considerable ledge had to be removed, and so to Shrewsbury street and on to Boston.

Even after it was build, heavy sleights and teams couldn't cope with the roller-coaster effect; chose instead the longer and older route through Lincoln street.

On the new Turnpike toll houses wee set up every ten miles.

Building the road to match a crow's flight – straight, that is – brought the Turnpike across old road intersections. And human nature was the same then.

People used the Turnpike, then ducked out on an old road before reaching a toll gate.

The State Legislature cracked down on this nefarious practice of gypping Turnpike stockholders by passing a special act on March 3, 1809. It set up additional toll gates to block the old roads.

Farmers reluctantly dug down to their elbows in leather purses with snap tops and combed out three cents for each dozen sheep and swine. A man and a horse cost four cents to get through.

BENEFIT STREET

Also LAGRANGE and HAMMOND STS.

Worcester County Manual Training School was the name of Worcester Academy when first founded in 1834.

The founders had planned a school governed by Baptists. There boys could learn the manual training, and lack of means would not stand in the way of a liberal education.

The school began on a 60-acre farm on the south side of Main street. Lagrange and Hammond streets now flank the section.

Needy boys at the school were paid eight cents an hour for farm work, provided "they had arrived at years of manhood." If not, they were paid amounts according to their labor. Board was $1.50 per week-without tea or coffee, $1.30.

Students who worked sat at one table and non-workers at another.

The only difference in the food was that non-workers ate doughnuts and the others didn't.

The panic of 1837 began to affect the school which closed for lack of funds in 1844. About a year later a fund of $6000 was raised and in addition $5000 "for tuition of pious, indigent young men of the Baptist denomination."

About this time, property of the school south of Southbridge street was sold. Shortly after, land between Southbridge street and the Norwich & Worcester Railroad also was sold.

A street was cut through the property. The school treasury profited. The Street was named Benefit street in 1853 because the school had benefited.

BIGELOW STREET

"This is discipline indeed!" observed Gen. George Washington in Cambridge as a regiment of Worcester County men in review threw eyes front and caught the perfect rhythm of infantry.

Capt. Timothy Bigelow, commanding the Worcester company, must have thrilled at the remark. Six-foot-two, with flashing black eyes and ruddy complexion, he wore his brown hair gathered in a club under his tri-cornered hat; stood straight as a ramrod.

He was born in Worcester Aug. 12, 1739; spent his time away from his smithy reading books. His home was on the east corner of Main street and Lincoln square.

Anna Andrews, an heiress, lived nearby. They fell in love; courted on the Bridge of Sighs which once crossed old Mill Brook, now flowing under Union street as a sewer. Forbidden to marry, they eloped to Hampton, N.H.

Tim Bigelow was probably Worcester's most ardent patriot – a head man in the Sons of Liberty, member of the Committee of Correspondence, delegate to the Provincial Congress.

When he got news of the tea dumping in Boston, he left the forge, took a canister of tea from a closet, poured it into the fireplace, hurled the container after it and covered the whole with red hot coals.

When the war broke out, he marched to Cambridge the Worcester Minute Men he had tirelessly drilled on the Common.

Major, Lieutenant-Colonel, Colonel, he watched Burgoyne fling down his arms in defeat; fought gloriously at Saratoga, Verplanck's Point, Peekskill, Valley Forge, West Point, Monmouth and Yorktown. On the march to Canada under Benedict Arnold, he explored a new Maine mountain, today called Bigelow's Mountain. He founded and named Montpelier Vt.

Broken in health and after seven arduous years in the field, he returned to Worcester and attempted to found an ironworks. Both health and finances were unable to cope with a postwar inflation. Bigelow's shrinking property was sold. A son died of tuberculosis.

On Feb. 15, 1790, Col. Timothy Bigelow (ret.) was thrown into Worcester Gaol – for debt. Forty-four days later the jailer recorded that the prisoner was discharged – by "death."

Eighty-six years later, a grandson erected the white Tuscany marble monument on the Common. Worcester observed the event with full ceremonial.

Under the monument are Bigelow's remains, a lock of his hair, lead ball cartridges forged by his own men in his barn, some Revolutionary powder and typical cornerstone relics.

Bigelow street runs from Lafayette street south to Endicott street. There is some doubt that Bigelow street, appearing in 1866, was named for the fighting patriot; none that Col. Timothy Bigelow Chapter, D.A.R., honors his memory.

BLACKSTONE STREET

Also CENTRAL and UNION STS. & BLACKSTONE CANAL

Little more remains than a principal sewer underground and the name of a street to mark one of Worcester's greatest engineering feats-the Blackstone Canal.

A canal had been considered long before 1800. It bogged down in legislative haggling. Revived in 1820, the plan finally began to take shape three years later when Massachusetts and Rhode Island issued charters to the companies that were to build it.

Begun in 1824 in Providence, the canal was finished in 1828 at a cost of $700,000.

On Oct. 6, 1828, the first boat, the Lady Carrington, Captain Dobson commanding, triumphantly slid through the smooth waters of inland Worcester to the turning basin at the foot of Central Street, about where Union street now runs.

The boat bore a cargo of slate and grain. A vast crowd assembled to watch the proceedings. Pliny Merrick gave the principal address.

In 1834, barges and boats carried through the Canal 68,549 gallons of molasses, 49,957 gallons of oil, 364 tons of leather, 19,631 bushels of salt, 3829 bales of cotton, 2100 bales of wool, 24,698 bushels of corn and 21,158 barrels of flour. Worcester received 5336 tons of cargo that year.

The peak was reached in 1832, when $18,907.45 worth of cargo went through.

When the Providence & Worcester Railroad hammered in its last spike in 1847, it was the beginning of the canal's end. The last toll was collected Nov. 9, 1848. The canal was obsolete 20 years after it began.

Its course followed the Blackstone River to its origin at the junction of Mill Brook and Middle River, up Mill Brook section, along the west side of what is now Millbury street and along the west side of Water street.

Veering straight north at the end of Water street, the canal followed what is now Harding street, crossing Washington square and flowing along what is now Blackstone street. It was given that name in 1848.

Water street took its name from its proximity to Mill Brook and a pond which provided water power.

BLAKE STREET

Also WEBSTER SQ., and NOBILITY HILL

When public transportation first began in Worcester the public was coaxed to ride by animals.

In Webster square, a park containing wild animals was established by the city – to stimulate travel in street cars.

This was built during the administration of James B. Blake, 12th mayor of Worcester and a remarkable administrator.

While he was in office, the city sewer system was begun and put into use. The highways were improved to a large degree. New schoolhouses were put up. A steamer was added to the Fire Department. The Police Department increased its force.

A railroad running across the Common was removed. Chatham street was regraded. Nobility Hill – opposite the Common – was flattened.

Mayor Blake was born in Boston. He began the study of engineering at 18 with an uncle's firm, Blake & Darracott of Boston.

They built Worcester's first gas works.

In January 1852, Blake became its agent and superintendent. He kept the positions while mayor. He also became a trustee of the Five Cents Savings Bank, director of the City National Bank and a pioneer in the early street railway system.

Shortly after he was elected to his sixth term, Mayor Blake went to the gas works with a foreman. He carried a lighted lantern.

A stop-cock connecting with one of the purifiers had been left open. The escaping gas, ignited by the lantern, exploded, wrecking the building. Blake and the foreman were both severely injured.

The Mayor died 36 hours later; was given a public funeral in Mechanics Hall on Dec. 22, 1870.

The newspaper obituary read: "He had a pleasant word ready for the poor laborer, as well as the rich merchant; and the ill-dressed soldier's widow visiting his office to talk, maybe of some little grievance, was treated with as

much courtesy and consideration as if she were the proudest lady in the land."

For him, Blake street was named in 1869.

BOYNTON STREET

Also WORCESTER POLYTECHNIC INSTITUTE

But for the persuasion of a cousin, Worcester might never have had its world-famous Worcester Polytechnic Institute.

It would have been some sort of an academy in Templeton or Mason, N.H.

John Boynton, a farmer for 30 years, was born in Mason. He later moved to New Ipswich, where he began to manufacture tinware.

In those days a manufacturer sold directly to the consumer. Having finished an assortment of pails, tin dippers and pie plates, John Boynton loaded his wagon; giddyapped his horse through the countryside.

Business was good.

Eventually he moved his factory to Templeton, where he was joined by a cousin, David Whitcomb. He later became a partner.

Business was very good. There was hardly an apple pie smoking from the oven that didn't rest on a Boynton plate.

In 1846, the tinware manufacturer sold out to Whitcomb and retired to Athol, where he became the first president of Millers River Bank and a member of the State Legislature.

At 73, stoop-shouldered, frail and in poor health, John Boynton went to see his cousin. Whitcomb had moved to Worcester and opened a hardware store.

They pulled up hard chairs, crossed their legs and had it out. Boynton wanted to leave his fortune to found a school in Mason or Templeton. He had never had much schooling himself.

Whitcomb pointed out the advantages of Worcester; Boynton agreed and on May 1, 1865, gave one hundred thousand dollars – anonymously-"for the service of the youth of Worcester County."

Ichabod Washburn, Stephen Salisbury II and Mr. Whitcomb added to the fund, later joined by others.

Boynton died March 25, 1867, from exposure after a long ride in a storm.

The following year, The Worcester County Free Institute of Industrial Science opened it doors to students. In 1887 it became Worcester Polytechnic Institute.

Boynton street, extending from Highland to Salisbury streets, honors the founder of a great college. The street first appeared in 1876.

BURNCOAT STREET

Also BURNCOAT PLAIN and BURNT SHIRT HILL

There are more legends about how Burncoat street took its name than there are about any other street in Worcester.

The street was named in 1851 for Burncoat Plain, the plateau at the top of Lincoln street which reaches north from Brittan square.

The plain is historically important. One of the early settlements was located there, commemorated by a marker on Lincoln street.

Burncoat Plain appears in many old records in the Antiquarian Society as Burnt Coat Plain.

One legend has it that an early settler burned his coat while burning rubbish, and so named the site.

Another legend is that Indians scalped an early settler and burned his coat to show his contempt for the white man.

An intriguing explanation was once given to the Worcester Society of Antiquity, now Worcester Historical Society, by Henry M. Wheeler.

The settler may have escaped from the Indians, he suggested, and fled to the northwest. But he again fell prey to the redskins who seized his breeches in Breeches Meadow.

The meadow was so named by John Hancock, who sold the plot to Benjamin Child on Oct. 6, 1783.

Our settler, now bereft of both coat and breeches, escaped once more and wound up on a Hubbardston hilltop. Alas and alack, there were Indians there, too.

According to Wheeler, the Indians must have removed the remaining garment, a shirt, and burned it.

For the hill in Hubbardston is called Burnt Shirt Hill!

BYRON STREET

Also WILLIAM AND BOWDOIN STS. AND RURAL CEMETERY

Also MILTON, DRYDEN, BRYANT, WILLIS, WHITTIER & EDGEWORTH STS.

Also BREMER, HEMANS, WAVERLY, LAMARTINE & PALFEY & PIERPOINT STS.

Also LOWELL, MELVILLE AND TENNYSON ST. & WHITMAN RD.

In the middle 1800's, Worcester had an enterprising banker and business man, who did much to develop the city. He was David S. Messinger who became a vice-president of the Worcester Five Cent Savings Bank.

In 1844, he purchased a lot at the corner of Chestnut and Walnut streets from Gov. Levi Lincoln for a residence. He paid five cents a foot.

People were astounded at his extravagance.

Mr. Messinger also bought seven acres from Elisha Flagg between William and Bowdoin streets, running west from Chestnut street, for $4000.

Then he sold the lower end to Gov. Lincoln.

The banker continued to plunge into real estate. Another purchase from Flagg comprised the square on Harvard street from opposite Bowdoin on the north to Sudbury on the south and east to Eden Street. Price: $10,000.

Then Mr. Messinger turned around and sold the south end for 12 cents a foot.

In 1849, he bought from Dr. John Green about 90 acres north of Rural Cemetery for $14,000. Dr. Green had purchased it for $7000 from Eli Goulding in 1846.

The purchase included a lofty section which Messinger dubbed Fairmount. From it Fairmont avenue took its name.

Mr. Messinger had a literary turn of mind. When the development embraced new streets, he named them after these writers: Byron, Milton, Dryden, Bryant, Willis, Whittier, Edgeworth, Bremer, Hemans. Byron street first appeared in 1857.

To them, he added Elizabeth and William street for his children.

The literary trend was continued by others. Worcester also has Waverly, Lamartine, Palfrey, Pierpont, Lowell, Melville, Tennyson streets and Whitman road.

CAMP STREET

Also CAMP SCOTT AND COL. CHARLES DEVENS, JR.

Worcester had its own Fort Devens during the Civil War.

The first of two encampments, it was established on the Brooks farm near South Worcester, about two miles from City Hall, after a survey on June 4, 1861, and named in honor of General Scott.

Exactly 24 days later, the 15th Regiment, mustering 801 men, swung into camp. Worcester's own Co. D, Capt. A.H. Foster commanding, had worked like beavers setting up white pyramidal canvas tents. They were ready in time.

The following order was posted in camp on arrival:

Headquarters, Camp Scott,
Worcester, June 28, 1861

Order No. 1

The selection of the above name for this camp has been determined by a just appreciation of the distinguished merit of one who has for more than half a century been identified with the military of our country.

It is taken for granted that officers are neither ignorant of the first principles of military duty, nor destitute of ordinary judgment. A brief synopsis merely is here given of some important rules and regulations. These are to be regarded as a part of this order and all officers are hereby enjoined to enforce a strict compliance with them.

Officers are presumed to have already gained some theoretical acquaintance with both their rights and their duties, as their position demands, and they are hereby reminded that they are expected not only to discharge with fidelity the latter, but to maintain with firmness and dignity the former.

This order will be duly promulgated and copies distributed.

By command of,

Brigadier-General George H. Ward

The regiment endured five hours of drill daily.

The routine was company drill from 6 a.m. to 7 a.m., dress parade and guard mounting at 8 a.m., company drill from 10:30 a.m. to noon and from 2 to 3 p.m., regimental line at 4 p.m., battalion drill from 4 to 5:30 p.m., dress parade at 6:30 p.m.

Reveille was at 5 a.m "Peas Upon a Trencher" at 7 a.m. was the signal for breakfast and "Roast Beef" at noon signaled dinner.

Tattoo, later modernized to Retreat, was 10 p.m., and Taps at 10:30 p.m.

It was hoped to retain the Regiment at Camp Scott another month or so to perfect soldiers in drill. But the Battle of Bull Run forced the Government to call its reserves into action.

On Aug. 7 at the indoor ceremony in City Hall due to rain, a flag was presented to the Regiment by Worcester ladies. Col. Charles Devens, Jr., commanding the Regiment, said, in part, "Defeat, disaster and death may come to us, but dishonor, never!"

Historians have recorded the parting scene:

"As the band led off in Hail Columbia, the sergeant waved the flag from the platform, the ladies sprang to their feet and waved their handkerchiefs, while cheers loud and hearty went up for the colors of the 15th Regt."

"Next day the Regt., 1046 officers and men, left at 6 p.m. by the Norwich train. Spectators lined streets to wave them on. Ahead were Ball's Bluff, the Peninsula and other fields of strife".

CENTRAL STREET

In the days of the Blackstone Canal, Central street was the principal road from Main street to the canal basin.

It now runs from 251 Main east to 121 Summer street.

In the earlier days of the canal, which began the strange feat of bringing vessels on water into the heart of the inland city in the Fall of 1828, Central street had but few houses.

It became a favorite pastime of residents, when time was slow on their hands, to meander down to the basin through Central street, to see what they could see.

The barges came drifting up from Providence, carrying metals, corn, flour, salt and what not.

Crews emptied the cargos and took loads from Worcester and Worcester County farmers and manufacturers.

Manufacturers, like Heywood-Wakefield in Gardner would load up teams full of chairs and bring them to Worcester for shipment down the canal.

In "Carl's Tour in Main Street," a popular history, the writer tells of watching the large loads of chairs from northern parts of the county being loaded at the basin. He saw the barges come in "with now and then a family of prodigiously large wharf rats for passengers. As the colony is not yet extinct, I think they came here as emigrants, and not as temporary visitors."

In the hot summer days, Worcester boys were likely to slip out for a dip in the canal.

In 1829, an article was inserted in the town warrant: "If any person expose himself in swimming within one hour of sunrise or one hour after sundown in any part of the Blackstone Canal within the town he shall be fined $2."

In 1833, Central street was somewhat confusing. Central street intersected Central street. But the Central street that the present Central street intersected became Union street.

CHANDLER STREET

Also LOYALISTS

There were many dramatic moments during the American Revolution apart from tea in salty Boston Harbor-like the time Mrs. John Chandler sat in her chair in her Main street house while the world broke over her head.

Col. John Chandler, her husband, was descended from Worcester's most distinguished family, and the first judge of Worcester County.

Col. Chandler was born in Worcester Feb. 26, 1720. He was selectman, town treasurer, town clerk, county treasurer, sheriff, judge of Probate Court, representative to the General Court, colonel of the Worcester Regiment, member of His Majesty's Council and commissioned to the Court of General Sessions of the Peace.

In 1779, his estates in Worcester, Boylston, Leominster and Hampshire County were assessed at £76,515. Today that is more than $306,060.

Chances are John Chandler didn't have a worry in his life until the boys in Worcester County began to revolt against the king.

Then there were troubles enough for a lifetime. For John Chandler was loyal to the British. "Tory John," Worcester dubbed him.

He signed a paper with others protesting treatment of Tories. The rebels humiliated him in public by making him take it back and forced his son, Town Clerk Clark Chandler, to dip his fingers in ink and obliterate the record.

Chandler fled to Boston in 1774 with his sons, Rufus, Nathaniel and William; supported them by selling the family silverware.

The Sons of Liberty forbade their return to Worcester under pain of death.

Mrs. Chandler stayed in Worcester. The Loyalists sold the furniture at auction and a chair on which she sat was sold from under her. "She bore it well," wrote a later historian, "and never put herself down by losing her dignity."

From Boston, Col. Chandler went to Halifax, then to England. They called him the "Honest Refugee" because his claim of damages was so low. He died at 80 in 1800 and is buried in Islington.

He was the grandfather of two governors' wives-Mrs. Levi Lincoln and Mrs. John Davis, and of George Bancroft, the historian.

Objective historians have since acknowledged that the American patriots committed many excesses; their treatment of the Chandlers among them.

For this famous Worcester family, Chandler street is named. It stretches from Main street northwest to Pleasant street; first took its name in 1845.

CHANNING STREET

"Never in Boston were such sermons," said Rev. Theodore Parker, "never such prayers. His word sank into men as the sun into the ground in Summer to send up grass and flowers."

Parker Spoke of Rev. William Ellery Channing, orator; champion of human dignity: one of the greatest men of God that ever charged a pulpit in Boston.

There is a statue of Channing in bronze in the Boston Public Gardens. On the pedestal is written: "He breathed into theology a humane spirit."

Channing was born in Newport, R. I., April 7, 1780. A brilliant student at Harvard, he was somewhat of a political firebrand. He was given a leading role at commencement- a talk on "The Present Age."

Authorities insisted that any reference to contemporary politics be struck out. Channing obeyed, but in the midst of his speech paused, then burst out: "But that I am forbid, I could a tale unfold that would harrow up your souls!"

He was ordained June 1, 1803; at 23 was installed as pastor of Federal Street, now Arlington Street, Church of Boston. His congregation saw a frail, pale, spiritual young man with a trembling voice and devout manner.

Before long, the entire civilized world new his name and for what he stood. He brought to a focus all the unrest and dissatisfaction that had smoldered under the surface of Congregationalism; became the leader of "Channing Unitarianisum."

It stood for a religious liberalism which asserted the right of human reason as part of the essential dignity of human nature. He had great influence on American literature, urging development of an American art. Emerson, Bryant, Longfellow, Lowell, Holmes and others acknowledged their debt to Channing.

"Let us become more cheerful and we shall become a more temperate people."he preached.

He fought for temperance, for abolition of imprisonment for debt, for improvement of prisons, for the welfare of the laborer, for peace and for freedom throughout the world.

In a sermon at Baltimore, which had repercussions throughout the world, He said: “We object to the systems of religion which prevail among us… that they take from us the Father in Heaven, and substitute for Him a being whom we cannot love if we would and whom we ought not to love if we could.”

Baron Bunsen called Channing “an antique hero with a Christian heart, a man like a Greek, a citizen like a Roman, a Christian like an apostle.”

Worcester, in 1857, honored him with the name of a street. It extends from Kendall street north to Green Hill parkway.

Channing died Oct. 2, 1842, in Bennington, Vt.

CHEEVER STREET

In 1841, when Henry T. Cheever was 27, he took a trip for his health around Cape Horn to the Hawaiian Islands as a passenger on a whaling ship.

In Hawaii, he joined a fellow student from Bowdoin College who was a missionary.

Cheever on his travels may have met a 22-year-old sailor who served before the mast. He was Herman Melville, who later wrote a book about the whales he met. He called it "Moby Dick."

At Bowdoin College, Cheever studied French and German under an instructor who wrote poetry. His name was Henry Wadsworth Longfellow.

After graduation in 1834, Cheever went to France and Spain with a younger brother, who was in ill health. They spent a Winter with an uncle, United States consul at Malaga.

When Cheever came back he taught in Louisiana, spent a year at Andover Theological Seminary, then entered Bangor Theological Seminary.

As a result of his travels, Cheever wrote two books.

He was ordained as a Congregational minister June 4, 1847, and held pastorates in New York, New Jersey and Connecticut before coming to Worcester.

His father, who died in 1819, had learned the printer's trade in Worcester. In the 1700's, Worcester was the leading center of printing and publishing in the United States.

Rev. Mr. Cheever took an active role against slavery. He was secretary of an Anti-Slavery Society from 1859 to 1864. He wrote vast quantities of articles on religious subjects for periodicals.

He also wrote a book about Ichabod Washburn, his brother-in-law who built and mainly supported Summer Street Mission Chapel of which Cheever was pastor.

His brother, Rev. George B. Cheever, achieved a reputation as a crusading reformer.

After a short illness, Worcester's Rev. Mr. Cheever died on Feb. 13, 1897.

Cheever Street, which honors him, runs from Chelsea street west to Woodward street. It was named in 1872.

CIRCUIT AVENUE

Also COLUMBUS PARK, GENOA, and LIBSON STS

Also ISABELLA, FERDINAND, COLUMBUS & CABOT STS.

During the first 50 years of Worcester as a city, great chunks of brush land were opened to development by enterprising real estate men.

Today those sections of Worcester have blended into the whole. Fine streets, permanent houses, sewers, electricity, gas and telephones mark areas where brush and trees grew wild.

Among those who opened new sections of the city was the firm of Warden & Phelps. They "settled" Shrewsbury street, near Bloomingdale; Eastern avenue, north of Belmont: Elm Hill; the Auburn line, and crowned the whole with Columbus Park.

Both men were born in Worcester. Warden attended the public schools and at 20 went into the fancy goods business on his own in Lynn. Later he had a crockery business in Worcester until 1885, when he sold it to enter the real estate business in partnership with the more romantic Phelps.

Phelps also went to local schools, then joined the Pacific Mail Co. as purser on steamers plying between San Francisco, Yokohama, Shanghai and Hong Kong.

When he returned to Worcester he spent several years in the foundry business, then went west to mine in Colorado and other states.

For prospective purchases Warden & Phelps planned Columbus Park as the answer to a home-lover's dream:

"The view from the eastern slope is one of the best to be had of the city, while the western outlook with the charming indented shores of Coes' Lake and its wooded islands in the foreground, and "Asnebumskit" towering over the intervening foothills and valleys, are subjects worthy of the brush of the painter."

"Terms of sale: Ten dollars down…"

Warden & Phelps drew a road around the development, called it Circuit avenue from the shape and tagged a North, South, East or West on it.

Carrying through the Columbus motif in 1880, they named adjoining streets Genoa, Lisbon, Isabella, Ferdinand, Columbus and Cabot.

CLARK STREET

Also CLARK UNIVERSITY

Jonas G. Clark, a Hubbardston farm boy, left his imprint on Worcester with Clark University, which he founded. For it, he spent two million dollars.

Fifth in a family of eight children, he bucked at life the hard way and won out in the great American tradition.

District school in Hubbardston gave him his only formal education. Before he was 22 he married Susan Wright from the same town.

From 16 to 21, Clark was an apprentice in the carriage maker's trade. Long after he became wealthy, he boasted that he could make any part of a carriage as well, or better, than any workman he could find. There was no reason to doubt him.

He became a carriage manufacturer. Worcester County farmers were glad to exchange hardwood for his vehicles. Clark made the wood into chairs which he sold in Boston for cash.

After a hard day's work, he would start out for Boston with a load of chairs. When he came to a covered bridge, he would unload the top row, drive across the bridge, bring the chairs across and load them on again.

Later he went into the tinware business, opened hardware stores, shipped furniture and other goods to California, sold miners' supplies during the Gold Rush, piled up a fortune through investment in San Francisco, New York and Boston real estate.

In 1881, while living in New York, he netted a profit of more than 65 per cent by selling John D. Rockefeller nine lots on Fifth avenue.

Clark's dream was a college where young men from Massachusetts towns could get an education at reasonable cost.

He spent years in Europe studying education and working out his plans. In 1879, he moved to Worcester and built a granite house at 39 Elm street - now the Elks Home.

In 1887, he was ready to name trustees for the founding of Clark. His original gift of one million dollars was the largest amount ever given in New

England up to that time for education. He died May 23, 1900, leaving most of his estate to the University.

He wanted Clark to be “without any religious, political or social tests.”

Clark street is one of the oldest traveled highways in Worcester. It appears on a map as early as 1825. It took its name fro the Clark family of which Jonas was descended.

COAL MINE ROAD

Also NACKOR'S MINE and WORCESTER COAL COMPANY

If you should ever get caught short on fuel, you can always hike down to Worcester's own coal mine and pick yourself out a few hundredweight-with the owner's permission, of course.

Worcester's coal mine was first discovered by the Nipmuck Indians. They dug out a small batch, pulverized it with water into a paste. They smeared it over their faces and probably turned admiringly to each other: "Heap black face-ugh!"

The mine is located near the north end of Lake Quinsigamond. Before 1820, plumbago, a kind of lead ore, was mined. Shipped to West Millbury, it was ground and sold to shipping firms for painting the bottoms of sailing vessels. It was supposed to be death on worms and barnacles.

The stuff, advertised as Black Lead, was hawked as a cheap and durable covering for roofs and exteriors of buildings exposed to the weather.

The coal mine site, listed on early deeds as Nackor's Mine, was owned by Abel Stowell, Worcester's great clock maker. Two acres of the mine site was among his effects offered for sale by his administrator's in May, 1819.

Then some of Worcester's leading citizens became interested; tried to burn the stuff. In 1822 coal from this mine was burned by William Lincoln and Isaac Davis in the presence of Levi Lincoln, governor of Massachusetts, and other prominent men.

In 1823, a campaign to put Worcester on the map was in full swing. Worcester would soon be at the head of canal navigation, said the report, and her "inexhaustible store of anthracite coal, well calculated for steam engines," was of the greatest value.

The coal was said to be of the same variety as Rhode Island, Schuylkill and Lehigh coal, but would ignite easier and burn longer with brighter flame.

It was tried out by S. B. Thomas in his hotel and brewery and by the Grafton Manufacturing Co. In Feb. 1824, the Massachusetts Coal Co. was incorporated. Worcester business men bought most of the stock.

In 1827 Amos Binney purchased the mine; pushed through a horizontal shaft the next year, 60 feet deep, 12 feet wide and nine feet high. Several hundred tons of coal were sold at $3 per ton. Later excavations went down 300 feet.

In 1828, the Worcester Coal Company was incorporated. Fifteen or twenty miners and a blacksmith were hired. In March 1829, the Worcester Railway Co., with a capital of $50,000 sought to build a railway from the mine to the Lake and to the Blackstone Canal. The plan never went through.

In 1884, Joseph H. Perry, a high school instructor, found a specimen of extremely rare fossil in the coal plant. It was listed as Lepidodendron (Sagenaria) acuminatum; was duly inspected and listed in the American Journal of Science for February 1885.

Reports were coming in from consumers cursing the coal. It was found that about half of the stuff remained after a fire went down. Retorted one irate consumer: "There's a damn sight more coal after burning than there was before!"

Stockholders tossed their worthless paper into fireplaces burning wood and gave it up as one of those things.

"I can hardly believe, that a coal, which contains probably not less than 90 per centum of carbon, should not be employed, in some way or other as valuable fuel," wrote Prof. Hitchcock in a report on the geology of Massachusetts. "It will be considered by posterity, if not by the present generation, as a treasure of great value."

Coal Mine road, extending from Tyler Prentice road west, commemorates Worcester's own anthracite mine. It was named in 1933.

COBURN AVENUE

Also LAKE QUINSIGAMOND, LINCOLN PARK, LAKE WHALOM, ALVARADO AVE.

Worcester through the years has taken advantage of sparkling Lake Quinsigamond for swimming, fishing and boating.

Boating at one time was far more popular that it is at present. In 1917, the boathouse at the Lake had 238 boats and canoes, with room for an additional 172.

Alvarado Alonzo Coburn, born in Oakdale, June 8, 1855, moved to the home of his grandparents in South Royalston, VT, after his mother died when he was two. He worked on a farm until 10, attended the Friends School in Providence and at 14 was back in Worcester attending high school and working for his father part time.

The father had a boat-letting stand in Lincoln Park. He later moved it to the site of a dance pavilion, then to the old footbridge to the island. When Alonzo was 21, he took over the business with four boats.

There was no boathouse before 1876. Oars were kept in a small building. Then Mr. Coburn built an elegant boathouse of two stories, with a repair shop upstairs. He also branched out into boat-letting at Lake Whalom in Fitchburg. After 1898, he had craft on two lakes at the same time.

Quinsigamond boat tycoon Coburn left his imprint on Coburn avenue which appeared in 1874. Alvarado avenue, also near the lake, is for his first name.

COES STREET

Until Loring Coes came along, the monkey wrench was just a plumber's pipe dream.

Before the Worcester man's invention there were two types of wrenches - the English type and the Merrick, or Springfield wrench.

You couldn't manipulate either with one hand to save your neck.

A patent granted to Coes in 1841 called for a screw so that the wrench could be held and adjusted with one hand.

Coes was born in Worcester in 1812; spent 14 years on his father's farm; was apprenticed as a carpenter to Anson Braman.

When he was 22, he formed a partnership with his brother, Aury G. Coes, born in 1817, to make woolen mill machinery near Lincoln square. A fire three years later left them penniless.

The brothers went to Springfield, where they became pattern makers in a foundry. They saved their nickels; dreamed up the better "mouse trap."

They came back in 1840 to set up with borrowed capital as L. & A. G. Coes, wrench manufacturers. By 1843 they were employing three hands. Things were looking up.

Early in 1844, they moved to New Worcester. Two years later they owned the property; soon bought an old woolen mill, which they converted, water power rights and land. In 1853 they bought a knife manufacturing plant.

On May 2, 1864, the Coes brothers dissolved partnership. Aury took the wrench plant at Webster square. Loring took the knife shop on Mill street. A few years later Loring built a new factory at Coes square to make wrenches.

In 1888, the Coes organized a joint stock company as Coes Wrench Co. with a capital stock of $100,000. Loring was president. As late as 1899 the concern was the only screw-wrench manufacturer in Massachusetts; hammered out about 40,000 wrenches a month.

Aury died at 58 in 1875. Loring lived to be 94; set some sort of record as the oldest fisherman visiting Maine. Number of trips: 47. He died July 13, 1906, “leaving a name that will be remembered so long as a wrench is used by mechanics the world over,” promised the Worcester Magazine.

Coes street-park avenue northwest to Mill street-was named by the brothers, who laid it out through their property. It first appears in 1871. Coes square and Coes Pond also honor their memory.

COLLEGE STREET

Also HOLY CROSS COLLEGE, FATHER JAMES FITTON & PAKACHOAG

Also HILL OF PLEASANT SPRINGS & MT. ST. JAMES

On May 9, 1947, 35,000 Worcester residents turned out to watch a victory parade honoring a championship basketball team from Holy Cross College.

It would have warmed the heart of Father James Fitton, who lies in Holy Cross Cemetery in Malden. He founded a seminary that became the great Worcester college - one of the largest in the East.

Father Fitton was Worcester's first priest. During his early days here, he bought a tract of land on Pakachoag, or Hill of Pleasant Springs, later call Mt. St. James. During the Indian days, it was the largest settlement of Nipmucks in Worcester.

Here the priest built in 1840 the Seminary of St. James, in honor of his patron saint. Two years later, he placed the seminary and 60 acres of land under jurisdiction of the Fathers of the Society of Jesus.

Holy Cross College itself was founded in 1843 by the most "Rev. Benedict Joseph Fenwick, second Bishop of Boston.

On June 21, 1843, the cornerstone of the central building of the college was laid. During its first year, the enrollment was 25 students. In 1947 it was 1500.

"The Cross," as it is affectionately called by its students, has had its troubled times.

In 1852, it was swept by fire and destroyed. Friends subscribed sufficient money to remodel and enlarge it. In 1853, it was a going institution once more.

In 1849, the College petitioned for a charter from the state, required to grant the degree of Bachelor of Arts.

The charter was withheld. Meanwhile Georgetown College conferred degrees on graduates of Holy Cross!

When the charter was finally obtained in 1865 through Governor Andrew, it stated: "The object of the institution is to prepare youths for a professional or for a commercial state of life."

Looming high on its impressive location, the College of the Holy Cross has more than fulfilled the hopes of its founder. The grave of Bishop Fenwick is in the rear of the chapel. Holy Cross is proud of being the first Catholic college in New England.

College street-from Southbridge street south to the Auburn line-was named in honor of Holy Cross. It first appeared with that name in 1851.

CROMPTON STREET

Also MARIEMONT

If not for a Worcester man's 212 patents, America might still be scratching itself in settler's homespun.

"No name will go into history so eminently connected with progress in the art of weaving as that of George Crompton," wrote the Boston Journal.

He gave the word broadloom to the English language and revolutionized an industry.

Alexander Nikolaevich, emperor of Russia, is reputed to have offered him rubles by the hogshead to take his skill to that country.

But George Crompton liked Worcester. He had made his fortune here; won world-wide fame and a gold medal at the Paris Exposition of 1867.

The Worcester inventive genius was born in Lancashire, England, March 23, 1829, and came to Taunton at 10 with is father.

William Crompton had invented a fancy loom which he wanted to introduce to New England mill operators.

George Crompton grew up in this environment; got to know the warp and woof of weaving; its technical know-how of pattern chains, harnesses, lags, cams and picks.

At 22, he began to make looms with Merrill E. Furbush on Grove, later Green street. Eight years later Furbush was bought out. George Crompton was the Crompton Loom Works. The rest is industrial history. The peak was reached in 1880, when Crompton came out with a new fancy power broad loom.

He built himself Mariemont, a 37-room Tudor mansion on 11 acres at 121 Providence street. It was demolished in 1947 to make room for expansion of St. Vincent Hospital.

While at Manchester-by-the-Sea, Crompton came down with pleurisy and was brought back to Mariemont, where he died four days after Christmas of 1886.

Crompton & Knowles Loom Works today continues to make improved looms. It is one of the largest corporations of its kind in the world.

Crompton street, named in 1873, extends from Southbridge street west to Woodward street.

CRYSTAL STREET

Simon S. Gates was a Worcester resident who liked the state of Illinois.

He was born in Vermont and came to Worcester as a boy to live with an uncle. He inherited the farm on which he lived.

Sober, industrious, God-fearing, Simon was a long-time deacon of Central Church; active in its "Sabbath School" of which he was superintendent.

In 1838, he was elected to the State Legislature.

In 1852, he went west-to Illinois. There he founded a fortune in the management of "extensive landed property."

He was married three times. His oldest daughter married President Andrews of Kenyon College, Ohio.

Gates' last wife was a sister of General Day.

When Simon returned to Worcester, he laid out two new streets about 1874.

He named one Illinois street. It runs from Grand st. southwest to Richards st. The other was Crystal st., which runs from Main street southerly to the Boston & Albany Railroad.

Crystal street was named after Crystal Lake in Illinois. Crystal Lake is also a town, 42 miles from Chicago, with a population now of 3732.

The lake, on the southwest edge of the town, is a summer resort. Simon Gates died at his home in Crystal Lake in June, 1876. He was 76 years old.

CURTIS STREET

The first white resident of Worcester was Ephraim Curtis.

Born March 31, 1642, Ephraim waited until he was 31. Then he left Sudbury with a pack on his back, an axe and Spanish rifle, and turned his feet toward the place that one day would be Worcester.

It took him two days. He pitched a lean-to on upper Lincoln street. Six generations later his descendants were still living about the site.

Some historians claim Ephraim was attracted by rumors that the Indians had a valuable lead mine not far from Wigwam Hill.

Others claim Ephraim bought land here on Sept. 20, 1670, from Mary Noyes, widow of Thomas Noyes of Sudbury. He later sold 500 acres near Lake Quinsigamond-now between the Home Farm and Adams square-to John Curtis.

In any event, Ephraim lived alone in Worcester for a year or more. It must have been a lonely life.

He later told how after working all day, he would sit and look towards Sudbury and shed tears in spite of himself.

But Ephraim stayed until driven out by the Indians during the King Philip War. Then, as a lieutenant, he took an active role against the redskins.

An early historian wrote of Curtis: "He was about 33 years old at this time, a notable scout and hunter, well versed in Indian ways and intimately acquainted with may of these tribes. He was also a trader and had a home at Worcester."

When the settlers staked out their land claims, Ephraim put in for the whole of Worcester. But the Great and General Court compromised with about 200 acres near the upper part of Plantation street and another lot near Grafton street.

Curtis street was named by a descendant of the pioneer in 1872.

DAVIS STREET

Also WORCESTER COAL MINE

Observing that other young lawyers reached their offices at 9 a.m. and spent evenings in society, Isaac Davis made it a point to be at his desk by 7 a.m. and in the evening.

He had a flair for oratory, required in public affairs in those days. The simple sentence was unheard of. Describing a night fire in the Baptist Church which he fought in 1836 as the first chief engineer of the Fire Department, he said:

"The fowls of the air to the number of millions gathered thither from leagues around, and hovered fascinated over the awful ascending columns of flame, while for a mile to the northward every roof was on fire from the falling, burning embers."

Davis was born in Northboro June 2, 1799. Admitted to the bar in 1825, he climbed rapidly to the top of his profession. A sharp business eye netted him a fortune in real estate.

He built a mansion on Main street, opposite the Common, in 1836, paying 16 cents a foot for about an acre. It was worth $8 a foot 47 years later; $20 a foot in 1947.

Davis became a State Senator, State Representative, member of the Governor's Council, delegate to the State Constitutional Convention, member of the State Board of Education.

That would have been enough for most men – but not for Davis.

He was Mayor in 1856, 1858 and 1861; Assessor; Selectman; Overseer of the Poor; Alderman; director of the Public Library. He was a delegate to all National Democratic Conventions from 1828 to 1860. He was a trustee of Brown University, Columbian College, Waterville College, Norwich University, Townsend Academy; a founder and president of Worcester Academy for 40 years.

He was a member of the American Antiquarian Society and its council; president of Quinsigamond Bank; State Mutual Life Insurance Company; Farmers Fire Insurance Company; Mechanics Savings Bank; Worcester County Agricultural and Horticultural Societies; director of Providence and

Worcester Railroad; Worcester and Nashua Railroad and a colonel in the state militia!

In 1832, the Secretary of War appointed him to the Board of Visitors to West Point.

“He made himself a leading man of affairs, rather than a scholar, and sought to direct learning to its best uses,” declared Stephen Salisbury, Jr.

Mr. Davis bought stock in the Worcester Coal Mine; persistently burned it in his office with an enthusiasm “only surpassed by the difficulty in his grate.”

He died April 1, 1883, at 83.

Wrote the Evening Gazette next day: “He was a man punctilious above others in sound, old-fashioned, business principles, prompt, punctual, always ready and untiring in his industry.”

Davis street runs from Piedmont west to Queen street; first appeared in 1869. It honors another great man in Worcester.

DEVENS ROAD

Also AMERICAN LEGION

"To draw an adequate portraiture of Charles Devens would require the noble touch of the old masters of painting, or the lofty stroke of the dramatists of Queen Elizabeth's day," said U.S. Sen. George F. Hoar, another famous man in his day.

Soldier, orator, jurist, Charles Devens for many years was one of the most famous men in Massachusetts.

On April 15, 1861, Atty. Devens, 41, was trying a case in court. Someone interrupted with confirmation of the attack on Fort Sumter. Civil War had broken out.

Turning to an assistant Devens said: "You must take this brief-I must go to the Armory."

In a few days he marched South as major commanding the Third Battalion of Rifles.

His military rise was amazingly rapid: Colonel, 15th Regt., Mass. Vol. Inf. (July, 1861); Brigadier General, U.S. Volunteers (1862); Brevet Major General , U.S. Volunteers (1865).

He was wounded at Ball's Bluff. He was struck again near Chickahominy Bridge; again at Chancellorsville. During the battle of Cold Harbor he remained on duty all night racked on a stretcher with rheumatism.

He led the first Federal troops into the Confederate capital and was military governor of Richmond.

Back in civilian life he was appointed associate, justice of the State Superior Court, associate justice of the State Supreme Court, attorney general in President Hayes' cabinet.

He died Jan. 7, 1891.

That magnificent figure on a horse which rises from the front of Worcester County Courthouse, is General Devens. Worcester and Worcester County raised $40,000 to pay for it.

Fort Devens honors him.

Gen. Charles Devens Post, No. 282, American Legion, honors him.

Devens road honors him. It was named in 1914.

DEWEY STREET

Worcester has a Dewey street NOT named after Adm. George Dewey, the hero of Manila Bay.

The Worcester man was Francis Henshaw Dewey. The eldest son of Charles A. Dewey, a district attorney, he was born in Williamstown, July 12, 1821, and was graduated from Williams College in 1840.

After studying law at Yale and Harvard Law Schools and in Northampton, he came to Worcester. A year and a month later, he was admitted to the bar.

Mr. Dewey formed a partnership with Emory Washburn. That lasted a year, for Mr. Washburn became a judge of the Court of Common Pleas. He was Governor of Massachusetts in 1853-4.

Dewey practiced alone for six years, then formed a partnership with Hartley Williams.

Five years later, Dewey was elected to the Massachusetts State Senate; was Republican candidate for president of that group; served as chairman of its judiciary committee.

Fourteen years later, in 1869, he became a justice of the Superior Court. He resigned in 1881.

He became one of the largest stockholders of the Washburn & Moen Company, whose plant became the North Works of the American Steel & Wire Co.

He became vice-president of the Worcester Gas Light Co.

He became president of the board of directors of the Public Library.

The board of trustees of the Home for Aged Men elected him president.

So did the Worcester County Horticultural Society.

Francis Henshaw Dewey also became president of the Norwich & Worcester Railroad Co.

Dewey street, which appeared in 1855, runs from Pleasant street south to Charlotte street.

DIX STREET

Dr. Elijah Dix was a great man in his day.

He was born in Watertown Aug. 24, 1747. Unable to attend school, he made a deal with a Grafton clergyman to work out his board and education.

Later he studied medicine with Dr. John Green in Worcester. He also learned the art of the apothecary in Boston.

Opening a medicine store near his house on Court Hill – now the site of Wesley Church – Dr. Dix compounded his own drugs with motar and pestle.

Dr. Dix was a man of principle. When Dr. Sylvester Gardner of Boston, a Tory, left for England in 1784, Dr. Dix followed him to England to pay a debt. He returned with choice medicines, books and "philosophical and chemical apparatus."

For more than 30 years Dr. Dix practiced in Worcester.

He was one of the first to plant trees on Main street.

He was on of the leading promoters of the Worcester and Boston Turnpike.

He helped build Central School, one of the first.

He developed the Dix pear.

In 1795, he went into the wholesale drug business in Boston. He erected a building to refine sulphur and a laboratory for "clarifying camphor." He died June 7, 1809.

Dr. Dix was the grandfather of Dorothea Lynde Dix, pioneer worker among the insane. She lived in Worcester as a child; later taught school here.

Dix street, named in 1854, honors one of Worcester's great physicians.

DODGE AVENUE

In the pressroom of the Worcester Telegram and Gazette are tow huge, high-speed rotary presses roaring in a fine mechanical frenzy come edition time.

They can roll out 240,000 16-page newspapers an hour. That is why you can read your newspaper over a breakfast cup of coffee.

The process of printing from a roll of blank paper was invented in 1850 by a man who later became a Worcester lawyer.

When you send a letter that cannot be delivered it comes back to you, instead of stacking up in a dead-letter pigeonhole for keeps-thanks to the same Worcester lawyer.

Thomas H. Dodge was born in Eden, Vt., Sept. 27, 1823. His early life was spent on a farm. At 14, he moved with his family to Nashua, N. H. In the Nashua Manufacturing Company he learned the technique of spinning, weaving, dressing and cotton-carding.

He invented several valuable improvements in machinery; meanwhile continued his schooling. He hired a Latin tutor; took up law. He was admitted to the bar in Manchester in 1854.

A treatise on the manufacture of cotton and woolens attracted attention. In 1855, he was appointed assistant examiner of patents in Washington. He was soon chief examiner, later chairman of the Board of Appeals from which he resigned in 1858.

Admitted to practice before the Supreme Court, he enjoyed a large practice on patents. He was also affiliated with several manufacturers of agricultural machinery and barbed wire fencing.

He moved to Worcester in 1864 and in 1883 retired from practice.

While in Washington, he proposed that letters which could not be delivered be returned to the sender. The plan was adopted.

Mr. Dodge owned considerable real estate in Worcester. On Oct. 1, 1890, he gave Worcester 13 acres for Dodge Park between West Boylston and Burncoat streets.

He also gave a tract of land for the Odd Fellows Home; liberally assisted the Natural History Society, Union, Trinity, Methodist, Piedmont churches and other institutions.

“He is a man of impressive personality and dignified presence,” wrote historian Franklin P. Rice, “yet of a genial disposition, finding his chief satisfaction in the contemplation of a past life usefully employed.”

Mr. Dodge died at 87 on Feb. 12, 1910.

Dodge avenue, Dodge Park road and Dodge Park honor his memory. Dodge avenue made its debut in 1899.

DOUGLAS STREET

Also WILLIAM G. MAYNARD

Douglas street is the product of diplomacy.

In 1871, Worcester commissioned William G. Maynard to renumber streets which were causing increasing confusion due to irregularities.

Mr. Maynard also took it upon himself to name a few streets. One of these was Douglas street.

At the time, Douglas street was inhabited by Irish and Negro residents. As rapidly as one group would suggest a name, it would be opposed by the other.

Mr. Maynard thought deeply then had an inspiration. The Street, he announced, would be Douglas street.

When the Irish inquired who Douglas was, Mr. Maynard told them it was Stephen A. Douglas, of course, then a Democratic presidential candidate.

When the Negroes inquired, Mr. Maynard said Douglas was Frederic Douglas, of course, the famed Negro of that day.

This satisfied everyone and Douglas kept its name.

DOWNING STREET

Henry Harmon Chamberlin once applied for life insurance.

A newly-formed life insurance company turned him down as a bad risk. He had heart trouble, the examining physician said.

This made Chamberlin angry. "I'll outlive every one of you!" he vowed.

He did.

He also became known as "the pioneer of the Worcester dry goods business," founding one of the city's largest department stores, Barnard Sumner & Putnam Co.

It began in 1840 as H.H. Chamberlain & Co.; later it was Chamberlin, Barnard & Co., and Barnard & Sumner.

Chamberlin was born in Hardwick on Jan. 7, 1813. In 1822, the father moved to Worcester where he operated a tavern in the Washington Square vicinity.

The son attended Latin grammar school until 1827, then was apprenticed to a country store. In 1835, he opened his own store opposite Mechanics Hall building on Main street.

Retiring from the dry goods business in 1855, he became a large manufacturer of cotton and woolen goods in Oxford during the Civil War. Later he was one of the biggest woolen dealers in the State.

A man of many tastes, Chamberlin left the woolen business and went into real estate on a large scale. His own estate was in South Worcester. Interested in horticulture, he spent thousands improving his lands.

He brought to Worcester A.J. Downing and Gilbert Vaux, two famous New York landscape gardeners, to improve his property-and in a burst of admiration named a street after Downing.

He also laid out and named Charlotte, Woodland, Maywood, Birch, Hawthorne and Loudon street. Charlotte was his wife's first name. Woodland and Maywood were full of woods, hence the names. Chamberlin

was a bit of a writer himself; named Hawthorne street after the author, whom he admired. Loudon was a great English landscape gardener.

Chamberlin was elected to the State Legislature in 1854; became an alderman in 1872.

He died at 86 on Jan. 11, 1899.

Wrote the Worcester Spy the following day: "He was of a quick and decisive temperament, which never dallied with time or opportunity and ever acted on the spur of the moment with the almost unfailing correctness of premises that usually betrays careful deliberations."

Downing street-Main street northwest to Park avenue-first appeared in 1857.

ELLSWORTH STREET

Among the red-faced recruits, who struggled through the South with the Northern Army during the Civil War, was a farm boy, Elmer Ellsworth.

Troops were marching into combat, their long, heavy rifles and haversacks bowing them down. More than one muttered disconsolately, "Ouch my achin' back!"

But they felt better once word trickled down the line that Alexandria was in sight. Rifles grew lighter and the drag of heavy shoes lessened. Marching songs were louder and horseplay increased.

Johnny Reb was resting, however, and had to be smoked out.

Ellsworth reached the Marshall House, Alexandria's best hotel.

It was a magnificent old Southern structure of aged red brick set with white columns about a porch. A Confederate flag snapped defiance from a pole over the portico.

Ellsworth looked at it, scratching his head. Then he grinned and scrambled up the green vines on one end of the porch. He pulled out his long jackknife, sawed the halyards and caught the flag as it collapsed.

The proprietor, named Marshall, looked out and saw a hated soldier in blue stealing his beloved flag. He rushed out into the street with a gun and fired.

Ellsworth threw up his hands and crashed into dust at Marshall's feet. The flag was still clutched in his fist.

Union soldiers heard the shot, came rushing around a corner. Marshall raised his weapon, but a volley cut him down. He fell beside Ellsworth and the flag.

Elmer Ellsworth was one of the first to fall in the War of the Rebellion. Worcester joined the rest of the North in a burst of patriotic grief; named a street in his honor. It first appeared with this name in 1866 and runs from Millbury street west to Quinsigamond avenue.

ELM STREET

Also MAPLE, CHESTNUT, CEDAR, WALNUT, LINDEN AND OAK STS.

Few streets in Worcester can boast of a past as colorful as Elm street.

As early as 1732, an inn was built on the site of Loew's Poli Theater. The King's Arms, it was called.

Outside a crude painting of George III creaked against the wind. Inside, the Loyalists drank rum flips and syllabubs.

In the two-story hostelry, Tories on June 20, 1774, signed a protest against patriots who condemned all for Great Britain as traitors.

Here Patriots made Clark Chandler, Tory town clerk, smear the protest.

George Washington also slept here-while on his way to take command of the Army at Cambridge.

With the death of the widow Stearns in 1784, the tavern closed.

It came into the Lincoln family through marriage.

On the site of the tavern Gov. Levi Lincoln built a handsome three-story brick mansion. The land consisted of more than 80 acres and stretched far over the hill.

In "Carl's Tour in Main Street," the writer tells the "governor with his men was at work cutting out and making up what is now Elm street." It was opened about 1834.

Where the Salvation Army building (formerly Church of the Unity) stands opposite the Public Library, was the Lincoln barn. Behind it were hayfields, cornfields and trees.

Gov. Lincoln liked his trees. Besides Elm street, he named Maple, Chestnut, Cedar, Walnut, Linden and Oak streets.

ELY STREET

Also INSTITUTE PARK

When dammed water lapped up softly against the rim of Salisbury Pond and workmen put the last licks to Institute Park, few Worcester residents got the satisfaction that Lyman A. Ely did.

As secretary to Stephen Salisbury, who gave the land and the park to Worcester, Ely personally supervised the construction and planning. He had taken over development of the Salisbury estate in 1885.

Mr. Salisbury's plan was to allow the utmost freedom to visitors in roaming over the grass, roads and paths of Institute Park. The plan was carried out by Ely.

When the park was completed, Worcester was amazed at its beauty. The rustic stone tower-patterned on the Old Mill in Newport-the boathouse and bandstand, containing the ghosts of muted trumpets, the many fine trees are still as then. Only a wooden bridge crossing to an island in the Pond is gone.

Ely was a native of East Haddam, Conn. In his earlier days in Worcester he ran a real estate office and was in the boot and shoe business.

He was prominent for many years in business and political life.

He was a member of the Board of Alderman; a director of the old Worcester Board of Trade and various municipal commissions. Worcester banking circles and the Worcester Mutual Fire Insurance Company were other interests.

Worcester charities knew his compassion. He was a charter member and a trustee of Worcester Art Museum; a director of the Home for Aged Men and Home for Aged Women; a director of Worcester Society of Antiquity and a director of Worcester Collateral Loan Association.

He died Jan. 20, 1917, at 82. He left no near relatives.

To charity he left $30,000.

To his housekeeper, who fussed with his health and saw that he ate properly, he left $10,000. He also left her most of the furniture in his home at 80 Salisbury street and the right to live there for six months without cost.

Ely street-extending from Davis street south to Castle street-was named for him in 1872.

ETHAN ALLEN STREET

"Donovan… jumped a claim, and when the rightful owner warned him off, he drew an Allen pepperbox," wrote Alfred T. Jackson in "Diary of a Forty-Niner," published in 1920.

That was in the bearded, rough and tumble days of the California Gold Rush, when miners swaggered so much doctors built up a huge practice in dislocated hips.

Everyone packed an Allen pepperbox in those days. It was heavy for its length, unwieldy and inaccurate – but looked good on the hip.

The pepperbox, a self-cocking revolver, was invented by a Worcester man who made his fortune in guns. Franklin P. Rice, Worcester historian, credits him with preceding Colt.

Ethan Allen – no relation to the Green Mountain boy – was born in Bellingham Sept. 2, 1806. He had a common school education, then became an apprentice in a machine shop in Franklin.

At 21, he set up shop himself and in 1831 began to make cutlery in Milford. Soon he moved to Grafton, where he put out knives and cobbler tools. He built a small factory in 1833; began to make small arms, "saw handled rifled dueling pistols and walking stick guns." In 1837 he moved to Norwich, Conn., for about 10 years and then to Worcester.

He invented several other types of revolving pistols; a breech loading rifle; machinery for manufacturing firearms. His most important invention was probably machinery for the manufacture of metallic cartridges.

He built the first metallic cartridge factory in the world in 1860. It gave the American firearms industry one of its greatest thrusts.

Allen went into partnership with his brothers-in-law. The concern became Allen & Thurber; Allen, Thurber & Co.; Allen & Wheelock, the Ethan Allen & Co.

He bought a large estate from Abiel Jaques; built a huge white mansion on spacious grounds.

Allen died Jan. 7, 1871, at 64, leaving one son, William Ethan. He died in 1893.

“All of his creations were characterized by the extreme simplicity that seems on of the higher marks of a truly great invention,” said Allen’s friend, Rev. H. L. Wayland, a Baptist pastor.

Ethan Allen street, named in 1927, connects Murray avenue and Jaques avenue. It honors a pioneer inventor of weapons.

EVERETT STREET

Few of this generation ever heard of Edward Everett. Of the Civil War generation, few hadn't.

He was a great American and one of the most applauded orators in the history of the United States.

Everett was born in Dorchester April 11, 1794, son of a retired minister. As a boy he studied under Daniel Webster, forming a lasting friendship. Everett went to Harvard at 13; later became president of the college.

At 19 he became minister of Boston's imposing church in Brattle Square. John Adams said it had the "politest congregation in Boston."

Everett worked so hard he was called "Ever-at-it"; succeeded in having a nervous breakdown.

When Harvard established a chair of Greek Literature in 1814, it was offered to Everett. He resigned his pastorate after 14 months.

Ralph Waldo Emerson, one of his students, wrote: "There was an influence on the young people from the genius of Everett which was almost comparable to that of Pericles in Athens."

Everett became editor of the North American Review and was a U.S. representative for 10 years, beginning in 1824. Tired of wrangling, he stepped back into private life – to become Governor of Massachustts.

Through his efforts, normal schools were established. The state subscribed a million dollars to establish a railroad from Worcester toward the Hudson River. In Faneuil Hall, Abbott Lawrence said, "Mr. Everett, we shall live to see the banks of the Hudson crossed and the Mississippi reached."

"Don't talk, sir, of Buffalo; talk of the Falls of St. Anthony and the Council Bluffs," orated the four-term Governor.

Minister to England in 1841; President of Harvard in 1846, where he established the Scientific School; Secretary of State in 1852; U.S. Senator, he was discussed for the Presidency. Everett clubs sprang up; Everett House, a hotel, opened in New York with his portrait in the lobby.

The Civil War made Everett the orator of the day. He was the principal speaker at Gettysburg when Lincoln said: "Fourscore and seven years ago…" Critics have said that Lincoln said more in two minutes than Everett did in two hours.

Good friend of George Bancroft, the famous Worcester historian; founder of the Boston Public Library; preserver of Mount Vernon as a national monument, Edward Everett died on Jan. 15, 1865.

"It was universally recognized that a Prince had fallen in Israel," wrote a biographer.

Worcester admired Everett; honored him in 1850 with a street which runs from Cedar street north to William street.

EXCHANGE STREET

Also MARKET ST.

"The Indians are among us," Wrote Capt. Samuel Wright from Worcester to Co. John Chandler, Jr., in May, 1725, "and we have had several pursuits after them, and have been very vigilant in prosecuting all methods to come up with them by watching and ranging the swamps and lurking places, and by watching at nights in private places without the garrisons: but they are so much like wolves we cannot yet surprise them…"

The second garrison in Worcester during the Third Settlement stood near the head of Exchange street.

In it, settlers and their families crowded during alarms. Massachusetts Indians had ceased to be troublesome, but numbers were drifting in from Canada as allies of the French to make the frontier nervous.

The garrison was a square, two-storied structure of rough-hewn timbers interlocking at ends and secured with pegs. It was high and strong enough to dismay the stoutest redskin.

If the garrison was breached through sheer numbers, settlers climbed to the second floor, pulled up the ladder and fired down. The upper part projected out two or three feet over the bottom. This was handy for spilling liquid lead, boiling water or pitch.

The garrison was topped by a small watch tower. It was proof against arrows and bullets.

Exchange street was first laid out by Deacon Daniel Heywood, according to historian William Lincoln. In 1836 it was called Columbian avenue.

Others say it was Market street before that.

Columbian avenue, Market street – or Market street and Columbian avenue, the street got its present name in 1848, from Central Exchange.

This was an L-block of three stories, built about 1800, a few feet south of Main street. One part of the structure was the Worcester Bank: the rest the home of its bachelor president, Daniel Waldo.

After he built a fine mansion next door, the L-block became a fashionable boarding house, then Central Exchange. It housed the post office, law and printing offices.

Everyone called it the Exchange.

FLAGG STREET

About 1799, four brothers, Elisha, Enoch, Marshall and Nahum Flagg came to Worcester from Weston and went into the bakery business.

They were remarkable for their beauty and correct gentlemanly deportment," wrote Charles Tappan, reminiscing in a letter about the Worcester of that period.

The business prospered and the brothers became active in the town. Enoch spent a lot of his time with the military; in 1807 was commanding officer of the Worcester Light Infantry.

At a meeting of the military corps on Aug. 4, 1807, when it seemed a war with England was brewing, the Infantry voted:

"That in the present exigency of our country, the characters of the citizen and the soldier are inseparable" and that "we are ready, at a moment's warning, to march wherever the executive authority may direct, in defence of the independence and integrity of our country, in repelling and chastising insult or invasion…"

Enoch went up the military ladder; got to be a major.

Elisha kept his nose to the grindstone; became a member of the first Board of Overseers of public education.

On Feb. 18, 1815, during a violent snowstorm, a fire broke out on the west side of Main street.

It was "the most destructive conflagration experienced in the town," wrote William Lincoln. The loss was over $10,000. Among the buildings destroyed were the residences and bake house of Enoch and Elisha Flagg.

Worcester residents subscribed $2700 and an additional $1800 was raised for relief of the principal victims.

Remembering the disaster, Elisha became a charter member of the Mutual Fire Society, founded on July 11, 1822. He built Flagg's Block, which contained Flagg Hall, used as a theater in its upper stories.

Elisha died in December, 1853, at 74.

The next month, one midnight when the tempurature dropped below zero, Flagg's Block went up in flames at a loss of $50,000.

During the latter part of his life, at least, Elisha lived on Flagg street, which runs from Pleasant street northeast to Salisbury street.

FOSTER STREET

Alfred Dwight Foster was another lawyer who made his mark in Worcester in the 1800's.

He was born in Brookfield and was graduated from Harvard University in 1819. After studying law in the office of Samuel M. Burnside of Worcester, he was admitted to the bar in 1822 and lived in Brookfield until two years later.

In 1825, he settled in Worcester, forming a partnership with Burnside until 1827.

He was elected as a representative to the State Legislature in 1831, 1832, 1833 and was a selectman in 1832.

Other offices were held by Mr. Foster, who rapidly gained a name as a reliable and steady citizen. He was a trustee and treasurer of the State Lunatic Hospital and was elected as a deacon in Union Church in 1836.

In 1833, Mr. Foster was named as first president of The Quinsigamond Bank, chartered March 25, 1833, with a capital of $100,000.

He was secretary in 1832 Worcester Lyceum, a society formed Nov. 4, 1829, for "mutual instruction and improvement." In 1836, he was elected president.

"The institution, sustained by popular favor, has been an example of the successful diffusion of learning by the cheapest possible medium of communication," wrote historian Lincoln.

He was also a trustee of the Worcester County Horticultural Society-no mean honor in the days when Worcester still looked to the soil for its principal livelihood.

NI 1835, Mr. Foster opened Foster street and apparently named it for himself. He converted his residence, on the corner, into a "public house," enlarging it by adding wings to the rear.

Eastward on the street at its beginning was "a great sea of meadow grass, with only a flat where Union street now is," wrote an early historian. "The

swamp was a dismal place. It was dark and there were no lights and few houses."

Alfred Dwight Foster died in August 1852, at 52.

"He was one of our most respected citizens," wrote Lincoln. "He held many important offices of trust, the duties of which were discharged with ability and fidelity."

FOUNTAIN STREET

Also SUSAN B. ANTHONY and WATER CURE

Susan B. Anthony, to whom women owe their right to vote,once took four baths in one day while in Worcester.

In the middle of 1800's, a new fad was well established. Physicians and laymen alike believed that water could just about cure anything, from a carbuncle to chilblains.

The result was the Water Cure – a series of dips, showers, baths and packs.

In Worcester during 1850, Dr. Seth Rogers, "Practitioner of Hydropathy," had his office at 5 Maple street. He had more patients than room, apparently.

He established the Worcester Hydropathic Institute just north of Arch street. Many of Worcester's best families drove to the Institute in their carriages to take the Cure.

Susan B. Anthony was a cousin of Dr. Rogers.

After three years of speechmaking, the suffragette came to Worcester in September of 1885, worn out from her zealous campaign.

Miss Anthony described her daily treatment at the Water Cure:

"First thing in the morning dripping sheet; pack at 10 o'clock for 45 minutes, come out of that, take a shower followed by a sitz bath, with a pail of water at 75 degrees poured over the shoulders, after which a dry sheet, then brisk exercises."

"At 4 p.m., the program repeated, and then again at 9 p.m. My day is so cut up with four baths, four dressings and undressings, four exercisings, one drive and three eatings, that I do not have time to put two thoughts together."

There were at least two other Water Cures in Worcester at this time. One was at 1 Kendall Hill, operated by Mrs. Mary Adams; the other, Worcester Water Cure Institution at 1 Glen street.

Fountain street, named in 1855, commemorates the gushing of the waters in Dr. Roger's Institute.

FOWLER STREET

"Along the western boundary of the town, extends a chain of rounded highlands, the seat of Indian villages of yore, called by the natives "Tatesset,' and now known as Tatnuck.."

So writes Lincoln in his "History of Worcester."

The hills vary in height and reach their rise of 1011 feet on, or Parker Hill, at the Leicester border.

On this peak now crisscross the modern runways of Worcester Municipal Airport.

The exact site of Worcester's second largest tribe of Nipmuck Indians has never been established. It probably was on this hill.

The tribe was smaller than that on Pakachoag Hill, which numbered about 100. The leader was Sagamore Solomon, alias Woonaskochu. He was converted to Christianity by Rev. John John Eliot, apostle of the Indians.

Fowler street, named in 1851, which winds up sharply to the crest of the hill from Mill street, unquestionably was once and Indian path. When the white men came, Ezekiel Fowler laid out a farm.

He is listed as residing on the street in 1765 on Caleb A. Wall's map of Worcester, showing oldest roads and location of the earliest settlers.

Of Ezekiel little is known. When he died, the Massachusetts Spy on Sept. 22, 1841, took note: "In this town (near Leicester), Sept. 10, Ezekiel Fowler, a member of the Society of Friends, aged 86 years and 9 months."

Time passed. The hill was blanched by the sun in Summer-frozen to its ledges in Winter. When Battery B was first organized in May 1869 with two guns and a first lieutenant as part of the militia, it began to use the height for practice and occasional encampment.

The hill became known as Battery B farm. It was purchased from the state with adjoining land owned by the heirs of Horace S. Pike and Parker S. Young for the airport.

Before the planes came down, the contractors took out more than a million and a quarter yards of earth and eighty thousand yards of ledge; toppled hemlocks and ancient elms where they stood. Now the teletypes chatter, the wind sock veers and aluminum twin engine transports fly seemingly straight until the height appears under the landing gear.

Passengers step out with a surprised look on their faces, one hour from New York.

FOX STREET

Also COLUMBIA, INGALLS AND BRADLEY STS.

William Bradley Fox was a pioneer industrialist in Worcester.

His large woolen mill once stood about where St. Anthony's Roman Catholic Church is at 177 Madison street, corner of Harding street.

In Lincoln and Hersey's "History of Worcester" under a listing of "Fires and Injuries by Lighting," is this entry:

"1834, Jan. 31. The dry house of the woolen factory of W. B. Fox & Co. took fire, but was extinguished. Loss about $500."

Not far from the factory was Mr. Fox's residence on what is now Columbia street. When his estate was pierced as Worcester expanded, new streets there became Fox and Ingalls street. Fox's wife was Eliza Ingalls.

Bradley street may have been named for Fox's middle name. But historian Franklin P. Rice wrote that it was for Osgood Bradley.

FRANKLIN STREET

Also BENJAMIN FRANKLIN AND PARK ST.

Benjamin Russell, an apprentice on the Massachusetts Spy, looked up one day to see a distinguished visitor-Dr. Benjamin Franklin.

Dr. Franklin was on some public business in this part of the country. He stayed in Worcester two or three days. Much of his time was spent in the printing office.

The printers clustered about while Dr. Franklin removed his coat and took the press apart. Only one half of a page could be printed at a time. When Dr. Franklin got through and dusted off his knees, the whole side of a sheet could be printed in one operation.

Ben Russell was 13 during the Revolution. He later became famous as editor of the Boston Sentinel. On June 1, 1834, he recalled the Franklin incident and told it to C. C. Baldwin, who scrawled it in his diary.

"He gave the men some very useful hints about working the press," said Russell of the famous printer, inventor, statesman, author, moralist, historian and philosopher.

Franklin street, first named in 1845, and Franklin square are named in honor of the doctor.

Before it was Franklin street, it was South street, because it lay on the south side of the Common. Later it became Park street near City Hall.

The Spy's first press can be seen today in the American Antiquarian Society. It is the one which Isaiah Thomas, founder and editor, moved to Worcester from Boston.

FREELAND STREET

Also FREE SOIL

The history of Worcester streets is paved with the spirit of great causes, long forgotten.

In 1848, the city seethed with political excitement, daily meetings. No three persons on a street corner failed to discuss the Free Soil question, which was the topic in stores and in the homes. It was the beginning of the big eruption over slavery.

One June 21, 1848, Worcester residents thronged City Hall for a Free Soil meeting. Albert Tolman presided and William A. Wallace kept the minutes. Among the speakers was Charles Allen, who loudly vindicated his action in repudiating the nomination of Zachary Taylor for President at the Philadelphia convention.

Rev. George Allen proposed a resolution which later spread like oil on fire through Free Soil meetings throughout the State and Union.

"Resolved: That Massachusetts wears no chains, and spurns all bribes; that Massachusetts goes now, and will ever go, for free soil and free men, for free lips and free press, for a free land and a free world."

Henry Chapin and Henry H. Chamberlin, who owned this land and were active in development of Worcester, named Freeland street for the cause in 1857.

FRONT STREET

In the days of the early settlers, Front street was first worn into a path by churchgoers.

The path led from Main street, past the rude home of James Holmes to Gershom Rice's on the south side of the Grafton road. A brook cut across the path which was bridged by a log. Nobody knew who put it there, but it held and was a good place to cross.

Many Sundays widened the path. Then the wagons came as houses began to rise on the meadowland along the brook. Soon the settlers were able to walk two and three abreast in the ruts left by the wagon wheels.

How Front street got its name is not known. It is generally believed that the name clung because the street was in front of the Common land.

It first appeared with its name on a map in 1829 but is, of course, much older.

Now one of Worcester's more important streets, with thriving stores and other businesses, Front street leads to Union Station and Boston via the Turnpike. It is a far cry from the log over the brook.

GARDEN STREET

Also LEVI LINCOLN

"The love of plants is with me a deeply fixed passion. Although at times I grow indifferent to the garden, yet the interest revives whenever I can work or wander about its walks…"

So wrote Lincoln in his local journal on Nov. 6, 1835.

At about 108 Lincoln street, nearly opposite Catharine street, in the early 1800's, stood the farmhouse of Gov. Levi Lincoln.

It had the most beautiful grounds in Worcester, carefully tended. In the Summer, flowers rioted with color; fish leaped and splashed from a pond in the rear.

"I have labored year after year to render the home which my father had so much ornamented, a fair spot," wrote the son in his journal. "Although the plan is not yet perfected, it will require but a few years to give height to the trees and render most of the grounds elegant…"

Five governors are identified with this house.

Gov. John Hancock is said to have lived there in the 1700's. Gov. Levi Lincoln was the second. His son, Levi, Jr., who also became governor, was born there is 1782. Enoch Lincoln, governor of Maine for three years, lived there. So did "Honest" John Davis, another Massachusetts's governor.

Christopher C. Baldwin, an attorney and librarian of the American Antiquarian Society, wrote in his diary on May 10, 1829:

"Go the church in the morning, dine with Hon. John Davis, and afterwards ride in my friend William Lincoln's birch bark canoe, with him and Mr. Davis."

He also wrote, a few days later, of dining with Mr. Lincoln, "after dinner, fish in Mr. Lincoln's pond, catch many pouts and breams, drink punch. Mrs. Davis and children ride in the boat."

The estate went back to Capt. Daniel Henchman, pioneer, who settled there in 1684. Later it was owned by Thomas Hancock, uncle of John. The Lincolns bought it in 1781; kept it until 1846.

Lincoln's pond has long since been filled in, with a factory over the placid water. Three deckers now cover the site of the house.

Garden street, off Lincoln street, commemorates the garden of the Lincolns. It was named in 1847.

GARDNER STREET

A Massachusetts governor organized "with great skill and success the knave-power and the donkey-power of the Commonwealth," wrote the late Senator George F. Hoar of Worcester in his "Autobiography of Seventy Years."

He was referring to Henry J. Gardner, who came up from the dry goods business in Boston to serve three terms as governor beginning in 1854.

They called his party the "Know-Nothing" party; Gov. Gardner, the "Know-Nothing" governor.

Both have been suffocated in the dust of history and forgotten political strife that choked Massachusetts in its younger years.

In 1850, Henry J. Gardner, 32, entered municipal politics as a member of the Boston Common Council. He was president in 1852-53. He had been known as a Whig and staunch anti-slaver.

Gov. Gardner joined the "Know-Nothing" party.

It was based on a fear of Roman Catholic domination and of foreign influence in the United States. Members held no public meetings; dodged newspaper publicity, yet attracted a large following.

In the election of 1854, Gardner won with 81,000 votes compared to 26,000 for the Whig candidate and 13,000 for the Democratic candidate.

The winning party elected all but two members of the Legislature and every member of Congress from Massachusetts.

It was considered "the most amazing political landslide in the history of the state."

Gardner street, which extends from Main street southeast, was named for the governor in 1857 by James H. Wall, a prosperous Worcester business man.

He served in each branch of the city council; was common councilman in 1852, 1853 and 1858; alderman in 1854, 1855, and 1856; assessor in 1849 and 1859 and highway surveyor in 1848.

“He was,” wrote the Worcester Daily Spy on Jan. 27, 1892, “a careful and conservative man…”

GATES LANE

Simon Gates, a Worcester farmer, was never away from home more than two or three nights during his lifetime.

He was bucking the stubborn Spring earth with a plough on the 19th day of April, 1775, when word came that the war had begun.

The news spread like cider from a cracked hogshead. Simon Gates marched into the house; took his musket, powder horn – and probably a sandwich provided by Mrs. Gates. Then he mounted his horse and galloped down to Worcester Common.

The Worcester Minute Men and the Militia were rapidly gathering. There was the wild peal of a bell; the boom of guns.

Simon gates slipped into Capt. Ben Flagg's company, taking his place beside Gershom Holmes and Isaac Knight.

Capt. Timothy Bigelow, the tallest man in his company, called the roll. Capt. Flagg read his. The names of Worcester Farmers were loud in the air.

"Eleazer Holbrook! Isaac Gleason! Gershom Holmes! Simon Gates!"

"Here!" called Simon.

Rev. Thaddeus Maccarty opened the Book and read a benediction. The captains nodded. Eli Putnam beat a tattoo on his drum; John Hair and Joseph Pierce nodded chins to catch the tune, then brought their fifes up to pursed lips.

To the smash of the drum and the squealing fifes, Worcester's fighting men, cheered by the citizens, marched toward Cambridge and the War of the Revolution.

And so it went that Simon Gates got to stay away from home longer than he ever dreamed. On April 21, 1775, he was sworn into service for three months and 14 days. But it was August 29, 1777, before he was discharged.

Meanwhile, he served under Captain Hubbards' Company in the Battle of Bunker Hill. He was in Captain Stone's Company in the battle of Bennington, Campaign of 1777 and in Captain Cushing's Company.

Simon Gates came back home to become a Revolutionary pensioner; ran a saw mill at the north corner of Mill St.

He died at 1849 at 93 – in the same room of the same house in which he was born.

His great-grandson was Loring Coes, inventor of the monkey wrench.

Gates lane, connecting Main street northeast to Mill street, first appears in a city directory in 1851, but is probably much older. Simon lived at the head of the lane.

GEORGE STREET

Also HOBBS ST.

One of Worcester's steepest streets honors Maj. Gen. George Hobbs. In the middle 1800's, no military event or celebration was complete without him.

Of July 4, 1856, "The Worcester Book of Noteworthy Events" says: not fully carried out on account of rain. At 10, the mounted Continental paraded, under the command of Charles B. Pratt. At 11, Charles Hersey's 'Minute Men' were called by the arrival of a mounted messenger with is cry (feebly given) 'To arms! War is begun!"

"At noon a procession Commanded by Gen. George Hobbs marched through the principal streets to the Common, where dinner was served in a tent… At 5 p.m., the Butchers and Provision Dealers paraded in white frocks and caps."

Gen. Hobbs was born in Princeton, May 16, 1806. He kept a hotel and ran an extensive stage business in Sterling.

In 1838, he moved to Worcester, taking over the Eagle Hotel, corner of Main and Thomas streets. He invested in real estate and built a number of a brick buildings throughout the city. The bricks were from his own kiln on Lincoln street.

One of the few Worcester men who ever attained the rank of major-general, he became commander of the City Guards in 1840 and important in the state militia. He also became chief of Worcester Fire Department, an alderman, and an assessor.

"The spirit and efficiency of the militia in his time were largely due to his influence and example," wrote the Worcester Gazette when he died.

George street took its name in 1846.

Hobbs street was also named for him.

GOULDING STREET

A sure cure for rattlesnake bite in exchange for about 200 acres of land, seemed like a fair proposition to a Worcester resident.

In 1734, Palmer Goulding of Worcester so petitioned the General Court, and again in 1741.

"That your memoralist in his travills, has with a Considerable Cost, attained to Such Skill and Knowledge, in the Curing the bite of a Rattlesnake," he wrote, "that were he present when a person was bit, he Could So soon Effectually Cure it… which Knowledge he is very willing to Communicate for ye good of mankind.

"But inasmuch as he was Really at Considerable Cost in gaining ye same, he most humbly prays your Excellency and Honors, would upon his so doing, be pleased to make hime a grant sum of the wild and uncultivated Lands of the Province…"

Settler Goulding presented several testimonials along with his petition.

John Durkin, for example, certified that someone gave him a horse that had been bitten by a rattler and after Mr. Goulding had applied his remedies, the creature "became a Considerable Horse again."

Rattlesnakes were so plentiful in Worcester at his time-1741-that 200 acres were granted to Mr. Goulding, providing proof of his cure was furnished. The Council tabled the matter, but passed it the following year.

No records of survey or plan seem to have been filed by Mr. Goulding. Presumably his rattler cure didn't convince the unbitten legislators.

Palmer Goulding came from Boston about 1718 and built his house of logs in the north precinct, now Holden. He became a captain in the French and Indian Wars and fought at Louisburg on June 17, 1745. He died Feb. 11, 1770, at 75.

One of his sons, Palmer, Jr., born about 1723, also became a captain. His son, Daniel, commanded a troop of cavalry under General Lincoln to put down Shays Rebellion.

Tradition has it that the earlier Gouldings “were of extreme size, very ingenious and capable of doing anything.”

For this hardy Worcester family, Goulding street, running from Dix street north to Highland street was named in 1845.

GREEN HILL PARKWAY

Three physicians, all named Dr. John Green, looked after the health of Worcester residents for more than 100 years.

The remarkable Green family is the story of one family's devotion to an ancestral estate that grew to about 600 acres.

It begins with Capt. Samuel Green of Malden and Leicester.

He left one son, Thomas. When Thomas was 17, his parents left him in Leicester wilderness to look after cattle while they returned to Malden. He became seriously ill; kept himself alive by milking a cow which came to feed a calf which he had tied near his shelter-an over hanging ledge.

Neighbors finally got word to the father, who brought the boy back to Malden-four days on horseback..

From the Indians, Thomas Green learned the cunning of roots and herbs: became a successful physician.

One of his seven children was the first Dr. John Green, who settled on the Green Hill estate.

Dr. Green had 12 children, one of whom became Dr. John Green the second.

The Second Dr. Green had 11 children, the oldest becoming Dr. John Green the third. The latter founded Worcester Public Library.

"Not to have seen him (Dr. Green the third) under that brown, broad-trimmed, soft hat as he rolled from side to side in that old, time-honored gig, through the streets of the village, town and city, was to have missed one of the most striking institutions of Worcester," wrote Benjamin Franklin Thomas, a fellow member of the Worcester Fire Society.

Elijah, another son of the first John Green, became a lawyer and a founder of the Blackstone Canal. He was married four times. A son by his third wife was Andrew Haswell Green.

Andrew became famous as one of the men who smashed the corrupt Tweed Ring in New York. As commissioner of Central Park and holder of other

offices, he beautified Morningside, Riverside in Manhattan, the boulevards of upper New York; won the name of “Father of Greater New York.”

In 1905, the last owners of Green Hill offered it to Worcester for the valuation of $104,000. They also contributed $50,000 toward the purchase price.

The only stipulation was that it be used forever as a public park and be called Green Hill.

Green Hill parkway, which runs from Crescent street east to Worcester’s largest park, honors a family which Worcester will always remember. It was named in 1845.

GROVE STREET

Also WORCESTER LOG CABIN

The excitement that grips Worcester when one of its college teams nabs a national championship isn't new.

The only difference is that in the old day, Worcester reacted similarly in politics. Take 1840.

Worcester was all steamed up in a political battle between the Whigs and Loco Focos. The population of 7497 made double the noise of our 198,000.

The big issue of course, was the election of Harrison vs. Van Buren for the presidency. One June 17, 1840, anniversary of Bunker Hill, there were big doings.

On Grove street, near Salisbury, was the Worcester Log Cabin, a political structure if ever on existed. It was 100 feet by 50 feet and flew a flag from a 100-foot staff.

Worcester Whigs had called a convention to nominate a candidate for Governor – "Honest" John Davis of Worcester.

Cannons were fired in the morning; church bells pealed at the convention's opening. The parade formed on the Common and marched up Main street to the log cabin.

The parade was over a mile long.

"Log cabins, drawn by horses, and barrels of cider were prominent in the procession, and there were five barouches, each drawn by four horses for the soldiers of the Revolution," wrote Nathaniel Paine, Worcester historian.

Worcester County boys flew a banner with the arms of the County in 1731- a deer with the motto "Not Slow!"

Part of Barre, on horseback, wore black coats and white pants. On their hats they wore log cabin buttons as cockades. Their band was in a stage coach. A barrel of cider (hard) was on the rear rack, marked "Oll Korrect."

Sutton had a banner: "It's all over. There comes old Sutton as long as Eternity!" Southboro had a log cabin 42 feet long, 10 feet wide, full of

delegates, drawn by 16 horses. Boylston proclaimed: "Van Tip'd Out and Tip Tip'd In!"

How did Grove street get its name?

When Salisbury Pond now placidly ripples was once a low meadow through which ran a brook. At one point it stretched out into a shallow pool, overhung with trees, and was called "The Grove". Bathers dipped their calves in it.

Stephen Salisbury scraped out the meadow, using the fill to form hillocks to the south of the pond. When Grove street was laid out in 1832, an name wasn't hard to find.

HADWEN LANE

Obadiah B. Hadwen liked nothing better than to grow what the experts said couldn't grow in Worcester.

For 40 years he ran a successful gardening, nursery and dairy business. He also because a famous horticulturist.

Obadiah first came to Worcester in 1835, when his father settled on a farm in Tatnuck. When the boy was 20, part of the farm was given to him. He began to plant and experiment.

Under his direction beautiful shade trees grew, also exquisite shrubs, many rare. Some were varieties which no one else had been able to raise here before from China, Japan, Russia and extreme parts of this country.

Horticulturists came to see for themselves, took notes and paid homage to Hadwen.

In 1867, before the present board of park commissioners was organized, Hadwen was appointed commissioner of shade trees and public grounds. He was a member of the first board of park commissioners.

He became president of Massachusetts Agricultural Club, president, for 12 terms, of Worcester County Horticultural Society, belonged to the Massachusetts Horticultural Society and American Pomological Society.

At Amherst, he became a trustee, executive officer, first secretary and chairman of the board of experimental control of Massachusetts State College.

To Worcester, Obadiah Hadwen gave Hadwen Park. The grounds were laid out according to his plan.

At the annual ball of the Horticultural Society, he was always present; danced at least once.

"Even after he had passed fourscore years," wrote a newspaper after his death at 83 on October 24, 1907, "he was notably the straightest dancer on the floor of the hall and attracted the attention of every guest, conspicuous for his precision in every step."

For him, Hadwen lane, off Pleasant street, and Hadwen road, off June street, were named in 1851.

HALE STREET

Also CAROLINE ST.

The man who wrote "The Man Without a Country" spent 10 of his 87 years in Worcester.

Rev. Edward Everett Hale, ordained in 1846, came to Worcester as pastor of the newly-founded Church of the Unity.

He was a mighty man, a thunderer from the pulpit, with a fierce love of his country and an equal hatred for injustice. Few men in his time achieved such stature.

"They spoiled the best newspaper man of his day by making a minister of him," growled Samuel Bowles, editor and publisher of the Springfield Republican.

The Missouri Compromise in 1820 provided that north of the "36-30" parallel the territory was free as far as the troublesome question of slavery was concerned. But the Kansas-Nebraska Bill contained a clause that the first settlers could determine whether or not they wanted slavery.

Eli Thayer of Worcester was determined that the first settlers would be men opposed to slavery. He founded the Massachusetts Emigrant Aid Company. Hale was on the executive committee.

"Mr. Thayer bade me say that there would be two thousand men from Massachusetts there in a short time," wrote Hale in an article on the Kansas emigration. "The prophecy of this was more than fulfilled."

Hale was one of the first Americans for establishment of an international court to insure world peace.

He advocated Civil Service Reform years before it became a law. He fought for immigrant, minority rights and justice for Indians.

In Worcester he was asked to serve on the School Committee; chose instead the Board of Overseers of the Poor.

He was recording secretary, vice-president and president of the American Antiquarian Society, one of the founders of the Natural History Society and Worcester Public Library.

He died in Roxbury on June 10, 1909.

Hale street, named in 1872, honors his name. It runs from Grafton street east to Plantation street.

Caroline street, extending from Grafton street east to Plantation street, also stems from Hale.

He wrote a novel whose leading character was Fred Greenleaf.

The hero's wife was named Caroline.

HANCOCK STREET

Also CONCORD, LEXINGTON, PRESCOTT AND OTIS ST.

"On Monday last arrived here, and on Tuesday proceeded on their way to Boston, under an escort of light dragoons, his Excellency the president of the Continental Congress (John Hancock) and his lady."- Massachusetts Spy, Nov. 21, 1777.

Hon. And Mrs. Hancock must have gazed at Worcester with more than a casual glance. They owned 460 acres of choice land in the northern section, including Hancock Hill.

They may have stopped at Hancock arms Tavern, 22 Lincoln street. The swinging sign outside bore Hancock's portrait.

Or they may have stopped at the Hancock Hill House-built in 1763-at 346 Salisbury street. Hancock's land ran to within 100 feet of it.

Hancock Arms was a favorite roost of Worcester patriots during the stormy days before the Revolution. After the shooting was over, Governor Hancock liked to drop in after the closing sessions of the courts.

How did Hancock get his land here?

There's a bit of confusion about it. Historians say he inherited it from his father. Others say it came from his childless uncle, Thomas, who adopted him. Before the Hancocks it belonged to Nathaniel Henchman, son of Capt. Daniel Henchman, a pioneer settler.

Gov. Hancock sold some of the land. Among the early buyers was the first Stephen Salisbury. He built his hardware and dry goods store and later his mansion on the site.

After Hancock's death in 1793, his heirs sold some but kept most of the land. As late as 1800 they were taxed for 143 acres, a mile or two north of Lincoln square.

Hancock street first appeared with this name in 1846. It was named by Stephen Salisbury II, who developed the section of Worcester near Lincoln street and east of Grove street known as the North End. Other streets named by him for their historical association were Concord, Lexington, Prescott and Otis streets.

HARRISON STREET

"The Worcester Palladium, the most profligate and detestable paper in the Union…"

So slapped the National Aegis, another Worcester newspaper in 1839.

Undismayed, the Palladium replied: "That the editor of the Aegis should be so mortified and chagrined at the development of the imbecility of his candidate as to be reluctant to speak, is very natural."

All this happened during a wild era in American politics. The campaign to elect William Henry Harrison for President and John Tyler for Vice-President was one of the most bitter and spectacular in America.

"The Harrison whirlwind," John Quincy Adams called it.

In Worcester, the Whigs met on Wednesday, Jan. 29, 1840, in Brinley hall and "responded with enthusiasm" to the nominations of Harrison and Tyler.

"The meeting was one of the most numerously attended and the most spirited which has ever been held here," glowingly reported the Aegis.

With the cry, Tippecanoe and Tyler too!" the campaign swept through the nation like a northeaster.

Symbol of Harrison, man of the people and Indian fighter, was that big log cabin on Grove street.

Here gathered thousands of Worcesterites to listen to long political speeches and drink hard cider.

How many came for speeches and how many for cider was never determined – but William Henry Harrison was elected president, only to die a month after inauguration.

When a new street was laid out in Worcester in 1841, John Pond named it for Harrison.

HARVARD STREET

On Sept. 17, 1757, the citizens of Worcester-about 900 souls- popped their eyes wide when General Amherst marched into town with 4000 men.

Fresh from the conquest of Louisburg and bound for the West in the French and Indian Wars, the army bivouacked for several days on the ridge of what is now Harvard street.

Great excitement raged in Worcester. Such a large group of men had never before been seen here.

There is no record-but a least one Worcesterite must have prodded his neighbor: "Some day Worcester will hold that many-wait and see."

Lord Jeffrey made his headquarters at the Chandler farm, near the bottom of Chandler hill. John and his brother, Samuel Chandler, were then the largest landowners.

Wrote the general in his diary: "The town is in a very pretty situation, finely watered, but this will probably change and I imagine in one hundred years the country will want wood."

The Harvard street area became the property of the Green family.

In 1864, Dr. John Green extended Worcester to the west by laying out a street somewhat parallel to Main street. The new way sliced through the Green garden and some excellent pasture land.

Dr. Green, who received his medical degree from Harvard, named the street after the college.

The next year, Harvard street was extended to Highland and, on the south, to Sudbury street.

HENCHMAN STREET

Capt. Daniel Henchman, one of Worcester's earliest settlers, was a sturdy pioneer who could follow an Indian by a bent blade of grass.

During King Philip's War he led a company to the bank of Neponset river on the way to Mt. Hope in pursuit of hostile redskins. As the soldiers reached the river, the moon was rising.

It was a queer moon with a dark spot that looked like a scalp. That night the soldiers posted extra guards.

When he arrived in Hassanemisco, now Grafton, he rescued a youth whom the Indians had captured a week before in Marlboro. The Indians fled as the soldiers approached, were chased to Pacachoug, now Worcester, but still eluded Henchman. He decided to return to Mendon and surprise the Indians there.

Something went wrong as the attack started. Five men supposed to follow the captain deserted, leaving a lieutenant, Philip Curtis, to bear the brunt. Firing from cover, the Indians shot down Curtis and one of his men. The soldiers retreated, leaving their dead, but recovered the bodies in the morning when the Indians slipped away during the night.

"Philip Curtice of Roxbury, a stout man," wrote a historian.

Henchman settled in Worcester, but later became involved in a bitter land controversy that left him with few friends.

Judge Sewell wrote in his diary on Monday, Oct. 19, 1685:

"About nine o'clock at night, News comes to Town of Capt. Henchman's Death at Worcester last Thursday; buried on Friday; very few at his Funeral, his own Servants, a white and black, carried him to, and put him in his Grave. His Wife and children following and no more, or but one or two more."

Henchman street first appeared in 1847.

HERMIT STREET

Also RATTLESNAKE HILL AND PARSON HILL BLVD.

A dime in 1876 could bring you an organ concert in the heart of the woods on Rattlesnake Hill.

The musician was a genuine hermit.

"His animals are docile and come at his call like kittens," wrote a reporter, "and when he plays the organ, his goats gather round the door, evidently enjoying the music."

Andrew P. Clark, a Cambridge music teacher in the 1800's, was left with a partial paralysis, following a serious illness.

It "also affected his mental organization," wrote the reporter. "He has chosen his present mode of life voluntarily and appears to thoroughly enjoy it.

"His chief delight is a fine cabinet organ which he has purchased and is trying to pay for. On this he plays quite readily, collecting from visitors a fee of ten cents per guest.

"He keeps half-a-dozen goats and manages a garden, and with goat's milk and butter and cheese therefrom, and his vegetables, he secures a healthful and agreeable diet."

Hermit Clark was a nephew of Solomon Parsons, a widely-known Worcesterite in his day, who lived to 93.

Parsons had been to the Holy Land; was a zealous believer in God. About 1845, he bought ten acres of land on Rattlesnake Hill-the ledge rising to the west of Coes Pond off Mill street.

He built a temple of rock, flanked on each side by stone, towers, four feet square and seven feet high. Here on pleasant Sundays, the long-bearded, low-voiced farmer, held services.

Near here the Hermit lived in a stone house.

Solomon, in letters one and a half inches high, chiseled his deed to the land on the flat surface of a large rock…. “this land, to be governed by the above mentioned laws and together with the spirit of God.” It still stands.

About 1883, the Hermit gave up his solitary habits, returned to the multitude and became a familiar figure in the streets.

For him, Hermit street, off Fairview avenue, was named in 1940.

Parsons Hill boulevard was named after the Parsons family.

HIGH STREET

On Nov. 4, 1777, General Burgoyne and Hessian prisoners captured at Saratoga, passed through Worcester.

Some historians say that a portion of Burgoyne's army was quartered for a while on the southeast corner of Pleasant and High streets.

The prison itself was a small red brick building occupied as a residence by Nathaniel Fullerton.

It was lined with bricks and otherwise secured against escape.

The stockade, or enclosure of wood posts, extended almost to Main street.

In the best military tradition, officers occupied the Fullerton house, while soldiers camped out in the stockade.

A well was dug for the prisoners at the rear of 13 High street, near Chatham.

After the Hessians left, Isaiah Thomas, the patriot printer, occupied the house temporarily while his own was being built on Court Hill.

The Fullerton house was eventually moved to Pine Meadow, which runs a mile east of Washington square.

About where St. Paul's Church rises at the corner of Chatham and High streets, a garrison house stood in 1715. Made nervous by Indians during the Third Settlement, settlers frequently sought safety there at night.

When Worcester grew big, High street was named by Dwight Aldrich in 1840. He chose the name because of the high location.

But some historians claim the name originates from the high stockade.

HUDSON STREET

"One of the ablest and most honest men whom Massachusetts ever had in her service, am man of the practical common sense, of untiring industry, of great ability, and of the sternest integrity in public as well as private life."

This was the tribute that Robert C. Winthrop paid to Charles Hudson, clergyman, journalist and author, for whom Hudson street was named in 1855.

Rev. Hudson was born in Marlboro on Nov. 14, 1795. His father entered the service of the Colonies at 16 and was on a privateer that did considerable damage to British shipping on the high seas and along foreign shores.

The British finally captured the vessel and threw Hudson into a Philadelphia prison.

Charles Hudson was ordained into the ministry in 1821 and from 1824 to 1842, was pastor of First Universalist parish in Westminster.

While still pastor, he began a whirlwind of activity – member of Massachusetts House of Representatives, State Senate, Executive Council and Whig membersof Congress.

He became editor of a leading Whig newspaper, the Boston Daily Atlas. He also served as a naval officer to the Port of Boston; on the State Board of Education; as U. S. assessor of internal revenue.

From his pen rolled a steady stream of sermons, speeches, historical papers and addresses.

In 1849, Rev. Hudson moved to Lexington where he became a prominent citizen and ardent historian. For 21 years he held membership in the Massachusetts Historical Society.

He was married to Ann Rider of Shrewsbury, who died on Sept. 19, 1829. Eight months later, Rev. Hudson married her sister, Martha.

Rev. Mr. Hudson never lived in Worcester, but his work was known and admired. He spoke here at several large Whig rallies and was a frequent visitor during turbulent days of political unrest.

Hudson street runs from Pleasant street north to Elm street.

INSTITUTE ROAD

Also JO BILL RD.

Institute road was once Jo Bill road, but received its present name when Worcester Polytechnic Institute came in 1889.

It was a traveled path as far back as 1690.

Joseph Bill in April, 1738, bought a mansion, a barn and 85 acres of land from Thomas Stearns, who had built the house for a brother.

It was a few hundred yards northwest of Lincoln square.

Jo Bill brought his wife from Roxbury to occupy his new home. Their daughter, Rebecca, went to school in the village; later married John Baird, who threw his strength into the Bill farm in 1770. Seven years later he sold it to Timothy Bigelow, the Revolutionary patriot.

The path led from a group of houses along Mill Brook at Lincoln square to the garrison house of Joshua Rice not far from Newton Hill on the north side of the hill. The route was an important link in a western route leading to Leicester, Spencer and the Brookfields.

After leaving the farm, Jo Bill moved to a house on Main street, where he died in 1790. Legend says he returned to the farm shortly before his death. His name clung to the street for more than 100 years later.

Some historians say this is the second oldest street in Worcester.

JAQUES AVENUE

Also WORCESTER CITY HOSPITAL, BELLEVUE AND PIEDMONT STS.

A marble stone in City Hospital reads:

"In Memory of George Jaques…a grateful city places this tablet. Though it speaks to many generations, the blessings of his gift and the gratitude of our citizens will outlast the stone."

Abiel Jaques was graduated from Harvard University in 1807. He became principal of a nautical academy in the seafaring town of Salem in 1809. Later he taught in Watertown, Newton, Uxbridge and other places. He also became a land surveyor, civil engineer, farmer. He died in Worcester in 1852, leaving a son.

George Jaques was graduated from Brown University in 1836. He taught in Virginia from 1838 to 1840. Then he came back to Worcester.

The land of the Jaques had once belonged to the Chandlers, before the Revolution Worcester's largest landowners.

City Hospital, incorporated May 25, 1871, was a modest place. It started in Abijah Bigelow's house, corner of Front and Church streets.

Soon after, Mr. Jaques gave the hospital three and a half acres of land on Prince street for a new hospital.

When he died on August 24, 1872, he left most of his estate in trust, "to be by the city applied to the sole and particular use and benefit of the institution recently established and know as the Worcester City Hospital."

Value of the gift was over $200,000.

Grateful Worcester residents began calling the hospital Jaques Hospital.

In his honor, Prince street was renamed Jaques avenue in 1889.

George Jaques named at least two other Worcester streets, Bellevue street, not far from the hospital, was named after New York's famous Bellevue Hospital. Piedmont street he named for its location – "foot of the mountain."

JOHN STREET

Also DR. JOHN GREEN

In late December 1859, Worcester received one of the finest Christmas presents a city could hope for.

A few months previously, Dr. John Green had told city officials that he and the Lyceum and Library Association were willing to give their libraries to the city. There were 7000 books in his library and 4500 in the association's collection.

The collections were to be the nucleus of a free public library for Worcester.

The city voted to accept on Dec. 23, 1859. An ordinance was passed, establishing the Free Public Library in the Worcester Bank block on Foster street.

In giving his books, Dr. Green had stipulated that the city buy a plot of land on Elm street for a new library. The land was purchased for $5042 and the cornerstone laid with full ceremony on July 4, 1860. The structure was finished in 1861 at a cost of $30,000 and opened to the public Sept. 4 of that year.

Dr. Green died four years later. In his will, he left $30,000 to endow the Green department of the library.

Dr. Green didn't want the public running off with his books. As a result books from his original library cannot be taken from the building.

The city named John street in his honor in 1846.

JOHN WING ROAD

Also QUINSIGAMOND

Seventeen years of Capt. John Wing's life were embittered by a land squabble and then he was chased out of Worcester by Indians.

A resident of Boston, he was appointed in place of Lt. Richard Beers of Watertown-killed by the Indians-to the committee in charge of the settlement.

On petition of the committee, the second settlement became Worster-now Worcester. Previously it was Quinsikamon, or Quinsigamond. That's Indian for place of the long fish, or pickerel. They still can be caught there, having outlived the redskins.

In 1692, when Indians ripped scalps in Maine and New York, Capt. Wing was military commander in Worcester. He had some difficulties with settlers. They wanted to farm instead of fight.

Wing was given a tract of 80 acres on the west side of Mill Brook. A short distance from Lincoln square, near the fortified log garrison, he built the first sawmill; later added a corn mill.

Nearby was Capt. Daniel Henchman's land. Another neighbor was George Danson, a Boston baker, who had 200 acres. Wing had exclusive water rights.

The three began to squabble. One day Wing knocked Danson down while he was surveying Wing's land. Danson claimed Henchman had deeded the land to him. He sued and lost. But the litigation kept cropping up.

Finally the plantation committee voted for Danson, but withheld his right to build any mills on the brook. When Danson died, Wing got his land. Then in 1702, the Indians chased everyone out, including the judges.

When the third settlement began about 1713, Wing's saw mill was still on the brook. His corn mill was gone.

John Wing road runs westward from Salisbury street, behind Worcester Polytechnic Institute. It took its name in 1923.

KANSAS STREET

Also ELI THAYER and KANZAS ST.

In 1855, posters were slapped up in Kansas and Missouri: "200 REWARD. WE ARE AUTHORIZED BY RESPONSIBLE MEN IN THIS NEIGHBORHOOD TO OFFER THE ABOVE REWARD FOR THE APPREHENSION AND SAFE DELIVERY INTO THE HANDS OF THE SQUATTERS OF KANSAS TERRITORY, OF ONE ELI THAYER, A LEADING AND RULING SPIRIT AMONG THE ABOLITIONISTS OF NEW YORK AND NEW ENGLAND…"

Eli Thayer settled the state of Kansas, kicked the props out from under the advocates of slavery and, probably as much as any one, set the stage for the Civil War.

When the Missouri Compromise was repealed in 1854, the North was convinced that Kansas and Nebraska would be doomed to slavery and the whole country placed under the domination of the "Black Power" for centuries.

Eli Thayer was a Worcester representative to the State Legislature in 1853 and 1854.

He envisioned a vast colonization scheme that would flood the new state of Kansas with free men from the East to crush slavery.

At a meeting in Worcester City Hall on March 11, 1854, Thayer presented his plan for the first time. "There was no more doubt in my mind from that time," he said later.

The New England Emigrant Aid Company sent about 5000 New Englanders, joined by others, into the state. They founded Lawrence, Topeka, Osawatomie, Boston, Hampden and Wabaunsee, Kansas.

Many residents are descendants of Worcester men who were wildly hailed on their way west. They traveled with tight jaws and enough weapons to protect them in scuffles with "border ruffians." Kansas was made a free state in 1861.

"The State of Kansas should be named Thayer," said Charles Sumner, statesman, in 1857. "I would rather accomplish what he had done than have won the victory at New Orleans."

The London Times called the emigration “the greatest American movement of the age.”

Mr. Thayer was elected to Congress. An inventor of importance, he thought up an hydraulic elevator, sectional safety steam boiler and automatic boiler cleaner. A real estate developer and an educator, he built Oread Castle, pioneer female seminary.

Kansas street-from Sherman street northwest to Riley street-invokes a great crusade for freedom, sparked in Worcester and here given its greatest support.

It first appeared as “Kanzas” street in 1857.

KEESE STREET

Also EARLE, EDWARD AND NEWPORT STS.

He was of a remarkably nervous, sensitive organization and espoused public and social reforms with great vigor, taking advanced aggressive ground in support of anti-slavery, temperance and woman suffrage," wrote the Gazette on Oct. 3, 1881.

The newspaper was discussing Timothy Keese Earle who was the largest manufacturer of card clothing in the United States.

Mr. Earle, a native of Leicester, came to Worcester at 16. He went to work for his uncle Silas, who was a pioneer in the business.

A Card in the weaving industry is a perforated board, or plate, in a "dobby" or a Jacquard loom for operating successive combinations of wires which move the warp threads.

In 1842, Earle branched out in Worcester with his brother, Edward, as T. K. Earle & Co.

In 1857, they built the largest card clothing factory in the country. For many years, Mr. Earle was a minister in the Quaker faith. He was a member of the Worcester School Board for several years: a frequent candidate of the Prohibition party for lieutenant-governor, senator and mayor.

He built an elegant stone mansion on a Worcester hillside over looking the city where he had founded his fortune.

The last of four brothers, Earle became ill of tuberculosis and took to his bed.

A few months before his death, he decided to be his own executor and divided his entire estate –about $400,000 – among heirs and charitable associations.

He told visitors: "I haven't a cent in the world!"

Keese street, named for his middle name in 1885, runs from Grafton street east.

Earle street in 1857, was named for his brother, as was Edward street. Newport street also has an Earle derivation. It was so named because Mrs. Edward Earle was born there.

KENDALL STREET

For nearly 15 years, up to the time he died at 59 on Oct. 2, 1847, Joseph G. Kendall was clerk of courts.

He knew every counselor of law who trotted into the Court House carrying a green bag, a sign of his office. When the session opened, Mr. Kendall administered the oaths and put the jurors upon the panel.

He read the documents "in his own natural tone of voice," recalled a later historian.

Mr. Kendall was a highly-respected citizen of Worcester who minded his business carefully and could name no man as enemy.

In his own, quiet way he enjoyed life; was charter trustee of Worcester County Horticultural Society which was founded Sept. 19, 1842, and a member of a distinguished body of flame dousers – the Worcester Fire Society.

He was born in Leominster, was graduated from Harvard and became a Leominster lawyer.

In 1828 he was elected representative to Congress and re-elected two years later. In 1833 he received the appointment as clerk of courts and moved to Worcester.

When the first train came to Worcester on July 4, 1835, Christopher Columbus Baldwin, a fellow boarder and Antiquarian Society librarian, asked him along in his wagon. They drove to high ground.

The train was late; it was hot and Baldwin suffered from the sun, he recorded in his diary.

"Mr. Kendall left the wagon and sat under the shade of a tree. When the cars came in sight, my horse took fright … when he was so far recovered as to permit me to look around, the train of cars had reached their destination!"

The death of Mr. Kendall was announced at the beginning of the Court of Common Pleas session. Court immediately adjourned for the day.

“He was one of the most honored and beloved citizens, a man of good talents, of refined and cultivated taste, and of uncommon purity of character,” wrote the Massachusetts Spy on Oct. 6, 1847.

When Kendall street was laid out shortly afterward, it was named in his honor, first appearing in 1849. It runs from Lincoln street east to Hooper street.

KILBY STREET

Also BEACON ST.

When General Marquis Marie Joseph Paul Roche Yves Gilbert Motier de Lafayette (Ret.) paid a visit to Worcester in 1824, the County threw every soldier it could find into the reception.

The first brigade of the State Militia galloped out to West Boylston Common to bring him in. As Lafayette passed through Bolton, he got a cavalry escort. In Bolton, he picked up the additional escort of two companies of light infantry.

At West Boylston, another company of cavalry, Capt. James Estabrook commanding, clattered out proudly to join the rest.

Capt. Estabrook-later Colonel-was born in Holden and came to Worcester in 1829. He became a grocer in partnership with Gen. Nathan Heard-a Brigadier-General in the Militia-on Main street, nearly opposite the Court House.

In 1840, Col. Estabrook became assistant chief of the Fire Department. Later he left Worcester and went into the real estate business and made a fortune. He became a director in the Peoples Mutual Fire Insurance Company; alderman in 1848-49 and county sheriff in 1851-52.

When two streets on his property were pushed through, he remembered two graceful Boston streets-Kilby street and Beacon street; transplanted the names to Worcester.

Kilby street, which first appeared in the directories in 1857, reaches from Main street southeast to Tainter street.

Col. Estabrook died at 77 on May 16, 1875.

He left a son, James E. Estabrook, who became a Colonel in the Civil War on the staff of Gen. Devens; postmaster from 1887 to 1891; president of the Common Council 1874-75; state Representative; member of the School Committee; director of the Worcester Public Library.

Col. Estabrook was chairman of the Democratic City Committee and the County Committee; attended Democratic National Conventions for 20 years.

He died at 86 on March 11, 1915. The newspapers said that “one of the old Democratic war horses” was gone.

KING STREET

There's no royalty in King street.

Samuel H. Colton, born in Longmeadow in 1804, came to Worcester as co-publisher of the Worcester Spy with John Milton Earle. Earle had bought the paper from the heir of Isaiah Thomas, who first brought it to Worcester from Boston.

Associated with Mr. Earle in the purchase in 1823 was Anthony Chase. Mr. Colton joined them in 1825.

Samuel Colton had married Anna Earle of Leicester. She died soon after the marriage. His second wife, whom he married in 1843, came from Flushing, Long Island. She was Ann King, daughter of a London banker, John King.

For her King street was named in 1851. It runs from Main street northwest to Chandler street.

There is a popular belief that Mr. Colton named Queen street to match, and a street that intersects both, Prince street.

But Prince street was changed to Jaques avenue to honor George Jaques, benefactor of City Hospital. Part of Queen street was renamed Kingsbury street, the family name of Rev. George Allen's mother.

Rev. Mr. Allen, a Worcester native and Congregational preacher, was a noted scholar, who died in 1883. His life-time library, considered one of the best representative libraries on New England theology, was bought for the Worcester Society of Antiquity after his death. It included 2300 volumes and 2000 pamphlets.

KING PHILIP ROAD

“I am determined not to live till I have no country!”

With these words, Metacomet, sachem of Poconokets, son of Massasoit, sachem of Wampanoags, began a holy war of extermination against all New England settlers.

He was better known as King Philip.

King Philips’ war raged for a year and drew a wide trail of red and white blood. It came close enough to achieving Metacomet’s objective so that settlers started nervously at mention of his name.

A master strategist, an able leader, a tireless fighter, the sachem sought to ally all Indians into the great war of extermination.

He sought the camp fires of Penobscots in Maine, lit and sucked the war pipe among the Narragansetts. The fierce young braves of the Podunks from Connecticut rallied about him, the Nipmucks, the Nashuas and his father’s people, the Wampanoags.

Most Massachusetts Indians honed their tomahawks. Only the Praying Indians, who had turned into devout Christians, refrained.

One night in July, 1675, King Philip appeared before the Nipmucks on Worcester’s Pakachoag Hill.

Smoke talk probably puffed to the other two Worcester tribes, on Asnebumskit Hill in Tatnuck, and on Wigwam Hill, along the western shore of Quinsigamond, as an invitation to hear King Philip.

When Philip went west that early morning, he was accompanied by Horrawannonit, or Quiquonassett, sagamore of Pakachoag, also know as Sagamore John.

With their leader went the young braves of Worcester’s largest Indian settlement – in war paint.

One of them, Matoonus, shed the first blood in the war at Mendon.

A year later, Sagamore John surrendered with 180 of his followers; showed "repentance" by shooting Matoonus, who was tied to a tree in Boston Common.

King Philip was shot by a Seaconnet Indian at Mount Hope on August 12, 1676.

They cut off his head and quartered the body. At Plymouth the head was stuck on a pole for more than 20 years.

King Philip road, running from West Boylston street east to Burncoat, is named after one of America's most famous Indians. It was named in 1914. Part of it had previously been called Fair View terrace.

LAFAYETTE STREET

On that first visit to Worcester in 1824, Lafayette rode in a black carriage drawn by four snorting gray horses.

True, it was nearly 50 years after the Revolution, but the city hadn't forgotten. Attics and trunks were combed for miscellaneous uniforms and equipment which Worcester patriots had worn in the war. They turned out to line the streets and welcome a hero.

Residents leaned from bunting-draped windows, fluttering handkerchiefs. Huzzas, resounding cheers and applause greeted Lafayette, now an elderly man.

Lt. Col. Samuel Seward led the escorting guard of honor. The procession stopped in front of Gov. Levi Lincoln's home, where speeches were made. Later they went inside, where the General and Governor stood side by side to receive callers.

Lafayette came again the following year- this time for coffee. His coach clattered in from Albany and stopped at 2 a.m. in front of the Exchange Coffee House. Grooms swarmed about the carriage to change horses.

Lafayette went inside for breakfast, came out soon after to resume his trip to Boston to attend laying of the cornerstone of Bunker Hill monument.

When a new street was opened about this time, memory of his visit was still fresh and Lafayette street was named for him in 1853.

It reaches from Millbury street west to Southbridge street.

LAUREL STREET

Also CULVERT ST.

"How shall the city be supplied with pure water?" asked Mayor Isaac Davis of Worcester in his inaugural speech on Jan. 4, 1858.

He answered himself: "Almost every citizen can procure good pure water at this own door, by digging 15 or 20 feet."

Through 428 miles of piping under Worcester streets today course more than seven and a half billion gallons of water each year. Were he alive today, Mayor Davis would call it a miracle.

But the miracle was made by man. Earlier Worcester residents weren't able to turn a tap in kitchen or bathroom. There weren't any taps. There wasn't any water. And come to think of it-there weren't any bathrooms.

Settlers, of course, dug wells or used natural springs. Settlers seldom bathed. There was a theory that too much water was bad for complexions. The theory was most popular in Winter.

Worcester's first water supply can be traced to March 2, 1798, when the Legislature authorized Daniel Goulding "to conduct water to subterraneous pipes from a certain spring in his own land…for the accommodation of himself and some other inhabitants…"

Until 1845, this was the only source of water supply other than private well or spring. In that year, Worcester Aqueduct Co. was formed to supply water from Bell Pond. The city purchased the rights and property three years later; began to extend the service.

The supply often failed. Whenever a fire broke out, consumers could tell. Their water wouldn't pour. Drought once stopped the entire supply.

More private companies then were formed. Ethan Allen laid pipes under parts of Lincoln and Main streets. The Rice Aqueduct supplied part of Grafton and Franklin streets. Paine Spring Aqueduct in 1863 watered 125 families and shops on Summer, Main, Thomas, Union and School streets.

Laurel street, running from Eastern avenue west to Summer street, first appeared as such in 1847. Before that it was Culvert street-taking its name

from a culvert over a picturesque brook that trickled down a hill and was piped for water supply.

The first hydrants were built about 1845, using Bell Pond water. On Jan. 7, 1846, at 8 a.m., someone yelled “Fire!” Flames began to flare from Myrtle street.

“The Fire Department brought their fire engines to the spot with their accustomed promptness,” stated the first annual report of Worcester Aqueduct Company in 1846, “but they found themselves mere spectators of the unaided success of a new rival in their vocation.”

LAWRENCE STREET

A Worcester street and a Kansas city honor the same man. Amos A. Lawrence was a prominent and prosperous Boston business man whose ideals remained unsmirched by his fortune.

"Mr. Lawrence was an anti-slavery man, heart and soul," declared the Boston Advertiser on Aug. 23, 1886, the day following his death.

Amos Lawrence was born in Boston in 1814; was graduated from Harvard in 1835 and began his business career on a high stool in a counting house in 1837.

When commercial concerns began to topple in the depression of that year, Lawrence went into business himself as a commission merchant.

Successful, he enlarged his operations; went into textile fabrics. Then he inherited considerable money from his father, part of which was in cotton manufacturing concerns. These Lawrence continued. He later established knit goods and worsted mills.

His father also left him a large tract of land in Wisconsin known as the "Williams Grant." Lawrence added to this and founded Appleton, Wisconsin.

But he achieved his greatest fame when he wholeheartedly subscribed to a Worcester man's plan to settle Kansas as a free state. Eli Thayer found in Lawrence the perfect treasurer for his New England Emigrant Aid Company.

The company spent about $140,000 in winning its objective. Lawrence was easily the largest subscriber. Lawrence, Kansas, one of the first towns founded in 1857, was named for him.

In Boston, Lawrence held many positions as an officer, president, director and trustee of savings banks, trust companies, insurance and steamship companies, manufacturing concerns, charitable, religious an educational institutions. He was a treasurer of Harvard University.

He died on Aug. 22, 1886, at his Nahant summer home.

Among the mourners at his funeral was a woman whom nobody knew. She had come from Lawrence, Kansas, as a delegation of one.

Lawrence street first appeared in 1871. It stretches from Kansas street west to D street.

LIBERTY STREET

In its 234 years of existence, Worcester, Massachusetts can boast of no brighter achievement than its flight to rid the nation of slavery.

During the 1700's, Worcester had a small number of slaves. The Chandlers had them; the Paines, Putnams and others of wealth.

Free Negroes were also residents of Worcester. "Will, a mulatto," is inscribed among the grantees of the town. When Capt. Timothy Bigelow roused his Minute Men on Worcester Common to march against the British, one of his fighting patriots was a Negro.

On May 18, 1767, Worcester instructed Joshua Bigelow senior, its representative to the General Court, "to obtain a law to put an End to that unchristian and Impolitick Practice of making Slaves of the Humane Species in this Province…"

As the slavery issue began to bubble and boil, Worcester began to fret and fume.

A convention met in the Court House in 1819 to oppose admission of Missouri into the Union as a slave state. A petition against slavery was heartily signed by 80 Worcester County clergyman in 1838.

Anti-slavery groups sprang up, sparked by such militant anti-slavers as Stephen and Abby Kelly Foster. Great Worcester orators and statesmen, whose challenging words echoed throughout the nation, flung javelins of disruption into organized politic.

Edward Everett Hale, Eli Thayer, Charles Allen, Thomas W. Higginson and many others helped force the issue to a head.

Allen blew the following blast as a National Whig Convention in Philadelphia: "No candidate can receive the electoral vote of Massachusetts who is not publicly known to be opposed to slavery."

Escaping Southern Slaves were carried through "underground" stations to freedom in Canada. Worcester was part of the chain.

On the east corner of Cascade road, near Tatnuck square was Liberty Farm where slaves were hidden. There were other places.

When Deputy Marshal Asa Butman came up from the South to arrest William Jenkins, a colored resident, Butman was almost mobbed to death.

Some of the escaped Negroes settled on what is now Liberty street. It was given its name about 1847. It extends from Belmont street south to Arch street; commemorates the time Worcester got fighting mad about an injustice to humanity-and did something about it.

LINCOLN STREET

Also WINSLOW and MERRICK STS. & ABRAHAM LINCOLN

In the twilight of a distinguished lifetime, the eyesight of Levi Lincoln, Sr., of Worcester began to dim.

Riding along Lincoln street in his carriage toward his farm, he met a man smooshing a large flock of geese. Their white heads bobbed every which way.

Mr. Lincoln mistook them for children. Flinging out a handful of small coin, he said: “Bless you, my children!”

The Lincoln family is one of the most remarkable in the history of Worcester.

Levi, Sr., began as a blacksmith, went to Harvard and planned to become a minister. But he heard John Adams speak and decided to go in for law. When the Revolution broke out, Lincoln volunteered and served with the Army in Boston.

In Worcester he practiced law in 1775, became a judge of probate and delegate to the convention that framed the Massachusetts constitution. Honor after honor followed-State Legislature, Congress, attorney general under Jefferson, state councilor, lieutenant-governor and finally governor.

His son Levi, Jr., went to the State Senate at 30; became a speaker of the House of Representatives; lieutenant-governor; associate justice and then governor for nine years. Later he went to Congress and in 1841 became collector of the Port of Boston.

Another son William, was a Worcester historian, a magazine and newspaper writer and editor. In 1835, he represented Worcester at the General Court and as a member of the Judiciary Committee.

Another son, Enoch became governor of Maine.

It would take a lot of type to tell the whole story of this distinguished family. They were descendants of Samuel Lincoln who settled in Hingham after 1628.

Abraham Lincoln came from the same family.

Lincoln street, one of the city's important arteries, was the great stagecoach route to Boston in the old days. Appearing about 1722, it runs from Lincoln square northeast to Shrewsbury.

Two other streets honor Lincoln family names. They are Winslow street and Merrick street. The later was named for the wife of D. Waldo Lincoln.

LODI STREET

Also LAMARTINE, LAFAYETTE, LANGDON, LUNELLE STS & ISLAND

Five Worcester streets in the same area named by one man begin with the letter L.

They are:
Lodi street-for the bridge of Lodi.
Lamartine-for a famous Frenchman.
Lafayette-for the French general.
Langdon-a name in a poem by Whittier.
Lunelle-for Lunelle Sargent, who once lived there.

The streets are in the region west of Millbury street known as the Island. At one time Mill Brook surrounded the area, giving it its name.

Perry Thayer was a prominent Worcester resident for 40 years.

He ran one of the largest milk routes for about 10 years; had 125 cows.

After retiring from the dairy business, he invested in real estate. He bought about 50 acres of the old Ward estate on the Island.

When the new streets were laid out, about 1857, he wanted to name them as a unit. Lodi street stretches from Lafayette street north to Lamartine street.

Mr. Thayer became successful in real estate. With Abel Prescott, be branched out in Ayer Junction building houses, factories, including a plow works.

He was one of Worcester's staunchest abolitionists and went out of his way to further escape of fugitive slaves in Canada. Mr. Thayer was also a supporter of the temperance movement.

He was a cousin of Eli Thayer.

Mr. Thayer retired in ill health. Seven months before his death, he made all arrangements for his funeral. They were "punctiliously followed," according to the Sunday Spy of Jan. 6, 1889.

Officiating was Rev. Adam Ballou, who attended 2600 funerals and was on his 2601st.

MAIN STREET

Main street was in use in Worcester as far back as 1674. That makes it the city's oldest thoroughfare.

It is still Worcester's principal street-a pulsing artery of automobiles, busses, and trucks.

At first, Main street ran only from Lincoln square to Harrington corner.

A settler walking the length of the street in those days would have seen the Common, the first meeting house, the first two taverns and two important garrison houses.

After the permanent settlement began about 1713, the street was extended south. It was relocated in 1848 by the County Commissioners.

In 1851-52, Main street was extended from Webster square to the Leicester line by Gil Valentine, city surveyor.

You'd never know it now-but nearly all of Main street at one time was lined with fine shade trees. The 1938 hurricane took many of them.

A town ordinance, passed April 7, 1783, stated: "That any person being an inhabitant of this town, who shall injure or destroy such trees so set out, shall pay a fine not exceeding 20 shillings for every offense, to the use of the poor."

Main street, depending on the weather, was a blinding cloud of dust, or a sticky, treacherous bog of mud and ruts, until it was paved.

That was in 1849.

Main street like all Main streets everywhere-takes its name because it was the main way, or thoroughfare.

MASSASOIT ROAD

Even the settler who coined the phrase-"The only good Injun is a daid Injun!" might have allowed Massasoit was an exception.

"This chief has never had full justice done to his character," said General Fessenden, of Civil War fame.

Massasoint-meaning great chief-was grand sachem of the Wampanoags. At one time he ruled over all of Massachusetts and Rhode Island between Massachusetts and Narragansett Bays.

In 1621 the Indian chief was described by Drake as a "very lusty man, in his best years, an able body, grave of countenance and spare of speech."

Some historians have claimed were it not for Massasoit the Plymouth Pilgrims would have perished altogether of famine and the cold.

It was Massasoit who welcomed them, advised them how to meet the rigors of the weather, gave them food, sold them land, showed how to cultivate the strange grains that Indians grew.

Probably because of Massasoit, the Pilgrims had few difficulties with Indians.

More suspicious historians have pointed out that Massasoit had no choice but to be friendly. Nearly all his people were decimated by an epidemic-probably yellow fever-which raged a few years before the Pilgrims came.

"Thousands of them dyed," wrote Governor Bradford, "they not being able to burie one another," and "that their sculls and bones were found in many places lying still aboe ground, where their houses and dwelling had been; a very sad specktacle to behould."

In 1623, Massasoit sent word to the English that he was dying. John Winslow and others went to see him, brewed him a soup, which helped, then nearly killed him by stuffing him with a fine, fat duck which Winthrop shot.

"Now I see the English are my friends and love me," exclaimed Massasoit, "and whilst I live, I will never forget this kindness they have showed me!"

He kept his promise.

Massasoit was the father of King Philip, who finally unleashed the great war that smashed the power of the Indians in New England.

Massasoit road, running from Grafton street south to the Millbury line, honors a great Indian chief. It was named in 1910.

MECHANIC STREET

Also GUINEA ST.

"Mechanic street was a fitting name in recognition of the artisan class, the worker in wood and metal, who have given our city its industrial strength and fame."

So said Rev. S.D. Hosmer in 1890 before the 216th meeting of the Worcester Society of Antiquity.

Mechanic street is an old road from Main street east to Foster street. It was first laid out in 1787. Its present name came about 1829-after the factories began.

In the early days, a meadow touched at Mechanic street at one or two points. Toward the eastern end of the street beavers had built a dam which flooded the meadow.

The shallow waters froze easily, making an excellent skating rink. Youngsters and oldsters whizzed between Main, Summer, Mechanic and part of School streets.

At another meeting of the Society of Antiquity, Major F.G. Stiles read a paper on how Mechanic street was in1840.

"In those days," he said, "the boys always used to stop, take off their hats and make a respectful bow to older persons whom they met on the street."

The street had a considerable Negro population at one time and was unofficially known as Guinea street.

The industries have all but vanished as Mechanic street becomes more and more an extension of Main.

MILITARY ROAD

Also HIGHLAND MILITARY ACADEMY and ACADEMY & METCALF STS.

On a plateau at Salisbury street for 56 years before 1912, stood Highland Military Institute.

It was opened Oct. 5, 1856 by Caleb B. Metcalf, a former principal at Thomas Street Latin School.

At first the academy could accommodate only 16 boarding and 20 day pupils. But when the Civil War came in 1861, a large building was put up with library, armory, hospital assembly, recitation, "philosophical and chemical experiment rooms." It could hold 85 cadets.

Seven years later a hall, 150 by 50 feet, was erected for horseback exercise and drill indoors. The academy now took only boarding pupils.

Among them were many who became prominent in Worcester, such as Levi Lincoln.

Military ceremonial at the Academy included firing of a sunset gun and hauling down the colors.

When the war came, 150 who had drilled there marched to battle. Seven lost their lives.

The most famous graduate was Willie Grout. He is honored by Willie Grout Camp, Sons of Union Veterans of the Civil War.

During the first engagement of the Fifteenth Regiment, commanded by Worcester's Gen. Charles Devens, at Ball's Bluff, Oct. 21, 1861, Lt. Willie Grout was shot while trying to escape from the enemy.

Few of this generation have heard of the "Vacant Chair" by Henry S. Washburn. It was a poem commemorating Willie Grout's bravery. At one time it was one of America's most popular ballads.

For Highland Military Academy and its staunch young cadets, Military road was named in 1914.

Academy street was named from the same source and Metcalf street, of course, for the founder.

MILL STREET

Also SPEEDWAY AND LYONS POND

The widest street in Worcester is Mill street. For a half mile it stretches out to a 150 foot width-the Speedway.

Mill street had two golden periods-the days of the mills and when the horses raced for glory.

Coes Pond, adjacent to Mill street, has a natural look, but is an artificial pond. Tatnuck Brook or Half-Way River, was the only water there in early Worcester.

As settlers settled, they sought water power to run mills-saw, grist, woolen, satinet. The brook was dammed at least seven times before the tired waters were released.

There was the Blue Mill, or Thayer's Mill. Another held back Tatnuck Reservoir. Patch's Pond, below this, had a saw and grist mill. Farther down was a woolen mill. Below this was the dam that made Coes Pond.

It was first called Lyon's Pond because the Lyon family owned a large farm on the east side. Part of the land was bought by the Coes brothers. They threw a dam across Tatnuck Brook in 1865.

Worcester was a great horse town when the animal was king of the road. For 35 years, sportsmen raced their mounts on Main street, from May to Chandler, and from the late 1870's to about 1906, on Park avenue.

Mill Street Speedway was built for horse racing. For years it was the main attraction in Worcester, especially in Winter.

Here business men were drawn for fast brushes in matinee races. Here under the taut reins of expert drivers hurtled Peeler Patron, pacer, one of the best side-wheelers on the snowpath; Cozad (1.10¼), always fighting for the best of the race; Laundry Boy, full of trot all the time and the gray mare, Jeannette, a good goer.

Ransom C. Taylor, Charles G. Washburn, Dr. E.E. Frost, Dr. Edward H. Kendrick, Frank L. Allen, F.B. Knowles, E.S. Pierce and many others made their mark-and left.

Demon drivers in electric runabouts and later models using flashboilers smoked up the Speedway at 20 miles the hour. But auto racers wanted thrills with hills.

"Dead Horse Hill"-between Leicester and Worcester-became the chosen course. Mill street became popular with beginning drivers. Bucking vehicles, foolishly halted at wrong intervals; storming husbands and weeping wives at the wheel are still a frequent sight.

Mill street-running from Main street northwest to Pleasant street-first appeared as such in 1851. It takes its name, of course, from the early mills in that section.

MILLBROOK STREET

Also BIMELEK BROOK AND YE NEW ROAD

Following Winter snowstorms, tons of snow picked up in mid-Worcester are dumped into manholes at Lincoln square, Harding and Union streets.

It drops with a frozen "sloosh" into the city's largest underground sewer. Once the sewer was the Blackstone Canal. Before that the Blackstone River. Before that Swift River, and in older documents, Bimelech, or Bimelek Brook.

In its upper reaches, the stream was known as Fort River, because of the fort on the west bank between the easterly ends of Otis and Lexington streets. In the vicinity of Chadwick square it was called Danson's Brook, because George Danson owned that tract and water rights as far as North Pond, or Indian Lake. The branch there is called Weasel Brook.

Danson's brook is also Mill Brook-a historical stream in Worcester. The principal ford across it was at Lincoln Sq. There was the first important civic center; the beginning of early industry and trade.

There the first mills were built to utilize water power. Men fought for the rights to it.

At one time beavers built a dam across the lower stream near Front street, flooding the whole meadow that stretched between main street and Back street, now Summer street.

Millbrook street was laid out in March of 1748. The town voted to make the way "three rods wide commonly known and called ye New Road, land being left by ye proprietors for ye same beginning at ye corner of Lieut. John Fisk's fence by his Sider mill… Until it extends to Danson's Brook…until it extends to ye lane leading to the dwelling house of Stephen Sawing."

Ye New Road now runs from West Boylston street east to Burncoat street.

MOEN STREET

When Philip Louis Moen died April 23, 1891, at 66, the Worcester Spy gave four and half columns to his funeral alone.

The fabulous Moen he could have been called. He left an estate of several million, and a reputation as a great industrialist.

Moen was born in Wilna, N.Y., Nov. 13, 1824. He worked in a hardware store there. In 1846, he married the daughter of Ichabod Washburn of Worcester, founder of the American Steel & Wire Co.

Moen became clerk in the company; in 1850, a full partner under the name of I. Washburn & Moen. In 41 years, he stretched the wire-drawing and rod-rolling concern into the world's biggest.

"He has rare ability over finances, a department of the business for which I never had the taste or the inclination," confessed Deacon Washburn in his diary in 1866.

Moen had a light, almost sandy complexion, well-rounded features, white hair and a full, curling white moustache. He wore gold-bowed spectacles.

He became a member of the School Committee; deacon in Union Savings Bank, Home for Aged Women, Memorial Hospital, Worcester Polytechnic Institute, Y.M.C.A; director of State Mutual Life Insurance Co., Worcester Public Library and president of the Common Council.

He shock staid Worcester by paying Waldo Session $3000 for a pair of black coach horses.

When Moen died, many Worcester industries closed shop; church bells tolled; banks and insurance companies locked doors. As the funeral procession moved toward Rural Cemetery, 2400 employees of the North and South Works of his concern lined both sides of the street.

"The casket was of red cedar, covered with black broadcloth and lined with cream cashmere. All the trimmings were of oxidized silver and the handles of block silver. It was what is known as a state casket and was magnificent in its absolute simplicity," described in the Spy.

The son, Philip W. Moen, who died in 1904, succeeded his father as head of the wire works. He had studied metallurgy in Sweden; brought over a number of steel experts who formed the vanguard of Worcester's great Swedish population.

Moen street-from Garden street north to Henchman street-first appeared in directories in 1911. It honors the Moen family and what the newspapers called "a great captain of industry."

MOHAWK AVENUE

The war with the Indians officially ended when the head of King Philip was sliced from his body and stuck on a pole in Plymouth.

But 27 years later, the settlers still had their rude log garrisons in Worcester and the chilling cry "Injuns!" was still heard.

It was no longer the Nipmucks, Narragansetts, Podunks, Nashuas and Wampanoags. Most of these were dead, or had fled to Canada or the West.

It was the fierce Mohawks from the state of New York, who with the Oneidas, Onondaguas, Cayugas and Senecas made up the Five Nations of the great Iroquois Confederacy.

The warriors of the Five Nations dearly loved to tear scalps. The farther away the better. They penetrated as far as the Penobscot River in Maine and south to Connecticut. They had been doing it for years.

Many of the Massachusetts tribes fought against each other. But all lived in dread of the visiting raiders.

The Mohawks got all the blame – one of the penalties for establishing a reputation as man eaters.

The route the war parties followed over the Berkshires is now the Mohawk Trail.

When they reached enemy country – and in this section that meant anyone with hair – they broke up into small raiding groups.

On Aug. 23, 1696, the redskin commandos attacked the cabin of Goodman Levenz of Oxford, killing him and his three children. A Mr. Johnson walking innocently along to the place was shot on a trail.

These Mohawks, during the American Revolution, were staunch allies of the British. Their bitter, skillful guerilla warfare against the American colonists unquestionably cost hundreds of lives and prolonged the war.

Mohawk avenue, running from Clover street south to the Auburn line, honors their memory; first appeared in 1891.

It's another one of those things…

MONADNOCK ROAD

Near the southwest corner of New Hampshire, 10 miles southeast of Keene, a mountain rises 2186 feet above sea level. The base takes in eight miles.

It is called Monadnock-from the Indian meaning "place of the surpassing, or unexcelled mountain."

Strangely, there is little Indian lore connected with it. Possibly the redskins avoided it-fearful of the gods which moaned against its bald rock..

Early settlers near the mountain used to call it their "almanak"; could tell coming weather by absence or presence of vapors.

"A storm is preceded for several days by a roaring of the mountain, which may be heard 10 or 12 miles," wrote Jeremy Belknap in 1792.

It wasn't always written Monadnock. References list it as "Great Manadnuck," "Grand Wanadnock," "Wannadnack Mt.," "Grand Manadnuck," "Meorgnuck" and "Wahmodmaulk!"

Except for the King's decree in 1740, the mountain might have been in Massachusetts, instead of about 10 miles north.

There was a boundary-line dispute in the 18th century growing out of the exact course of the Merrimack River.

Legends have it that Monadnock wasn't always bald and settlers wrote of great fires that once rimmed the mountain by night.

They also believed the mountain was the stronghold of wolves. About 1795, Fitzwilliam and Jaffrey, N.H., were plagued first by bears, then by wolves, which tore at their sheep. Mr. Spaulding complained of losing 16 in one night.

Then every able-bodied man and boy seized a rifle and set out to destroy wolves, stronghold and all. They climbed Monadnock and found an old bear, two bear cubs and four foxes. They shot them all with the exception of one cub. The cub got even by biting off the thumb of a youth who carried it.

Emerson, Thoreau, Whittier, Sanborn, Holmes, Lowell, Channing, Hawthorne, Robinson, Lord Dunsany, Mark Twain, Kipling and others have written about the mountain.

Geologists find its rocky crest and shoulders full of interest-refer to it as made of a syncline in andalusite-fibrolite schist.
Grand Monadnock pays no attention to their inquisitive hammer-pecking; continues to loom grandly and placidly-probably aware that it is perfectly visible on a clear day from the State House dome in Boston.

Worcester honored this stone monarch with a street in 1898. It runs from Salisbury street northeasterly to Whitman road.

MOTT STREET

Also QUAKERS, PENN AVE., BARCLAY, CLARKSON , BERKELEY & COLTON STS.

Whenever Lucretia Mott at a wedding heard the clergyman say: " I pronounce you man and wife," she would utter "Husband and wife!"

A clergyman in Philadelphia once asked her why. She explained that "man and wife" left the wife " a mere appendage"; that all the clergyman was required to do was to pronounce the new relationship-husband and wife."

"I was impressed with the reasonableness of this," said the clergyman later, "and although I marry several hundred couples, I never again pronounced them man and wife."

Lucretia Mott, a Philadelphia Quaker, and Elizabeth Cady Stanton, are credited as pioneers in emancipation of women from the kitchen to the voting booth.

Lucretia was one of the principal speakers at the first National Woman's Rights Convention held in Brinley Hall, Worcester, on Oct. 23, 24, 1850.

The convention was called to "discuss the questions of woman's rights to equality before the law to life, liberty and the pursuit of happiness."

This meeting led to agitation which swept throughout New England and crossed the ocean to old England, where women took up the cry.

Lucretia's interest in female suffrage began while she taught in a Quaker school at Nine Partners, near Poughkeepsie, N.Y.

Because of her sex, she got half as much as men doing similar work.

Insults, raw humor and discrimination followed her in the early days of the struggle.

When Lucy Stone, another suffragette, went to Malden to speak, a clergyman announced the proposed meeting from the pulpit: "This evening at the Town Hall, a hen will attempt to crow!"

Lucretia persisted; won her battle; got newspapers to refer to her as "the world-renowned Quaker, Mrs. Lucretia Mott."

Mrs. Mott's motto was: "Truth for authority-not authority for truth."

Mott street, which runs from Coral street to Barclay street, honors a battling Quaker. It was named in 1868.

Several other streets are named for famous men associated with Quakers.

Penn avenue honors William Penn. Barclay street is for Robert Barclay (1648-1690), a Scottish Quaker associated with Penn, who wrote a book of Quaker tenets.

Clarkson street is for Thomas Clarkson (1760-1846), English abolitionist, who wrote a book about Penn. Berkeley street honor George Berkeley (1684-1753), English bishop and metaphysical philosopher, whom Quakers admired.

Colton street honors Samuel H Colton (1804-1875), Worcester publisher, insurance broker and city official. He did much for agriculture and horticulture in Worcester County.

MOUNTAIN STREET

"Gentleman Johnny" Burgoyne had a magnificent army. It mustered 7863 men, 42 guns, 400 Indians.

On Nov. 4, 1777, the army-500 men, no guns, no Indians – straggled through Mountain street, Worcester.

Local records are vague on whether the troops were going to or coming from Rutland.

The Continental Government had selected the site as a safe encampment for prisoners against wishes of the Rutlanders.

When they refused to sell wood or other materials with which to build barracks, the Government threatened to confiscate it.

"The inhabitants could scarcely turn their eyes without seeing Red Coats marching in every direction," wrote Jonas Reed, a Rutland historian.

On their march through Mountain street, legend has it some prisoners dropped chestnuts on the dirt road, not far from Burncoat street.

From the nuts sprang a clump of trees. Early in Worcester history they were called the Burgoyne chestnut trees. They died of the chestnut blight which killed all similar trees in New England.

Mountain street is one of Worcester's earliest roads. It was part of the Sixth Massachusetts Turnpike. Through it you could get to Boston from Amherst.

Before getting its present name in 1851, it was known as the Holden and Shrewsbury turnpike. The Summit splits the West Boylston or eastern end, from the Holden, or western end.

"It was so hilly as to be famous in the days of the stage coach," wrote an anonymous Worcester historian.

On the turnpike, near the Shrewsbury town line, David Bigelow dispensed hospitality and rum flips in an inn built in 1773. He was a brother of Timothy Bigelow, colonel of the 15th Massachusetts Regiment, Continental Army.

Chances are tavern keeper Bigelow came out to stand under a towering elm, folded his arms across his broad stomach and stonily watched the Red Coats pass.

Chance are that the troops cast envious eyes at the tavern sign and licked their thirsty lips and swallowed a deep swallow.

There’s a great deal that history doesn’t tell.

MOWER STREET

Ebenezer Mower of Tatnuck died Feb. 14, 1861, aged 100 years and four months. A month after reaching 100 he voted for Abraham Lincoln at the November town meeting in 1860.

Looking over his life from the century vista, Mr. Mower must have remarked more than once, “Those were the exciting years.”

When he was three his parents brought him to see the raising of Old South Church.

When he was 15, he saw an express rides gallop into Worcester just before noon of April 19, 1775. Spurring his exhausted white horse, the rider shouted down the main street:

“To arms! To arms! The war is begun!”

Flanks heaving and the white of its eyes showing, the mudstained, spur-scarred horse collapsed of exhaustion. Another horse was brought on the run. The express rider leaped into the saddle and was off again.

The bell began to ring. Cannon boomed. Runners leaped over paths and muddy streets shouting the news.

Within an hour the Minute Men, their powder horns flying, were assembling on the Green, as Capt. Timothy Bigelow shouted out the orders.

That day the Minute Men, 110 strong, marched to war.

Ebenezer watched them go. When others began to “jine” up, he may have had the feeling, too. But his father was a Royalist – and the sons of Royalist did not run to join the forces of George Washington.

Mower street, named in 1851, runs from Pleasant street northwest to the Paxton town line.

MULBERRY STREET

There isn't a live silkworm in Worcester today.

In the early 1800's there were thousands. Worcester had them, Millbury, Southbridge, Uxbridge, Oxford and many other Worcester County towns.

The story of how Worcester tried to raise silk is not to be found in history books.

From 1824-1844, Congress appointed a number of committees to investigate a silk industry. The Treasury watchdogs were disturbed. In May, 1825, we imported $610,271,527 worth of silk – exported only $5,417,997 in foodstuffs.

Prominent men – including Worcester's Gov. Levi Lincoln – saw no reason why America couldn't raise its own silk. Massachusetts encouraged it with a bounty.

Between 1836 and 1843, the state paid out $9626.33 in bounties.

A law passed April 7, 1835 by the Massachusetts Legislature gave a bounty of 50 cents a pound for silkworm cocoons.

On April 11, 1836, the law was changed to provide $1 for every 10 pounds of cocoons, or $1 for every pound of silk.

On March 31, 1839, the law was revised to pay $1.50 for every 10 pounds of cocoons.

Among the silkworm raisers was Daniel Waldo Lincoln. His cocoonery was at Linden and Elm Streets. On what is now Mulberry street were plantings of black, or white mulberry trees on which the silkworms fed.

Then came the Morus Multicaulis – a Chinese mulberry. It grew faster; its leaves were several times larger than other varieties.

Nurserymen quoted old Morus at $4 a hundred in 1834; $10 in 1835; $30 in 1836. A boom shot it to $25, $50, $100, $200 and even to $500 a hundred.

Then it was discovered that the Morus Multicaulis was not hardy enough for the North. The bubble exploded.

During the 1840's, the silkworm industry in Worcester began to shrink. Some stubborn farmers continued, but the heart was out of it.

That is how Mulberry street was named in 1845. And Dix street before it got its present name, was Silk street.

NATURAL HISTORY DRIVE

Also NATURAL HISTORY RD. AND WIGWAM HILL

"Wigwam Hill and Lake Quinsigamond promise to attract to themselves a greater Summer population than in the older days when the wild Indian roamed over the one and along the shores of the other!" wrote an anonymous Worcesterite in 1886.

Considering that the Indian population in the largest of three Worcester tribes numbered about 100, the writer's arrow was short.

Lake Quinsigamond still attracts many come high heat. But its great heyday was in the days of the high wheel bicycle, when a Model T was still a dream and the horse still held reign.

In 1884, Worcester Natural History Society – then one of the most flourishing groups in Worcester – acquired about 40 acres on the west shore of the Lake. The tract included Wigwam Hill and Coal Mine Brook.

The land was obtained to establish a Summer school of natural history to supplement work of Winter classes.

The section was named Natural History Park. Its tents were opened to the public.

Three camps were set up. One was for families. A man could leave his wife and children during the day and be with them at night. The second was for boys, under "slight military discipline." Third was a bachelor's camp. The unmarried sports could attend their clerkships during the day and be in camp at night, get a good supper, sleep like the dead in a tent, go fishing, boating and back to the city in the morning.

The Natural History Park camp flourished for years. But Boy Scouting weakened its younger membership and the automobile carried off the elders to greener grass. The tent camp folded up quietly and died like the last daisy.

Natural History drive first appeared in 1924. Natural History road, nearby, first took its name in 1927. Both are near the north end of Wigwam Hill near Lake avenue north, and are on, or near the Natural History tract, which is how they got their names.

NIPMUCK STREET

Also UMBAGOG DR., WAMSUTTA AVE., CHATANIKA AVE., & HOCKANUM WAY

Also NASHAWENA ST., WINNECONNETT RD., SACHEM ST., & SAGAMORE RD.

Also MASSACHUSETTS AVE., PENOBSCOT ST.,& MONADNOCK RD.

Also NARRAGANSETT AVE. & SENECA ST.

Worcester's settlers would rather have taken a rattlesnake to bed than tag a street on a redskin.

Time is wonderful!

Today – 235 years after the Third Settlement, when the town was planted to stay – Worcester has nearly 100 streets bearing Indian names.

Most were named without more thought than that the names were pleasant, woodsy and romantic.

There is Umbagog drive and Wamsutta avenue, Chatanika avenue and Hockanum way, Nashawena street and Winneconnett road.

Sachem street and Sagamore road – for the wise men and tribal leaders.

For the tribes – Massachusetts avenue, Penobscot street, Monadnock road, Narragansett avenue, Seneca street.

The names run swiftly from the tongue like a slap of a taut palm on the stretched skin of a war drum.

Here are the proud Algonquins, Hurons, Iroquois, Shawmuts, Delawares, Poconokets; the scalp-ripping Mohawks of the Hudson Valley, Nashaways of Lancaster, fresh ponds Quaboags from the Brookfields and Seminoles of the South.

Worcester Indians were all of the tribe of Nipnet, Nipmook or Nipmuck. Before 1620, they occupied most, if not all of Worcester County. Their exact boundaries never have been determined.

Less fierce than their powerful neighbors, the Nipmucks were a subordinate tribe, frequently forced to unwilling allegiance. All they wanted was to fish, hunt, plant corn and sit in the sun.

“The best sort of their houses are covered very neatly, tight and warm, with barks of trees, slipped from their bodies at such seasons when the sap is up; and made into great flakes with pressures of weighty timber, whey they are green; and so becoming dry, they will retain a form suitable for the use they prepare then for.”

So wrote Daniel Gookin, Indian supervisor by order of Massachusetts General Court, who wrote a book on the Indians in 1674.

Nipmuck street, named in 1913, commemorates a vanished tribe. The street – over which they plodded before it was a street – runs from Mill street, near June, east to Quaboag street.

NORMAL STREET

Also STATE NORMAL SCHOOL & STATE TEACHERS COLLEGE

They built the first Normal school of gray stone quarried from the spot on which the building rose on six acres, 688 feet above sea level, on St. Ann's Hill, then called Hospital Grove, Worcester was proud when it opened on Sept. 15, 1874.

"The main building, of the style of an old French castle, is rugged in appearance, as if built to endure rather than to adorn," wrote one local historian.

The school was established by act of the State Legislature in 1871. The object: "The thorough preparation of teachers for our public schools."

First principal was E. Harlow Russell, a pioneer in investigation of the child as a problem of instruction.

Normal school graduates, in their first few years of life among the savages, attest that the child is still a problem.

In 1880, through a plan worked out by the superintendent of schools and the School Committee, an apprenticeship plan was put through with considerable success. Another milestone in State Normal School was establishment of a four-year course in 1821 leading to the degree of bachelor of science in education.

As Worcester grew and time gnawed at the school, need for a larger and more modern structure became obvious. In 1929, the Legislature authorized a new building at a cost of $365,000.

It was completed in 1931 on property known as the Lincoln Farm at May and Chandler streets. The first students entered in January, 1932.

The old structure, deserted, remained standing until the night of June 2, 1943, when part of the second, third and fourth floors collapsed with a roar heard throughout the area.

Wrote an anonymous historian of the old school in 1886:

“The present writer remembers it with a pang, for it gathered in a goddess of his youthful worship, leaving in his small heart a great vacancy, for she was twice his age, and three time his weight.”

Normal street, tagged in 1876, pays tribute to State Teachers College at Worcester. It runs from Prospect street south to Eastern avenue.

NORWICH STREET

When the first train puffed grandly into Worcester on July 4, 1835, and returned to Boston the same afternoon, it passed the State Insane Hospital. An inmate exclaimed:

"Well, that beats the very devil; I never before saw a critter go so fast with such short legs!"

All of Worcester turned out to see the beginning of the age of steam.

"The sides of the road were lined with people for nearly a mile, all equally eager to have a glimpse of the novel and marvelous spectacle," wrote Christopher Columbus Baldwin, librarian of the American Antiquarian Society, in his diary. "The females were almost as numerous as the males."

The locomotive was a small, squat affair with a huge straight smokestack. The 11 passenger cars were stage coaches, less than 20 feet long; could hold all of 12 people at one time in two compartments.

These were entered by a side door. There was one row of seats on each side of the car. The conductors passed from one car to another on a narrow outside platform, hanging for support from an iron rod at the top of the car.

It must have been a thrilling event-watching horses rearing wildly and bolting in fright through the countryside; farmers gaping in the sun and children shrieking at the novelty.

By the time the Norwich & Worcester Railroad Company joined forces with the Boston and Worcester Railroad in 1836, the spectacle was no longer new. Even the horses were less nervous.

The wooden depot was on Foster street.

Signal for the train departure was a bell, hung in the crotch of an elm west of the depot near the hat store of Levi Clapp. This dispatching procedure was kept up for a number of years, even after the second depot was built.

For 37 years, until 1877, the tracks of the Norwich line crossed the Common on what is now City Hall Mall.

A train passed through here on Dec. 4, 1862, with about 100 Civil War deserters. Two attempted to escape by leaping from the train. A guard fired, bringing one down. He died two days later.

Norwich street, chugging in spirit from Foster street south to Mechanic street, commemorates the Norwich & Worcester Railroad; was named in 1845.

OLIVER STREET

Also OLIVER BLOOD, M.D.

When a physician's practice wasn't going too well in the early 1800's, he simply switched to dentistry.

That's what Oliver H. Blood, M.D. of Worcester did after practicing medicine for many years.

He was the son of General T.H. Blood of Sterling. After studying medicine with a Sterling physician, he went to Harvard and received his A.B. degree in 1821.

Studying with a country doctor in the early days of Worcester County medicine meant chiefly "the care of the doctor's horse, doing chores about the house, assisting the instructor in gathering and drying the herbs and simples, preparing the powders and the pills and, on rare occasions, helping in some minor surgical operation," said Dr. Samuel B. Woodward, one of Worcester's great medical men, in 1898.

Dr. Blood practiced in Worcester until 1828, then went to Brookfield. He returned to Worcester in 1831 as a dentist. He died at 57 on April 8, 1858.

Dr. Blood was in Worcester on February 28, 1854 when the physicians laid down the law to the clergyman and voted to charge them the same as other patients.

Explained an early account: "The practice has hitherto been to dose the clergy without charge, but inasmuch as the Doctors were not exempt from charges for the care of their souls, it was thought no more than fair that the clergy should pay them for the care they take of the "bodies"."

In 1832, Worcester shivered when Asiatic cholera broke out in Quebec and Montreal. "God grant that its ravages may be stayed and the American continent spared from its desolating march," penned Christopher Baldwin in his diary on June 17, 1832.

Then the following month Rasselas Harwood, a former clerk in Templeton, died in North Brookfield. He had caught a slight attack in New York, and had come to friends to avoid the disease.

Now Worcester County really took fright. Large store of camphor, bags of sand, laudanum, calomel, jalap salts and ipecac were gotten ready. Dr. Blood went to New York to see how the disease was treated there.

Fortunately, there seem to have been no epidemic and Worcester and the County relaxed.

Oliver street, which extends from Beaver street northwest to Park avenue, first took it name in 1883.

OREAD STREET

Also ALDEN ST.

The man who opened Kansas to emigration and settled it as a free state was also a great educator.

Before he was elected to Congress, Eli Thayer bought 10 acres of land on a level known as Goat Hill in the Main South district of Worcester. On it he built an imposing castle with gray walls and turreted towers. He was his own architect and supervised construction. Building material was rock hewn from the hill.

Mr. Thayer had a reputation for keeping a secret. It was only after the castle was a quarter built that he revealed the mystery. The castle was to be the Oread Collegiate Institution for women.

When it was opened on May 14, 1849, Oread was the only college in the country, except Oberlin, that admitted women. At one time Oread's enrollment was the highest of any college. It was designed for 600. Among the students was the first John D. Rockefeller's wife.

Mr. Thayer's name didn't last long. Soon everyone called it the Castle and the name stuck..

When its founder was elected to Congress, Oread celebrated by putting candles at every window.

When the Sixth Regiment passed through Worcester during the Civil War, the young women of the Institute unfurled a flag with 34 stars over the south tower "with enthusiastic greetings."

Thirty-two years after its founding, the Castle was closed, due to lack of students. It reopened for a time as the Oread Institute of Domestic Science and then the New Era Cooking School.

The structure was torn down in 1935.

Oread street, named in 1866, took its name from the castle. So did Oread place, which runs from Main street to the former school. Castle street and Valley street took their names from their location and proximity to the tip of Goat Hill.

Eli Thayer also left his mark on another street in the locality – Alden street, in honor of John and Priscilla Alden. Mr. Thayer was seventh in the line of descent.

PAINE STREET

Also STURGIS, PERKINS AND FREDERICK STS.

Timothy Paine was the Tory of the town and his wife, Mrs. Sarah Paine didn't care who knew it.

Paine was one of the most distinguished men in the Worcester area before the Revolution. He was town clerk, selectman, representative to the General Court, register of deeds, register of probate, executive councilor, among other things.

The Paines lives in a home built in 1759 at 32 Lincoln street. They entertained widely. A frequent guest was John Adams-later president of the United States.

At one famous dinner party, Paine arose. "The King!" he toasted.

Adams refused to respond.

"Come, Mr. Adams," urged a guest. "This is a private dinner party. You can give any toast you please when your turn comes."

Adams sourly drank his wine-to the health of the King.

When Adams' turn came, he sprang up, raised his glass and cried "To the devil!"

Paine was about to reply angrily, when Mrs. Paine calmed him and exclaimed, "My dear, as the gentleman has been so kind as to drink to our king-let us drink to his!"

Three thousand men marching without arms to the Common before 7 a.m., forced Paine to resign his position as His Majesty's Mandamus Councillor.

That day Paine's wig fell, or was knocked from his head. He gave it to a servant and never wore one again.

Early in the Revolution some American soldiers broke into Paine's home and slashed a full length oil portrait with bayonets.

After the Revolution, Paine completed building a mansion at 140 Lincoln street on his property of about 230 acres. Still standing, it now houses the D.A.R.; is still called “the Oaks.”

Paine’s son was Dr. William Paine. He became a surgeon with the British forces; was allowed to return to Worcester about the time his father died on July 17, 1793. Later he became first vice-president of the Antiquarian Society.

For the Paine family, Paine street was named in 1874.

Other Worcester streets are named for members of the same family. They are Sturgis street, Perkins street and Frederick street-the latter after Frederick W. Paine.

PAKACHOAG STREET

Smokes of three Nipmuck campfires wound lazily into the blue sky from three Worcester hills. There was the tribe on Asnebumskit, sometimes called Taetaessit and now Tatnuck, ruled by Sagamore Solomon. The Indians camped in Capital summer on the southern part of the hill.

On Wigwam Hill, sloping toward Quinsigamond waters, where they fished with bone hooks for the long-nosed fish, the sweet-meated pickerel, was another tribe. At night in canoes with flaring torches torn from pines, they seized eels and croaking catfish.

The largest group, about 100, was on Boggachoag, or Pakachoag Hill, a short distance south of where now stands Holy Cross College.

To these peaceful Indians came the word of Eliot, a white man.

Not in the harsh commands or demands of the white men, but in their own Indian tongue.

Not with a rifle that spoke with thunder and lightning, but with the word of God.

John Eliot, a Roxbury minister, first began preaching to Indians in 1646. The word took.

He capped it with a great achievement-translation of the Bible into the Indian tongue. The New Testament was published in 1661; the Old in 1663. It was the first Bible published in North America.

In July, 1673, Rev. Eliot and Daniel Gookin, Indian supervisor of the General Court, visited "seven old towns of praying Indians," according to Gookin.

The following year, they took a similar trip. "Our design was to travel further among them, and to confirm their souls in the Christian religion…"

On Sept. 28, 1674, they left Pakachoag.

Gookin's history does not mention it, but a copy of an original deed in Middlesex County Registry of Deeds, Cambridge, shows that he purchased

on July 13, 1674, Quinsigamond plantation “eight miles square” on behalf of the General Court.

Price: 2 pounds, two coats, four yards of trading cloth.

Signing for the Indians was “John, alias Horrawannonit, or Quiquonassett, Sagamore of Pakachoge, and Solomon, alias Woonaskochu, Sagamore of Tataessit.”

From the praying Indians of Pakachoag of the tribe of Nipmuck, the street took it’s name in 1886. It runs southeast from Crompton street.

PARK AVENUE

Also ELM PARK

Had Park avenue gone through as originally intended, it would have been a graceful boulevard around all Worcester.

Park avenue began in 1868, when a street from May to the junction of Beaver and Lovell streets was laid out as the first portion of the projected boulevard around the city.

The next stretch would have extended it over Elm Park, but in December, 1873, Mayor Clark Jillson was looking over the budget with a worried look.

For the first time in the history of Worcester, the mayor was given the function of veto. He used it to block the extension of Park avenue.

The City Council overrode his veto by more than a two-thirds vote.

Park avenue was extended the following year to Grove street under the administration of Mayor Edward L. Davis. This work was completed in 1877. The city fathers dropped plans for further extension.

Two of the strongest rooters for the boulevard were Alderman George R. Spurr, who held office from 1872 to 1875, and Ransom C. Taylor, wealthy real estate owner.

Spurr was one of Worcester's best known business men and had been druggist for 30 years. He died Jan. 25, 1881.

"He was an upright and honorable business man," wrote the Worcester Spy the next day, "a good citizen and much devoted to his family."

Before Park avenue became Park avenue it was, at different times, Pratt street, Newton street and Quigly street. The names were those of residents in the vicinity. Unofficially people liked to call it the Boulevard.

Park avenue, of course, takes its name from nearby Elm Park.

Elm Park, was the first purchase of land for a public park in the United States; was a swamp on the outskirts of Worcester when bought for $11,257 in 1854.

At first, they called the park the New Common.

PATTISON STREET

"The Oread Institute, established in 1849, affords young ladies every requisite facility for acquiring a thorough moral, scientific, classical, and ornamental education," informs a guide to Worcester, published in 1850.

In this gray, stone castle of education which once crowned Goat Hill off Main South, Rev. Mr. Robert Everett Pattison was in charge in 1861.

Most of his work, however, seems to have been outside of Worcester.

He was born in Benson, Vt., Aug. 19, 1800. At 16 he moved his father's family to the Holland Purchase-now the western part of New York.

After attending Middlebury Academy, later known as Wyoming Academy, he entered Amherst College in 1822 and was graduated in 1826.

While at college, he came to Worcester, armed with a letter of introduction to Rev. Mr. Jonathan Going of the First Baptist Church. Rev. Mr. Going had established his mark as a man of God and founded one of the first Sunday schools in the United States in Worcester.

Pattison spent a few years teaching. He was a tutor at Columbia College and later professor of mathematics in Waterville College, Me.

Probably through Rev. Mr. Going, Pattison was licensed to preach in the Worcester First Baptist Church. Later, he became pastor of First Baptist Church, Providence, R. I., for eight years.

The Baptist Board of Foreign Missions in Boston chose him as a secretary for three years. Waterville College called him to become president for about nine years. He resigned because of ill health in 1858 and came to Worcester to the Oread.

In 1839, Brown University gave him an honorary degree of Doctor of Divinity. Rev. Mr. Pattison contributed articles to literature and religious magazines of his day and was the author of a "Commentary (Explanatory, Doctrinal and Practical) on the Epistle to the Ephesians."

From Goat Hill, Rev. Mr. Pattison could look back to 30 years of his life devoted to teaching.

Pattison street, named in his honor, first appeared in city directories in 1863. It runs from Vernon street east to Providence street.

PLANTATION STREET

This was the first road laid out in the Plantation of Quinsigamond.

There was need of a thoroughfare from the North end of Plantation to connect with the Nipmuck Trail which ran through Hassanamisco, or Grafton, and the Old Connecticut Path. Before it was Plantation street, Worcester residents called the trail Love lane.

Part of the street skirts Sagatabscot Hill where Digory Sargent, defending his garrison house to the end, was killed and scalped. His wife and five children were taken prisoner by Indians.

During the Winter of 1703, and armed force of 12 settlers led by Capt. Thomas Howe of Marlboro, reached the house. They found "the door broken down, the owner stretched in blood on the floor, and dwelling desolate." Footprints led in a northwesterly direction. The settlers followed for some distance, then returned to bury Sargent at the foot of an oak.

The Indians took the children to Canada. Martha, the oldest, who later returned, gave this information, recorded by history:

"When the Indians surrounded her father's house, he seized his gun to defend himself and family. He was fired upon and fell; the Indians rushed in and dispatched him and tore the scalp from his head. The Indians seized the mother and her children-Martha, John, Daniel, Thomas and Mary-and began a rapid retreat.

"The wife and mother, fainting with grief and fear, impeded their flight, and while ascending the hills of Tatnuck, in the northwesterly part of Worcester, a chief stepped out of file, and looking around as if for game, excited no alarm in his sinking captive; when she had passed by, one blow of his tomahawk relieved his savages from the obstruction of their march."

Plantation street now extends from Grafton street northeast to Lincoln street. It dates previous to 1722.

PLEASANT STREET

Also IRVING ST. AND POTASH HILL

A five-mile stretch rolling from Main street to the Paxton line, Pleasant street is the longest street in Worcester.

Not long after the first town meeting in 1722, Pleasant street began as a rutted cart path in the woods. It may have been a path along which the Indians padded.

"For many years it was a great thoroughfare to the northwestern towns in the county and was the original county road," wrote a historian.

Hardwick Turnpike, they called it at first. You could get to that town by taking a sharp angle southward on Fowler street near the Paxton line.

The original road first ran to about where Irving street now is at 110 Pleasant street. Beyond was uncleared woods-oak, hickory, beach, birch, elm, walnut, maple and chestnut.

About 1760, the manufacture of potash began in Worcester. What may have been the first of six industries raised its vats, pots and smoke on Pleasant street, at the junction of West street.

In 1788, there were about 250 "potasharies" in the state. The industry began early in the life of the colonies, for Parliament encouraged importation by remitting duties on potash in 1751.

Because there were considerable hardwoods in this vicinity, potash making flourished. So much so that Pleasant street in 1870 was called Potash Hill.

Potash was easy to make. All you had to do was treat, or leech hardwood ashes with water until the potash was exhausted. From the resulting lye a salt was obtained through evaporation. A more refined product was called pearl-ashes.

Potash was used for fertilizer, soap making, gunpowder and in glass-making.

In 1819 potash kettles could be bought from $18 to $55. About 26 years later Cooper estimated that 10 acres of land, cropped for the first time, would make a ton of "pot-ashes" which would sell for at least $200.

No wonder the New England forests vanished so fast!

Between the “potasheries”, boat builders, builders of log cabins, sawmills for finished lumber, clearing of woods for farms and cattle grazing, burning of wood for heat, plus the normal drain by forest fire and blight-an honest oak just didn’t have a chance.

PUTNAM LANE

James Putnam, a Worcester man, was once called “the best lawyer in North America.”

He taught a President of the United States his law-was banished from Worcester and forbidden to return under pain of death.

Putnam was born in part of Salem, now Danvers, and began to practice law in Worcester in 1749. His home was at the corner of Main and Park (now Franklin) streets. He owned 80 acres.

He took an active role in early Worcester; was on the building committee of Old South Church in 1763.

Historian William Lincoln found him a well-read lawyer, skillful pleader, safe adviser and successful advocate and wrote that “his arguments were marked by strong and clear reasoning, logical precision and arrangement, and that sound judgment who conclusions were presented so forcibly as to command assent.”

Putnam became a colonel in the Worcester Militia. A highly successful and brilliant practice led to his appointment as the last royal attorney-general of the province.

When the violent emotions preceding the Revolution were beginning to sway judgments, James Putnam held out for the king like a stubborn bull.

He was one of 18 “country gentlemen” whose property was confiscated and who fled to Boston for safety. Putnam went on to Halifax and to England in 1776. He was appointed a member of the Council of New Brunswick in 1784 and Judge of the Supreme Court of that province. He died Oct. 23, 1789.

There were five generations of James Putnams. The last was buried in the Mechanic street burial ground. Relatives included the Major General Rufus Putnam and the legendary Revolutionary hero, Major General Israel Putnam.

In Worcester, the Putnams have been important for generations. Members became prominent business men, town officials and a bank president.

Putnam lane, which first appeared under that name in 1874, runs from Shrewsbury street southwest to Franklin street. It honors the Putnams of Worcester.

RICHARDS STREET

When Worcester's first minister was invited to a parishioner's home for a cabbage dinner, he took the cabbage out of the pot and put in a stone.

When a beggar in torn shoes accosted him on a Saturday, Rev. Andrew Gardner gave away his shoes. He appeared in church the next morning in stocking feet; during the evening in a pair of borrowed slippers "a world too wide for his slender members."

Such lightness of spirit did not sit well with the fathers of Old South Meeting house. They dismissed him in 1722 after three years of service. "He was accused of remissness in the performance of duty and of too ardent love for the chase of the deer, and the sports of the hunter," wrote William Lincoln.

Old South Church is the oldest in Worcester. Its roots go deep in the founding of the Third Settlement.

Where City Hall now stands was the site of the first Old South Meeting House, built in 1719 of crude lumber with rough benches for pews. A pulpit was added four years later.

In 173, a spire was raised. But the meeting house rapidly outgrew its size. It was replaced by a larger structure in 1763. This one, 70 by 55 feet, threw up a spire of 130 feet.

Time came for City Hall to be built on its present site. Old South Church was demolished and the present brownstone Congregational Church at Main and Wellington streets was dedicated in 1889.

The great gilt-plated rooster that once caught the sun from the wooden steeple now rests in Worcester Historical Society.

Great moments in the life of Old South form nuggets in Worcester history-like Sunday, July 14, 1776, when Isaiah Thomas, patriot printer, intercepted a messenger from Philadelphia to Boston at a Franklin Square tavern and borrowed the Declaration of Independence.

Hurrying to the roof of the west porch of Old South, he read it to Worcester citizens. It was the first public reading of the great document in New

England. The place is commemorated by a brass star on the second step fronting City Hall.

A faithful deacon of Old South for 28 years -from 1801-1829 – was David Richards. He lived on the east side of Main street in a house still standing. His farm extended over the vicinity of Richards street, which runs from Main street south to Cambridge street.

For him, Richards street was named in 1870.

RUSSELL STREET

"The plow ever has been the beacon by which the history of a nation's past career has been guided. It now serves as the main factor in shaping the course of the present era – and even will, in a nation's future course, serve in the same capacity and be of as much avail as the lighthouse to the mariner when tossed upon the raging billows."

This sample of high eloquence was part of a report submitted by Otis Adams, chairman of the plowing match at a fair in Worcester in 1853.

There were 25 oxen and two horse-teams in the match, one of a number of similar contests.

Asa Nourse of Shrewsbury won first premium of $100 on a Ruggles, Nourse & Mason Side Hill Eagle Plow, No. 83. His nine-year-old oxen did their work in 32 minutes.

The Worcester Agricultural Society conducted these fairs for 125 years, beginning in 1819.

In 1852, the society bought 20 acres of land across what is now Russell street, east of Elm Park, and bounded by Sever, Highland, Agricultural, and Cedar streets.

The first fair there was in September, 1853.

In 1859, according to the published report on this contest, Levi L. Chase of Sutton should have won – but didn't.

"His steers were natives," went the report, "of good size – and appeared well on the cart, but the backing force that was evidently in them was not sufficiently developed to suit the times, or the Committee."

The committee on poultry thought that a great mistake was being made in not crossing breeds. They listed one such successful experiment.

"An old lady crossed a Cochin China with Bantam, result in their chickens having one long and one short leg, which prevented their scratching in gardens."

Russell street, which runs from Austin street to Institute road, was named after James W. Russell in 1857. In 1842 he ran a greenhouse on Pleasant street. Previously part of Russell street was Agricultural street.

The fairs were held in the same section until 1899, when the grounds were sold for residential building at a price of $185,000.

SALISBURY STREET

Also DEAN AND TUCKERMAN STS.

At a town meeting on May 3, 1824, Worcester voted that "the street from Abraham Lincoln's store to Broken Hill until it comes to Barker's road at the guide post be called Salisbury street."

Thus did the town honor Stephen Salisbury I. His family, in three generations, put a greater imprint on Worcester than any other.

Salisbury street was one of the early roads – improved in 1777 and again in 1793, when it is described as the road from Holden.

Worcester Art Museum, founded through Salisbury generosity, contains a fine collection of Salisbury portraits. Three of them are by Gilbert Stuart.

States a guide book: "The amazing group of portraits of the Salisbury family, of whom, in all, six generations are represented together with their Waldo and Tuckerman relations, is unique not only in its ability to show the work of John Johnston, Christian Gullager and Joseph Badger, but also as a record of a single facial type throughout a formative period of American history."

Said Stephen Salisbury II of Stephen Salisbury I: "His figure was slight and graceful and his face was handsome, and he retained a complexion of youthful freshness until the end of his life."

The first Stephen Salisbury came to Worcester from Boston before the Revolution and opened a store in Lincoln square. He also had a large farm to the west and north. Both prospered.

He built the Salisbury mansion in 1772, an imposing Colonial structure, on the site of Lincoln Square Boys Club. The mansion was moved to the corner of Lancaster street and Institute road in 1929 and is now owned by the Art Museum. Near it is the mansion of Stephen Salisbury II and III, now the home of the American Red Cross.

When the first Salisbury died on May 11, 1829, his friend and pastor, rev. Mr. Aaron Bancroft, said: "A just man."

Two other Worcester streets perpetuate families associated with the Salisburys. They are Dean street and Tuckerman streets.

SARGENT STREET

The card-clothing industry, in the 1800's, played a large part in making Worcester one of the great industrial cities of America.

According to Charles G. Washburn, in "Industrial Worcester," the card-clothing industry was among the earliest in which the colonists engaged because it is essential to the manufacture of textile fabrics.

"The use to which carding is put is to separate the fibers of the material being worked, and to lay them parallel. The process consists in the reciprocal motion of two surfaces covered with short pointed teeth, between which the stock is placed. Formerly this was done by hand, and was conducted in the household."

The Sargent Card-Clothing Company was organized in 1866 by Joseph B. and Edward Sargent, sons of Joseph B. Sargent, a Leicester manufacturer of card clothing.

They built a factory on Southbridge street, advertised in 1867, "near Junction Depot," as being prepared to fill orders for every variety of "superior card clothing for either cotton, woolen or flax-also stripping cards of all descriptions and every other article in the line."

The concern was among the first to offer to the trade "the patent paper back card for heavy work, the hardened and tempered steel wire card and endless doffer rings, and to put in machinery for grinding the same."

The business was sold to James Smith & Co. of Philadelphia on April 15, 1879. In 1890, the concern, together with the T. K. Earle Manufacturing Co., was bought by the American Card Clothing Co., a corporation which purchased all the card clothing factories in the United States with the exception of two.

Sargent street, named for the Sargent Card Clothing Co., in 1872, runs from Southbridge street southeast to Lamartine street.

SCHOOL STREET

Also TERRY AND CENTRE STS.

"On Tuesday last the first piece of corduroy made at the manufactory in this town was taken from the loom. Good judges speak highly of it as superior to the English…"

So wrote the Massachusetts Spy on April 30, 1789. Previous to this, all such material was imported from England. The local item is important because it showed the first stirring of industrial power in Worcester.

The "manufactory" was on School street, although the street was not laid out until 1814.

It was first named Terry street by an innkeeper, Nathan Patch. The name was a tribute to Patch's friend, Geer Terry.

Terry, in a double bow from the waist, called it Patch street. Then it became Centre street – probably as a compromise, although people called it Terry street until the middle of the last century, when it took the name School street. Why, no one seems to know.

Possibly it was because this land was once dubbed ministerial and school land – used to pay the upkeep of the clergy and schools.

At 1 a.m. on Aug. 23, 1838, School street was the scene of its most disastrous fire up to that date.

The fire, believed due to spontaneous combustion, broke out in a large brick factory and machine shop occupied by Henry Goulding & Co.

It spread rapidly to other buildings. A large two-story block of wooden tenements on the opposite side of the street and a two-story wooden building, occupied as a mechanical shop, were also burned. A large stable and carriage house of the Boston & Worcester Stage Co. was entirely destroyed.

Wrote the National Aegis:
"A number of swine belonging to the stable, with singular presence of mind, took refuge under a pile of old lumber, which protected them from the reflected heat until the morning, when they were taken uninjured from among the fallen rafters and decayed embers which surrounded them."

A great gale the following Saturday toppled the charcoal-ridged skeletons of the structures.

Total loss was estimated at more than $16,000, then a mighty sum.

SCHUSSLER ROAD

Also EINHORN, HACKFELD & TROWBRIDGE RDS. AND BISMUTH ST.

A stomach condition and a trip to Germany gave Worcester the names of four streets.

Nathaniel S. Liscomb was born in Fairhaven in 1839 and came to Worcester in 1854.

Employed by F. A. Eldred in the hat and furnishings business, Mr. Liscomb rose rapidly. Seven years later he was admitted to membership in the concern, and 12 years later, he owned it.

Mr. Liscomb became one of the most prosperous merchants on Main street; advertised as "Liscomb the Hatter."

Attracted into real estate by an expanding Worcester, Mr. Liscomb bought a large tract off lower Highland street – the W. T. Merrifield estate.

Entrance was through an imposing set of heavy gates. About 1896, he took a trip to Europe for his health. He long had suffered from a serious stomach ailment.

While in Germany he had an acute attack. He recuperated in a private residence and was treated by two physicians, who dosed him with bismuth.

Mr. Liscomb didn't forget. When he pushed four new streets through the new development they became:

Schussler road for his German physician.
Einhorn road for the consulting physician.
Hackfeld road for Frau Hackfeld with whom he had boarded.
Bismuth street in honor of his cure.

Residents of Bismuth street objected to the clinical sound of the name; changed it to their ancestral name of Trowbridge road. Mr. Liscomb was severely rapped for his choice of names by the Board of Trade and numerous people, but he stuck to his choice.

Worcester also has Liscomb street in another section, named for the developer.

The gates on the Merrifield estate were acquired by the late Harry Worcester Smith. He put them at the entrance of his Grafton estate, Lordvale.

Lordvale was flattened by fire. But the heavy gates still stand proudly.

SCRIMGEOUR ROAD

James B. Scrimgeour, a prominent Worcester real estate operator at the turn of the century, had a sense of humor.

When he bought a stretch of undeveloped land in New Worcester off Main street south and pushed through a new street, he found a lot of water. Whimsically, he named it Holland road!

He developed Northville, Highlands, Bloomingdale and Dodge Park sections in Worcester, among others.

Mr. Scrimgeour was born in San Francisco, Calif., and came to Worcester as a young man. He began in the real estate business and stayed in it until his death from pneumonia at 47 on May 25, 1910.

An enthusiastic politician, he served as an alderman from Ward 6 and 7 in 1904 and 1905. In 1906, he was elected to the board of Overseers of the Poor and was chairman for one term. He was an Odd Fellow, a Mason and a Commercial Traveler.

Scrimgeour was descended from Rev. James Scrimgeour, who came to this country in 1802 from Edinburgh, Scotland, to become pastor of the Associate Reformed Church in Newburgh, N.Y.

The name was bestowed on Sir Alexander Carron by Alexander of Scotland, together with the right to him and his successors forever to bear the royal standard. Scrimgeour, or Scrymgeour, means skirmisher, or hard fighter; was given for valor in battle.

The Worcester realtor honored relatives and friends in his choice of streets.

In Northville, he called Boyd street for his middle name. Loring street was after his wife's middle name. Huntington avenue honored a sister. Merrill road was named for his attorney.

Crerie avenue was a bow to a friend and fellow politician, Edward Crerie. Wildey avenue honored the founder of Odd Fellows. Stoneland road, before Mr. Scrimgeour got hold of it, was a cow path full of stones.

A son, James E. Scrimgeour, rose from an office boy to found the Scrimgeour Electric Company.

Scrimgeour road, extending from West Boylston drive to Proctor street, recalls a resident who helped to develop the Worcester of today. It was named in 1900.

SEVER STREET

Also ORANGE ST.

The weaver's shop of Cornelius and Peter Stowell at Park and Orange streets went up in flames on Jan. 4, 1793.

The concern had made the first carpets for the Boston State House. The loss included more than 2000 yards of cloth.

The fire was the last straw to Worcester's leading citizens. Exactly 17 days later, the Worcester Fire Society was launched "for the more effectual assistance of each other and of their townsmen, in times of danger from fire."

William Sever was a charter member. He came from Kingston to Worcester about the mid-70's. From 1731 to 1775, there were only about 17 regular attorneys in Worcester County. During the Revolutionary years, nine new attorneys began to practice, among them Mr. Sever.

He did well. Soon he owned 80 acres of land extending west from Main street as far as Sever street.

His daughter, Penelope Winslow Sever, married Gov. Levi Lincoln.

During the height of the New England fairs, a horse car line, connecting with Pleasant street, ran through Sever street – but only on fair days.

The street was named for William Sever in 1848. He died in 1798. His widow, Mary – daughter of the last Judge Chandler – outlived him by 23 years.

At first Sever street ran from Pleasant to Elm streets. It now extends to Highland street.

SEWARD STREET

William Henry Seward was one of the most important figures in a critical period of American history.

"He was brilliant, attractive, alert, zealous, and daring in whatever he undertook, unsteady as to means, but resolute as to purpose – yet always preferring to succeed by the best methods," wrote Frederic Bancroft, one of his biographers.

Seward was born in Florida, N.Y., on May 16, 1801. At 15 he entered Union College; was graduated in 1820; began to practice law in Auburn, N.Y., in 1822.

He had a natural talent for politics. In 1830, he was elected to the New York State Senate and for four years was a distinguished member of the minority.

In 1838 and 1840 he was governor of New York. That period put a dent in his finances. He spent the next seven years hammering it out in private practice.

He attracted attention with a brilliant defense of a poor, imbecile Negro under sentence of death; continued his interest in politics by taking part in almost every campaign.

He championed the cause of Irish freedom, thereby gaining the support of Irish-American voters. In 1848, he took a leap into the U.S. Senate, then embroiled in the slavery issue.

From then on, William Henry Seward became known to every newspaper reader in the United States. From 1855 to 1860, as much as any one man, he embodied the growing anti-slavery sentiment of the North; coined the famous statement that the slavery struggle was an "irrepressible conflict between opposing and enduring forces."

Lincoln made him his secretary of state. In 1867, Seward negotiated the purchase of Alaska; in a burst of enthusiasm, sought to acquire the two most important islands of the Danish West Indies. But Congress refused to ratify.

Seward was seriously injured in a carriage accident in 1865. At the time Lincoln was assassinated, an attempt was also made to murder Seward. He

was injured, but saved from death by a Sgt. Robinson, whom Congress gave a gold medal and five thousand dollars.

Seward was the first important American politician to take a trip around the world. When he came back, 100 guns thundered in City Hall Park, New York.

He died in Auburn, N.Y., on Oct. 10, 1872, at 71.

Seward street first appeared in Worcester in 1874. It reaches from Shrewsbury street northwest to Chilmark street.

SHREWSBURY STREET

Also PINE MEADOWS

About 1720, Worcester settlers named part of the east side Pine Meadows.

It covered about a mile of low ground between Chandler Hill to the north and Oak Hill to the south, east of Washington square.

Shrewsbury street runs through the center of the "Meadow." Old-timers still call it that.

Before its present name, Shrewsbury street was Pine street. It first appears as Shrewsbury street in "The Worcester Almanac Directory and Business Advertiser for 1860."

It was a poor excuse for a street for many more years than it has been paved. It had no sidewalks; it was narrow; dusty in Summer; slushy in the Spring and Fall; wildly rutted in Winter.

In the early days they also had that horrible period of Worcester weather when the snow melts, the mud softens and the rain falls. And the overshoe was still to be invented!

This section of Worcester is rich in local history and the memory of nationalities that have made the city great.

At the corner of Shrewsbury and East Worcester street was located the burial ground of 1828. It covered eight acres, 500 feet of which fronted on Pine street.

Here were buried, among others, Capt. Peter Slater, who tossed tea into Boston Harbor, and Capt. Reuben Sikes, a rooting-tooting stage-coach driver of near-legendary fame. The bodies were removed in 1877 and reburied, but two skulls were pick-axed into light by workmen in 1906.

The Oak Hill area was settled by the Irish. They called the height Dungarven Hill. Later, as numerous French-Canadians settled here, it was often called French Hill. When the Shrewsbury section was developed, the Italians settled there.

The Belmont street entrance of the Turnpike, begun in 1806, was never popular because of its roller-coaster dips. The result was that Shrewsbury

street began to take more and more traffic. There was much agitation for improvement.

The city fathers began a tremendous job in 1906; completed it in 1912 at a cost of $464,779.18. What the 18 cents was for was never revealed.

But Shrewsbury street was made a double street with an island in the center covering street railway tracks. Belmont street was also widened to the same 100-foot width from the junction with Shrewsbury street to Lake avenue.

Why Shrewsbury street? It was so named because it is near the town line.

SIGEL STREET

Also SHERIDAN AND SHERMAN STS.

All his life Franz Sigel carried a love for free government. During an uprising in Baden, Germany, in 1848, he led an army of 4000 revolutionists against the government. His army was defeated and he fled to Switzerland.

The next year the revolutionists won out. Sigel was recalled from exile; became minister of war.

The Prussians raised an army to overthrow the revolutionists. Sigel took to the field against the enemy; was defeated; again fled to Switzerland. He wrote "Denkwuerdigkeiten aus den Jahren, 1848 and 1849." It was his experiences during these years.

So far it's a long road to a Worcester street.

About 1852, Sigel immigrated to this country. He became an instructor in a private school in New York, and what was more important for his future career, a major in the New York militia.

He took a position as an instructor in the German-American Institute in St. Louis in 1857; became director of schools and heard the awful rumble of civil war rolling up from the South.

When hostilities broke out, he organized the 3rd Missouri Infantry; became a Colonel in 1861. He is credited with saving St. Louis, an important arsenal, for the Union.

As a result, he was assigned to command the 2nd Missouri Brigade and was made Brigadier General of Volunteers. After a series of battles in Missouri, he was promoted to Major General in 1862 and the next month became commander of the First Corps in the Army of Virginia. He was prominent in the second Battle of Bull Run.

Ill health caused him to leave his command in the Spring of 1863. When he returned that Summer, he was given a subordinate position commanding the "Department of West Virginia."

There a disastrous defeat by Breckenridge in the Shenandoah Valley on May 15, 1864, cost him his command. Despite a skillful delay later of the enemy at Maryland Heights, the Union command felt he lacked aggressive power.

He resigned his commission in May, 1865; became editor of a German newspaper in Baltimore for two years. In 1867, he returned to New York, where his influence with German-Americans sent him into politics.

He became a pension agent and later collector of internal revenue. A prominent lecturer, publisher and editor, he became widely known as an influence that united America's large German population solidly behind the Union.

Sigel died on Aug. 21, 1902. Five years later, a bronze equestrian statue of the general was erected on Riverside Drive.

A year after the Civil War ended, Worcester honored him with a street. It goes from Millbury street west to Quinsigamond avenue.

Worcester also honors two other Civil War generals. Sheridan street is for General Philip H. Sheridan, and Sherman street for General William T. Sherman.

STAFFORD STREET

"We heard our speed, we saw it, we felt it a-thrilling; and this speed was not the product of blind, insensate energies that had no sympathy to give, but was incarnated in the fiery eyeballs of the noblest among brutes, his dilated nostrils, his spasmodic muscles and thunder-beating hoofs."

These were some of the impressions gleaned by Christopher Columbus Baldwin, librarian of the American Antiquarian Society on Sunday, Sept. 23, 1833. He and a friend had left at 6 a.m. by stagecoach for New York.

There are three daily stages from this place (Worcester) to Hartford – three back and forth," he penned in his diary. "We went on the turnpike by way of Sturbridge, Stafford Springs, Tolland and so on. We reached Hartford about 2 o'clock in the afternoon without any mishap."

On Feb. 15, 1806, a corporation was charted to build a turnpike from Worcester to Stafford, Conn. The route was through Main street to New Worcester and over Stafford street through the south part of Leicester and the north part of Charlton to Hartford, Conn.

Roads were poor in those days. When a turnpike was pushed through, it was like rolling a super four-lane concrete, streamlined, one-way traffic artery in place of a cartwheel dirt road.

Horse traffic, naturally, took advantage of the better roads. It made for more speed; less wear and tear.

By 1825, Worcester was a great stage line debarkation point. Stages, driven by a swaggering race of horsemen, thundered out for Boston, Hartford and New York.

From 10 to 20 stages could be seen on Main street on any day. They were smart affairs, glittering in the sun like circus wagons. They were painted in gold, crimson and yellow and drawn by picked Morgan horses.

As the Hartford stages dashed through New Worcester, they pulled up to a toll gate, where Oliver Curtis, keeper, shuffled out to collect the stipend.

He had come from Sharon shortly before the turnpike was opened and collected tolls there until his death in 1835.

Stafford street, running from Main street southwest to the Leicester line first appeared under its name in 1851. It takes its name from Stafford, Conn., one of the more important stops on the old stagecoach line.

SUMMER STREET

Children who attend Thomas Street School play on ground, which covers the remains of early Worcester settlers.

Summer street had its inception as a footpath during the Third Settlement, which began Oct. 21, 1713. The path led from Lincoln square to the first cemetery, now the north corner of Summer and Thomas streets.

Summer street was the first road to run parallel with Main street. It first ran across land owned by William Jennison and Thomas Palmer. Later, it was bought by John Chandler and became part of the great Chandler estate.

Because it was in back of everything – the pathway became known as Back street. It was so listed until 1806.

According to William Lincoln, in the earlier days "a beautiful grove of oaks waved over the graves of the forefathers of the hamlet, emblems of the sturdy characters and hardy virtues of those whose narrow beds they shaded.

As Worcester grew, Back street became the aristocratic section of the town.

The name did not sit well with residents. In 1828 it was given the more genteel name of Summer street. It expressed just the right note.

On the street in 1792, the First Unitarian Society, or the Second Parish, as it was called earlier, had built its first church.

The growth of industry with smoking chimneys, the roar of railroads and switch yards, the invasion of business, soon began to affect narrow Summer street.

As residents died, their mansions were abandoned, then torn down. Other residents built elsewhere.

During the 19th century, Summer street became the site of the lunatic asylum, jail, factories, wholesale stores, lodging houses and taverns.

TAINTER STREET

Charles Tainter was born in England, settled in Connecticut and was lost at sea in 1654 on a ship of which he was part owner.

Daniel Tainter of Worcester was a descendant.

He was born in Lancaster, where he learned to be a skilled mechanic. In Worcester he went into partnership with Rodney A. N. Johnson, and in 1854 manufactured spinning machinery for wool-carding machines, twisters, pickers, spools, bobbins, boring machines and card clothing.

In 1859, he ran his own plant on Union street, hiring 30 hands in the manufacture of wool-carding machines and jacks. He became widely known as a leader in his field.

Outside of a term in the Common Council in 1857, Daniel Tainter kept his nose to the grindstone; was a hard-working manufacturer.

After the Civil War, he reached out into real estate in the South End. One of his large purchases was a tract on Gardner street. Here he erected a large, four-story factory of stone.

But he had overreached himself financially. "For a few years his business has been somewhat restricted," a local newspaper wrote.

He died at 60 on Dec. 2, 1879, "widely known and universally respected."

Tainter street – Hammond street southwest to Grand street – was Daniel Tainter's cow pasture. The street first appeared in a city directory in 1884.

In the early 1900's, he was the largest individual taxpayer in the "fire arms manufactory" of Forehand & Wadsworth. Their breech-loading shotguns, breech-loading rifles and eight or ten different sizes and styles of revolvers were widely shot.

TAYLOR STREET

Ransom C. Taylor built the first five-story, the first six-story and the first seven-story buildings in Worcester.

In the early 1900's, he was the largest individual taxpayer in the city, next to the American Steel & Wire Company. His properties were valued at about $3,500,000.

Besides his Worcester real estate, he owned extensive property in Providence, Newton, Pawtucket, New Bedford, Taunton and Springfield.

He built many business and industrial buildings, most of them in the main business sector on Main and Front streets.

More than half the buildings on Front street and nearly every building torn down in Washington square to make way for Union Station, were owned by Taylor.

He was a large man, who dressed simply, worked hard and had a canny sense of property values.

"He was his own clerk, messenger, a man of all work and he labored almost 24 hours a day," wrote the Worcester Telegram on June 21, 1910.

Ransom C. Taylor was born in Winchester, N. H., and moved to Northbridge as a child with his parents. At 12 he went to work for his father in the retail meat business and later ran a meat products factory developed by the elder Taylor.

At 18, Ransom had his own business in Sutton for four years. Then he moved to Worcester and began a skyrocket climb in meat processing. In a few years he had branches in New York City, Albany, Troy, Hartford, New Haven, Springfield, Taunton and other cities.

The only thing that bothered him in his old age was cold hands. Mr. Taylor had a weakness for fast horses; made a reputation as one of Worcester's leading "whips."

Because of holding reins so tightly, horse racers in Winter impede the circulation of blood in their hands. When this happened to Mr. Taylor, he did not stop the race, but threw the reins over his head and warmed his hands by sitting on them.

He died at his home, 770 Main street, on June 20, 1910, leaving his wife, three sons and three daughters.

Worcester at one time had two Taylor streets. One honored Zachary Taylor, 12th president of the United States. The other is for Ransom C. Taylor, Worcester's greatest real estate operator. It runs from Millbury street east to Ward street; was named in 1853.

TEMPLE STREET

Also REV. JAMES FITTON and CHRIST'S CHURCH

About 1836, a group of Maine Indians – members of the Penobscot Tribe – came to Worcester each Summer.

The Indians had been converted to Christianity by Rev. James Fitton. He had traveled through the comparative wilderness of the North Atlantic states, bringing the word of God to the redmen and "to all who would hear."

Father Fitton came to Worcester about 1833. Word trickled back to the Penobscot Tribe. They packed their belongings and set out for Worcester.

Anyone glancing at the site of an old rolling mill, facing Franklin and Grafton streets, would have seen a strange sight. The Indians had pitched their tepees there.

They walked softly, with proud, dark eyes to Temple street, where a small, wooden structure, built in 1834, marked Christ's Church.

They crowded into the small church to hear the mass, then filed out.

When Fr. Fitton left, he found them kneeling, humbly. He passed among them, laying his hand on the head of each and blessing him.

Then the Indians returned to Maine. The following Summer they would come to Worcester again.

Christ's Church was succeeded by St. John's Church in 1846. The original building was known as the Catholic Institute until it was torn down.

St. John's marked the beginning of organized Roman Catholic religion in Worcester and is the mother church of the Springfield Diocese.

Temple street, which runs from Green to Grafton streets, pays homage to the pioneer Catholic church, and Fr. Fitton. It was named in 1845.

THOMAS STREET

On Oct. 6, 1806, Isaiah Thomas, Worcester's first newspaperman, went home to his mansion on Court Hill at Lincoln square and wrote in his diary:

"1806. October 6. Finished work on the new street. The selectmen came and surveyed it and laid it out in form. The Light Infantry company, under arms, commanded by Captain Flagg, marched through it, halted on the bridge, and discharged three volleys.

"The gentlemen of the street prepared a large tub and two pails full of excellent punch, and the selectmen, at the request of those present, and in conformity to their own proposal, named the street Thomas street.

"The Infantry company had as much punch as they chose to drink, and all present. Three cheers were given, and the company marched off."

The street was planted with poplars on both sides along its full length, but were soon after "destroyed by some malicious person."

Worcester was grateful for the street. On Nov. 3 it was voted: "that the town do approve and allow of a town way or street through land of Isaiah Thomas, Esq., and Capt. Daniel Heywood, by name of Thomas street, and also that the thanks of the town be given to Isaiah Thomas, Esq., for his generosity in giving the land for said street and building the bridge and making the street in complete repair to be travelled on without any expense to the town."

But Isaiah needed no street to enhance his fame. He had achieved it by coming to Worcester in April, 1775, one step ahead of the British, with the Massachusetts Spy.

He was one of America's great patriots.

TORY FORT LANE

Also NORTH BEND RD.

In 1774, when the Revolutionary fires were being fanned into high blaze, Worcester was in the forefront of tumult against the British.

Of 250 voters in that year, 52 were Tories. Seven of these, representing the most prominent families, were banished.

The Tories retreated to Tatnuck, where at the end of a lane, they built a stone fort. Historians say they lived in it three weeks.

Some of the stones, laid in what seems like a regular fort formation, are still visible today.

Tory Fort lane is seven-eighths of a mile long. It runs from 40 Mower street to Dawson road. Private in Colonial days, it is still "private" today in the sense that the city has not yet made it public with resultant improvements.

The lane is Worcester's narrowest street, 10 feet wide in many places. About 52 years ago, it was "North Bend road," but was changed to maintain its historical association.

Modernized for about half a mile from the Mower street entrance and oiled at the expense of its residents, Tory Fort lane is plowed by the city come the big snows. Residents there still remember when the only way to get out was by snowshoes!

WACHUSETT STREET

Gov. John Winthrop of Massachusetts peered from a high rock, above Watertown.

It was a clear day on Jan. 27, 1632.

Off against the horizon he could make out the blue tip of a mountain. "I can see all of Nipmuck!" he exclaimed.

The blue tip was Mt. Wachusett – Indian name for mountain place. The governor was probably the first white to see it.

Wachusett street, extending from Home street north to Salisbury, was named for the mountain in 1857.

Wachusett's peak, 2108 feet above sea level, has greatly influenced Worcester County.

In the early days of the settlers, the Nashoway Indians had a village at its base.

There, in the primitive forest, rattlesnakes coiled and struck; bears sniffed for wild honey; wolves reared sleek, furred heads in the darkness and howled.

At the height of King Philip's War, Mt. Wachusett became an inaccessible Indian stronghold. There the sachem of the Pokanokets was joined by his councilors, allies and warriors to plan his strategy and slip into the Nashoway and Connecticut valley to smite the settlers.

At night, from the mountain top, the campfires leaped wildly, the tom toms boomed as the braves leaped in victory.

At Billerica, Andover, Providence, Wentworth, Hingham and other towns, more than 30 homes went up in flames during one period about March 30, 1676.

In 1775, Lucy Keyes, 5, wandered from her home and was never found. "The lost child of the mountain," they called her.

In the 1800's, the Millerites who believed the world would end, waited in white garments for the mountain to blow up.

Pranksters lit a bonfire; the faithful became ecstatic, but nothing more happened.

When John Quincy Adams was inaugurated president in 1825, a huge bonfire was lit that night and the mountain renamed Mt. Adams in a burst of patriotism.

Everybody, of course, kept right on calling it Mt. Washusett.

WALDO STREET

Daniel Waldo, a bank president for 41 years, once sent a special messenger to Holden to collect a bill of ten cents.

On the other hand, Mr. Waldo donated $14,000 to help build Central Church, and gave the city land for Rural Cemetery.

He was born in Boston and came to Worcester in 1782 with his father, Daniel Waldo, Sr. Both became influential men of Worcester.

Waldo was a member of the famous political assembly, the Hartford Convention. Early during his banking career with the Worcester Bank – incorporated March 7, 1804, as Worcester's first – he amassed large wealth. He also was a president of Worcester County Institution for Savings.

Mr. Waldo built himself an "elegant mansion" on the site of Mechanics Hall. He lived there with his maiden sisters. Later the Waldo House became a hotel.

Waldo's sister, Martha, married Levi Lincoln, who became a governor of Massachusetts.

A president of Worcester Agricultural Society, Mr. Waldo also was a zealous member of Worcester Fire Society.

Membership in The Fire Club was by unanimous consent of members. When Gen. Nathan Heard and Hon. John Davis sought admittance, both were blackballed by a single vote – Waldo's.

The two had retained membership in Old South Church from which Waldo had seceded to build his own. Their exclusion from the Fire Club led to formation of the Mutual Fire Society.

Mr. Waldo died on July 9, 1845. He was 82. For him Waldo street was named in 1855.

WASHBURN STREET

A Worcester industry supported the skirts of America for 10 years.

Ichabod Washburn is another example of a Worcester man who founded a great industry and fortune in an expanding America.

His father was a sea captain who died of yellow fever at 28.

At 9, Ichabod was put out to live with a Duxbury chaise and harness maker. After apprenticeships and work in cotton mills, where he helped his mother; at a blacksmith's forge, plow making and in machinery, he came to Worcester.

He began to manufacture lead pipe and wool-making machinery. Then he began to make wire. It had previously been imported from England and Germany.

Crude machinery could only draw 50 pounds a day; Washburn invented a wireblock that shot the total up tenfold.

He became the leader of the wire industry in the United States.

A continuous hardening and tempering process which he invented made it possible to put out a cheaper grade of low-cost steel.

Skirt makers of America hailed it with enthusiasm. For between about 1859 and 1870, some 3000 tons of steel were needed to make the crinoline hoop skirts demanded by American women.

Washburn manufactured at least 1500 tons of hoop skirt wire a year; seemed a bit dazed by the demand.

The American Steel & Wire Company plants in Worcester are a tribute to his ingenuity and industry.

Washburn is also said to have been the first to erect a house in New England without benefit of spirits.

The foreman doubted whether it could be done. Ichabod did it with higher wages, lemonade, crackers and cheese.

He contributed $25,000 toward building Mechanics Hall; founded and endowed Memorial Hospital; gave a large machine shop to Worcester Polytechnic Institute; supported religious institutions and charities.

He died Dec. 30, 1869.

Washburn street, extending from Southbridge street east and south to Cambridge street, honors one of Worcester's most important men. It first appeared in 1869.

WASHINGTON STREET

At sunrise of Friday, Oct. 23, 1789, a group of about 40 Worcester men, on spirited horses, reached the Leicester town line.

They were dressed in silk and homespun. Some wore cocked hats. All peered anxiously down the dirt road.

"There he is!" someone may have sung out.

They could see a cloud of dust and four bay horses charging up from Leicester with a chariot. The horsemen clucked up their steeds and clattered forth to meet it.

They formed about the bays and chariot as an escort and led the way to Worcester. Those who were nearest the chariot could peer in and see a man dressed in a brown suit with white silk stockings and a cocked hat.

It was His Highness the President, George Washington, aged 57 years and eight months, in his first year of office.

When he reached the knoll near the junction of Main and Chandler street, the President left his carriage and mounted a horse.

Near Old South Church, a large crowd waited. As the President approached, a bell began to clang. From the Common, 11 cannons boomed a salute of welcome.

Washington made a short stop at the meeting house, some historians say, where he thanked the people for the reception and then rode on.

Others say he stopped at the United States Arms – later the Exchange Coffee House – for breakfast. Then, "amidst immense cheering by the people who had assembled in great numbers, he took his seat in his chariot and started off on the old road to Boston (now Lincoln street), attended as far as Marlborough by a large cavalcade of gentlemen from Worcester."

It was Washington's second visit to Worcester.

At Court Hill, a bronze tablet commemorates Washington's passing the spot July 2, 1775, while on his way to take command of the Army at Cambridge.

Washington street, which runs from Franklin to Lafayette streets, honors the great American. So does Washington square. The street was named in 1845.

WEBSTER STREET

Also FREE SOILERS

On Nov. 6, 1848, Daniel Webster spoke in Worcester.

The city had seldom seen such a night. In those days citizens took politics seriously.

Battle had been joined between the Whigs and Free Soilers, adherents of the former group having bolted in Worcester and formed their own party.

To bolster Whig chances two days before election, the Defender of the Constitution was brought in for a rally in the brick City Hall.

It was Webster's second visit. The first was at a cattle show on the Common on Oct. 20, 1831.

"The Whigs had the City Hall," reported the Palladium, "and it was filled with as dense a mass of men as could stand on the floor; the galleries being crowded with ladies."

Daniel thundered for Taylor and Fillmore for three hours. He was an impressive figure at 66, despite a 42-inch waistline. Erect and broad across the chest, his massive neck supported a strong face with a square forehead and cavernous eyes.

The Free Soilers plumped for their own with a torchlight parade. "The atmosphere seemed to be filled with lamp smoke and broken fragments of cheers and hurrahs," observed the newspaper.

The meeting wound up in a rally in the railroad building lit by 1500 lights. But at Lincoln square earlier in the night, attempts were made to send up a "Free Soil balloon."

It rose about 200 feet, tipped over and burst.

Webster remarked about the large number of Free Soilers. "They're mostly boys," said his host, Gov. Levi Lincoln. "But those boys will soon be men," Webster pointed out. The implication was prophetic. Although the Whigs won the election, it was their last victory.

At the Governor's new mansion, the orator appeared on the portico to speak.

About a year and a half later, he became secretary of state.

For him, Webster street was named in 1851.

WESBY STREET

Also HOME ST.

Joseph S. Wesby answered a help-wanted ad in Worcester and founded what became one of the oldest bookbinderies in Worcester County.

He was born in Philadelphia, Pa., Feb. 18, 1818 and attended what was then known as the "common schools." The next step was a job. Wesby got one as a pilot on the water ways in and around Philadelphia.

He didn't like it.

Lippincott, publishers, taught him the ancient art of bookbinding as an apprentice. He worked at it in Philadelphia, then in Boston.

He picked up a newspaper one day in 1843; saw an advertisement by Hutchinson & Crosby of Worcester. They needed a bookbinder in their establishment on Main street, opposite old Central Church.

Wesby answered it; was hired on a temporary basis.

John B. Gough, who later won an international reputation as a temperance lecturer, was a binder at Hutchinson's. He wanted to start lecturing on how he had cured himself of the vice of drink, but wasn't sure whether he could make his living on the platform.

He asked for two weeks' leave of absence to try; wrapped his work apron about 50 half-bound bibles and "never saw books or apron afterwards," he wrote in an autobiography.

Wesby replace him; finished the 50 bibles; went on to found his own business in 1845. His bindery became the largest in Worcester. The American Antiquarian Society gave him its work; so did the Lyceum Library, which with the Dr. John Green collection, became the nucleus of the Worcester Public Library.

Wesby's two sons, Herbert and Edward, joined the concern; expanded as J. S. Wesby & Sons; were active in erecting the Graphic Arts Building on Foster street.

The oldest living charter member of Quinsigamond Lodge of Odd Fellows and a life member of the Mechanics Association, Joseph S. Wesby died Nov. 3, 1886 at 68.

“Quiet and retiring in his manner, his strict integrity and regard for the rights of others, secured for him the respect and confidence of all who had any dealings with him,” wrote the Worcester Daily Spy on Nov. 4.

Mr. Wesby’s home was at 9 Home street, at the corner of Wesby street. Wesby street, which first appears in a city directory in 1872, was a footpath cutting over a stone wall when the Wesby home was built. It was one of the first in the section.

When the street was laid out, it was, naturally, named Wesby street.

WILDWOOD AVENUE

Also HERMITAGE AND RATTLESNAKE HILL

Another Hubbardston boy who made good was Abel Swan Brown, son of Rev. Abel Brown, at noted abolitionist.

When he died on Sept. 6, 1899, the City Council of Passaic, N.J., passed a resolution.

“He was exemplary in his private life and character,” it said, “a man of liberal disposition, abundant in his benevolences, which were always bestowed with judgment and without ostentation.”

At 16, following the death of his grandmother, Brown and his grandfather, a country squire, moved in with his son, George Swan, a prominent Worcester lawyer.

Young Brown began in the dry goods store of Josiah H. Clarke, showing aptitude as a salesman. At 20, he went to New York and worked for 11 years, for a time with H. B. Claflin, Jr., who had formerly run a business house in Worcester.

In 1880, Brown formed the Syndicate Trading Co. with offices in New York, London, Paris, Switzerland and Germany. They bought over $20,000,000 worth of merchandise each year for a dozen of the largest department stores in the United States. Among them was Denholm & McKay Co.

In 1890, he became president of the corporation which then operated the Boston Store in Worcester.

On Rattlesnake Hill, west of Coes Pond, Brown bought 650 acres of lofty land; named it Wildwood. It included a former hermit’s site; the rock temple of Solomon Parsons and his deed to God carved on rock..

Here Brown built the Hermitage – a luxurious Summer home of two and a half stories of native rubble and wood. Adjoining were stables, kennels and a lodge. The retreat had its own gas plant.

Brown had his Worcester employees out for a day each year; once entertained 300 guests from Hubbardson.

Following his death, executors placed land and buildings on sale in 1904. Listed was 579 acres of “unmutilated forest, parts of it wild, with outcropping ledges and in primeval condition.”

The Hermitage was bought by Lucius Knowles and about 25 years ago was occupied by Rose D. Sheridan. It later became an inn and a favorite destination for sleighing parties.

Police occasionally swung up and returned with a suicide. The property finally reverted to Edwin W. Ham of Pittsfield, N.H., and remained unoccupied for more than four years.

On July 4, 1942, the Hermitage went up in flames, believed set by trespassers.

Wildwood avenue took its name from Wildwood “Park” in 1899. Swan avenue nearby is named for the Swan branch of the Brown family.

WINFIELD STREET

Also SCOTT ST.

One Sunday in his 7th year, Winfield Scott was ordered to get ready for church.

He wouldn't do it, he decided, and ran off and hid. His mother found him; ordered a switch brought in from a Lombardy poplar in the yard.

Young Scott saw the trend, opened his mouth fast and recited from St. Matthew: "Every tree that bringeth not forth good fruit is hewn down, and cast into the fire."

His mother was so taken with this that she forgave him.

Twelve years later Scott was 6 feet 5 inches in height, weighed 230 pounds; was the strongest man in the neighborhood.

He went to college, but was never graduated. He studied law, but never became a lawyer. He was a soldier, but gained most of his fame as a "pacificator."

In a public career of nearly 50 years, he was a main factor in ending two wars, nipping several others before they began and expanding the size of the United States. He was associated with every President from Jefferson to Lincoln.

In 1814, as a brigadier-general, he trained the only American soldiers who distinguished themselves in the War of 1812. At Lundy's Lane, two horses were killed under him and he was carried from the field severely wounded.

He became The American hero; a major-general overnight. He was greeted with ovations; awarded medals by Congress and Virginia.

A board Scott headed wrote the first standard set of American drill regulations in 1815. Soldiers have been cursing it since.

He was sent to crush the Black Hawk War; the Seminoles and Creeks in Florida; to restore tranquility on the Canadian border; to conduct 16,000 angry and defrauded Cherokee Indians from South Carolina and Tennessee beyond the Mississippi; to settle a Maine boundary dispute with England and another over an island in Puget Sound.

“Fuss and Feathers” they called him – he was so exact in dress and decorum.

In June, 1841, he was made general-in-chief of the Army; in 1846 took a brilliant role in the War with Mexico. His occupation was so humane that Mexicans asked him to be dictator.

Lincoln paid him tribute, as did other great Americans. The only height Scott failed to scale was the Presidency. He was nominated by the Whigs in 1852, but was soundly thrashed at the polls by Pierce.

Worcester admired the general; named two streets in his honor. Winfield street, appearing in 1854, runs from Mason street west and southwest to May street. Scott street extends from Lamartine street south to Lafayette street.

WILSON STREET

On Sunday at 4:50 a.m. of Nov. 28, 1875, a train huffed into Union Station from Washington, D.C.

From a baggage car, railroad men rolled out a casket and placed it in the station vestibule.

At 7 a.m., the Worcester city government and other prominent citizens were escorted to the station by the City Guards through frosty Front street.

Until 8:30, when the casket was put back on the train, officials and guests viewed the body of Henry Wilson, vice-president of the United States, under President Grant.

Like so many Americans before and after him, he had risen from extreme poverty to become a successful manufacturer and a great public official.

One of many children of a day laborer in a sawmill, Wilson was born in Farmington, N.H., on Feb. 16, 1812.

His family was so poor that the boy was apprenticed at 10 to a neighboring farmer in exchange for food, clothing and one month's schooling each Winter.

Wilson was 21 before he received his "quittance" – six sheep and a yoke of oxen. He sold them for $85, his first money for 11 years of toil.

In Washington to recover his health wrecked from overwork, he saw Negro families, in slave pens, sold into slavery.

"I left the capital of my country with the unaltered resolution to give all that I had, and all that I hoped to have of power, to the cause of emancipation in America," he later declared.

He became a shoe manufacturer, employing 100. In 1840 he was elected to the Massachusetts House of Representatives, where he served for 10 years.

Wilson bolted two national political conventions because of a soft stand against slavery. Editor of the Boston Republican from 1848 to 1851, he was elected to the U. S. Senate in 1855.

He refused a challenge to a duel with a stiff note: “The law of my country and the matured convictions of my whole life alike forbid me to meet you for the purpose indicated in your letter.”

As a brigadier-general in the state militia, he won praise for recruiting in the Civil War. He was strongly against Southern reconstruction after the war.

Sen. George F. Hoar, called Wilson “a skillful, adroit, practiced and constant political manager – the most skillful, political organizer in the country.”

Wilson street, mapped from East Park terrace northeast to Laraia street, commemorates a fighting anti-slaver; was named in 1874.