



President's Overview

by John Anderson



In this issue of the MHSM newsletter, we welcome guest contributor Kyle McGrath who shares information about the Korean

War military installation located in the Middlesex Fells. In addition, he is offering a walking tour of the area including the physical remains of the installation on September 11. See the "Events" section to sign up. Please note that the walk is limited to 15 people, so do not tarry!

I'm happy to announce that our Board has two new members!

Meg Bowen is our new Recording Secretary. She also chairs the Events Committee. Meg has been a major contributor on the committee for three years. The Events Committee includes Nancy White who continues her invaluable role as the go-to person for scouting speakers and roping them in! Martha Reagan continues on this committee as well as on our Board, Collection Committee, and the Tuesday Collection Team. Beth Hayes has decided to step back for a while but we expect to see her back soon. We are seeking more volunteers for this interesting and enjoyable committee. Please reach out to Meg at Megbowen60@gmail.com for more information.

Joan Tolson, long time Medford resident, has joined the Board as

continued page 4

Society Officers

President **John Anderson**

Vice President **Will Tenney**

Treasurer **Vacant**

Assistant Treasurer **Joan Tolson**

Recording Secretary **Meg Bowen**

Corresponding Secretary
Anne Marie Gallagher

Director of Collections
Heather Champigny

Directors at Large

Susan Gerould **Charlotte Scuderi**

Martha Reagan **Jay Stott**

A History of the 90mm Meadow at the Middlesex Fells Reservation

by Kyle McGrath

Whenever we walk in the Middlesex Fells, we are surrounded by history. Among the many historic sites within its bounds, the 90mm meadow at Ram's Head Hill holds a special significance. Today, it is a pollinator meadow, with a loop of old asphalt road and a handful of mossy concrete foundations. Few visitors realize that these ruins are the physical remains of one of the most tense and fearful moments in American history. Prior to its incorporation into the Reservation, the meadow was a woodlot—a plot of public land where citizens with a permit could harvest wood for their stoves. Woodlots were typically demarcated by low stone walls, and one still exists at the southern and eastern edges of the site. The meadow remained largely unchanged until 1951 and the Korean War.

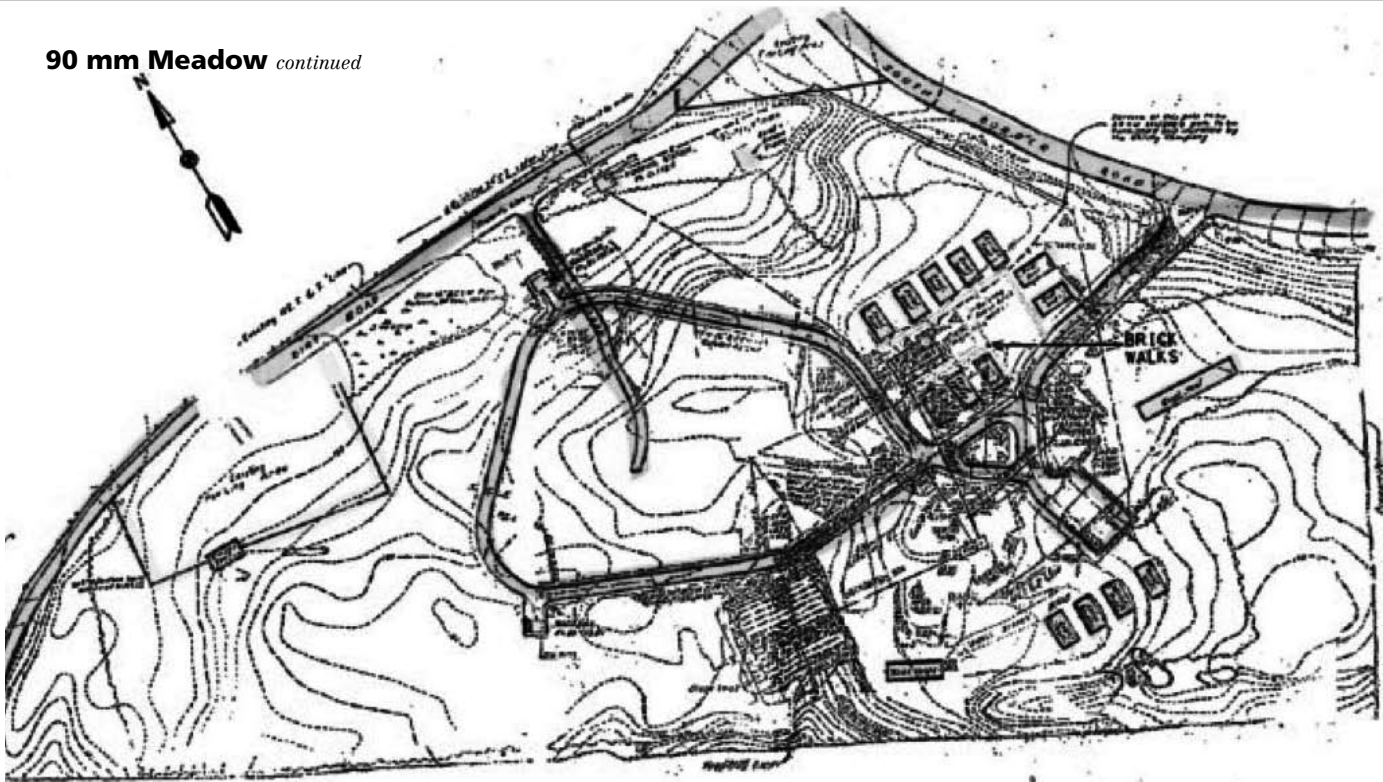
To fully appreciate the significance of the 90mm meadow, it is important to understand the events of the latter half of 1950. The beginning of the decade saw the United States anxious to contain the spread of Communism following the Communist victory in the Chinese Civil War in 1949. It was largely for this reason that, when the Soviet and Chinese-backed North Korea invaded the U.N.-backed South in June of 1950, the United States joined the war. Seeking to calm fears of another global conflict, President Truman had assured the American public that the country was engaged in a "police action" to preserve international order. Privately, elements of the Truman administration feared that



M33 Fire Control System. LIFE Magazine, vol. 38, no. 17 (April 25, 1955)

Korea might be a diversion before a larger scale Communist attack on Europe. Any American hopes for a limited, short conflict were quickly shattered. In October, the People's Republic of China, fearing an American invasion after the North had been driven back beyond its pre-war borders, entered the war. The Soviet Union also supported the northern side, sending its air force against that of the United States. It was the first time the two superpowers, who had been allies when World War II ended five years earlier, faced each other in battle. What began as a police action quickly evolved into one of the most destructive wars of the 20th century, both sides committing vast amounts of men and resources to the conflict. With NATO and the Communist bloc on opposite sides, and tension in Europe still

continued page 2



Army Corps of Engineers site plan for the Medford site. This is a scan of an original map which has been lost, so much of the text is difficult to read but you can make out the location of roads and buildings. Courtesy MA ARNG Archive.

rife, fears grew that the war in Korea might escalate into a third World War.

With this grim prospect looming, the United States activated its emergency defense plans. By the end of WWII, rapid advances in aircraft technology and the strategic shift towards air supremacy had rendered the old defense systems of coastal forts and artillery obsolete. The chief threat to the American homeland was now air attack by strategic bombers and inter-continental ballistic missiles. For this reason, urban and industrial centers like Boston had to be protected by batteries of anti-aircraft guns. In December of 1950, President Truman declared a national emergency. This gave the federal government sweeping power to appropriate state lands for the purpose of national defense. In September of 1951, the Commonwealth of Massachusetts leased 12 plots of land to the US Army to defend Boston from air attack. When it was complete, this ring of anti-aircraft artillery around Boston included sites in Saugus, Lynn, Brighton, Nahant, Hyde Park, Milton, Belmont, Quincy, Newton, and Medford. The Medford site was a 13-acre parcel of land in the Middlesex Fells Reservation, granted to the Army on June 6, 1941, which we today call the 90mm meadow. Most of these sites, including Medford's, would be equipped with the United States' primary anti-aircraft weapon of the time—the 90mm gun M1, often called just “the 90mm,” the width of the shell it fired, for short. The gun lent its name to the meadow in later years.

For Medford, this was not without precedent. Like many state lands, the Fells was used extensively for military training in the interwar period and during

the Second World War. In 1922, the Massachusetts National Guard's 110th Cavalry regiment was granted permission to use an area of land off of Woodland Road for “camping and maneuvers.” The Massachusetts State Guard, a predecessor to the modern State Defense Force, used the Sheepfold for training in July of 1942 and again in July of 1943; the 605th Anti-Aircraft Artillery group trained in the Fells and the Blue Hills sometime in 1944; and the War Production Board, the federal agency that managed war production during the WWII, was granted permission in January 1945 to use the Fells to “bivouac troops in the woods for salvage training.”

Constructed by the Army Corps of Engineers, the 90mm site was effectively a small military base, and once finished included everything needed for its full-time staff to live and work onsite. There was a mess hall, sleeping quarters, sanitary facilities, administrative offices, storage, supply, and utility buildings, a generator shed, storage tanks for heating oil and generator fuel, and a vehicle maintenance area. The mess hall and white-painted guard posts at the entrance were made of wood, and most other buildings were Butler prefabricated metal buildings, similar to those still made by that company today. Until these were complete, which happened sometime in 1953-4, the Army used tents. During the Massachusetts Army National Guard's custody of the site, there were 15 full-time staff supported by a further cadre of up to 130 part-time soldiers, who trained on the site on evenings and weekends. All 15 full-time staff were trained to operate the M1 guns, so that the entire battery could be firing with only the fulltime staff on

hand. The duties of the staff revolved around maintaining the battery in a state of readiness. The guns, generators, radio, and radar systems were all checked and maintained daily: guns needed to be cleaned and lubricated, radar and radio needed to be tuned and checked for electrical faults or other problems. All of this was undertaken so that the battery would be ready for operation on a moment's notice in the event of a mobilization order.

The M1 guns themselves were positioned in what is now the pollinator meadow, on pads of dirt or gravel to soften the recoil from firing. They were massive, weighing nearly ten tons, with barrels nearly 17 feet long. They fired 24-lb shells at planes flying up to an altitude of 35,000 feet, high enough to hit most planes of the day. They were complemented by the M33 gun director system—an early form of computer that used radar to automatically aim the guns, performing complex calculations of speed, altitude, and azimuth to track targets. This consisted of an acquisition radar, a tracking radar and control van, generators for the radar and gun system, and a maintenance and spare parts trailer. The loop of road that still encircles the meadow today once connected the gun site to its two ammunition storage dugouts. These covered dugouts stored shells for the guns as well as ammunition for the pistols and rifles carried by the soldiers on duty. There were also smaller, “ready” dugouts next to the guns to facilitate loading and firing on short notice. Nothing remains of the dugouts, guns, or munitions today, everything having been removed when the site was deactivated in 1958. Fortunately, Boston was never attacked and guns in the Fells never fired.

From 1951-55, the Medford site was manned by Battery C of the 16th Anti-Aircraft Artillery (AAA) Battalion of the US Army. The Korean War ended in 1953. While the radarguided 90mm guns were a technological breakthrough in World War II, the advent of guided surface-to-air missiles, such as the American NIKE-AJAX missile (Nike for short), was rapidly making them obsolete. Gun systems designed to fight the propeller-driven aircraft of WWII struggled to keep up with the faster, higher-flying jet engine aircraft that would dominate the second half of the century. The 90mm artillery sites were a stopgap measure until newer defenses like the Nike could be deployed later in the decade. In 1956, the 16th AAA Battalion was reorganized as a Nike missile defense unit and redeployed elsewhere. As the Army focused its manpower on the newer Nike missile sites, the 90mm site in Medford was handed off from the US Army to the Massachusetts Army National Guard, Battery A of the 772nd AAA Battalion. Similar handoffs from the Army to the National Guard occurred at the other Boston defense sites around the same time.

Prior to this handoff, dozens of Massachusetts Guardsmen were sent to Fort Bliss, Texas for a minimum of 9 months of training to prepare them to operate the 90mm sites. The 772nd remained stationed at

the Medford site until 1958. In February of that year, the 772nd was also re-designated as a Nike unit. Five months later, in July, they relocated to the Nike site in Reading. The Medford site was deactivated, buildings taken down, and munitions removed to other defense sites or Fort Devens. While the 90mm meadow is occasionally called the “Nike meadow” or “Nike site,” there were never NIKE-AJAX missiles deployed there. Battery A was a Nike unit in name only for the five months leading up to the site's closure. The other 90mm sites were similarly deactivated—as the NIKE-AJAX missile had a substantially longer range than the 90mm gun, fewer sites were needed to cover the airspace around Boston.

All that remains of the 90mm site today are concrete foundations. As you enter the site from South Border Road, the remains of the mess hall and admin building are on the left. A generator building is also on the left, further into the site; just before it, a path leads south, towards Ram's Head Hill, to a circular concrete base that probably supported the acquisition antenna (see the diagram below). When you reach the loop around the meadow itself, on the right you can see a concrete base that once supported tanks for heating oil and generator fuel; behind this, in the woods is the concrete foundation of the latrine building, identifiable by the outlines of its stalls. Several more concrete foundations surround the latrine, the remains of barracks or sleeping quarters, but these are mostly covered by grass and leaves. It is easiest to spot them in the spring, as the concrete warms slower than the surrounding soil and the snow lingers in almost perfect squares where there are foundations beneath the surface. These buildings were once connected by brick walkways.

A final, mysterious clue to the site's history stands just past the treeline on the western side of the loop. Here, old wooden railroad ties litter the woods, in places set into the ground and evidently used as posts for a barbed-wire fence. The rail ties can be identified by the mortise cut into the wood to accommodate the rails. Bits of old barbed wire are still attached to some. The improvised nature of this barrier suggests a civilian origin, so these likely predate the 90mm site and may be associated with the earlier woodlot.

Today, the 90mm meadow provides critical habitat for pollinator species like butterflies, which have an important role in the local ecosystem. The Middlesex Fells is home to at least 71 species of butterflies, including the threatened monarch, and volunteer projects have helped introduce native flowering species like butterfly milkweed to the meadow to help support pollinator populations. The landscape of the greater Boston area has completely changed in the century-plus since the Fells was incorporated, but within its borders, thanks to the efforts of the DCR and volunteers, places like the 90mm meadow have been preserved for future generations to explore, enjoy, and connect with the past.

President's Message *continued*

Assistant Treasurer. She became a member via the House Marker Program, and she responded to our request for volunteers in the last newsletter. Joan's grandparents once lived in the lovely Gothic Revival (aka "Gingerbread Style") John B. Angier House that is set back from the street on the west side of the Public Library. One of Joan's sons is studying history and plans to be a teacher – perhaps a future MHSM member? We welcome her to the Board!

David and Susan Fedo have stepped down from the Board and moved to Melrose. They have been members of MHSM since their return from Singapore in 2013. During that time, they have given many hours of volunteer service including serving on the Board (both David and Susan), Program and Events Chair (Susan); Society Reading Group Leader, MHSM Newsletter Editor and writer (David); representing MHSM at Community Events (Susan); and General Work Horses (Bartender/Hosts/Clean-up Crew etc.) They've always been available for what-

ever needed to be done. We thank them both and they will be sorely missed.

The Fall 2021 Newsletter (available on our website) featured pictures of the improvements to the second floor Reference Room and the basement collection storage areas. Now I'm happy to announce that the Main Hall has also been refurbished! The interior walls were just sheets of a cardboard-like material nailed to thin wood strapping and attached directly to the masonry walls. There was no insulation at all and the wiring was exposed conduit. We now have real walls with foam insulation, plasterboard, new wood trim, fresh paint, hidden wiring, and a refinished floor.

Our new challenge is to put our renovated Main Hall to good use. I am looking for a few volunteers to develop a "big picture" vision and plan. Since we are starting with a clean slate, we need not be constrained by the past. This is an opportunity to rethink display cases and wall space, even multi-media. Wine and nibbles may be part of the process! If interested, please contact me directly by email JWA02155@yahoo.com or on my landline, 781-395-5138.

Our main hall has been completely refurbished. (Top left: before demo, Top right: walls stripped and ready for insulation, Bottom: room fully restored (note wall thickness at windows))



Henry Smith and the *Edward Everett*

Part 2: Homeward Bound from San Francisco to Medford

by Will Tenney

The lead article in our Fall 2021 newsletter (available on the MHSM website about halfway down under the News tab) recounted the voyage of a Medford built ship, the *Edward Everett*. She sailed from Boston to San Francisco in January of 1849. The captain, Henry Smith, who eventually retired to Medford, assumed the role of both Captain of the ship and President of an organization of 150 adventurers who set off to find their fortune in the California goldfields. The ship was exceptionally well provisioned and the voyage generally went well. Most of the adventurers were unaccustomed to the manual labor required to mine gold. Soon after they arrived, the company voted itself out of existence. Only a few persevered and did well in the goldfields. In November of the same year, the ship set sail for the return to Boston with many of the original men plus others, many of whom were injured, sick, discouraged, or financially ruined.

The Washington D.C. National Intelligencer announced on January 19, 1850:

CALIFORIANS HOMEWARD BOUND.—The *Boston Traveller* says that the ship *Edward Everett*, which left that port for California about a year ago, with 150 passengers, is now on her return home with 200 passengers.

The return trip did not go so well!

One of the passengers on the return trip home was John M. Letts. He wrote an ambitiously-titled book titled *A Pictorial View of California; Including a Description of the Panama and Nicaragua Routes, with Information and Advice Interesting to All, Particularly Those Who Intend to Visit the Golden Region* (1853). Two chapters are devoted to the passage of the *Edward Everett* from San Francisco to Panama departing on November 28, 1849. Letts tells of the passengers' surprise at discovering that there was very little food on board, and nothing that was fresh. Capt. Henry Smith, who commanded the voyage, seemed to have little tolerance for passenger complaints. Over the course of the voyage, several of them died from scurvy or starvation.

While on the journey from San Francisco to Panama, the passengers watched their departed shipmates tied in canvas and slid over the side of the ship. Driven to such a degree of concern, the passengers basically mutinied. First, they prepared a "Protest" signed by 57 of them including the First Mate. They planned to present this to the American Consul in Panama. The document is a scathing rebuke and a horrific recounting of the voyage. One wonders how much was the fault of the Captain, how much was the result of mental anguish on the part of some of the returning adventurers,



The ship *Edward Everett* sailed from San Francisco for Panama on November 28, 1849. Her passengers protested when they found she was ill-equipped to feed them adequately and people were dying.

and how much was just extremely bad luck. Adding to the discomfort of many passengers was their very poor physical health before boarding in San Francisco. The text of the document follows:

PROTEST.

We, the undersigned, passengers on board the ship *Edward Everett*, Capt. Henry Smith, do hereby most solemnly aver that we were

continued page 6

The following news item appeared in the *Bangor Daily Whig and Courier* on February 12, 1850:

Death of G. W. Ray.

We have before stated that the Ship *Edward Everett*, of Boston, was at Panama, on the 22d of January, on the way from San Francisco to Boston. She brought down about 100 passengers at \$80 per head. She was about 50 days on the passage, and during that time many of them were sick with scurvy and other diseases contracted at the mines, and at San Francisco. Five died on the passage, and a sixth at Panama. A passenger in the ship has furnished us with the names of five of the deceased, as follows: G. W. Ray of Bluehill, Me; Dr Reed of Worcester, Mass; W B Lewis of Almira, N Y.; Wm F Capren, residence unknown; and a sailor named Crook, belonging to Scituate, R. I.—Dr Reed had, it is said, considerable gold. The others each a small quantity. So says the *Boston Traveller* of Saturday.

induced to take passage on said ship by representations made by said Capt. Smith and his agents, which representations were, that he had on board an extra supply of ship-stores, and that extra provisions had been made for the comfort of passengers. For this extra provision an extra charge of \$100 in the first, and \$25 in the second cabin, had been made, above that of any vessel sailing from the same port for the same destination, during the present season.

The above-named Capt. Smith, through public advertisements and otherwise, called the attention of invalids particularly, to the superior arrangements made for their comfort, that a physician would be in attendance, &c.

Immediately upon getting under weigh we learned, to our sorrow, that we had been grossly deceived; that the above representations were false. Our provisions, many of them, were damaged, and, we were credibly informed, were purchased as such at San Francisco. Of some of the articles that are indispensable at sea, we were short, and immediately put upon allowance.

Some of the passengers had made arrangements to work their passage, but upon first putting to sea were unable to do duty. The Captain called upon them in person, ordering them from their berths and on duty, threatening, in case of non-compliance, to put them ashore on the first island. Mr. Wm. B. Lewis, of Elmira, N.Y., who was working his passage as under-steward, was compelled to do duty when unable, and finally compelled to take to his berth, from which he never arose. Just previous to his death he manifested a wish to see the Captain, and said, "If I die my blood will be upon the Captain's head."

The invalids, being compelled to live on the coarse fare of the steerage, suffered for want of nourishing food, of which the ship was entirely destitute, there not being a particle of dried fruit, preserved meats, wines, or any one of the articles thought indispensably necessary on ship-board.

The physician, (whose father and Captain Smith were the owners of the ship) paid no other attention to the sick than dealing out medicines, which he did only at the most exorbitant charges. In some instances, passengers, after having been sick for days without nourishment, were obliged to buy flour of the Captain at exorbitant prices, and cook with their own hands something to sustain life.

There have been five deaths on board, during the voyage. Wm. F. Capron of Palmyra, N.Y., we do most solemnly believe died for want of nourishment; and in the case of Wm. B. Lewis, we

believe he was brought to a premature death, by treatment received at the hands of the Captain, together with the want of proper nourishment after his prostration.

Aside from the above unheard-of conduct, Capt. Smith went to sea without a single life or quarter-boat, consequently entirely unprepared to save life in case of accident, showing a recklessness of human life in the highest degree reprehensible, which should not be passed over in silence.

We regret exceedingly that we are obliged to make the above charges against an American Captain, a class of men so justly celebrated for philanthropy and kindness; but the circumstances under which we are placed leave no alternative; and we hereby most respectfully request the Consul at Panama will immediately enforce the law in this case, believing that a few public examples will put an end to the abuse.

At Sea, January 6th, 1850, lat. 6° N., lon. 92° W., having sailed from San Francisco, 28th November, 1849.

*(Signed) Robt. N. Tate, First Mate of Ship
Edward Everett. [and 56 others]*

It would appear that all of the passengers disembarked at Panama City, went overland across the isthmus to the Atlantic coast and were able to book passage on other vessels home to Boston. At this point the *Edward Everett* may have been sold again as it did not go on to Boston. The ship under a Captain Caleb turned around and sailed back to San Francisco with a load of 218 gold-hungry adventurers aboard. Henry Smith was no longer connected with the *Edward Everett*. Whether the American Consulate had anything to do with Capt. Smith disposing of the ship is unknown. Whether Smith went overland and headed home from the Atlantic side of Panama or went home on another ship around the Horn is also not known.

To follow the voyage of the *Edward Everett* involved studying the minute details published in the *Shipping News* or *Marine Matters* sections of several newspapers of the time. It was after searching through these reports that it was discovered that the ship had been sold, did not head on to Boston, but returned to San Francisco. Carrying over 200 passengers was a very lucrative business, and after a 35-day voyage, it was back on the California Coast.

The *Edward Everett* arrived in San Francisco from Panama on March 13. On April 11th under a Captain Scott, it departed heading to Baltimore, the home port of the new owners. By September, it reached Callao, the port of Lima, Peru. The November 9, 1850 edition of the Philadelphia *North American* reports that the ship *Edward Everett* sailed from Lima on October 1 for Baltimore but returned on October 8 to make repairs

to a leak. It was reported elsewhere that the ship reached Baltimore on January 23, 1851. From this point on, all references to the *Edward Everett* list its home port as Baltimore.

And what became of the *Edward Everett*? In his exhaustive treatise "Old Ships and Ship-Building Days of Medford: 1630-1873" (published in West Medford in 1936), Hall Gleason lists all of the ships built in Medford. In his list for 1843, he includes:

Edward Everett. Ship. 622 tons. Owners, Benjamin Bangs, Isaac Bangs and George P. Bangs of Boston. Built by P. Curtis for above. Sold to Baltimore parties before 1856. Wrecked about December, 1861, near Dunkirk, France, while bound for Baltimore from Amsterdam.

In mid-1850 and after over a year away, Henry Smith returned to Massachusetts. He may have come home richer than when he left. During the 1840s Smith had bought a farm for his family in Framingham. It was to this farm that he returned. He is listed in the 1850 U.S. Census as being a "Farmer" and not a Sea Captain or Mariner. This listing does indeed turn out to be "our" Henry Smith. He is listed along with his wife Harriet and three children: Mary, Henry, and Horatio. Perhaps the admonishment by the Consul at Panama was taken to heart. In the Massachusetts Census of 1855, he was still living as a "Farmer" in Framingham with Harriet and their three children.

By the 1860 U.S. Census he appears to have purchased property in Newton and was describing himself once again as a "Sea Captain" and may have been back on the water for a trip or two. The Massachusetts Census of 1865 finds him living in Malden with Harriet and some of his kids but in the 1868 Town Directory for Newton, we find the following listing:

Smith, Henry, master mariner, house Washington Avenue, Newtonville

Before moving to Medford in 1870, he and Harriet, their widowed daughter-in-law Sarah A. Smith (possibly wife of Henry Jr.), and Harriet's sister Louisa Nurse, along with a domestic servant, were living in South Boston. Henry was again listed as "Sea Captain."

On August 5, 1870, Harriet bought the house at 41 Warren Street for \$6000 with an outstanding mortgage of \$1600. The house had been built in 1857 by a housewright (carpenter) named George A. Caldwell. The Italianate style of the house with its ornate porch and cupola is quite representative of the style of the period between 1850 and 1860. It is one of the finest examples of the style still standing in Medford.

How much involvement in Medford affairs Henry had during the short time he lived on Warren Street is hard to tell. Henry died of stomach cancer on July 17, 1873, leaving Harriet a widow. The *Boston Daily Advertiser* for July 21, 1873 printed the following obituary:

The funeral of the late Captain Henry Smith occurred at West Medford yesterday. He was a shipmaster of fifty years and commanded the famous Edward Everett, a ship of 750 tons, which sailed from Boston in the latter part of December 1848, for California with a company of 150 adventurers in search of gold. This organization purchased the ship and provisioned her, choosing Captain Smith commander and president. Edward Everett presented the organization with a valuable library and Dr. Albee of Boston gave each of the adventurers a Bible the adventurers a Bible. The library remained with the ship on their arrival but the Bibles were lost or sold in the hurry of separating. Among the company who sailed in the Edward Everett were George Campbell, E.I.P. Weeks, William H. Thomas, General James L. Bates, at present State police commissioner, and M.D. Spaulding, president of the Atlas Bank. Mr. William H. Thomas was the only member of the old Edward Everett company present at the funeral and he acted as one of the pall-bearers. .

Harriet remained in their Medford home on Warren Street for one more year, selling the property on September 1, 1874.

Thus endith the tale of Captain Henry Smith, the *Edward Everett*, and the '49ers.

41 Warren Street, built 1857



Events

SEPTEMBER

Korean War History at the 90mm Meadow: Fall Walking Tour in the Fells with Guide Kyle McGrath, Co-Hosted with Friends of the Middlesex Fells

Sunday, September 11 at 11:00 AM – 1:00 PM

Starting from the Medford Technical High School parking lot, we take a short hike up to the 90mm meadow, once an anti-aircraft artillery defense site during the Korean War. We discuss the historical context of the site, examine physical ruins to reconstruct the base, and talk about its modern significance to pollinator conservation as a human-made meadow. Maximum 15 people.



Voices From the Basement Hosted by Michael Bavaro, Film Director/Producer

**Friday, September 23 at 1:00 PM, Senior Center, 101
Riverside Avenue**

Join us for this 1-hour documentary screening with the film's producer Michael Bavaro. Just the name of Filene's Basement will bring smiles and sweet memories of Boston's beloved bargain basement. Join us as we watch this one-hour documentary movie "Voices from the Basement" with the film's producer Michael Bavaro. The film is collection of film clips and stories told by the people who worked and shopped at Filene's Basement including celebrities Mike Wallace, Thomas Menino, Estelle Parsons, and Susan Wornick. There will be a Q & A following the film with producer and director Michael Bavaro.



OCTOBER

The Brooks Family Art by Doug Carr

**Wednesday, October 12 at 7:00 PM, Charlotte and
William Bloomberg Medford Public Library**

Join Doug Carr, an architect and student of art and history, as he presents a variety of art works collected by generations of Brooks Family members, whose ranks include the Saltonstalls and the family of

John Quincy Adams. The Brooks collection contains works by John Singer Sargent, John LaFarge, Claude Monet, and sculptor Cyrus Dallin, among others. Over the years some of the pieces have been donated to nearby institutions, including the Museum of Fine Arts and the Peabody Essex Museum, for the public to enjoy. The talk will also include the story of buildings developed in Chicago by brothers Shepherd and Peter Chardon Brooks, which are among the treasured historic skyscrapers of that city.

NOVEMBER

AUTHOR/LECTURE

Bletchley Park England WWII, A Delightful Member of the Greatest Generation with Anne Hamlin

**Wednesday, November 2
at 7:00 PM, Charlotte and
William Bloomberg Medford
Public Library**

Beverly Almond, a young secretary in NYC at the time of Pearl Harbor, left security and home to work in England at the height of the war. She worked for 2½ years at Bletchley Park, the top secret center in the English countryside where the German military messages were being intercepted and decoded. Her story, *Beverly Almond – An Ageless Adventurer*, was written by her daughter, Anne Hamlin, who will talk about her mother's adventures during the war.



History on Hops: Demystifying Medford Myths

**Saturday, November 12 at 6:30 PM, Medford Historical
Society & Museum, 10 Governors Avenue**

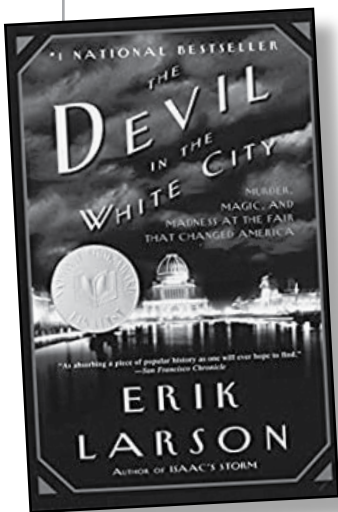
In this series of lightning talks combined with socializing and conversation, MHSM's History on Hops will shine a light on some of the most famous Medford Myths that have circulated for centuries. Learn the truth (and source) of some of the most common mistakes made about Medford's rich local history.



All attending must be age 21 or older. Beer donated by Medford Brewing Company. Cost: \$15 (gets you a flight glass and beer between 6:30-8:00 PM). All proceeds go to support the Medford Historical Society & Museum

History Book Club: *The Devil in the White City: Murder, Magic, and Madness at the Fair That Changed America* by Erik Larson, Discussion Leader: Barbara Kerr

**Wednesday, November 16 at 7:00 PM, Local History
Room at the Charlotte and William Bloomberg
Medford Public Library**



One was an architect. The other a serial killer. This is the true story of these two men and their realization of the Chicago World's Fair of 1893, and its amazing 'White City'; one of the wonders of the world. The architect was Daniel H. Burnham, the driving force behind the White City, the massive, visionary landscape of white buildings set in a wonderland of canals and gardens. With a Medford connection! The killer was H. H. Holmes, a handsome doctor with striking

blue eyes. He used the attraction of the great fair - and his own devilish charms - to lure scores of young women to their deaths.

While Burnham overcame politics, infighting, personality clashes and Chicago's infamous weather to transform the swamps of Jackson Park into the greatest show on Earth, Holmes built his own edifice just west of the fairground. He called it the World's Fair Hotel. Larson's story of the events of 1893 is a great read.

DECEMBER

Flying Santa by Brian Tague, Friends of the Flying Santas

Wednesday, December 8 at 7:00 PM, Charlotte and William Bloomberg Medford Public Library

Brian Tague will present a lecture on the history of the 93-year tradition of Flying Santa. The aerial visits of Flying Santa to lighthouses and lifesaving stations have been a New England tradition since 1929. Capt. William Wincapaw of Friendship, Maine - an aviation pioneer - began the flights as a gesture of appreciation to the dedicated lighthouse keepers and their families as well as the crews of the lifesaving stations. Legendary author and historian Edward Rowe Snow carried on the tradition for over four decades. Friends of Flying Santa continues the annual Christmas flights (now done by helicopter) to deliver gifts to the children of USCG families from Maine to Long Island, NY. The presentation will include photos and videos from the past 92 years, including many aerials of the historic lighthouses and boat stations along the coast.

Brian has flown on the flights since 1991 as photographer, director, historian and chief toy tester.

JANUARY

House Histories and Fascinating Finds by Will Tenney

Thursday, January 12, 2023, at 7:00 PM, Charlotte and William Bloomberg Medford Public Library

Board Member Will Tenney has dedicated five years or so researching house histories for the Historical House Marker Program. He will offer us a brief overview of the process and resources he uses to research

the history of Medford houses. He will also introduce us to a fascinating character he found recently while researching a property - a larger-than-life nineteenth-century self-made man who has left quite a legacy here in Medford, a person almost no one knows anything about, and yet we all know his name.

Please follow MHSM Events on our website www.medfordhistorical.org for added events, updates, and registration information.

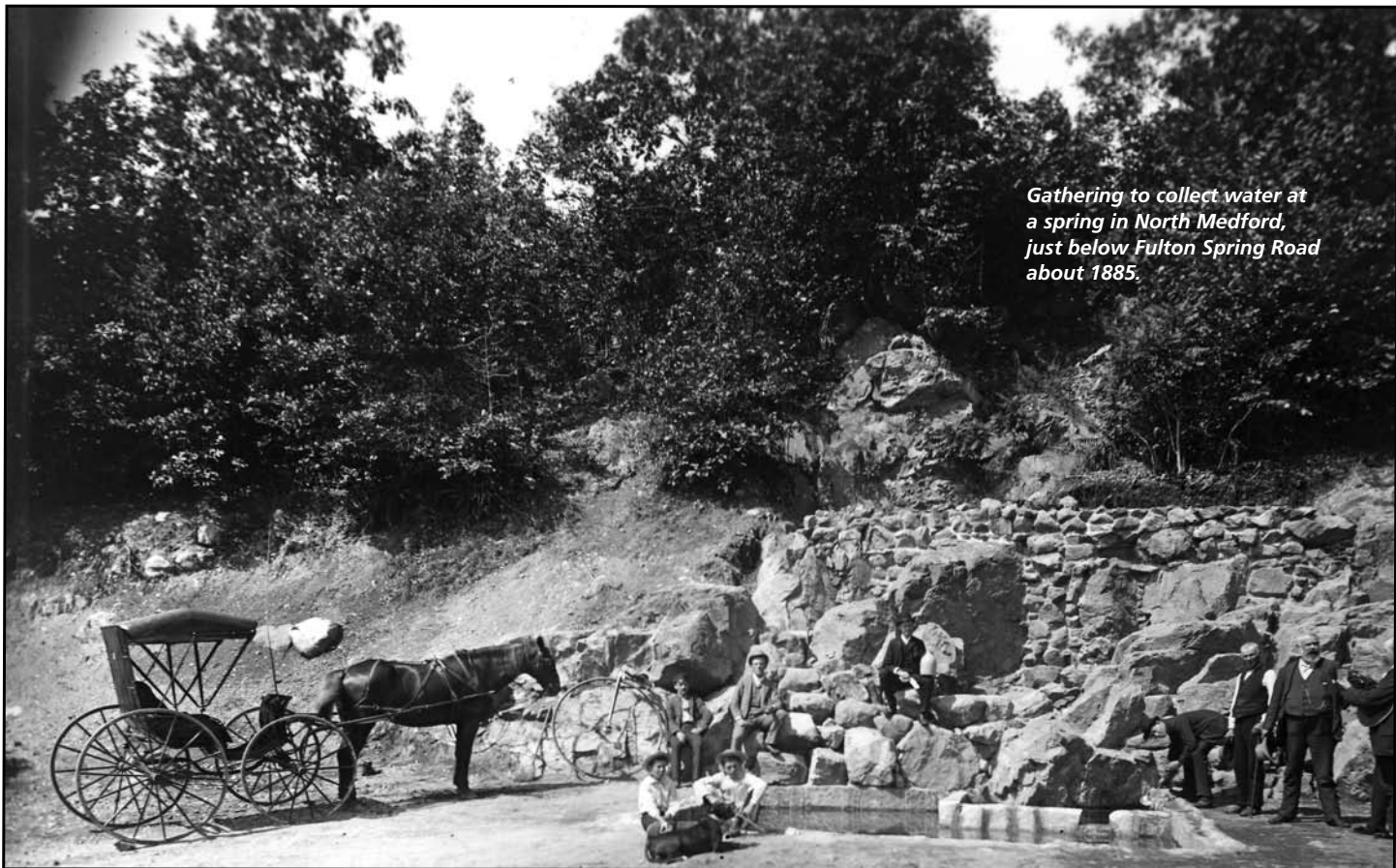
DID YOU KNOW?



Inset: Justice Stephen G. Breyer (Retired) administers the judicial oath to Judge Ketanji Brown Jackson at the Supreme Court Building. Her left hand rests on two bibles held by her husband, Dr. Patrick Jackson.

Medford's New Supreme Court Connection

Nancy White recently alerted us to an article in the Boston Globe "A Union to Challenge the Past," referring to the 1996 marriage of our newest Supreme Court Justice Ketanji Brown and Patrick Graves Jackson. "He descends from British royalty and New England merchants, some of whom profited off slave ships and themselves owned people. She can trace her ancestors to plantations in the antebellum South, where they were enslaved." – *Boston Globe* July 9, 2022. There is a Cambridge connection. They met as students at Harvard. But what about our Medford connection? Dr. Jackson is the great grandson of Rachel Brooks, daughter of Shepard Brooks who built the manor and carriage house on today's Brooks Estate.



*Gathering to collect water at
a spring in North Medford,
just below Fulton Spring Road
about 1885.*

Your Medford Historical Society Newsletter

RETURN SERVICE REQUESTED



MEDFORD HISTORICAL SOCIETY & MUSEUM
10 Governors Avenue
Medford, MA 02155

