

May, 1897.

NODDLE ISLAND

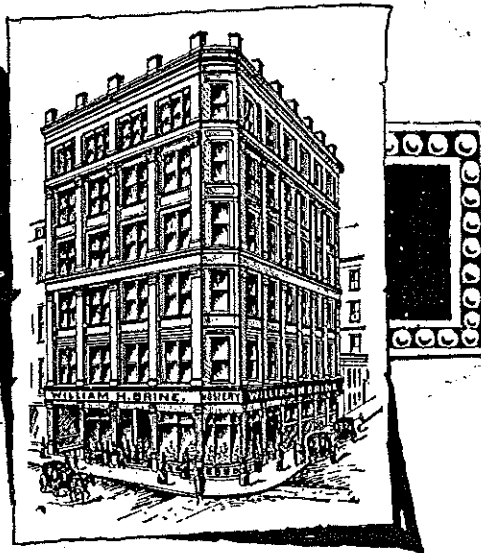
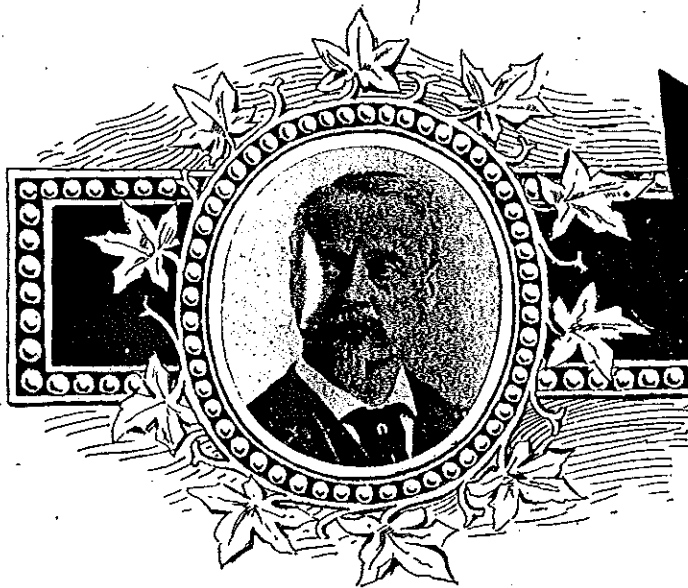


ILLUSTRATED.

★ Souvenir Edition ★

ARGUS - ADVOCATE.

PRICE, 25 CENTS.



WILLIAM H. BRINE.

A Successful Dry Goods Merchant of Boston.

The Story of His Small Beginning and How He Made His Way Upward— Honored Not Only in Business but in Civic Life.

One of the generals in business who is known to all Bostonians is W. H. Brine, the dealer in fancy dry goods at 1 and 3 Tremont Street, in the Chadwick Building, one of the best-known corners in the city. Mr. Brine was born in Boston in 1841. Early in life his parents removed to Cambridge, where he attended the public schools until fourteen years of age. He was then obliged to go to work, and obtained a situation in a small dry goods store. He took down the shutters in the morning, and put them up at night, swept the floors, ran of errands, and was general utility boy at a salary of \$1.00 a week.

Not a very promising outlook, surely. It was a small beginning, but it was a day of small things, and greater things have followed.

CLIMBS THE LADDER.

By and by he obtained a better situation, with the old firm of Hogg, Brown & Taylor. Later he did better still in the employ of John Harrington, a dry goods dealer of Somerville. Here he rose to be his employer's chief reliance, and when the trumpet of war sounded Mr. Harrington ordered his musket and went to the front. Mr. Brine was left in charge of the business. It was a heavy re-

sponsibility to be placed on the shoulders of so young a man—indeed, of a boy in his teens. But the young fellow carried it manfully and successfully; and when the war was over, and Mr. Harrington returned to civil life, the style of the firm was changed, and became John Harrington & Co. Young Brine, before reaching his majority, had become a partner in his employer's business.

HIS FORTUNE MADE.

His fortune was now made; not that he had come into possession of a large sum of money, but he had become firmly established in a lucrative business, and by constant attention and industry had made for himself a position to be envied in the business world.

A short time after the formation of this partnership, the new firm of John Harrington & Co. removed to Boston, having in 1864, bought the stock of John Holmes & Co., on Tremont Row, and for twenty years conducted a flourishing business, establishing a reputation for probity and fairness of dealing excelled by none.

In 1884 Mr. Harrington retired from business with a competency, and with an unblemished reputation, leaving the firm to its partner and successor,

Mr. Brine, to continue the excellent name established and long enjoyed by the house.

Mr. Brine served as a member of the board of trustees of the public library of Somerville for a period of twelve years.

HE IS A FAMILY MAN.

Mr. Brine, while not a recluse, is a thorough man of business, and finds few pleasures apart from those enjoyed with his family. He has been a resident of Somerville since 1861, except for three years, when he resided in Belmont. He has a wife and six living children, the oldest of whom, Mr. H. C. Brine, is married. He is now with his father at No. 1 Tremont Street. Mr. W. H. Brine has a pleasant home in Somerville, and when he longs to snuff the sea breeze he goes down to his possessions at Manomet Bluffs, South Plymouth. Here he has a large and comfortable house, with commodious stable and a broad tract of 160 acres of land. Here he passes much of his leisure time in the summer season.

In his personal relations Mr. Brine is genial and companionable; as a friend he is warm-hearted and generous; as a business man he has a character above reproach.

Souvenir Edition_____

OF

THE ARGUS-ADVOCATE,

Describing and Illustrating

EAST BOSTON, MASS.

IN THE YEAR 1897.



"Noddle Island" Illustrated

Compiled by C. B. GILLESPIE.



CONTAINING :

Brief History of the Island; Statements in Regard to Its Health, Wealth and Prosperity; Its Importance in Shipping; Its Institutions; Educational, Religious and Transportational Advantages, Manufactories, Products, Trade, Citizens, Officials, Business and Professional Men, Buildings, Stores and Comfortable Residences.



Published by
EAST BOSTON ARGUS-ADVOCATE:
BOSTON, MAY, 1897.

PICTORIAL DESCRIPTION OF EAST BOSTON.

IN attempting a description of Noddle Island, the writer need not go back into ancient history to show the marked growth of this section of the City of Boston, and bring to light facts showing conclusively its vast importance as a place of business and residence. East Boston is the Brooklyn of Massachusetts, and in proportion to its comparative population, so is it a sleeping place for Boston. Its naturally healthful and pleasant location made it a desirable residence section, and during the first years of its rapid growth in inhabitants, it was populated principally by the well-to-do. Its matchless water front attracted the ship-builder, and for many years the name of East Boston retained a well earned fame for the launching of sailing vessels. In this industry East Boston has held her own with other sea-ports; but the building of the schooner has been superseded by that of the steam-boat, tugboat and other steam-sailing vessels here as well as elsewhere. That East Boston has great promise for the attainment of encouraging future possibilities, it will be endeavored to show in the following pages.

ITS EARLY HISTORY.

On November 3rd, 1620, King James 1st made a grant of lands to the Council of Plymouth. Included in this grant was an island located at the confluence of two streams, known subsequently as the Charles and Mystic Rivers. Two years later, or, to be exact, on December 13th, 1622, a gift of lands including this island was made by Plymouth Council to one Robert Gorges, son of Ferdinando Gorges, who had expended a fortune in attempts to establish colonies in the region hereabouts. Robert Gorges died, and his brother, who succeeded in his proprietorship, in January, 1628, conveyed the island with other lands to Sir William Brereton of Handforth, Chester Co., England. Sir William sent hither sundry servants to improve the lands and make leases; but neither the Plymouth Council nor his own government seems to have recognized his authority or right of title to the island, as according to the Colony Records under date of April 1, 1633, the General Court made a grant of it to Samuel Maverick, under the title of Noddle Island.

WILLIAM NODDLE,

for whom the island is named, is believed to have been one of Sir William Brereton's representatives. He is designated by earlier writers as "an honest man from Salem," was made a freeman in 1631, and had evidently resided upon the island for some time prior to the grant to Samuel Maverick on April 1st, 1633. But, with the exception of giving his name to the island, Noddle appears to have received little recognition from the Gen-

eral Court, as any proprietorship claim of his was coolly ignored in the Maverick grant.

PASTURAGE AND WOOD SUPPLY,

Noddle Island, like the other harbor islands, was a favorite pasture ground for the colonists, and yielded a goodly revenue in this connection. Down to the time of the Revolution all these islands were well stocked with domestic animals. The forest growth upon these islands was also a source of wood supply.

SUPERVISION OF GENERAL COURT.

Prior to the Maverick grant, Noddle Island was under the close supervision of the General Court. In 1631 an order was passed restraining "all persons from putting on cattell, felling wood or raising slate" on this island. Another order under date of 1632, directed that "noe p'son wt'soever shall shoot att fowle upon Pullen Poyut

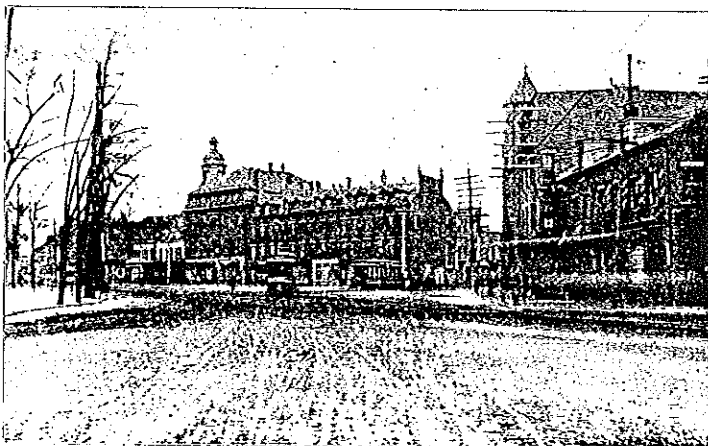
seems to have been imbued with much public spirit also, as in 1645 he made a loan to the town toward fortifying Castle Island, which loan the town guaranteed should be refunded, "in case said garrison be defeated or demolished, except by adversary power within three years."

ANNEXED TO BOSTON.

Noddle Island was "laid to Boston" in 1636. Its area at this time was estimated at 633 acres, beside the "contiguous flats to low-water mark." Before any alterations had been made in its topography the island was fancifully claimed to have the

SEMBLANCE OF A GREAT BEAR.

It was thus described: "The bear's head was an elevated tract known as the "Middle Farm," with Hog Island Marsh on the north-east. A small pond formed the eye, it was known as "Eye Pond," the name being given from the incident of a noted hunter having lost an eye thereat. The bear's back, fronting on Mystic River, was the most elevated part of the island, and was known as "Eagle Hill." The termination of the "back" at the junction of Mystic River and Chelsea Creek was known as "West Head" (later Eagle Point). Eastern and Western Wood Islands, separated by the great marsh, formed the two fore feet, and Camp Hill and its marsh, the hind feet of the bear. The heel of the hinder foot of the bear was called Smith's Hill. It was separated



Central Square, East Boston.

or Noddle's Island, but the sd places shall be reserved for John Perkins to take fowle with nets."

THE MAVERICK GRANT.

Following is a copy of the grant to Mr. Maverick, which grant included all John Perkins' privileges, viz: "Noddle's Island is granted to Mr. Sam'l Maverick to enjoy to him and his heirs for ever. Yielding and payeing yearly att ye General Court, to ye Gov'nr for the time being, either a fatt weather, a fatt hogg or xls in money, and shall give leave to Boston and Charles Towne to fetch woode contynually, as their neede requires, from ye southerne p'ts of sd ileland." The "neede" of these two towus apparently required all other wood upon the island, as by 1833 they had denuded it of its timber with the exception of "two trees."

SAMUEL MAVERICK.

Samuel Maverick, a son of Rev. John Maverick of Dorchester, Eng., born in 1602, was a man of considerable importance in his day. He dispensed great hospitality at his island home, entertaining Gov. Winthrop and other notables of the time, and when Mt. Wollaston in Quincy belonged to Boston, was granted the use thereof of "five hundred acres for the pasturing of his cattle." He

from Camp Hill by Great Creek which subsequently became the canal of the Water Power Company. Smith's Hill was the site of the oldest buildings on the island. These houses were destroyed in 1775, during the siege of Boston, but were rebuilt after the British Evacuation, from materials which composed the old barracks of Washington's Army in Cambridge. In 1776 a fort was erected on Camp Hill, which, or Smith's Hill, is presumed to have been the site of the "Maverick Fort" of 1630. In 1814 a substantial fortress took the place of the old fort on Camp Hill. It was called Fort Strong, in honor of the then governor. The site of this fort is now Belmont Square.

RELIGIOUS PERSECUTION.

It is a strange fact that one of the most noticeable characteristics of early colonists hereabouts was religious persecution, although they had left their native land to avoid like intolerance. Samuel Maverick being a devout Episcopalian, was subjected to this persecution to the extent that he disposed of his property and gave up his residence in the community.

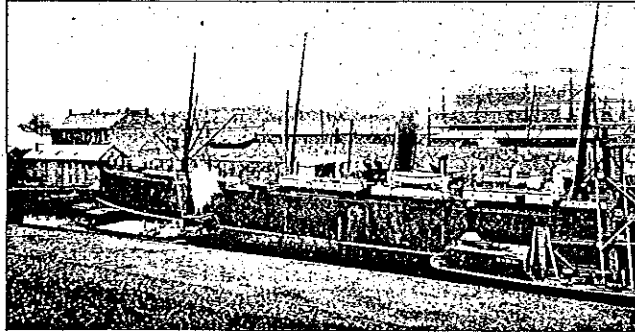
SUBSEQUENT PROPRIETORSHIP OF THE ISLAND.

It was in 1650 that Samuel Maverick, "conjunctly with his wife and son,

Nathaniel,"—sold his property to Captain George Briggs of Barbadoes, who conveyed it back to Nathaniel. But the latter's proprietorship was of short duration, for on October 28th, 1650, he reconveyed the property to Colonel John Burch of Barbadoes. Six years later, or in 1656, Thomas Boughton purchased Noddle Island, his attorney, one Richard Leader, taking a deed to the property in his own and Richard Newbold's names. On April 19th, 1659, Boughton having met with financial embarrassment, sought to convey the island, with other property, to Walter Price of Salem, and Henry Shrimpton and Richard Cooke of Boston, in trust for his creditors. But as full possession of Noddle Island had previously been given to Walter Price, the trust was declined by Shrimpton. In 1664 Sir Thomas Temple purchased Cooke's interest, and three years later that of Newbold (as Boughton's creditors), in the island thus securing sole ownership. In 1670 Sir Thomas Temple sold the island to Samuel Shrimpton, who, by the payment, in 1682, of £30 to the state, cleared off the conditions of the Maverick grant, and so became the first owner in his own right in "fee simple." The property, at the death of Shrimpton, descended to his widow, Elizabeth, who subsequently married Richard Stoddard, and at her death, by will dated April 11, 1713, devised the island to her grand-daughter,—daughter of her son, Samuel Shrimpton, Jr. This grand-daughter married into the Stoddard and Yeamaus families, and her three daughters formed like connections with the Chauncy, Greenleaf and Hyslop families. A member of the Hyslop family, and descendant of Shrimpton, became the wife of Governor Increase Sumner. In due course the ownership of the island became vested

March 25, 1833. At this time the island property consisted,—estimating from the survey of 1801—of 633 acres of upland and marsh, surrounded by several hundred acres of flats which were de-

tions were materially aided by the hospitality of the one resident, Thomas Williams. Henry Howell Williams, father of Thomas, had located on the island many years before. During the Revolution the island was occupied by the British, who carried off Williams' stock and burned his dwelling. After the British Evacuation he received as recompense from Gen. Washington the building used for barracks at Cambridge, which he removed to the island. The first census made in 1833 gave three families numbering eight persons—three male and five females,—as the total population of the island. From 1833 to 1835 good progress was made, the tax valuation increasing from \$60,000 to \$806,000.



An Ocean Liner getting ready for a regular trip to Europe.

RAILWAY SERVICE.

In 1836 the Eastern Railroad Company was organized, for the construction of a railway line from East Boston to Salem. The terminus of this line remained in East Boston until 1854, when it was removed to Boston.

STEAMSHIP LINES.

In 1839 the Cunard Line adopted East Boston as its port of entry, and the construction of wharves, warehouses and railway connections therefor gave an impetus to the growth of the progressive young town.

SUGAR REFINERY.

About the same time a sugar refinery was established here, and in the vicinity there soon appeared quite a settlement of mechanics and others employed about the wharves, refinery and in building operations.

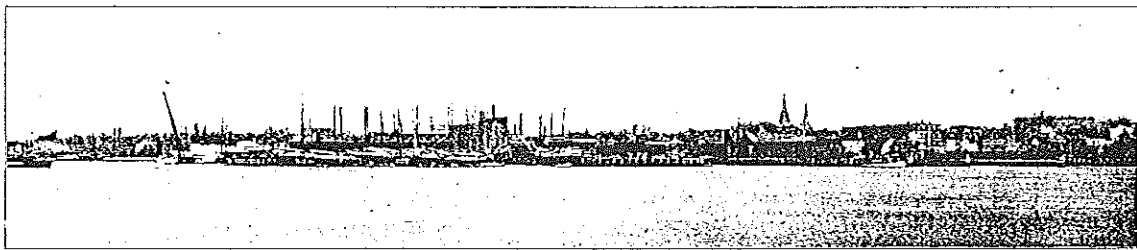
THE "SECTIONS."

Portions of the land were laid out in "sections" numbered one, two and three, and subdivided into building lots, which were sold off at auction. These lots were taken up and built upon with

clared by act of the legislature "to belong to the ordinary cove water mark." The company's shares were quickly taken, and lands were reclaimed, streets mapped out, and building sites set off and sold. In the street nomenclature the excellent plan was adopted of commemorating towns which had figured prominently in the war for independence,—as Princeton, Bennington, Lexington, Saratoga, Eutaw, Monmouth, Trenton, etc. Maverick, the early owner of the island, was also honored, as were likewise those sturdy patriots,—Sumner, Webster and Everett. Later, where the great trans-Atlantic lines of steamships had made the town their western terminus, streets leading therefrom received the suggestive names of Liverpool, Havre, London, Paris, etc.

THE FIRST FERRY.

The island was separated from Boston by a distance of 132 rods,—subsequently somewhat reduced by extension of wharves from either side. The island and Boston City were originally re-



View of East Boston Water Front from Chelsea to North Ferry.

in representatives of the families above named. Eventually this ownership was reduced to David Stoddard, David Hyslop and Elizabeth (Hyslop) Sumner, who held in fee respectively,—three-sixths, one-sixth and two-sixths. General W. H. Sumner, son and successor of Elizabeth (Hyslop) Sumner, having acquired by purchase the interests of Stoddard and Hyslop, set about carrying out his long cherished project of making Noddle Island a valuable district of New England's great metropolis. To this end he formed in 1833, the

EAST BOSTON COMPANY.

This company was incorporated under date of

ported to be of about the same size, viz., 1000 acres, of which probably 300 acres was in course of time washed away by the sea. One of the early arrangements for communication between Noddle Island and Boston was defined in the following order under date of October 30th, 1637, authorizing Edward Bendall to "keepe a sufficient ferrie-boat to carry to Noddle's Island and to the shippis rideing before the towne, taking for a single p'son 11d, and for two 3d."

FIRST CENSUS (1833).

Prior to 1833 the shores of Noddle Island were a favorite resort for pleasure parties, there to cook their fish and otherwise jollify. These jollifica-

gratifying rapidity, and a thrifty and steadily growing settlement was the result. A prominent builder of the time was a wealthy Bostonian, Benjamin Lamson by name, who erected an elegant mansion upon the highest point of the southernmost section. This mansion was located near the remains of an old fort and commanded a fine view of the city and harbor. Mr. Lamson also erected a block of nine handsome five-storied swell-front brick houses near his residence, and his example being followed by other wealthy builders, the whole southern slope along Webster Street became a fashionable residence quarter, with elegant mansions, terraced gardens and

other adjuncts of wealth and refinement. Among other noted builders, Mr. James Cunningham erected a residence of princely character. It stood just beyond the Lamson Block, overlooking the old fort, and commanded the most expansive view on the island. Another builder in this section was Dr. Jeffries, whose unique residence, perched "like a bird's nest" upon the southern slope, gave a tinge of the romantic to the general delightful perspective. The name of the genial doctor is commemorated in the local nomenclature, the region in the vicinity of his romantic old-time residence being still known as "Jeffries Point."

GROWTH OF A HALF-CENTURY.

During the early '30's there was a considerable flow of population to East Boston with a proportionate material growth and development.

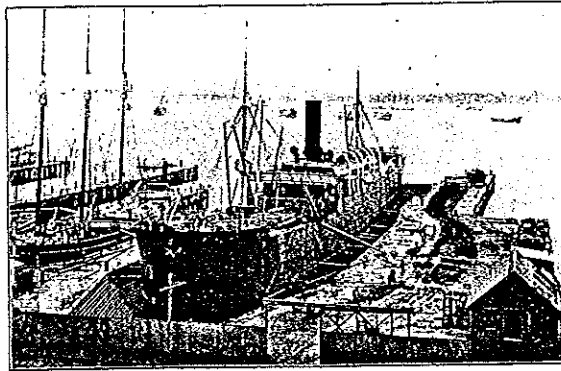
STATUS IN 1857.

In 1857 East Boston had a population of 16,618, contained 1879 dwellings, eleven churches, ten schoolhouses, twenty-four manufactories and mills, seventy-six warehouses and stores, one hundred and nine mechanics' shops, several hotels, five fire-engine houses, twelve counting rooms and seventy-seven stables. Seventeen miles of streets had also been laid out. The wharves at this period were those of the Cunard Line, Locke's, on Marginal Street, Miller's, foot of Maverick Street, and Tuttle's, foot of London Street. In the subsequent years East Boston has been favored by a healthy substantial growth. The story of the building of bridges, construction and operation of ferries, extension of wharfage facilities, creation of manufacturing and other industrial enterprises, growth of ship-building interests, dry docks, marine railways, etc., etc., would fill a volume.

IN 1888.

The building improvements during 1888 were

noted improvements. Perhaps the most extensive construction improvement of this period was the machine works of the Boston Towboat Co., covering several acres on Border Street.



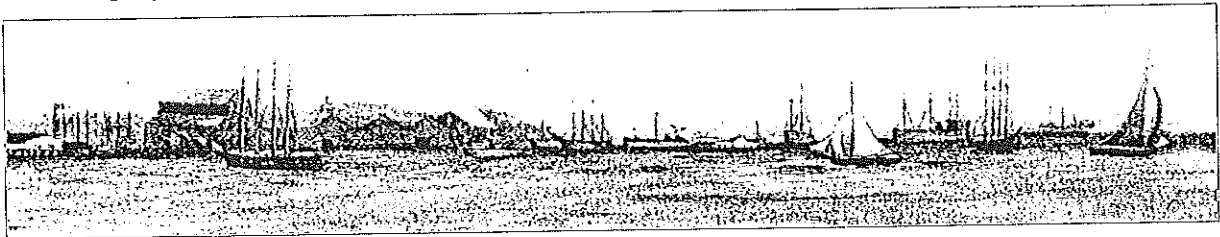
One of the Dry Docks of East Boston.

(Showing Ocean Liner Undergoing Repairs.)
EAST BOSTON TO-DAY

Possesses 45,000 inhabitants, and being a part of the City of Boston, enjoys all the facilities of the great city in the way of public service, institutions and parks. Three lines of ferries bring the island into close connection with the city proper, and excellent street car service with free transfer system to all parts of the city is availed of. East Boston has its own water supply, gas plant, and electric light station. Besides the almost numberless small parks, Wood Island Park is a spacious seaside outing place, being now fitted up by the city at a great expense. Here are several acres of well graded land with handsome buildings, where refreshments are served. There is also an outdoor gymnasium open to all for athletic sports. A bill now pending in the legislature will, when passed, give East Boston several new docks to be built in an undeveloped section of the island. These docks will be conducted under municipal ownership and will greatly add

has still much undeveloped land suitable, or easily made desirable for building purposes. In many portions of the island the building of residences, and general improvement of real estate are being actively pursued. That East Boston is a promising field for investments in real estate is a fact duly proven to the large number of speculators who conduct operations here in this line. The street car service is provided by the West End Street Railway Company the same as in other parts of Boston. The company operate the four lines of electric, all terminating at the North Ferry. From this point cars meeting boats leave for their several destinations, and form the only means of transportation. The routes of East Boston trolley cars are as follows: from East Boston to Chelsea, Winthrop Junction or Orient Heights, Lexington Street and First Section or Jeffries Point. There are

two lines of ferries connecting the island with the city proper, owned and conducted by the City of Boston. These are known as the North and South Ferries, and transport about 12,000,000 people to and from the city annually. The ferry service, since coming under municipal management, has been greatly improved, and still greater improvements are promised. The tolls have been reduced for passage of both foot passengers and teams, the toll for the former being but a penny. More boats have been put on for service and trips have been more frequently made. The plans for still another boat are now being drawn. The North Ferry does the largest passenger business from the fact that the street cars connect with the boats on both sides of this ferry. The South Ferry is largely a freight ferry, although passenger accommodations are provided and large numbers of foot passengers are carried over this ferry daily. A concentrated ef-



East Boston Water Front Continued.—from South Ferry to Winthrop Point.

greater than for the twenty years previous. Much grading and building were done on Chelsea, Paris, Havre, Bennington and adjoining streets, also on Everett Street in the First Section. On Maverick, east of Chelsea Street, important preliminary work was done in the line of opening up new streets and establishing street connection with the Fourth Section. The Atlantic Works, burned the previous summer, were rebuilt at a cost of \$50,000, and the new and extensive premises of the New England Cooperage Co., on Chelsea Street, were completed. In the Third Section the new Trinity Baptist Church, and in the Fourth Section over twenty new houses were

to East Boston's already great fame as a commercial port. The present assessed valuation of East Boston is \$23,000,000. Its healthful location and pleasant situation make it a most desirable place of residence, and a good field for real estate operations. Like other sections of the city, East Boston has been increased in complement of land territory, by filling in along the water front. The island is therefore one quarter larger than when purchased by the East Boston Company, sixty odd years ago. When the bill now pending in the legislature, relative to the building of several large docks, shall have passed, still greater additions will be made to the island. East Boston

fort on the part of influential people of East Boston is now being made for still another line of ferries to land in the vicinity of Rowe's Wharf and the new union depot. This, when brought about, will bring passengers into close connection with the south end of the city, and will greatly accommodate public travel to and from this vicinity.

RAPID TRANSIT

has ever been a subject of much importance and consequently of much agitation by the people of East Boston. That encouraging possibilities are to be looked forward to is conceded on all sides. Projects for the construction of either a tunnel or

a bridge to still more closely connect the island with the city proper have been discussed pro and con. When the appropriation was granted for rapid transit in Boston, a portion of it was awarded to East Boston for the construction of either a bridge or a tunnel. The latter, being the most practical, will, in years to come, doubtless be built. The tunnel, when constructed, will be entered into at Maverick Square and terminate at Fort Hill Square. Through it passengers would be landed at either end in seven minutes' time. The railroad transportation furnished East Boston by the Boston & Albany, Boston & Maine, and Boston Revere Beach & Lynn Railroads, is of a high order. The first two of these railroads have large possessions here, and make this point their ocean terminus. The expansive water front makes easy connections possible with the different steamship lines, and the enormous amount of freight handled here adds greatly to the importance of East Boston in the commercial world. Three leading lines of European steamships make their American headquarters at East Boston piers. These are the Cun-

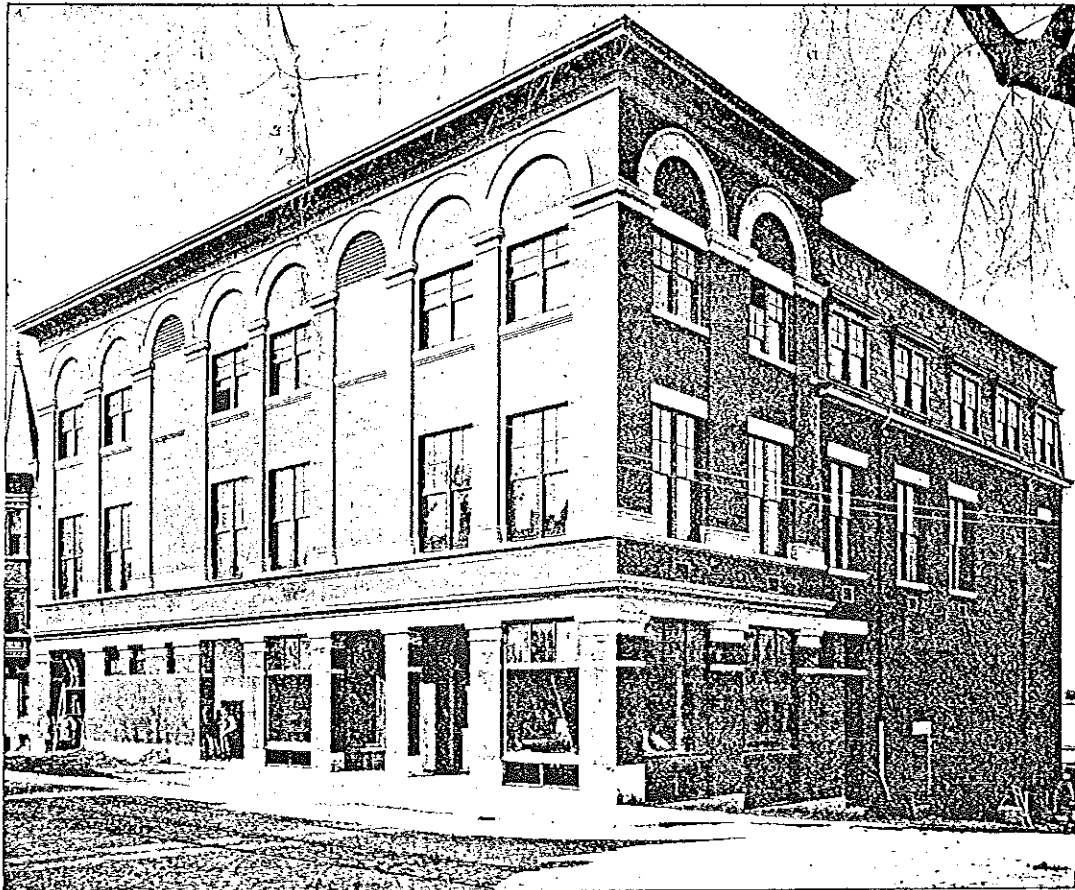


Hon. J. B. Maccabe,
Editor and Publisher Argus—Advocate.

ard Line, Johnson Line and Leyland Line. Thus the vast amount of freight received and delivered, gives employment to hundreds of men at the docks.

INSTITUTIONS.

The institutions of the island wards are many. Free public library, dispensary, excellent schools, churches of almost every known Christian and Jewish sects, are well attended, and many of them in prosperous circumstances, possessing handsome and costly edifices, are maintained. Organizations of secret and social nature thrive here. In this regard it may be said that it is doubtful if any locality of its size has shown a greater interest and activity. In the fraternal world East Boston, therefore, easily holds her own, excelling in many of the leading orders. Especially is this true of the Masonic bodies, this order being both strong and influential here. The Masons possess their own handsome and substantial Masonic Temple shown in an accompanying engraving. This building is naturally a popular place for high class social events, the building containing a large hall, known as Music Hall. Several prominent clubs also give the

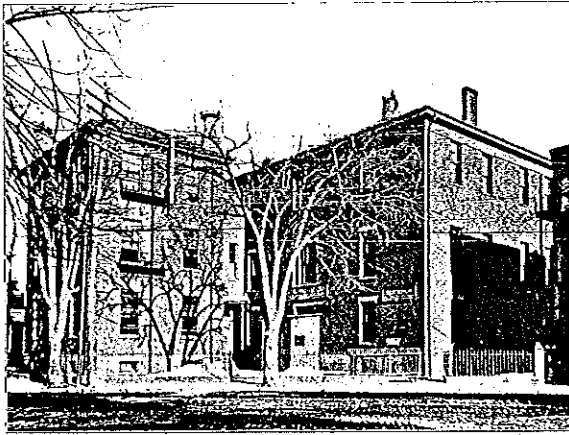


East Boston Masonic Temple, Meridian Street.

island a good name for hospitality. Prominent among these is the Jeffries Winter Club, owning

tions, business houses and people comprising the active element of the East Boston of to-day.

labored incessantly for the erection of the new high school building, and when his work in this direction is rewarded, a handsome structure will replace the present one.



East Boston High School.

its own handsome building on Meridian Street. There is also the Jeffries Yacht Club, the building of which organization is located at Jeffries Point. Many fast yachts are owned by its members, who, like those of the winter club, are

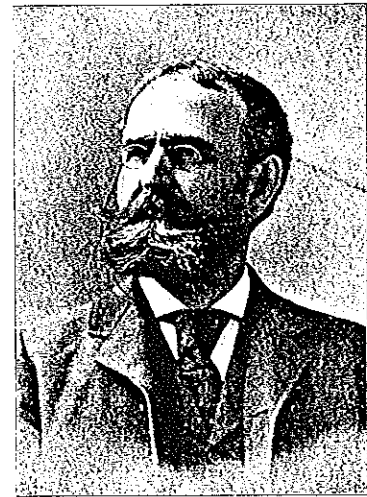
school building which will be built in the natural course of time. Pupils of the high school are privileged to take either a three or a four years' course, diplomas admitting those taking a four years' course to universities. The principal of the East Boston High School,

SCHOOLS.

The schools of East Boston are under the supervision and control of the Boston School Board, and the same excellent instruction is given to pupils as in the city proper. East Boston has in its High School, an institution equal to the Boston English High and Boston Latin Schools, and in the present building there are 226 scholars. Three years ago an appropriation was granted for the erection of a new high

CHURCHES.

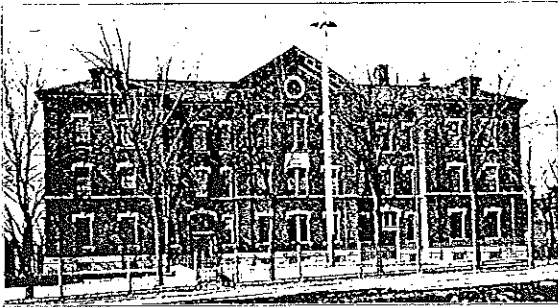
East Boston churches comprise nearly all denominations. A complete list with their locations, names of pastors and their residences, with times of their several services is appended. Church of Our Father, (Unitarian,) 54 to 60 Meridian Street, —Rev. Richmond Fisk, D. D., pastor. Services 10.45 A. M., Sunday School at 12.15 P. M., Cudworth Guild of young people at 6.30 P. M. All



John F. Elliott,
(Principal of East Boston High School.)

JOHN F. ELLIOTT, is one of Boston's best known and most successful educators. He was born in Auburn, Me., about forty-five years ago, and obtained his early education at the North Brighton and Hebron Academies. He pursued his college education at Bowdoin College, and graduated from that institution in 1873, and was appointed instructor in sciences at Lawrence Academy, Groton, Mass., for the term of 1873-4. From 1874 to 1876 he was principal of the High School at Winchendon, Mass., and from 1876 to 1889 he filled a similar position in the

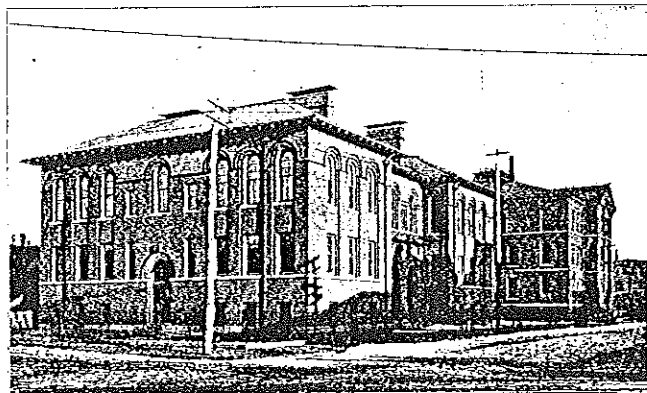
Souls' (Universalist) Church, White Street, near Monmouth Square,—Rev. F. W. Sprague, pastor; residence, 469 Meridian Street. Morning service at 10.45, Sunday School at 12.15 P. M., Y. P. C. U. praise service at 7.30. First Presbyterian Church, Meridian Street,—Rev. J. T. Black, pastor; residence 59 Monmouth Street. Morning service at 10.45, and evening at 7.30, Sunday School at 12 M. Young People's Christian Endeavor meeting at 6.15. General church prayer meeting Friday Evening at 8. St. John's Episcopal Church, corner Paris and Gove Streets,—Rev. W. Dewees Roberts, rector; residence, 370 Meridian Street.



Emerson School.

composed of men who figure prominently in the social world. Then there is the Brereton Club, and many others of more or less prominence, comprising social, political and semi-military organizations. Among East Boston women there is a marked spirit of congeniality, evinced strongly by the number of societies formed among the feminine element. The leading society, composed of the women of the island, is the Home Club, the reputation of which, as a social function, has spread far outside the City of Boston. There are several organizations formed for charitable purposes, outside of the vast amount of suffering alleviated by the several churches. In this commendable work the noble women of East Boston are active. Like all sections of a great city, East Boston contains a cosmopolitan population which is increasing rapidly. The people of this locality, therefore, are not composed entirely of either the very poor or the very wealthy, although the large number of handsome residences situated in fashionable quarters here indicate marked prosperity in more or less degree. A perusal of the following pages will show many of the enterprises, institu-

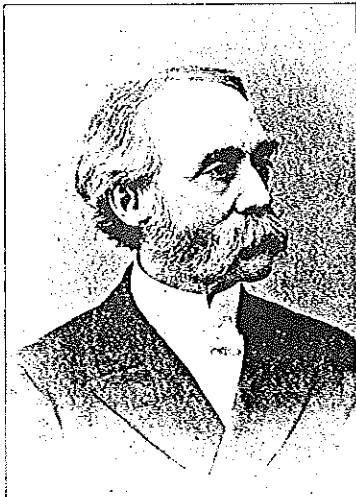
appointed instructor in sciences at Lawrence Academy, Groton, Mass., for the term of 1873-4. From 1874 to 1876 he was principal of the High School at Winchendon, Mass., and from 1876 to 1889 he filled a similar position in the High School at Hyde Park. From 1889 to the present time he has been master and principal of the East Boston High School, where his efficiency has been much appreciated by pupils and their parents. Mr. Elliott has



Cudworth and Lyman Schools.

Sunday morning prayer and sermon at 10.30 A.M. Sunday School, 12 M., evening prayer and sermon at 7.30 P. M., Holy Communion the first Sunday of the month at 10.30 A. M., other Sundays at 9.30 A. M. Maverick Congregational Church,—Rev. Smith Baker, pastor; residence 57 Trenton Street. Services at 10.30 A. M. and 7 P. M., Sunday School at 12.10 P. M., Young People's Society of Christian Endeavor at 8 P.M. General prayer meeting Friday Evening at 7.45. Maverick Church Chapel, 435 Bennington Street,—Rev. Charles E. Beals, pastor; residence, 216 Princetou Street. Sabbath School at 2 P. M., Y. P. S. C. E. prayer meeting at 6.30 P. M. People's praise service at 7.30 P. M., followed by preaching service. General

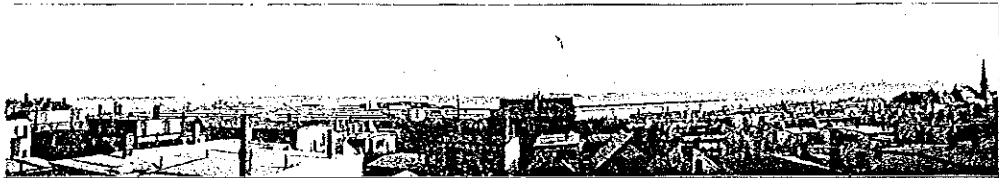
prayer meeting Thursday at 7.45 P. M. Trinity Baptist Church, Trenton Street,—W. H. Marshall, pastor. Preaching at 10.30 A. M., and 7 P. M., Sunday School at 12 M. Weekly meetings Tuesday and Friday Evenings. Meridian Street M. E. Church and Bethel,—Rev. L. W. Staples, pastor. Morning prayer at 9 A.M., preaching at 10.30 A.M. and 3 P. M., Sunday School and Bible Classes at 1.30 P. M., Young People's Epworth Service at 6 P. M., "Everybody's Service" from 7 to 8. Saratoga Street M. E. Church,—Rev. Frederick Woods, pastor; residence 85 Lexington Street. Preaching at 10.30 A. M. and 7 P. M. Sunday School at 12.05 P. M., Epworth League Prayer Meeting at 6 P. M. Class meetings Tuesday Evening, and Prayer Meeting Friday Evening at 7.45. Free Church of St. Mary (Protestant Episcopal), 1 Cottage Street,—W. T. Crocker, minister in charge. Morning prayer, 10.30 A. M. Sunday School, 3 P. M., Holy Communion, first Sunday of month at 10.30 A. M., and third Sunday of month at 8 A. M., Holy Baptism, first Sunday of month at 3 P. M. Central Square Baptist Church,—Rev. Frederick M. Gardner, pastor; residence 195 Lexington Street. 9.45,



Rev. Richmond Fisk, D. D.
(Pastor of Unitarian Church.)

A. M., morning prayer meeting; 10.30 A. M., public worship with sermon; 12 M., Sunday School bible study; 7 P. M., praise service, address and social worship. Prayer meetings Tuesday and Friday at 7.45. Swedish M. E. Church, in the chapel of the Immigrant Home, 72 Marginal Street,—Rev. Charles Paulson, pastor; residence, 3 Belmont Square. Sunday School at 10.45 A. M., and preaching at 7 P. M. Thursdays, preaching and prayer meeting at 7.45 P. M. St. Mary's House for Sailors, 120 Margi-

however, prompted him to begin the study of theology, and spend some time with Rev. A. D. Mayo, at Albany, New York. In 1861 he was ordained a minister of the Universalist Church, and became pastor of a church in Newark, over which he presided for three years. His next pastorate was at Lockport, N. Y. After three years he went to Auburn, N. Y., and while residing there, accepted the presidency of the College of Science and Letters of St. Lawrence University. After officiating in that capacity for four years he



View showing Boston Harbor from top of Hotel Lexington.

nal Street, corner of Cottage Street,—Meetings Sunday at 7 P. M., Tuesday and Thursday at 7.45 P. M. Evangelical Lutheran Church (German), 77 Chelsea Street,—Rev. F. C. Wurl, pastor; residence, 466 Saratoga Street. Sunday services at 10.30 A. M. and 7.30 P. M., with preaching, Sunday School at 12 o'clock noon. German school Saturday from 9 to 11 A. M. The Evangelical Church, 281 Meridian Street,—Rev. Robt. Pierce, pastor. Prayer and testimony meeting at 10.30 A. M., Sunday School at 12.15 P. M., Pentecostal meeting at 3 P. M., Gospel meeting at 7 P. M., Prayer meeting Monday and Wednesday at 7.30 P. M., Class meeting Friday at 7.30 P. M., Communion first Sunday in each month at 3 P. M. Orient Heights Church, preaching at 10.45 A. M. Sunday School at 12 M., Young People's Society of Christian Endeavor at 6.45 P. M., Social Service with special music and a short address at 7.30 P. M. Sacred Heart (Roman Catholic), Brooks, corner Paris Streets,—Rev. Michael Clark, pastor. Masses 7, 9 and 10.30 A. M., Vespers 3 P. M. Star of the Sea (Roman Catholic), Saratoga, corner Moore Street,—Rev. Hugh R. O'Donnell, pastor. Masses 8 and 10.30 A. M., vespers 3 P. M.

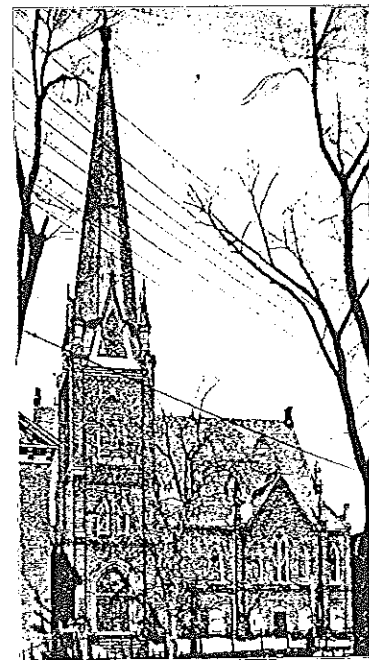
UNITARIAN CHURCH.

ONE of the handsomest and also one of the most costly structures of East Boston is the edifice of the Unitarian Church on Meridian Street. This influential church was organized in 1845, the first meeting, held in Richie Hall, contrasting strongly to that of any Sunday Morning service at the present church.

REV. RICHMOND FISK, D. D.

Pastor of the Church of Our Father, was born in Bennington Center, Vermont. He was educated at Ball Seminary, where he studied two years, previous to entering Williams College. After two years' attendance at Williams, he went to Union College, from which he graduated in 1858. During his college life he taught school three winters. He first intended taking up the legal profession, and with that aim in view, read law in the office of Hon. Stephen L. Magoon at Hudson, N. Y. His inclinations toward the pulpit,

accepted a call to a church at Grand Rapids, Mich. Three years later he went to Syracuse, N. Y., where he remained ten years, esteemed by the members of the church in his charge. While in Syracuse he became instrumental in the organization of public charitable institutions. In 1884 he went to Watertown, N. Y., where he presided over a prosperous church until he accepted a call to the Church of Our Father, in East Boston. Doctor Fisk is known as a kind and sympathetic pastor and able preacher. His interest in and knowledge of the sciences has brought him several invitations to fill positions in the faculty of different universities, but his love for the ministry has prompted him to accept but one of these. He is prominent in Masonry, being the present prelate of William Parkman Commandery, and Chaplain of St. John's Chapter, R. A. M. The degree of D. D. was conferred him by Tufts College in 1871.



Unitarian Church.

MAVERICK CONGREGATIONAL CHURCH.

HISTORY decreed that this time honored church should be the first to spread its good in-



Rev. Smith Baker, D. D.
(Pastor of Maverick Congregational Church.)

fluence over Noddle Island, and being the oldest church society here its standing rates it among the leading churches of Boston. Its history is a most remarkable one and volumes could easily be written about it, the pages of which might every one be interesting to the reader. It was three years after East Boston commenced to assume an infantile growth, that a number of persons, members of different churches in the city proper, assembled at the house of Aaron Ordway to consider forming an independent church society here. On the 12th of May, 1836, a council was called and committee chosen to seek suitable and deserving members, and two weeks later ten persons were organized into a church society, under the name of the First Congregational Church of East Boston. One month later a small vestry was erected and the first services were held in July, 1836, when there was preaching and a sabbath school was organized. A subscription was soon afterward started to defray the expenses of building a meeting house which was completed in July, 1837, being dedicated the seventeenth of that month. The location of this edifice was at the corner of Maverick and Havre Streets, at which time Rev. Wm. W. Newell was installed as the first pastor. By vote of its members the name of the church was changed July 7, 1837, to that of the Maverick Church, and as such has ever since been known. The society became incorporated by the state legislature in 1838, under the name of the

Maverick Congregational Society. From that time the church steadily grew in influence and number of members, many of the men who have made East Boston both famous and prosperous having assisted in its support. Since the first pastor was installed the following regular pastors have filled the pulpit in the following order and during the years stated: Rev. Amos A. Phillips from 1842 to 1845; Rev. Robt. S. Hitchcock, 1846 to 1850; Rev. Rufus W. Clark, 1851 to 1857; Rev. Thos. N. Haskell, 1858 to 1862; Rev. Joel S. Bingham, 1863 to 1870; Rev. Daniel W. Waldron, acting pastor 1871 to 1872; Rev. John V. Hilton, acting pastor 1873 to 1880; Rev. John H. Barrows, 1880 to 1881; Rev. Justin E. Twitchell, D. D., acting pastor 1882 to 1885; Rev. Elijah How, 1886 to 1893. The present pastor, REV. SMITH BAKER, D.D. has presided over the church as its regular and much appreciated minister since November, 1893. He was born in Bowdoin, Me., February 18, 1836, a son of Dea Smith Baker, and traces his ancestry back to Francis Baker, who

was among the early settlers of Yarmouth, Mass., in 1636. Rev. Smith Baker studied for the ministry at the Bangor Theological Seminary, from which he graduated in 1860. He was ordained and was first settled at Orono, Me., where, during his first pastorate he remained until 1870. He then accepted a call to the First Congregational Church of Lowell, where he continued in a long and successful pastorate until 1889. He then went to Minneapolis to preside over the Park Avenue Congregational Church, where he

preached until accepting a call from the Maverick Church. Doctor Baker is known as a talented preacher and a man of marked ability. He holds the esteem, not only of his congregation, but of all with whom he comes in contact. The present Maverick Church edifice is a large and imposing structure of brick, and stands commandingly in Central Square. The scope of its work is far-reaching, and through the many organizations and societies made up of its members, as much care and suffering are allayed as is accomplished by any church of its size in Boston. The church has about 600 members.

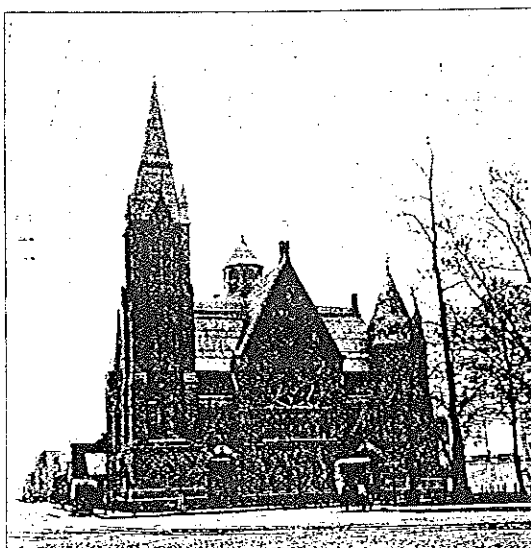
SARATOGA STREET M. E. CHURCH.

IT was forty-three years ago that this church was formed out of the Meridian Street Bethel.



Rev. Frederick Woods, D. D.
(Pastor Saratoga Street M. E. Church.)

The first pastor was Rev. Chester Field, and services were first held in Bennington Hall. The church was at that time known as the Bennington Street Church. It was about a dozen years after that the first edifice was built on a lot purchased by the church some years previous. In 1862, the society became incorporated, however, and under the pastorate of Rev. A. O. Hamilton the church was dedicated. In 1890, the edifice was greatly improved, being raised on new foundations, with vestries, on a level with Saratoga Street, being added, together with modern heating apparatus and other improvements. During the pastorate of Rev. W. I. Haven, a disastrous fire occurred, after which the church was still further improved. New memorial windows replaced the old ones, the side galleries were removed, the walls, ceilings tastily decorated, and the whole interior much beautified. The church owns a comfortable parsonage, situated on Lexington Street, and is in a healthy spiritual condition, many of the leading families of East Boston comprising its members. Many able men have supplied its pulpit during the past forty odd years. The pastors of the church, from the organization of the society to the present time, are as follows: Rev. Chester Field, Rev. Ralf W. Allen, D. D., Rev. Nathan



Maverick Congregational Church.

George, D. D., Rev. Timothy W. Lewis, Rev. Gershom F. Cox, Rev. Edward A. Manning, Rev. Albinus O. Hamilton, Rev. Linvill J. Hall, Rev. Franklin G. Morris, Rev. Geo. Whittaker, D. D., Rev. Andrew McKeown, Rev. William R. Clark,

ance. Disbanding was strongly thought of for a time, but courage revived shortly and the erection of a new building was begun. The present brick structure, costing with the land about \$32,000, was dedicated November 5th, 1871. A debt of \$17,000, which was not fully paid off until about ten years ago, remained upon it. Since that serious discouragement has been eliminated, the church has gone on until this day with uniform prosperity, both financially and spiritually. The Presbyterian church numbers among its congregation some of the most substantial business men of East Boston, and has the deserved reputation of meeting promptly all its financial obligations. This church has about 500 people directly connected with it in various ways, and a communicant membership of over 300 persons. There is a well-organized Sabbath School, a live Christian Endeavor Society and various thriving missionary societies. A church paper, the "Presbyterian Visitor," is published monthly. The church has been blessed for many



Rev. James T. Black.
(Pastor First Presbyterian Church.)

D. D., Rev. Samuel L. Gracey, D. D., Rev. Stephen L. Baldwin, D. D., Rev. John W. Hamilton, D. D., Rev. William I. Haven and Rev. Frederick Woods, D. D., the present pastor, who was installed in 1894, and is highly esteemed by the members of this influential church.

FIRST PRESBYTERIAN CHURCH.

PUBLIC worship after the Presbyterian order in East Boston was commenced in a hall on Webster Street, on the first Sabbath of April, 1853. The church was regularly organized, however, August 16, 1854. The first pastor was Rev. David A. Wallace, D. D., who, a few years later became the president of Monmouth College, Ill., and whose call was signed by 109 persons. During the summer of 1855 the lot on which the church now stands, at the corner of Meridian and London Streets, was purchased and a wooden church erected. This building was not wholly completed until 1860, when, on May 6th, it was formally dedicated "amid great rejoicing," for the funds for its erection had been secured with the utmost difficulty. The sermon was preached by the famous Dr. Edward N. Kirk. The hard times of '37 preceded, and followed by great and long-continued financial depression, made the early struggles of this church particularly difficult. The most crushing calamity ever experienced, however, was reserved for the 5th of July, 1870, when the church building, erected after such heroic efforts, was totally destroyed by fire. All that was left was a lot and about \$4,000 in insur-

years past with a spirit of unity, peace and work among its members, and has been loyal in its relations with its pastors. In 1890 a parsonage was erected at a cost of \$7,000 on Monmouth Square. The early history of this congregation tells of heroic devotion and struggles. The pastors who have presided over this church and their terms of service are as follows: Rev. David A. Wallace, D. D., January, 1854, to September, 1856; Rev. H. H. Johnson, January, 1857, to June, 1861; Rev. T. N. Haskell, December, 1862, to October, 1866; Rev. M. A. Dupue, April, 1867, to October, 1868; Rev. E. P. Ackerman, December, 1868, to December, 1869; Rev. James Richards, D. D., February, 1870, to November, 1871; Rev. Edward Annand, May, 1872, to January, 1878; Rev. P. E. Marsten, D. D., October, 1878, to April, 1882; Rev. J. L. Scott, D. D., October, 1882, to May, 1889.

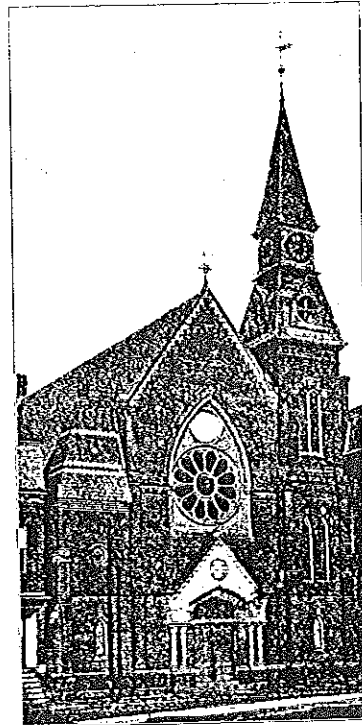
REV. JAMES T. BLACK,

pastor for the past seven years, was born June 27, 1859, in Wisconsin. He comes of sturdy Scotch Presbyterian stock. At four years of age he came with his parents to Delaware County, New York, where he spent his boyhood on a farm, developing a vigorous physique. He completed his college preparatory course at the Delaware Literary Institute, Franklin, N. Y., where he was graduated with honor. The following four years were spent in pursuing his classical course, to which was added a two years' course in law, at Hamilton College, Clinton, New York. Here he was graduated, June, 1884, with the fifth honor and an election to the

Phi Beta Kappa Society. After teaching a year as principal of the Union School at Lisle, New York, he began the immediate preparation for his life work at Lane Theological Seminary, Cincinnati, Ohio. Throughout his course he frequently supplied the pulpits of churches in Cincinnati and neighboring cities. His first pastorate was at Fredericktown, Ohio, where he remained two years. He was called to his present position in April, 1890, and his pastorate in East Boston is now the longest in the history of this congregation. He is an earnest, forceful speaker, and commands the close attention of his hearers. In 1892 he represented the Presbytery of Boston, which includes all the Presbyterian churches of New England, in the General Assembly of the Presbyterian church, which met at Portland, Oregon.

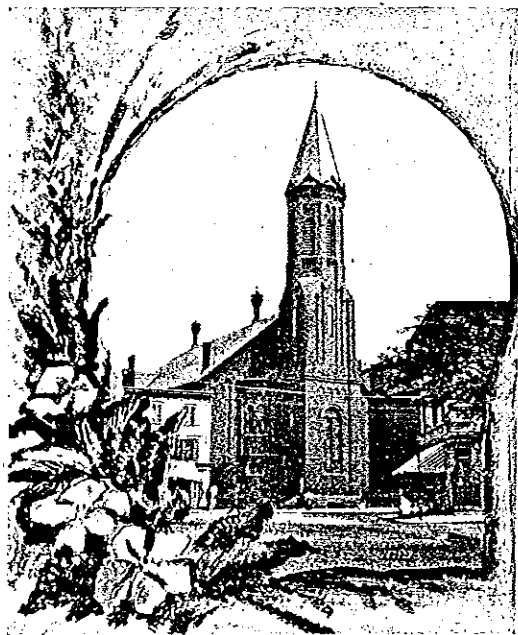
CENTRAL SQ. BAPTIST CHURCH.

THIS is the oldest Baptist Church in East Boston, and as its name implies is located in Central Square. The edifice is a large and commodious brick structure, and its members comprise many of the leading families of the island. The society was formally organized September 24, 1844, thirty persons constituting its first members. For about one year previous to this, however, services were held in the hall opposite the sugar refinery, which had been fitted up, the cost of which was defrayed by subscription. The use of the hall was given to the small band of worshippers by the East Boston Wharf Company, after the society had raised sufficient money by which to furnish it. Rev. H. A. Graves, who was also editor of the "Christian Reflector," was secured to supply the society for one year at a salary of \$400. At the end of that time, J. W. Graves, the father of the



First Presbyterian Church.

first pastor, was called to replace his son, whose ill-health compelled him to retire. The salary of the pastor was then made \$600. In November,



Central Square Baptist Church.

1844, a council of churches formally recognized the new church, which at that time was known as "The Baptist Church in East Boston." Two weeks after the second pastor took charge of the flock, both the building and its contents were totally destroyed by fire. This misfortune which fell to the lot of the young church was followed the next May by the burning of the Maverick House, in the hall of which services were then being held by the church. Nine weeks later a hall in the Jones & Lombard building was moved into and dedicated July 20. At the end of the first year of its organization the church numbered but forty-five members, and during the first two years and a half of its existence misfortune beset the society at every turn, the church being heavily burdened with debt, and the pastor being reduced to an indefinite income. Rev. Miles Sanford became the next pastor in December, 1847. Under his pastorate the upper part of Maverick Hall was leased for \$400 a year. This was fitted up as a chapel in 1849 and an organ was put in. In August of the same year the name of the church was changed to that of the Winthrop Baptist Church, and after Rev. Jas. N. Sykes of Chelsea became its pastor in July, 1851, the church entered upon an era of prosperity. It was in April, 1852, that the church decided to build an edifice, and less than a year later, the land upon which the present handsome church now stands was purchased for \$4,000, and the building costing \$23,000, was completed in April, 1855. The dimensions of the church are as follows: length one hundred and eight feet, width seventy-eight feet and height of tower one hundred and fifty feet. After the successful pastorate of Brother Sykes in 1859, Rev. S. W. Foljaube was installed, who filled the pulpit for eight

years and four months, under whose able leadership the church added 231 members to the society. In November, 1867, Rev. D. B. Cheney became his successor in the pulpit, who four months later was installed pastor. Under his pastorate the church grew rapidly in membership, and about this time East Boston grew most steadily in population and business prosperity. At the time of the twenty-fifth anniversary the church numbered 389 members, and the Sunday School had an average attendance of 450. The great fire of 1870 claimed the church as one of its victims, and for the third time the society lost their quarters through fire. This time, however, they were insured for \$25,000, and were therefore enabled to immediately rebuild. Additional land in the rear was purchased for \$9,500, and the present and larger edifice was erected at the cost of \$55,500. Of this, \$23,000 was raised by subscription, which, with other resources of the church, left it practically clear from debt. The new

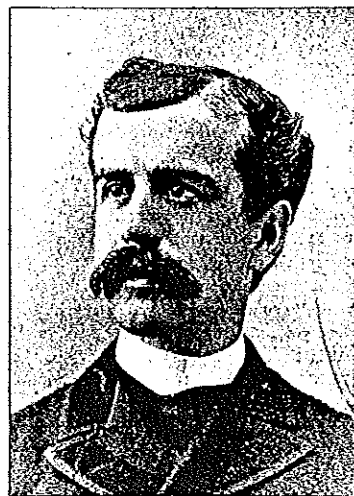
church was dedicated in 1871, under the pastorate of Rev. D. B. Cheney, D. D., who officiated until 1874. A year and a half later, Rev. Geo. F. Warren became pastor, who served until his resignation in 1878, when 218 members took letters of dismissal and formed the Trinity Baptist Church. In April, 1878, Rev. J. S. Kennard was made pastor to fill the vacancy, who remained for nearly four years, and in 1883 was succeeded as regular pastor by Rev. J. K. Richardson, who labored diligently and successfully until he resigned at the end of three years and a half. He was followed by Rev. F. W. Ryder, who was unanimously called by the church in January, 1887. He was followed by Rev. Dr. Alden, who presided in the pulpit for about nine months, and was succeeded



Meridian Street Bethel.

in January, 1892, by Rev. Frederick M. Gardner, the present pastor. At the time of its fiftieth anniversary the records of the church were shown by the following summary; total baptisms from organization to 1894, 763; received by letter, 592; by experience, 90. The present total number of baptisms is 790 and the present membership is 390. The present pastor,

REV. FREDERICK M. GARDNER, was born in Salem, March 24, 1858. He was educated at Colby University, from which institution he graduated in 1881, being licensed to preach the year previous. He graduated at the theological seminary at Newton in 1884. While a theological student he preached at the First Church



Rev. Frederick M. Gardner.
(Pastor Central Square Baptist Church)

at Winthrop, and was there ordained in May, 1883. In 1884 he became the pastor of the Second Baptist Church at Lawrence, and was unanimously called to become pastor of the Central Square Baptist Church, after seven years successful work in Lawrence. His pastorate here, consisting of the past five years, has been unusually fruitful to the church, over sixty per cent. of the present membership having been added to the church during this time. Mr. Gardner is known as an able preacher and kind and sympathetic pastor, among a people where perfect harmony prevails.

MERIDIAN ST. M. E. CHURCH, BETHEL.

THE first Methodist preaching in East Boston was by "Father Taylor," the famous North End preacher, about the year 1840, and a Methodist Society was formed December 19, 1842. A church was soon erected at the corner of Meridian and Paris Streets, but in four years the society had outgrown it, and a larger one was built at the corner of Meridian and Decatur Streets. Under the pastorate of Dr. L. B. Bates, in 1885, the church was rebuilt and enlarged to the present commodious and comfortable house of worship. The Bethel has nearly 1,000 families connected with its different societies, who look to it as their church home. It has a large Sunday School, under the superintendency of Mr. Willard Ames, numbering between 700 and 800 members, the average attendance of which, during the last

two months has been 525. The school has a well selected library of 1,360 volumes. The church has a very vigorous Young People's Society, the



Rev. L. W. Staples.
(Pastor Meridian Street M. E. Bethel.)

Epworth League of 130 members, and a Junior Epworth League of 100 members. Besides the usual work of the young people's societies, the Epworth League maintains a mission boat, the "Dantie," manned by eight young men, who go out every Sunday to carry the gospel to the sailors in the harbor. The present pastor, Rev. L. W. Staples, was appointed April, 1894, since which time there have been large and constant accessions to the church under his ministrations,—counting those who have come into full membership, and those who are now on probation, the number is nearly 300. The church numbers at present 483 resident members and sixty-four probationers.

REV. L. W. STAPLES,

is a typical New Englander, and a genuine specimen of self-made manhood. He is a man of strong convictions and untiring activity, who throws his whole heart and soul into it. He was born in Temple, Maine, April 19, 1849, became converted and joined the church in his native town at the age of ten years. As a boy he made the most of the meager advantages of the country school, and at seventeen years of age began teaching in the district schools near his home. He used the money thus earned in fitting for college, at Kent's Hill Seminary. At the age of twenty-eight he graduated from Wesleyan University, with honors in literature and oratory, being one of the commencement day speakers. He was three times elected class poet while in college, and has served as such ever since, at the class reunions. Mr. Staples held a pastorate in East Berlin, Ct., two years and a half, while in college. On graduation he joined the New England Conference, and was stationed at Lunenburg, Mass., two years, at West Springfield three years, at Chicopee Falls three years, at Worcester, Webster Square Church, three years. From Worcester he was called to Boston Street Church, Lynn, where he toiled for two years. From Boston Street Church he was called to the larger field at St. Paul's, Lynn. From Lynn Mr. Staples was called to take up the work in the old mother church of East Boston Methodism, Merid-

ian Street Bethel, after Dr. Bates' sixteen years pastorate. He brought to this delicate position rare tact, tireless activity, and ready efficiency in this many-sided work. All departments of the church have flourished under his administration. During Mr. Staples' pastorate in Worcester he made a long desired tour of Europe, travelling and studying in England, Scotland, Belgium, Holland, Germany, Switzerland, Italy and France. That he traveled with eyes open and brain alert is evidenced by his two very interesting and widely delivered lectures, "The Rhine Valley and the Alps," "Vesuvius and the Buried Cities." Mr. Staples has been everywhere, an aggressive and efficient worker in the cause of temperance reform, and every town and city in which he has been previously settled has changed from license to no licence, during his pastorate. He



Rev. Francis W. Sprague.
(Pastor of Universalist Church.)

is a strong and often eloquent preacher, a constant evangelist, a staunch defender of the right against wrong, and thoroughly alive to all questions of public importance.

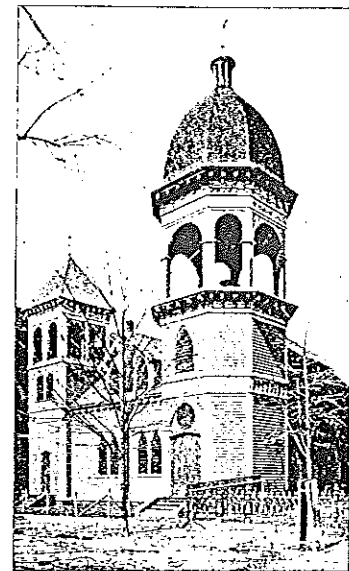
EAST BOSTON UNIVERSALIST PARISH.

THE Universalist was the second religious society organized in East Boston, the meeting for which occurred in Pollard Hall, March 18, 1838. The corner-stone for the first edifice was laid December 7, 1842, and the original church was for twenty years situated at the corner of Webster and Orleans Street, being dedicated in 1843, with Rev. Sylvanus Cobb, its first installed pastor. In 1866 a new edifice was erected in Central Square, which was occupied until the society erected their present handsome structure shown in accompanying engraving, and situated on White Street. The pastors of the church following Rev. Sylvanus Cobb were as follows: Reverends Hiehorn and Partridge, Rev. C. H. Webster, Rev. A. St. John Chambre, Rev. John Stetson Barry, Rev. J. W. Talbot, Rev. C. J. White, Rev. Geo. H. Vibbert, Rev. Selden Gilbert, Rev. F. W. Potter, Rev. S. P. Smith and

Rev. H. A. Philbrook. The present pastor is Rev. Francis W. Sprague, under whose pastorate the church has prospered in its new location in a marked degree. He is known as an able preacher and indefatigable worker in the interest of his church. Few clergymen are held in higher esteem by their congregations, and few are more liberal in opinion. The growth of the Universalist Church since he became pastor has been marked. Mr. Sprague takes an interest in the affairs pertaining to the welfare of East Boston, second in akin only to that of the prosperity, spiritually and otherwise, of his parish.

FREE CHURCH OF ST. MARY FOR SAILORS.

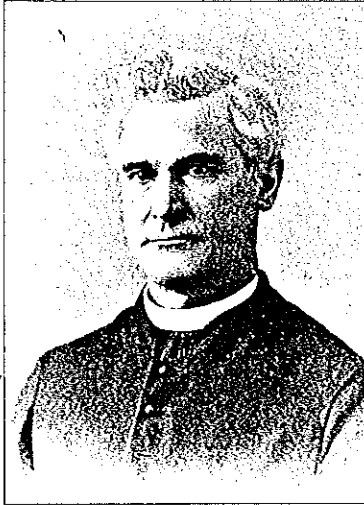
THIS Mission Church, founded in 1892, is the lineal descendent of a previous church of the same name on Parmenter Street, in the North End. Although associated with sailor work, whose officers and crews often attend the services, this is the only Protestant Church in the First Section of East Boston, and it has a large and exclusive missionary field to itself. The church has 200 free sittings. There are fifty-five communicants, and about two hundred and fifty land people under its care. The Sunday School numbers two hundred and fifty,—scholars, two hundred and twenty-five; teachers, twenty-five. The Mothers' Meeting has seventy-six members, and the Girls' Friendly Society, seventy-four. There is a Boys' Club of thirty members. The church has a mixed choir. The Sewing School, which meets Saturday from two to four o'clock, has an average attendance of one hundred and fifty-six, of whom thirty-five are little children, under the care of a kindergarten teacher. The last administration of the Holy Communion by Bishop Phillips Brooks was at the altar of this church. The present rector is Rev. William I. Crocker, whose labors result in much good in his fast growing parish.



Universalist Church, White Street.

CHURCH OF THE MOST HOLY REDEEMER.

THIS is the mother Roman Catholic church of East Boston, and from it three thriving parishes have sprung. Its organization dates back to 1843, when the parish was formed, the first edifice being that of the old Maverick Congregational Church, which was purchased for \$5,000 in 1844. The little band of Catholics at this time had the support of Bishop Fenwick, and February 25, 1844, the church was dedicated under the patronage of St. Nicholas. The first pastor was Rev.



Rev. Lawrence P. McCarthy.
(Pastor of the Church of the Most Holy Redeemer.)

N. J. A. O'Brien, who presided over the young but growing parish until 1847, when he was called to the Cathedral. The next pastor installed was Rev. C. McCallion. Under him the church was improved and enlarged, being lengthened forty feet, and the brick dwelling, formerly the parochial residence, and now a part of the convent, was built. In 1851 Father McCallion was superseded by Rev. William Wiley, under whose successful pastorate the land upon which the present handsome and costly church now stands was purchased, and the foundation laid for the edifice. In the midst of his labors in building the new church Father Wiley died, thus interrupting the accomplishment of the work by him. His regretted decease occurred April 19, 1855, in the fifty-second year of his age. In response to Father Wiley's dying request, in addition to that of Bishop Fitzpatrick, Rev. James Fitton, who was then connected with the Hartford Diocese, and had just completed a handsome brown stone church at Newport, R. I., was appointed pastor of the church. He and Father Wiley were ordained together in the Cathedral of the Holy Cross, December 23, 1827, and were bosom friends. Father Fitton took up the work of his deceased predecessor, and it became his privilege to carry out many of the suggestions he had made to Father Wiley in regard to the building of the new church. The edifice is an imposing stone structure of the thirteenth century gothic design, erected at a cost of \$100,000, and has a seating capacity of about 1,100. Its interior is very handsome, and the services are invariably

well attended. The present edifice was finished in 1857, and dedicated by Bishop Fitzpatrick, August 17, of the same year. The walls are of solid Rockport granite masonry, and the imposing tower and the heavy buttress combine one of the finest specimens of architectural solidity and durability in all New England. The tower, on the right hand corner of the front of the edifice, is capped by a spire which rises to a height of 200 feet. The interior dimensions are: length, one hundred and ten feet; width, sixty-two feet; height of wall, sixty feet. The clerestory is supported by five columns and two pilasters on each side. Texts from the holy scriptures adorn the frieze of the nave and the aisles. Six lancet shaped windows of stained glass are in each of the side walls. The top of each window is circular, containing emblematical representations. The first two on each side represent the evangelists Matthew, Mark, Luke and John, and others, such symbols as the bible and keys, I. H. S., lilies, pelican, Agnus Dei Cebrum, crossed words, etc. A large rose window containing a picture of Christ blessing little children is situated over the chancel, and in addition there are two lancet windows on each of the side walls. The chancel is twenty-eight feet by twenty-four feet. The church contains a beautiful altar, in the center panel of which is an Agnus Dei. Vines and wheat are carved on the side panels, while the canopy of the expository rises like a spire. Over the epistle side of the altar is a statue of St. Joachim, and on the gospel side is a statue of St. Anne. At each end of the altar base is a large statue of an angel. In addition to the main altar there are two side altars, each of them very beautiful, and over which are fine oil paintings representing the Assumption and the Resurrection. Since 1844 there have

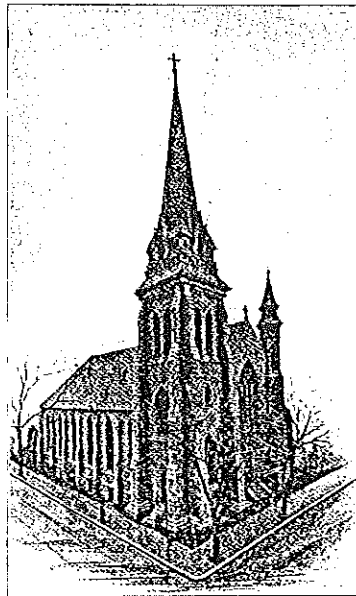
been over 10,000 baptisms in this parish, and notwithstanding that there have been three other parishes formed from that of this church, there



Residence of Rev. Lawrence P. McCarthy.

are at the present time 700 families connected with it, the services at the church being attended to such an extent that there is seldom more than standing room after the services begin. Great care is taken with the music at this church, the best talent being employed. In 1867 St. Aloysius Convent was built. This building fronts on Havre Street, and has a small chapel attached which is used by the sisterhood. In 1881 Father Fitton died, but his work and his memory in East Boston have never been forgotten. Upon his regretted decease

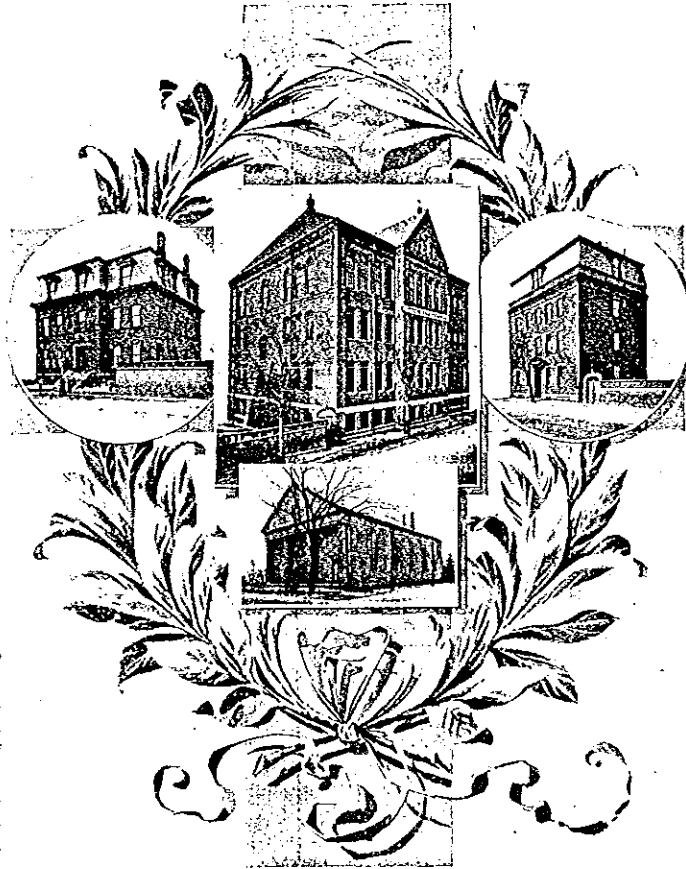
REV. LAWRENCE P. MCCARTHY, a man esteemed by all who know him, became pastor. His ability as a preacher, kindness of heart and sympathy with all mankind have drawn many a family to his church. He was born in East Boston, and was baptized by the Reverend N. J. A. O'Brien, the first pastor of the church. He was ordained in 1870, and became Father Fitton's assistant at the Church of the Sacred Heart in East Boston in 1874, being appointed pastor of that church in 1876, where he served until appointed in charge of the Church of the Most Holy Redeemer. Father McCarthy is known as a progressive man of liberal ideas, generous in charity. During his pastorate many important additions have been made to the church property. Notable among these is the erection of a new handsome parochial residence on London Street, adjoining the church, the old parochial residence being now used by the sisters for school purposes. In 1892 ground was broken for the Fitton School, a large and handsome brick structure, the pupils of which are graduates from the grammar schools of the Most Holy Redeemer, Assumption and Sacred Heart Parochial Schools. In this building is a large hall with a seating capacity of 1,200, containing a good sized stage with scenery and all equipments. The sodalities of this church number about 1,000 members, consisting of the adult population of the parish. There are also several charitable organizations which have accomplished a vast amount of work in aiding the worthy poor.



Church of the Most Holy Redeemer.

ST. MARY'S STAR OF THE SEA CHURCH.

THIS influential church of the Roman Catholic denomination is located on Saratoga Street, in the Fourth Section of East Boston. The pastor is Rev. Hugh Roe O'Donnell, who is also pastor of the Mission Church of St. John the Evangelist at Winthrop. He is assisted by Rev. John Griffin. The parish was the first offspring from the church of the Most Holy Redeemer, the mother Roman Catholic church of East Boston. It was in 1864 that land comprising 40,000 square feet was purchased by Father Fitton, the missionary, in response to the growing demands upon him from members of the parish residing in the Fourth Section, for the establishing of a church there. Through his efforts and the generosity of his people \$2,800 was raised in a brief time. This was devoted to building a little chapel which was soon after moved to the corner of Moore and Bennington Streets, and used as a parochial school. The first service was held in this chapel in December, 1864, at which one hundred children were present. A year later there were two hundred children in attendance, besides fifty single men and women, and one hundred and forty-five families. The growth of the church from that of a small mission to an independent



Parochial Residence.

Fitton School, Original Church.

St. Aloysius Convent.

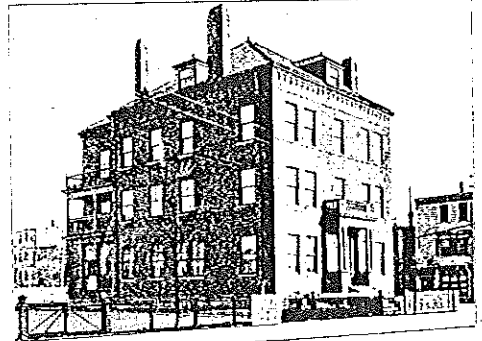
Parish Buildings of the Church of the Most Holy Redeemer.

parish of its present proportions has been both steady and rapid. August 16, 1868, the results of Father Fitton's successful labors were more obviously shown by the completion of the present edifice of the Church of St. Mary's Star of the Sea. Until 1875 the founder of this church, with the assistance of his curates, continued in the charge of the church. At that time, however, Rev. D. J. O'Farrell became its pastor, and at that time the present parish was formed and made independent of the church from which it sprung. After two years Father Farrell went to Stoneham to take charge of a church there, and Rev. Lawrence McCarthy, then pastor of the Sacred Heart, was given charge of the parish. In 1879 Rev. Michael Clark, now of the Sacred Heart, was appointed pastor and continued until 1881. He was succeeded by Rev. John O'Donnell, brother of the present pastor, who presided over the church and parish until ill health

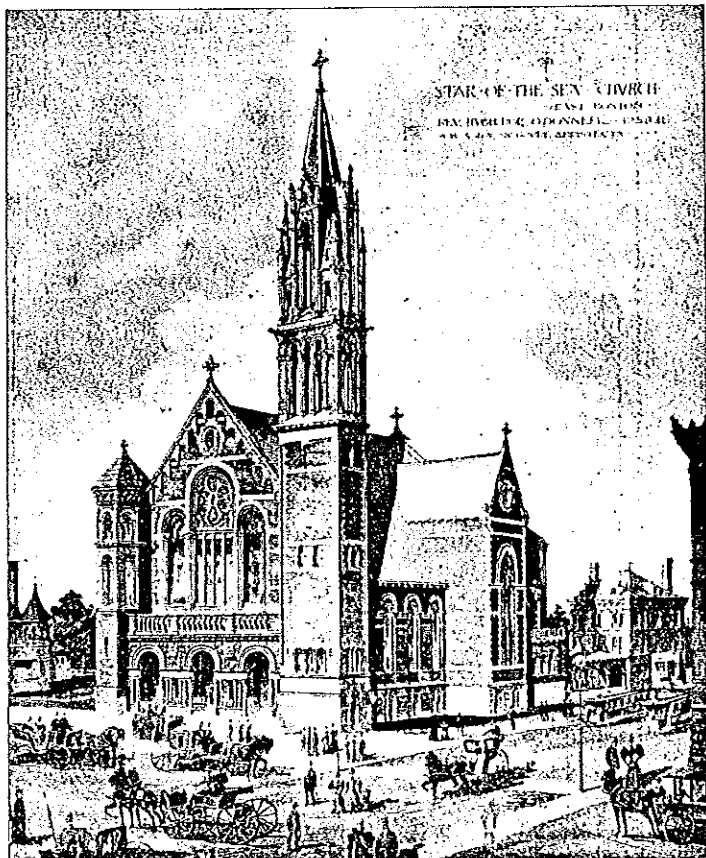
compelled him to resign in 1883. Since that time the church has rapidly prospered under the pastorate of Rev. Hugh Roe O'Donnell. His labors in behalf of his parish have been crowned with noticeable success. Through his efforts many societies have been organized in the church, all of which have added to its benefit. His interest in the children and young people of his church has been responded to in a marked degree, and his sense of realization of the value and importance of their welfare and co-operation has been put to active operation. Among the societies formed in the church by him are those of the sodality for the young and old, male and female, married and single. There is a ladies aid society, dramatic society and glee club, the parish owning its own hall and scenery. There is also a parochial school, a substantial three story brick building of twelve rooms, where 500 pupils are in attendance. The basement of this building is used for the quarters of the Young Men's Catholic Union. The building was erected by Father O'Donnell at a cost of \$25,000. In 1890 the convent on Moore Street, opposite the parsonage, was built at a cost of \$4,000. This is to be enlarged somewhat. In 1893 ground was broken for the present handsome parochial residence, which is valued at \$10,000. A source of pride to the pastor and the locality of the church is the society of the Young Men's Catholic Union, comprising 150 members. This society is self-supporting and possesses handsome and commodious quarters, comprising pool room, library, gymnasium and reading room. Members of the parish only are eligible to this union. Through the exertion of Father O'Donnell the mission church of St. John the Evangelist was erected at Winthrop at a cost of \$7,000, over



Rev. Hugh Roe O'Donnell.
(Pastor of St. Mary's Star of the Sea Church.)



Residence of Rev. Hugh Roe O'Donnell.



Proposed New Church St. Mary's Star of the Sea, Saratoga and Moore Streets.

which church he presides. The value of the Church of the Star of the Sea, the property of this now prosperous church has been increased largely in the past few years, and acquisitions of land in the vicinity of the edifice have been acquired. The growth of the parish has fast been outreaching the present church and in the near future a new and handsome stone church will be erected at the cost of \$75,000. The pastor, **REV. HUGH ROE O'DONNELL**, was born in Dublin, Ireland, a son of Dr. Constantine O'Donnell, a leading physician of that place, who, when the subject of this sketch was a year and a half old, came to Boston, and for a number of years, until his death, continued in the practice of medicine here. He was educated at Holy Cross College at Worcester, and studied for the priesthood at Petit, St. Charles Seminary, continuing at St. Mary's Seminary at Baltimore, under the control of the Fathers of St. Sulpice. He was ordained there in 1873. His first station was at East Cambridge, where he remained about seven years. He was afterwards appointed assistant at the Church of St. Peter and St. Paul in South Boston, where he was located for four years. Upon the resignation of his brother as pastor

his successor. Father O'Donnell has ever exerted a growing influence towards the best interests of the community. His liberal views on public questions have won him the esteem of every law abiding resident of East Boston, and his work in behalf of the cause of temperance has been of unmistakable benefit to the community. He has been president of C. T. A. U. of America, which office he has filled for two terms. He has also served several times as president of the Archdiocese C. T. U. A. Union, and has for a number of consecutive years been elected high chief chaplain of the Catholic Order of Foresters. Father O'Donnell is one of a family of five children. Besides having had a brother in the priesthood (now deceased) he has two sisters in religion, belonging to the Order of Mercy, in Manchester, N. H. They are devoting their lives to the church. When Father O'Donnell introduced the Sisters of Mercy in East



Boston, one of them **Late Rev. John O'Donnell**, was sent as Local Superior with nine others to form the house, now connected with his parish. The schools of this parish are in a most flourishing condition, and the general public are invited at any and all times to examine them.

ST. MARY'S HOUSE FOR SAILORS.

THIS house for sailors is a part of the Episcopal City Mission and its attractive exterior induces many a sailor to spend his time ashore within its hospitable walls, away from evil influences. The work accom-

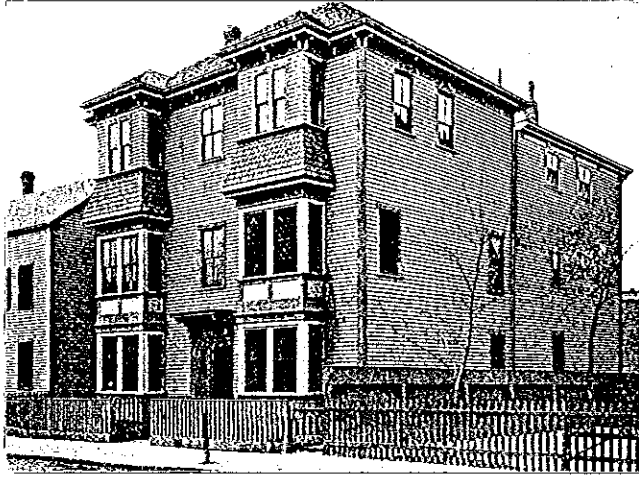


Interior of the Present Church St. Mary's Star of the Sea.

plished by this house on Marginal Street, near the foreign steamer landings, goes far to show that

congenial and temporary resort for sailors and immigrants who are visited on shipboard and made to feel at home while under the hospitable roof of this mission. Small sums are charged to those who stop there that can afford to pay for the various accommodations of the place, but none are turned away, and all treated well, no matter what their nationality, creed or color.

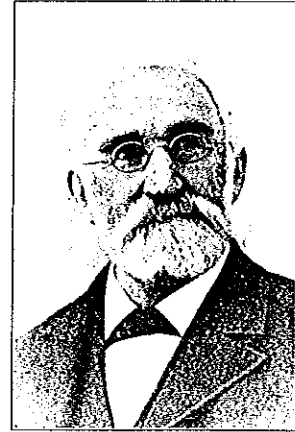
on with hearty singing, a shortened form of prayer and earnest addresses. Tuesday evenings



St. Mary's Convent, Moore Street.

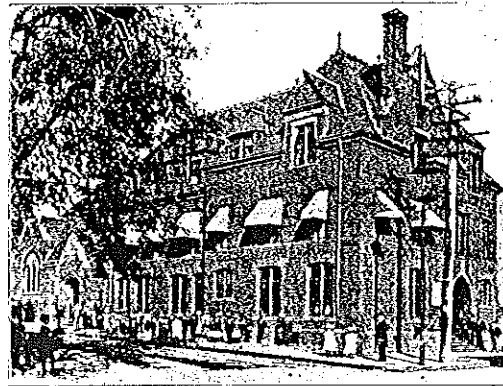
"Jack Tar" is well cared for in the port of Boston. The building now occupied for this commendable charity is a handsome brick structure, built in 1893, through the donations of benevolent people, and architecturally an ornament to East Boston, although its location makes it one scarcely familiar to many. This institution, the scope of whose work is far reaching, owes its inception to Mr. and Mrs. James Munroe Battles, who first held services for sailors in a tenement house on Haynes Street, in 1889, and who now superintend the good work in the new house shown in the accompanying engraving. The increasing attendance called for larger accommodations, and in 1890 the location was changed to the corner of Webster and Cottage Streets, in which the commendable work of exerting good influences and temporary help to sailors and immigrants was continued, until the present handsome building was completed. The house is a

The management of the institution is exceedingly liberal, and the popularity of the place has been significantly shown by its rapid growth and extension of the scope of its work. The house contains a reading room supplied with a fine library and illustrated papers and magazines, with facilities for correspondence at the writing tables. The game room is generally crowded evenings with hearty sailors intent on bagatelle, chess or checkers, at the same time drawing comfort from their pipes. There are bath rooms, dormitories for a



J. M. Battles.
(Superintendent of St. Mary's House for Sailors.)

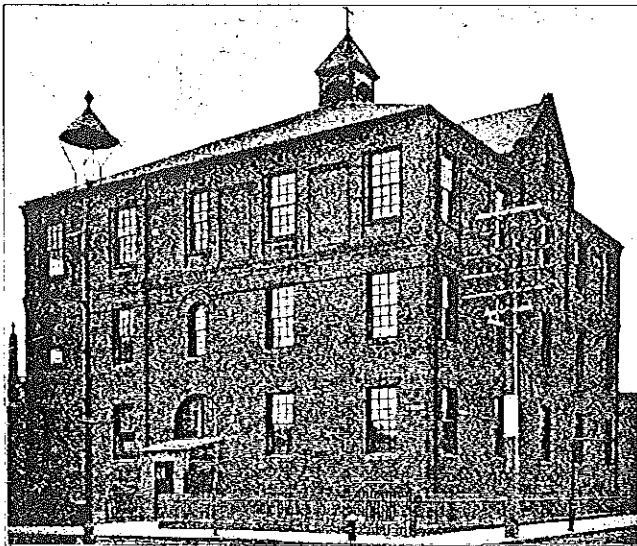
a temperance meeting is held, and Thursday's a sailor's concert. The house has a so-called float-



St. Mary's House for Sailors, Marginal Street.

dozen men, and a classroom. The house contains a large hall known as Trinity Hall, with a seating capacity of 150, in which Sunday evening services are held, being appropriate and much appreciated by the sailors after having partaken of a lunch and hot coffee in the rooms below. A gospel service is carried ing library, books, magazines and illustrated papers being furnished sailors to take away to sea. The "Floating Library" scheme is remarkably popular. They are strong boxes with brass handles, lock and key, and contain from fifteen to thirty volumes each. There are twenty of these libraries distributed throughout the world. Every library is numbered and is kept track of in this way. A library is put on board a ship in charge of some officer or sailor who is responsible for its safe return. The loyalty of the sailor patrons of this house in returning books and making remittances for favors and entertainment here, goes far to show the result of the good influences spread among them. That the institution comprises one of Boston's most worthy charities is easily seen from the vast amount of work accomplished by it. The superintendent,

JAMES MUNROE BATTLES, with his excellent helpmeet, has devoted many years of his life to the spiritual and bodily welfare of the common sailor. Through his efforts the present thriving institution was founded and the temporary wants and urgent necessities of thousands of sailors have been alleviated.



St. Mary's Parochial School, Moore and Saratoga Streets.

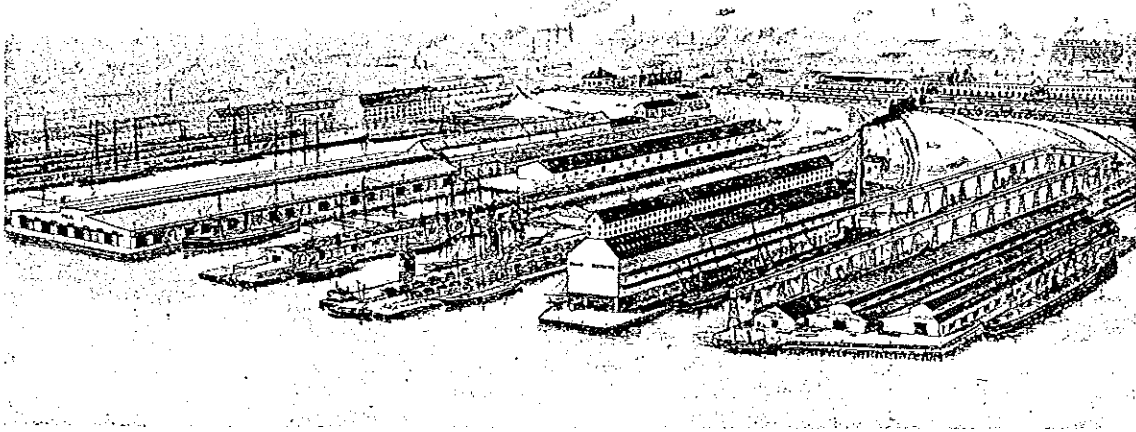
BOSTON & ALBANY RAILROAD.

THE value to East Boston of the Grand Junction branch of this road, with its extensive yards, piers, sheds and grain elevator, is almost inestimable; this branch of the road is especially appreciated by those who have the business welfare of the island at heart, while its expansive water front is a great source of convenience to foreign commerce. The Grand Junction Branch of the Boston & Albany running from Cottage Farms on the main line to East Boston connects with all roads on the north side of the city, and is of invaluable importance to the many manufacturers and packing houses located along its rails; the present value of the plants erected by these establishments is \$6,500,000 and the annual shipment of their raw material and product is 400,000 tons. To the credit of East Boston, be it also said, that the tonnage of merchandise carried in and out of these yards is far greater than that of the Boston yards. The East Boston yards of the Boston &

1, 1897, there were handled at this elevator 120,000,000 bushels of grain, most of which has been shipped to foreign ports, via the various steamship lines. From the East Boston point of the road all of the Boston & Albany's foreign business is done. The company has invested vast amounts in the erection of sheds and warehouses and now possesses seven large bonded warehouses, each with a capacity of 110,616 square feet of floor space. These warehouses are for the storage of bonded goods. There are also six large free warehouses, containing 104,728 square feet of floor space for the storage of general merchandise upon which there is no duty. There are, too, five wharf sheds containing 200,000 square feet of storing space. The company have an excellent water front, extending 1,575 feet on the water line. This has been greatly improved by them, both as regards the piers and wharves, and the dredging of the harbor in their vicinity. There are now twenty-seven feet of water at low tide at any part of the company's wharves, making it possible for the largest ocean steamers to lay alongside at all times. The capacity for

foreign business, and the important relations the business of the company holds with East Boston.

The company employs at its yards about 200 men, the majority of whom reside in East Boston, and their earnings add materially to the prosperity of the island. The attitude of the management of the Boston & Albany Railroad towards the general public has invariably been of a most friendly order, and in no section of the territory through which its tracks extend is it more significantly demonstrated than in the East Boston yards. The switching of the cars of this company here is almost entirely confined to the limits of its yards, which are enclosed by a high fence with a regard for public safety and convenience. The service of the Boston & Albany is invaluable to several of the largest concerns of the island and to those of the city proper. The company's business at this point has been looked after since 1880 by W. M. Kidder, who is the agent for the road here. He holds the distinction of having held that position the longest of anyone since the company acquired possessions here.



Wharves, Piers and Yards of Boston & Albany Railroad at East Boston.

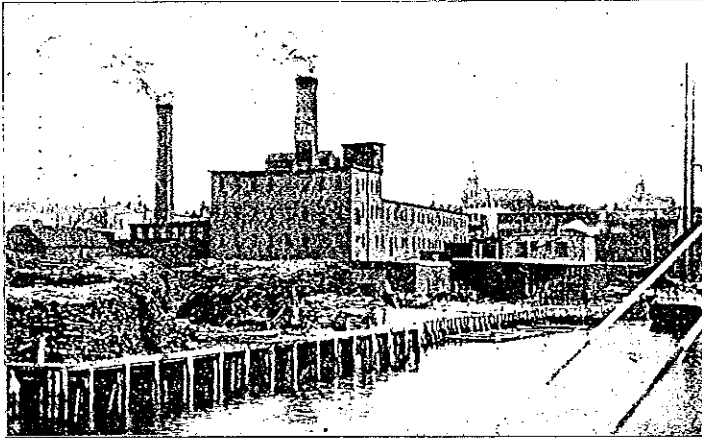
Albany Co. comprise about 38 acres of land bordering on a most convenient part of the harbor, the tracks being confined almost entirely within the limits of the company's property in the portion of East Boston where there is little public travel. At its yards here the company have 51 tracks with accommodations for 1,042 cars. A large amount of forwarding is done in grain and coal, and sub-tracks extend from the yards to the various docks and piers, thus making a most convenient transfer of goods from the cars to the principal lines of foreign steamers. It was in 1870 that the large grain elevator, one of the most conspicuous buildings bordering on Boston Harbor, was completed. The company were the pioneers in the foreign shipment of grain from Boston, and made the first shipment of grain from Chicago to Liverpool through this mammoth elevator as soon as it was completed. The elevator is an imposing structure built in three sections. Its dimensions are 390 feet in length, 73 feet wide and 118 feet in height. Its capacity is 1,000,000 bushels, and from the time the first shipment was made to January

discharging coal at their wharves is at the rate of 1,500 tons daily, and shipped via their road to New England points, principally. For this purpose there are three automatic hoisting machines of the latest pattern. The following steamship lines discharge and load at the wharves of the Boston & Albany at East Boston: Leyland Line for Liverpool; and Johnson Line for London. The company also lighters goods for the Warren Line for Liverpool, Furness Line for London, Allan Line for Glasgow, Canada Atlantic & Plant Steamship Co. for Halifax, and Yarmouth Steamship Line for Yarmouth, N. S. The Boston & Albany has tracks connecting directly with the steamships of the Cunard Line, whose docks adjoin those of this road. The six docks and five piers of the company are invariably well filled, and can accommodate ten large steamers and eleven sailing vessels at one time. From 1874 to Jan. 1, 1897, there have been unloaded and discharged 1,911 foreign steamers, which statistics go far to show the magnitude of the company's

NEW YORK AND BOSTON DYEWOOD CO.

IN this concern East Boston possesses one of the largest of the kind in the United States. The present company was organized under the laws of the state of New York on July 1st, 1892, and was formed by the union of the New York Dyewood Extract and Chemical Company, the Boston Dyewood and Chemical Company and the Atlantic Dyewood Company. This union of interests was made on strictly business principles for the more economical management of the affairs of the three concerns, and has proved to be a distinct benefit to the consumers of dyewoods and their products; giving them, by the adoption of new and improved machinery and methods, better qualities and lower prices than was before possible. The Company has offices in New York, Boston and Philadelphia, and factories in Brooklyn and East Boston, and also has connections in many foreign countries from which its supply of raw material comes, or to which its products go. The output of the company is used by woolen,

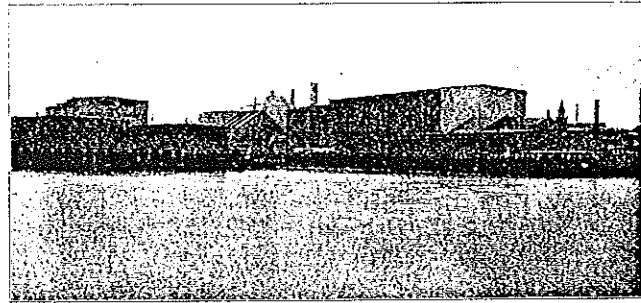
BOSTON ELECTRIC LIGHT CO.



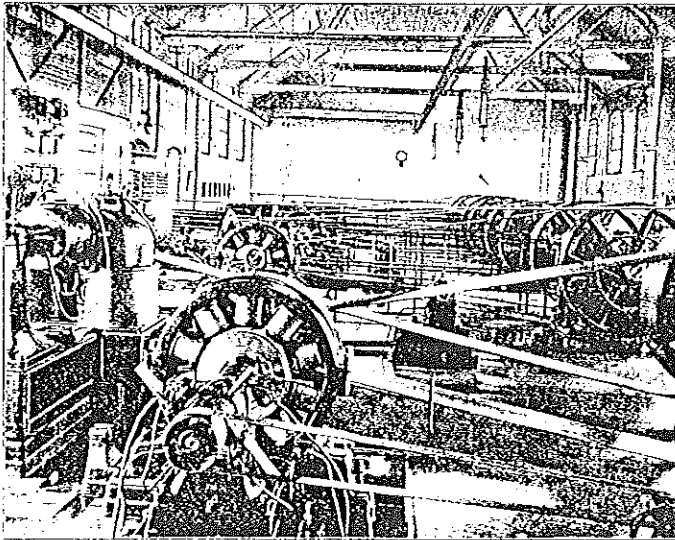
East Boston Works; New York and Boston Dyewood Co.

cotton and silk mills, print works, tanners, blacking manufacturers, etc., etc. The East Boston factory is the plant of the former Boston Dyewood and Chemical Company, and has been frequently enlarged and improved during its existence of twenty-five years. During this time it has been one of the largest manufacturing establishments on the island, and many East Boston residents have been employed in various capacities, thus being an important factor in the prosperity of this locality. For many years it has paid, in this section of the city, for labor, supplies, cartage, etc., an amount averaging \$50,000 annually, and its credit and reputation are first class. At the present time the factory here furnishes employment to about 60 hands. During the depression of the last few years the running time of the factory has been at times curtailed, but the rate of wages has not been reduced, and is now higher than is paid by some of the competitors of the company. The officers of the Company are well-known New York and Boston business men. The factory here is in charge of the Assistant Manager, Mr. Charles I. Thayer, and

he has the able co-operation of the following well-known residents of East Boston, viz.: Mr. Charles F. Whittimore, Superintendent; Mr. John Hilton, Master Mechanic; Mr. Henry Finney, Wharfinger. The Company also has other residents of the island ward in its employ, among whom are Mr. Willard C. Morrison and Mr. Fred. W. Bourne. At its extensive works, both here and in Brooklyn, excellent tide water facilities are enjoyed, and a frequent sight at the wharf here is the arrival of a steamer from some foreign port loaded with from 800 to 1,200 tons of dyewoods.



Wharves and Buildings of National Dock and Warehouse Co.



Interior East Boston Station of Boston Electric Light Co.

ELECTRIC Light is furnished in East Boston by the above company, the accompanying view showing the interior of its branch station here. The company added this district to the span of their operations eight years ago by purchasing the plant and business of the Citizens Electric Light Company, which concern was founded in 1886. The plant which the Boston Electric Light Company first utilized here was a diminutive affair compared to what it now is, being only about one quarter of its present size and capacity. With the infusion of new energy and ample capital the popularity of electric lighting here grew steadily and soon it became necessary to enlarge the plant. This has been done with frequent additions to the machinery, and necessary facilities. The first notable enlargement to the station was made six years ago, when the building was doubled in size. Three years ago the plant was again enlarged to its present dimensions. It may be stated that East Boston possesses one of the finest and best equipped electric light stations in all New England and that through the above company the streets,

residences and buildings of the island are well lighted at a low cost to consumers. In September, 1896, to meet the growing demand of manufacturers and others for electric power the company equipped their plant with power generators. The growth of the company's business in East Boston during the past eight years is particularly noticeable. When the old company was absorbed but a few street lamps were furnished. At the present time the plant furnishes between three and four thousand incandescent lamps, and about two hundred and twenty-five arc lights on the island. While this number is large it is but a small part of the business done by the company, who furnish the entire street lighting by electricity for the whole city, or about three thousand arc lights, and eighty thousand incandescent. The company's branch station here represents an approximate investment of \$100,000 and is operated continuously night and day with the exception of six hours on Sunday. The equipment of the plant includes twelve dynamos, six 100 horse power engines and three 125 horse power boilers. The company have put up ninety miles of wire here. The capital stock of the corporation is \$2,000,000, and its executive officers are F. A. Gilbert, President, and S. S. Sias, Treasurer. Since the company has conducted business in East Boston its affairs here have been superintended by Charles I. Albee, a well-known electrician and engineer, and present member of the Boston Common Council from ward one.



J. W. Robbins.

J. ROBBINS & CO.

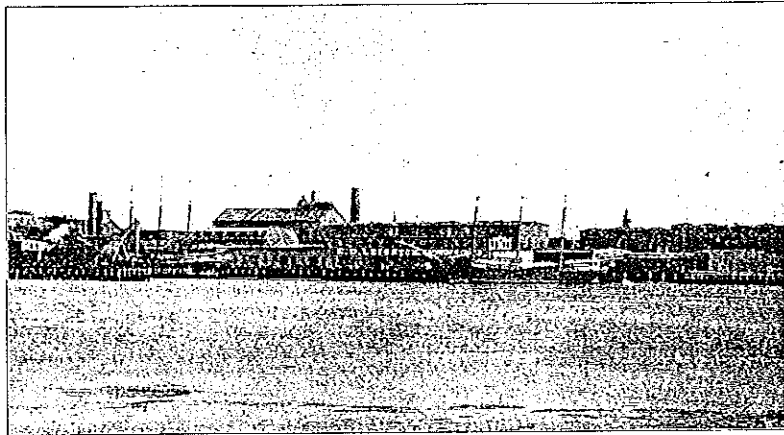
IN a description of the coal business of East Boston the large concern of J. Robbins & Co. requires prominent mention. The business of this firm was founded by Joseph Robbins as far back as 1844, and at a time when coal was received in large lumps and broken at the yards with sledge hammers. At that time a half a ton of coal and three cords of wood was the customary order for a family supply. Now the proportion is reversed. The yards were for many years where the North Ferry now is and was known as Cunningham's Wharf. The firm became known as J. Robbins & Co. in 1867, when J. W. Robbins, the present head of the business, became his father's partner. In 1889 Mr. Robbins took in his brother as a partner, who continued until his death in 1895. Since the start, made so many years ago, the volume of business done has increased largely. In 1880 the present property was purchased, and wharfs and yards in Central Square built. The facilities for handling coal at these yards are excellent. The firm are fortunate in being the only coal dealers possessing the automatic hoisting machine on the island. With this modern time and labor-saving appliance, coal barges can be unloaded at the firm's wharf at the rate of one hundred tons an hour. The fact that the firm handles at its yards and sheds about thirty thousand tons of coal annually, makes it one of the

largest concerns in its line in the city. Its stables are at the corner of Orleans and Sumner Streets. This property was purchased by Mr. Robbins some time ago. Besides stabling its own horses and teams here, the firm rents portions of the building to others, and there are accommodations there for fifty-five horses. The firm have also a branch office here where orders are received and coal is delivered with the same promptness which characterizes the concern. Forty horses are required to do the hauling and a number of men are given constant employment. Like other Boston firms J. Robbins & Co. deal in all kinds of coal for domestic and manufacturing purposes. Lime, cement, drain pipe and mason's supplies are also dealt in largely. The proprietor of the business, J. W. Robbins, is one of the best known citizens of East Boston. Having been born and brought up here he has been an eye witness to the growth of the island. Since he became engaged in business, thirty years ago, he has been active in the development of the best interests of the community. During the past two years Mr. Robbins has been assisted in

Boston. He saw active service in the Army of the Potomac and took part in all the prominent engagements from Bull Run to Gettysburg. After the close of the war he entered business with his father, since whose decease in 1880, he has continued the business. The reputation of this firm has ever been the highest, and never better than at the present time.

EMERY D. LEIGHTON.

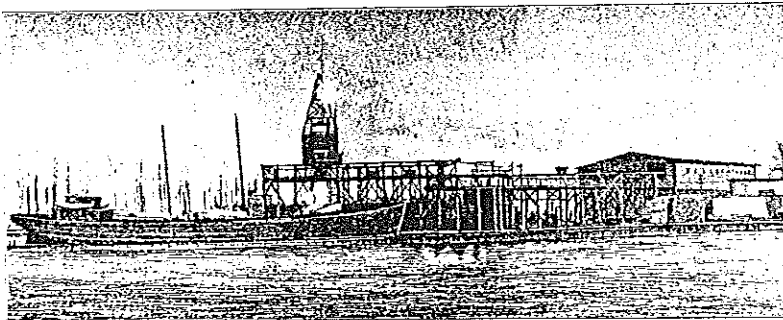
AMONG the many interested residents of East Boston Emery D. Leighton is prominent. He was born in Stueben, Me., September 25, 1832. His early life was spent on a farm where he developed a strong physique and good morals. He attended the country district schools until fourteen years of age, at which age he shipped as cook on board the schooner Arcade, bound for Cuba. In the spring of 1847 his parents removed to Belfast, and the following April young Leighton commenced work in a ship-yard there. After working at ship-building four years in Belfast, he came to East Boston and commenced work with James E. Simpson, shipwright and caulker.



Leighton's Wharf.

the management of the business by his son, Mr. Joseph Robbins and Mr. J. Lawrence Martin. The latter, who was with the firm for ten years and left them to accept the secretaryship of the Grand Lodge of Odd Fellows, is now again associated with the concern. At eighteen years of age the now senior Mr. Robbins enlisted for the late war in Company B, First Massachusetts Volunteers, which company was organized in East

After serving two years as an apprentice and one year as journeyman, Mr. Leighton commenced operations on his own account as a member of the shipwright and caulking firm of Foster & Leighton, being at that time not quite twenty-two years of age. Their yards were located at what was then known as Tuft's Wharf, but now occupied by the National Dock and Warehouse Co., next the South Ferry. In 1861 they removed to Darton's Wharf on Border Street, now Green's Wharf. Eleven years later, or in June, 1872, they leased Brown & Lovell's Wharf property at 109 Sumner Street, which premises have been recently purchased by Peter McIntyre, but for several years have been known as Leighton's Wharf. While the firm were moving from Darton's Wharf to the present location, Mr. Leighton's partner, T. A. Foster, was accidentally killed. Shortly after, in July, 1872, Mr. Leighton purchased the interest of the widow of his deceased partner, and has conducted business under the name of E. D. Leighton. Having been engaged in business for so many years he has done his full share of the repairing of vessels, and his yards



Coal Wharf of J. Robbins & Co.



E. D. Leighton.

the union, Cuba and several countries abroad. Mr. Leighton

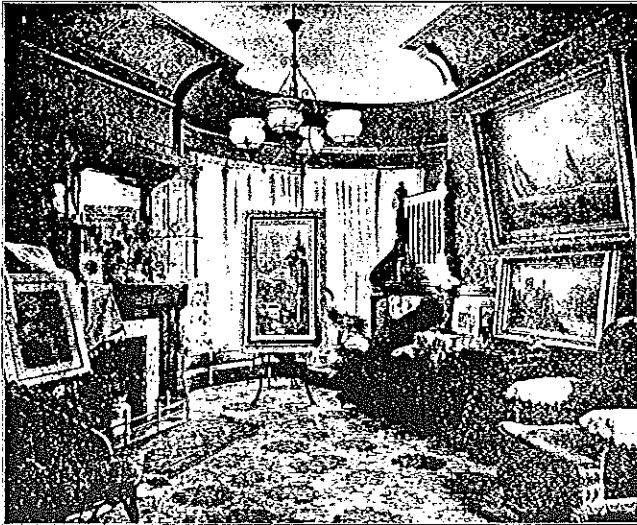
being centrally located are a convenient place for disabled sailing crafts in need of repairs. Until within the past ten years, Mr. Leighton has applied himself closely to business; but during the past decade, having acquired a snug competency, has travelled much, having visited nearly every state in



Dining Room, Residence of E. D. Leighton.

JOHN A. MCKIE.

ONE of the best known men of East Boston is John A. McKie, the shipwright and caulker, whose yards are on Border Street and possess a water front of about two hundred and fifty feet. The yards contain excellent dry docks where vessels can be hauled up for repairs. It was at these yards that the handsome and seaworthy three masted schooner, Lena Nelson, was built, and few men have achieved higher reputations than its builder, Mr. McKie. He has worked at the ship-building business here in East Boston for the past thirty years. It was five years ago that he branched out for himself, and his wide experience in boat and ship-building has been of benefit to the owners of the various crafts that have been built, caulked and repaired there. The yards contain every modern facility for the convenient and speedy execution of the work, and comprise the best fitted place of the kind in East Boston. There is a large blacksmith shop, saw-mill, joiner shop and dry dock, and a large corps of men is employed at the yards, the number of which has been as high as one hundred. There are twenty-six feet of water at the end of the wharf, making it possible for the largest steamships or sailing vessels to lay alongside. Mr. McKie's high reputation as a business man, and good name for practical and thorough work on vessels has been attained from the natural results of years of

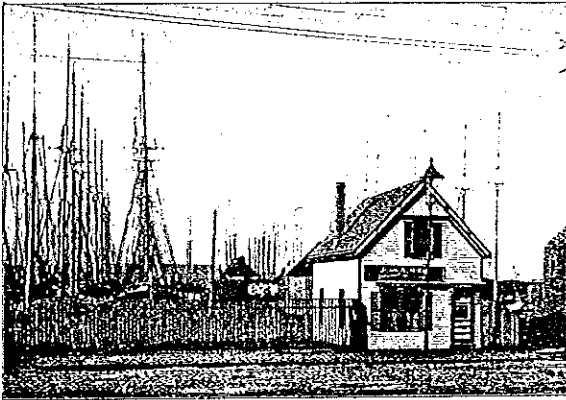


Parlor, Residence of E. D. Leighton.

served as a member of the Boston Common Council in 1875, and was president of the East Boston Citizens Trade Association in 1882-83. Of the latter organization he is still an active and interested member. He is a member of the Massachusetts Charitable Mechanics' Association, with which he has been connected since 1882. He is also prominent in masonry. He was made a Master Mason in Baalbec Lodge in 1861, of which lodge he was master in 1869-70. In 1877 he became a member of St. Paul's Royal Arch Chapter, and three years later was made a member of Boston Commandery K. T. He is also a member of the Council of Select and Royal Masters of East Boston, the degrees of which body he took in 1883. From long activity in the business and social world, Mr. Leighton is known as one of the leading men of East Boston, and his interest in public welfare is secondary only to that of his own private business. Mr. Leighton is extensively interested in shipping, and is part owner in as many as twenty-seven sailing vessels. He resides on Monmouth Street, the interior of his residence being very commodious and attractive. Several views showing his comfortable home are herewith presented. It may be said that as many as four hundred guests have been entertained there at one time.



Drawing Room, Residence of E. D. Leighton.



Shipyards of John A. McKie, Border Street.

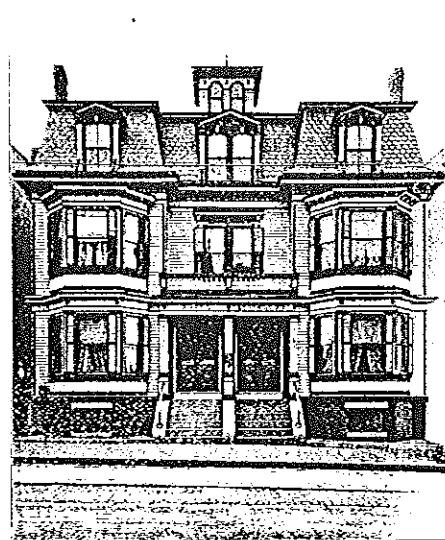
hard work and continuous connection with ship-building. It may be said that he is as well and favorably known among ship owners as any man in his line, while he has built and assisted in the construction of some of the largest vessels that have in years past been launched from this port. Having for so many years resided and done business here, he has ever shown himself a man interested in the progress of the island in various ways. He is a member of Baalbec Lodge, F. and A. M., St. John's Chapter, and is assisted at the yards by his two sons, Envill E. and Louis B. McKie. He first came to East Boston in 1864 and went to work for Paul Curtis & Co. For several years before going into business for himself he was foreman of his present establishment, then carried on by Wm. F. Green & Son, of whom he bought out the business and good will in 1891, and which he has since continued with marked success.

HOTEL LEXINGTON.

EVERY locality either has or should have a hostelry like unto the Hotel Lexington of East Boston. It would seem that to call a hotel home, away from which one could conscientiously sing "Home, Sweet Home," and honestly feel all the sorrowful emotions pictured by the writer of that song, would many times be impossible. While there is not a hotel proprietor, no matter how mechanical he is in his duties as host, who would not feel that he had unappreciative guests, should they intimate that they could not feel at home in his house, it may be said that the average public expect much less in a hotel than in their own house. This oftentimes painful truth cannot be spoken of the Hotel Lexington, located at 239 to 241 Lexington Street, and conducted by Mr. and Mrs. William L. Fox, as proprietor and manager. Hospitality pervades the very atmosphere, while comfort and happiness, which ever go hand in hand, are indicated in a thousand and one ways. The house was opened by Mr. and Mrs. Fox in September, 1894, and although not the most centrally located house in Boston, has grown in popularity second to none of any hotel of its size in the city. The house is within twenty-five minutes of Boston City Hall, electric cars passing the house every five minutes. The hotel comprises what was formerly a double house, built a few years ago at a cost of \$30,000, by a

man well-to-do and whose intention it was to make the house the best and most thoroughly built double residence in Boston,—not necessarily the most expensive, but the most comfortable. The building is now owned by Ainsley R. Hooper. The guests of the house, since it became a hotel, are therefore privileged to enjoy comfort to the fullest extent, as people only can who live in a well built domicile. The halls and stairs in the first and second floors in both sides of the house are of marble, and the finishing is of hard wood. The house is on high ground and the basement in the rear is almost on a level with the house tops. The basement contains a cemented floor and is perfectly dry at all times. On this floor are four large furnaces with cold air boxes which draw fresh air from outside, and which heat the house thoroughly, and a large cold blast refrigerator and cold storage rooms for fruits, etc., and a well-stocked larder. On this floor also are rooms for attaches of the house, laundry and kitchen. The kitchen is like any in a first-class hotel, and contains a mammoth range and charcoal broiler, and all the necessary and modern cooking utensils, as well as a 100 gallon hot water heater, which supplies hot water night and day for the bathrooms. The cooking being done in the basement, no smell of food impregnates the house. On the second floor are the large parlors and private parlors of the host and hostess. The parlors on both sides are many times swung open, and as many as twenty-eight whist tables have been going at one time. On this floor are the office and reading room. The dining rooms next are seen, comprising two large rooms and one private dining room, and their spotless linen and well set tables, seating between thirty and forty, are only excelled by the excellent service and palatable viands which have done so much to bring the house into universal favor. The cuisine is under the supervision of Mr. and Mrs. Fox, who are generous providers, and although the variety is not as great as some of the large and leading hotels, the table is equal in other respects. In the rear of the dining room is a serving room where steam carving tables keep everything hot. This room with its acquisitions was fitted up with a care for the future of the house. After inspecting four well furnished rooms for transient guests on the Lexington Street floor, the visitor ascends the marble staircase to the two upper floors, where are the rooms of the permanent and transient guests, the furniture and carpeting of which is new and of the best. Each and every room is desirable

and no doubt fully appreciated by its occupant. The house is lighted by gas and is perfectly ventilated by the many doors and windows, besides two ventilating shafts which ventilate the four bathrooms on the first and second floors. The house is kept perfectly warm in winter, and its location naturally makes it one of the coolest places in Boston in the summer. Wide piazzas surround the house on three sides, and on two floors with many doors opening to them. From the rear of the house on the upper floors is obtained an uninterrupted view, much enjoyed, of the whole harbor, Wintthrop and the city proper. Especially is this appreciated from the wide piazza of the L, which is twenty feet square, and reached from windows of the third story and enclosed by a safe railing well braced. Chairs are placed there in the summer evenings, and the cool breezes from the water and the pleasant view, with Wood Island Park in the foreground, are to be availed of. That guests of the Hotel Lexington are well cared for, made comfortable and feel at home is acknowledged on all sides. The house has not been without its romances, which have all three ended happily. Coaching parties and pleasure trips have been frequent, and the aim and success of the host and hostess in making things generally agreeable to all has been the unanimous verdict. The hotel has a number of permanent guests and has been favored with a good transient business, and as a general thing all who stop there once invariably come again. The register shows the names of many prominent people from all parts of the country. East Boston is fortunate in the possession of this model hotel of forty-three rooms so well conducted, as the rates are reasonable and it is one of a few of its kind in New England. The prices for transient accommodations are but \$1.50 a day and upwards, and for regular guests from \$7 to \$10 a week, according to room, any and all of which are desirable. Mr. and Mrs. Fox have a wide acquaintance among the traveling public, as well as in this community. Both are naturally adapted to their business and few are more popular with those whose comfort they look after.



Hotel Lexington, Lexington Street.



Walter F. Burk.

FORTY-TWO years' residence in East Boston has made Walter F. Burk one of the best known men. He was born at Prince Edward's Island fifty-two years ago and came here at the age of ten years. For many years he has been active in business and public matters, and a prominent figure in the social world. He has for the past twenty years been a member of the well-known pile driving and bridge building firm of J. W. Hayes & Co. This concern is one of the largest of its line in Boston, and its yards and docks are in East Boston, near the Chelsea Bridge. The results of its extensive operations in bridge building are seen in parts of the city and state, notable among which are the large bridge at Winthrop for the Boston, Revere Beach & Lynn Railroad; large bridge at Fall River, and dock at Lucas Point, and the laying of the foundation for the Union Station of the Boston & Maine Railroad. Its extensive operations enable them to give employment, at times, to as many as 300 men, while its average pay roll is \$1,000 weekly. For many years Mr. Burk has been active in politics. He has served two years in the common council and has been honored on several occasions with nominations for public office. He was one of the directors of the East Boston ferries, is a Knight Templar Mason, member of the Jeffries Winter Club, president of the Builders and Contractors Association, President of the East Boston Twenty Associates, and a director of the Columbia Trust Company, and a member of the Standing Committee of the Universalist Church. Residing here from boyhood he has identified himself with the best interests of the community.

POLICE PROTECTION.

EAST BOSTON has an efficient police service, and the city maintains a force of fifty-five men at Station Seven under Capt. Richard F. Irish, one of the most vigilant in the department. The present station was built about 1860. With recent improvements, its interior is sufficient for the needs of this division. It is less than fifty years ago when one night watchman was considered sufficient to keep good order on the island. During the growth of East Boston to a population of 45,000, additions and improvements to the department have been made to meet requirements

and ensure public safety. The station house, besides being manned with active and able men, is fitted with almost every known device for the speedy execution of the work accomplished there, telephone and telegraph, signal box and patrol wagon service all being availed of. Under the present captain, the division station has seen several improvements, one of the most notable is the remodelling of the beds, and now all whose lot it is to sleep there nights are provided with a separate bed. Several noted men have filled the office of captain of this division. Nathaniel Seaver was captain from 1836 to 1860. He was well known to older citizens as a prominent man in East Boston. In those days and until 1862, the captains of this division were made out of men who had never served on the police, but since that time the position has been filled by men in the department. I. Atkins followed Captain Seaver as captain of this division in 1860. He was succeeded by Henry L. Gurney in 1862, who was followed by Captain Samuel G. Adams, who was afterwards the first Superintendent of Police,



Richard F. Irish.
(Captain of Police, Division Seven.)

when the present commission was organized. In 1867 Romanzo H. Wilkins became captain. He was superseded by Captain Joe Bates in 1885, who came here from Station Two and remained about a year. Next came Captain James H. Lambert, who was in charge of the station when the present captain, Richard F. Irish, was transferred here from Station Four, November 7, 1892. Of those who have held the office of captain of division Seven but three are now living, viz.: Captains Bates, Wilkins and Irish.

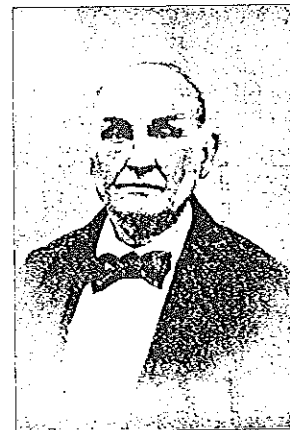
CAPTAIN R. F. IRISH.

was born in Nova Scotia in 1836. He attended district school winters, and until fourteen worked on the home farm summers. He then went to sea and built up a vigorous constitution, well fitting him for the police duty he afterwards performed. At sixteen he went to Rockland to learn the trade of a ship's carpenter in the yards of Deacon Thomas, at that seaport town in the state of Maine. After working there a year or so, he, in the spring of 1856, came to East Boston and was engaged in Jackson's Shipyard, where he worked at his trade until the breaking out of the

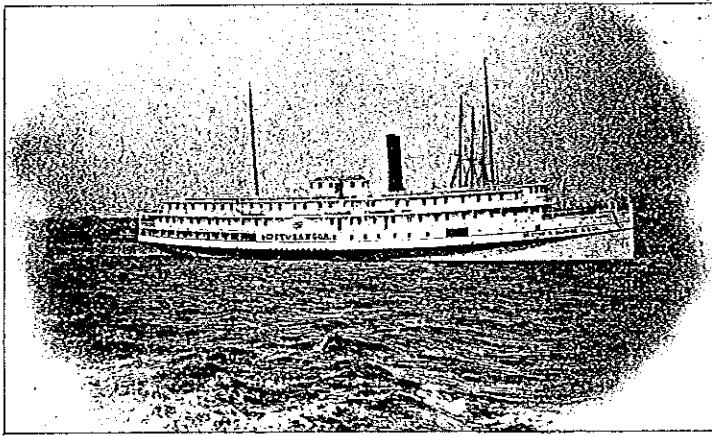
war. He was a member of the old Union Guards, then East Boston's proud military company. When the war broke out, his company voted to go to the front, and was mustered into service, taking part in the first Battle of Bull Run, and participating in all the prominent engagements in the Peninsula Campaign, during the three years enlistment. Captain Irish, who was then an orderly sergeant, was severely wounded at the Battle of the Wilderness, and remained two months in the hospital after his company was mustered out of service. He first joined the Boston Police in 1874, when he was made a patrolman and attached to Station Four. In December, 1880, he was made a sergeant and transferred to Station Two, where he remained two years. He then went to police headquarters, which at that time had been removed to Pemberton Square, and with another officer, was in charge of the headquarters nights. October 28, 1885, he was made a lieutenant and appointed to Station Four, where he formerly served as patrolman. In August, 1888, he joined the ranks of the captains and was detailed to open the new Station Sixteen, which was at that time established in the Back Bay district. The following year he returned to take charge of his old Station Four, where he remained until he was assigned to East Boston, in 1892. Since presiding over this division the island has received the best of service, as Captain Irish is assisted by as able and clever a lot of officers as in any station in the state. He is a member of Emme Lodge, St. John Chapter, East Boston Council, and Wm. Parkman Commandery in the Masonic Order, and is a member and past commander of George Hooker Post, G. A. R.

THE LATE WILLIAM WRIGHT.

IN the appended portrait is shown an excellent likeness of the now late William Wright, one of the pioneer settlers of East Boston and for several years night watchman of the whole island. He was born June 26, 1800, and died June 9, 1879, at the time of his decease being the oldest settler and a most respected citizen. He was left an orphan at an early age and was brought up by his aunt, with whom he lived at the North End, until he went to sea, making three trips around the world at different times afterwards. It was in



Late Wm. Wright.
(First Night Watchman Neddle Island.)



Steamer City of Bangor, built by Wm. McKie.

1837 that he moved to Noddle Island, and bought a place on Princeton Street, which at that time was a rough country road with an abundance of stately shade trees. There were but a few houses here then and Mr. Wright has passed down in history as being one of the worthy early pioneers, who cleared the woods and took a part in laying out the present East Boston. He was known as an industrious and honorable man, and after purchasing a large lot of land on which his house stood and in which he lived and brought up a large family, he engaged in the express business, being for some years the only one on the island. He was a man of strong physique, and finally was made night watchman, whose authority, in those days, was equal to that of the captain of police at the present time. When ship-building was introduced here, Mr. Wright took up the calling of a sail-maker, and many a craft fitted out in East Boston showed the results of his thorough and ready handiwork. From the fact that he came to East Boston among the first, before his regretted demise, he was known to a majority of the people here; while during his residence here, the island had naturally advanced in prosperity and in numbers of inhabitants. He resided at his Princeton Street home until just before his death, when he went to make a visit to one of his daughters and was taken sick and passed away. He was ever a man interested in the affairs of the island, and although plain and unassuming, was highly esteemed by all who knew him. He had a family of ten children, but one of whom is now living. She is Mrs. J. Howard Nottage, who resides at 66 Trenton Street. Of his family were the late Mrs. Oliver L. Shaw, Miss Elivia Wright, a maiden lady, who kept house for her father until her death, Mrs. Charles West, Mrs. Charles W. Alexander, Albert T. Wright and Charles Jackman Wright, all of whom lived in East Boston, the remainder of the children dying in childhood.

WM. McKIE.

THIS well-known shipbuilder came to East Boston as far back as 1859, and has been identified with the building and repairing of vessels ever since. He first worked for the old, but now defunct firm of Curtis & Tilden, later Paul Curtis & Co. He was afterwards employed by Smith &

Townsend, for whom he was foreman of the yard for seventeen years. During the last three years he had an interest in the business. When he started for himself he had the advantage of a thorough and practical knowledge of the business and a wide acquaintance in maritime circles. His yards on Border Street have an extensive water front of 100 feet, and since he commenced operations on his own account, many a sailing craft has been launched from the weights at his docks. Noticeable among these is the new steamer, City of Bangor, which he designed and built for the Bangor Line three years ago. This model steamer is a beauty in every respect; carries 700 passengers and has a speed of seventeen knots and a half. She is the only steamer ever put on the line making three round trips a week. A large number of yachts have also been designed and built by Mr. McKie, and many scows and dredges have been constructed at his yards. The docks have their full share of the repairing of sailing crafts of every description. Mr. McKie has been engaged in



William McKie.

business a number of years, and his success has enabled him to take a hand in the improvement of local real estate, in which he has become quite extensively interested. He is well known in financial circles, also being a director in the First Ward National Bank and a trustee of the East Boston Savings Bank. He has also been a director of the East Boston ferries; is a member of the Mechanics Charitable Association, and Citizens Trade Association and is a Knight Templar Mason. Having been a resident of East Boston for thirty-seven years, he is among the best known and influential citizens of the island.

JUDGE W. H. H. EMMONS.

THE judge of the East Boston District Court was born in Cleveland, Ohio, August 29, 1841. He attended the public schools of that city until 1851, when his parents removed to Lockport, N.Y., where he fitted for college. When about to enter college he was obliged to abandon his studies on account of weak eyes, and in order to recover his health went on a trip to Texas. After travelling for a year and a



Judge W. H. H. Emmons,
(East Boston District Court)

half over that state on horse-back he returned home fully recuperated. This was at the time of the breaking out of the war, and he then enlisted as a private in the 7th N. Y. Cavalry, and was soon promoted quartermaster-sergeant of his company. He again enlisted in Battery A, 1st N. Y. Artillery, taking an active part through the Peninsular campaign and in the Army of the Potomac, doing valuable detailed duty at various times during the war. He was commissioned a first lieutenant, later an adjutant, and finally was promoted to assistant adjutant-general, with the rank of captain. He also served on the staff of Major General Dana at Memphis and Vicksburg. After resigning from the army he entered Harvard Law School, from which he graduated. He then went to Memphis, and on his return to Boston was admitted to practice in all the courts of Massachusetts and the United States courts, and commenced to build up his now large law practice. He served as a member of the Boston Common Council in 1884-85, and was appointed Justice of the East Boston District Court in 1886, which office he has since filled with dignity and grace. He was united in marriage with Miss Sarah T. Butler, daughter of the late Gen. Benj. F. Butler, and has two sons and two daughters. He has resided in East Boston with his happy family for several years.



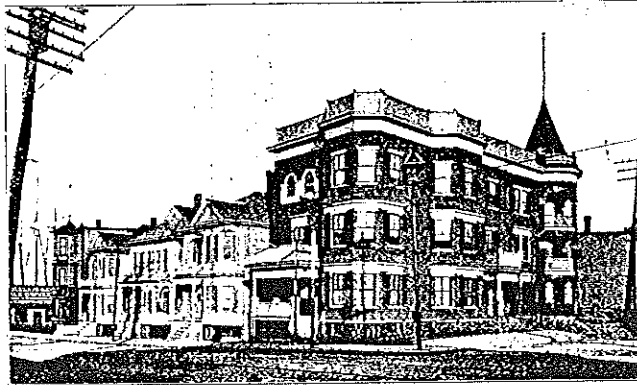
B. F. NAY.

ACTIVITY in business life has made B. F. Nay one of East Boston's well-to-do citizens. He was born in Nieldand, N. H., forty years ago and came to East Boston with his parents when he was five years of age. After receiving a practical education, he engaged in the trucking business with his father. He conceived the idea of getting up a truck and traveling derrick for the convenient handling of telephone and telegraph poles, and finally controlled all of that work in the city, and a large share of the erecting of poles in the eastern part of the state. It may be said that Mr. Nay, with his large corps of men, put up or took down all the poles of the Edison Electric Company in the city. His invention of the traveling derrick gave him his start. Some years later he branched out in the pile driving and bridge building business, and became successful in that as well. For several years he has been interested in East Boston real estate, and has done much toward improving property on the island. His operations in this line have been carried on with success, and his foresight and judgment in real estate matters have been marked. His acquisitions in the vicinity of Meridian Street Bridge have resulted in the development of that now desirable locality known as "Nay's Village." This section has, in three years' time, been built up and assumed its present state of desirability. The land, then considered almost worthless by many, was purchased by Mr. Nay in 1893. A wall was built on the water-front, and the land was made suitable for building purposes. Many handsome houses now occupy much of the land, and the value of the property has increased largely. The business property of Mr. Nay's, on Border street, comprises wharf property, containing a water front of 175 feet, and land extending

about 1,000 feet from the sidewalk to the water line. This is the headquarters of his teaming and pile-driving business, which is now conducted by others, his real estate interests now taking up his entire attention. Four years ago Mr. Nay sold out his teaming and pole-raising business to H. W. Smith, and January, 1896, disposed of the pile driving and bridge building to his brother-in-law, A. A. Hersey. Both of his successors are conducting a profitable business, and still retain the same office and good-will of their predecessor. Mr. Nay is considered one of East Boston's able business men. He has travelled much, and is a Knight Templar Mason.

R. F. HAHN.

ALTHOUGH time has rested lightly on the shoulders of this well known real estate dealer, he has been engaged in business in East Boston for forty-five years. He was born in Waldoboro, Me., in 1826. His father, who was a blacksmith there, conducting three extensive shops, did a large amount of ship work; for Waldoboro is a seaport town. In 1833 his parents removed to Monmouth, Me., where young Hahn received his education. In 1847 he came to East Boston,



Nay's Village, and Residence of B. F. Nay.

and two years later, when the gold fever broke out, started in search of the yellow metal in California. He was one of the many who were successful, and, although a young man, realized the importance of saving his findings. In four years' time he returned to East Boston and erected a building on Summer street, in which he opened a provision store. This he conducted for thirty years, building up a large trade and enjoying the full confidence of the community. During the time he was engaged in that business he went to Colorado with his brother, going from St. Joseph to Denver by mule train, having purchased four mules at the former place. The trip took thirty-four days across the "Plains." He returned to his business in good time with his health much improved. Being almost one of the pioneer business men of East Boston, at a fortunate time, he gradually became interested in local real estate, and has been an eye-witness to its growth and taken an active part in the building up of the town. Fifteen years ago he sold out his provision business, and ever since has devoted his energy

entirely to the handling of property. Having for many years bought, sold and cared for property, negotiated mortgages, etc., he has handled his full share of East Boston real estate. His transactions, many of which have been important ones, have ever been carried on with success, and to the entire satisfaction of all concerned. Mr. Hahn is considered one of the best judges of the value of property on the island, and his judgment is frequently sought. He is known as one of the equitable business men and esteemed citizens of the place, being an old standby. He is a member of the Society of California Pioneers of New England, and is a council Mason. His office is in the Savings Bank Block in Maverick Square.

McHUGO & SNOW.

THIS well known concern is engaged in the manufacture of wooden boxes, and conducts a busy factory at 406 Border Street, East Boston, near the Chelsea Bridge. In busy times about twenty-five men are employed, and in the course of a year the firm use 2,000,000 feet of lumber. The boxes made are used by manufacturers and wholesalers for shipping goods, the customers of the concern comprising large dealers in candy, fish, blacking, books, inks, etc. A large number of bushel boxes are made here for the larger farmers. Besides having all the finest equipped machinery for the speedy and accurate manufacture of wooden boxes, the firm have a large printing department, enabling them to print whatever is desired on the boxes, advertising the goods to be contained therein. The location of the factory is especially convenient for the prosecution of the industry, and a water front privilege is enjoyed—of no little advantage in the receiving of lumber. The quarters occupied are 80 by 100 feet in dimensions, and



R. F. Hahn.

have been the headquarters of this energetic firm since 1833. The individual members are William McHugo and A. L. Snow, who have been associated together for nearly a quarter of a century, first working in a box factory in Cambridge. Mr. McHugo finally branched out for himself at the corner of First and Thorndyke Streets, East Cambridge. In 1833 he removed to East Boston and took in Mr. Snow as a partner. The business has developed from a small beginning, and through close application to business and their ability to compete with the largest manufacturers, the business has grown to large proportions. Boxes are delivered to the trade anywhere within a radius of ten miles of the factory. A large

amount of refuse wood is accumulated at this box factory which is sold for kindling wood; this is sold at a low price and delivered free anywhere in East Boston or Chelsea.

EAST BOSTON SAVINGS BANK.

ENJOYING the distinction of being the oldest and strongest financial institution of East Boston is the East Boston Savings Bank, which was organized in 1848. Previous to that time all who desired to place their savings in a bank were obliged to cross the ferry. The history of this time-honored institution is a most creditable one, and its value to East Boston inestimable. The first quarters occupied by the bank were in Winthrop Block. Twenty years later, or in 1868, the present location was removed to, and in its present quarters the institution has continued to build up its own stability, at the same time taking a most important part in the building up of East Boston. The rooms of the savings bank at the corner of Maverick Square and Henry Street having been improved and beautified from time to time, now comprise the handsome and commodious quarters partially shown in accompanying engraving. The management of the institution since its foundation has been conducted under a rigidly conservative basis, and as a result the assets of the institution have increased to over \$3,000,000, and average dividends of over four per cent. have been regularly declared. The bank places money on interest quarterly, on the third Wednesdays of January, April, July and October, and dividends are declared semi-annually in January and July. The growth of the bank to that of one of the strongest banking institutions in the state reflects credit upon East Boston, and shows the prudence of the residents of the island to a marked degree. The investments of this savings

bank in the way of mortgages are local, and its policy has ever been a careful but liberal one. In its history the bank has had but two treasurers. The first treasurer of the institution was Albert Bowker, who for thirty-two years was the financial head. Upon his retirement, in 1880,

William B. Pigeon, now one of Boston's well known financiers, was elected a trustee and treasurer of the institution, which office he has held to the present time, guiding the affairs of the bank each year with increasing success. As the bank has possessed but two treasurers so

The officers and trustees are composed of the following well known and influential men. Board of Officers: President, George T. Sampson; Vice-President, John Thompson; Treasurer, William B. Pigeon. Board of Investment: John Thompson, William B. Pigeon, Ebenezer M. McPherson, George L. Thorndike, Rufus Cushman, W. Waters, Jr., Peter Morrison. Trustees: George T. Sampson, Frederick Pease, Henry B. Hill, John Thompson, Nathaniel M. Jewett, Rufus Cushman, William B. Pigeon, William H. Grainger, Ebenezer M. McPherson, James Smith, George L. Thorndike, Emery D. Leighton, Randall J. Elder, James L. Walsh, Wesley A. Gove, Wm. Waters, Jr., Jos. W. Robbins, James Frame, F. A. Woodbury, Peter Morrison, T. B. Grimes, G. H. Libby, David W. Cushing, Frank P. Gurney, A. R. Hooper.

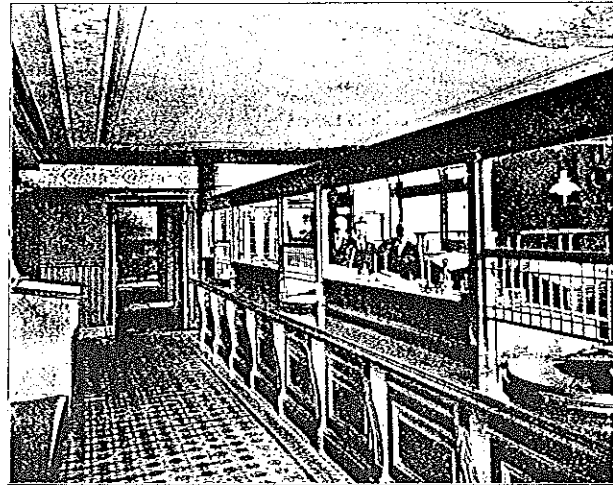
WILLIAM B. PIGEON.

ONE of the most familiar figures in financial and social circles is William B. Pigeon, Treasurer of the East Boston Savings Bank, whose important connection with East Boston affairs makes him prominent. He is a son of the late Henry Pigeon, one of the early settlers of Noddle Island, and has taken an active interest and part in the growth of this, his native place. He was born in 1852 and obtained his education in the public schools, and one year after graduating at



East Boston Savings Bank Building.

has it had many leading East Boston men in its board of trustees. The president for several years past is George T. Sampson who for the past few years or more has taken his post at the bank daily. The last statement of the bank April 14, 1897, shows the following gratifying state of affairs, to its 11,000 depositors.



Interior East Boston Savings Bank.

RESOURCES.

Public Funds,	\$526,000.00
Bank Stock,	257,071.00
Loans on Bank Stock,	2,600.00
Railroad Bonds,	302,500.00
Bank Building,	15,124.67
Real Estate by foreclosure,	6,429.17
Loans on Real Estate,	1,599,357.00
Loans on Personal Security (with collateral,	251,118.75
Expense,	2,518.15
Cash,	72,250.44
	\$3,034,969.18

LIABILITIES.

Due to, 939 Depositors,	\$2,798,104.85
Profits earned and on hand,	99,757.44
Guarantee Fund,	137,106.89
	\$3,034,969.18

the Boston English High School, entered the East Boston Savings Bank as a clerk. Applying himself faithfully to his work, he soon won the favor of the officers and board of trustees, and after filling the various clerical positions in the bank was elected one of the trustees and treasurer of the institution in 1880. Since becoming the financial head of the bank his sound judgment and business foresight have been significantly demonstrated, and few bank treasurers are better versed on the value of securities both local and foreign. The creditable showing made by the bank during the recent financial panic reflects credit upon his efficient management of its business. Mr. Pigeon has shrunk from political notoriety, but has invariably added his efforts and influence towards the furtherment of



William B. Pigeon.

the best interests of the island. He is a director in the East Boston Gas Company, an active member of the East Boston Citizens' Trade Association, and a member of Hammett Lodge, F. and A. M. He is also one of the leading managers of the affairs of the East Boston Universalist Parish, and a member of the standing committee of that church.

FIRST WARD NATIONAL BANK.

EAST BOSTON'S national bank is located in Maverick Square, and was organized in 1873, under the name of The First Ward National Bank of Boston. The institution is conducted under conservative management, and seven per cent. dividends are regularly declared in favor of its stockholders. The business of the bank is like that of other Boston national banks, and the institution provides adequate banking facilities for the various firms, corporations and individuals who form its depositors. The clearance of the bank is done through the Boston Clearing House, and every convenience is at hand at the banking rooms for the safe, speedy and accurate handling of its affairs. The quarters occupied are in the Winthrop Block, as shown in the following engraving, which location has been the home of the institution from the start. During its history many leading East Boston men have composed its board of directors, and in no way has the name of the bank ever been compromised. The capital stock is \$200,000, and in the twenty-four years of its business a surplus of \$100,000 has accrued. The first president was William L. Sturtevant, he was succeeded by Charles R. McLean, who, after presiding over the board of directors was followed by Stephen H. Whidden. The present president of the bank is Col. George W. Moses, in whom the institution has an able financial head. The vice-president is Hon. Wesley A. Gove, and the cashier Frank F. Cook. The Board of Directors are composed of the following well known men: Sylvanus Smith, Jabez K. Montgomery, Wesley A. Gove, Samuel N. Mayo, George W. Moses, Charles A. Morss, Jr.,

Alfred E. Cox and William McKie. On January 1st, 1897, the following creditable report of the condition of the bank was rendered.

RESOURCES.

Loans and Discounts,	\$19,227.18
U. S. 4 per cent. Bonds,	100,000.00
Other Stocks and Bonds,	18,800.00
Due from approved Reserve Agents,	31,555.19
Due from other National Banks,	44,557.21
Due from Treasurer U. S.,	6,510.00
Expenses and Taxes Paid,	6,290.70
Premiums Paid,	6,000.00
Cash on hand,	212,728.20
	\$1,295,668.48

LIABILITIES.

Capital Stock,	\$200,000.00
Surplus Fund,	100,000.00
Undivided Profits,	50,812.77
Circulation,	88,300.00
Deposits,	852,169.77
Due National Banks,	4,336.91
Dividends unpaid,	49.00
	\$1,295,668.48

H. CARRUTHERS & CO.

THE leading steam-fitter and plumber of East Boston is H. Carruthers, whose establishment is located at 1 to 5 Henry Street, junction of Maverick Square. The business of this reliable and responsible house was established in 1863 by Messrs. H. Carruthers and Henry Taylor, who continued it until 1868, when Mr. Taylor retired, since which date Mr. Carruthers has conducted the enterprise as sole proprietor under the original firm name. He occupies spacious and commodious premises, and carries constantly on hand a full and fine stock of plumbers' materials and sanitary devices of all kinds. Factory and steamboat work is made a specialty, and plumbing, gas, and steam-fitting are executed in the most superior and expeditious manner, all work receiving the close personal supervision of the proprietor. Employment is furnished to a large force of skilled and expert workmen, and all orders receive immediate attention, no pains being spared to render the utmost satisfaction in every instance. The office is connected by telephone, and the wants of all classes of patrons are ministered to with eminent success and satisfaction. Mr. Carruthers is a native of England, a resident of East Boston for the past forty-two years, and known and esteemed in

this city as an accomplished master of his trade and a reliable, responsible business man. He is a member of Hammett Lodge, F. and A. M., in which he has been connected since 1864. SI



H. Carruthers.

its inception Mr. Carruthers has been a member of the Citizens' Trade Association, and for many years an attendant of the Unitarian Church.

E. A. MAGEE.

IN the appended portrait that of E. A. Magee, East Boston's oldest expressman, will be readily recognized. Mr. Magee is better known as "Gus," and from the fact that he has been associated with the expressing business for thirty-one consecutive years, it is reasonably probable that, figuratively speaking, he is known by sight anyway, to every resident on the island. He first entered the employ of Joe Baker in 1866. At that time there was but one other express line, and that was conducted by old George Merry, who formerly operated the line of coaches. Mr. Magee, who, when he started in the business, and has ever since been possessed of a strong



First Ward National Bank.

physique, remained in Mr. Baker's employ until he sold out to the Holbrooks, with whom he afterwards continued for sixteen years. It was in 1884 that he branched out for himself, and was given the agency of the Adams Express Company for East Boston, conducting both with increasing success to the present time. The start made by this genial expressman was a modest one, as he



E. A. Magee.

bought out a route established by Filander Sargent. His business, which is now a leading one in his line, has been built up from almost nothing. Mr. Magee is a Winthrop "boy," having been born and brought up there, his father conducting a prosperous grocery store for many years at Magee's Corner. The teams of this well known express agent are heartily welcomed, and have probably called at least once at every house in East Boston, and at many, several times; while a number of local business houses avail themselves of the excellent service provided by him and his teams. Mr. Magee possesses a family of six sons, three of whom are associated with him and are well known to his many customers. For the past ten years the office of this expressman, together with that of the Adams Express Co. agency, has been in the rear of the real estate office of Coleman Cook & Co., at 10 Maverick Square. Mr. Magee has been a resident of East Boston for many years, and is a present member and marshal of Baalbec Lodge, F. and A. M. He is also a mem-



Joseph W. Sheeran.

ber of Zenith Lodge, I. O. O. F., and 'of' the Ancient Order of United Workmen. His popularity among the people of this locality and acquaintance among the business houses on both sides of the harbor are often attested.

JOSEPH W. SHEERAN.

ONE of the younger but rising attorneys of Boston is lawyer Joseph W. Sheeran, whose office is in the Central Building in Central Square. He was born in East Boston, February 6, 1870. He is a graduate of the Emerson School, and East Boston High School. He studied for his profession at the Boston University Law School, from which he graduated with the degree of L. L. B. in June, 1891. He was admitted to the bar and immediately commenced practice. In December, 1891, he opened his present office in the Central Building. He is retained as counsel in many important civil cases, to which branch of his profession he devotes himself almost exclusively. He looks well after the interests of his clients, stands well among his brother lawyers, and is a familiar figure before the higher courts. He is a son of Thomas W. Sheeran, and has always been identified with the best interests of East Boston. He is a member of the Pilgrim Fathers, and has a wide circle of friends.

JOHN L. KELLEY.

ONE of the youngest men in public life representing East Boston is John L. Kelley a member of the present House of Representatives. He has for several years taken an active part in looking after the interests of the island. He was born at the North End twenty-seven years ago, and obtained his education in the public schools. After leaving school he commenced to learn the methods of business in a grocery and provision store. He worked hard and faithfully, and started in business for himself at his present store at the corner of Maverick and Liverpool Streets, the old stand which was carried on by the late Patrick Keenan for twenty-five years. Being wide-a-woke, and abreast of the times, Mr. Kelley has succeeded in increasing the business in a marked degree. He made his debut in political circles about four years ago, when he became a candidate for the common council. He served two years as a member of that body in 1895, '96. The first year he was appointed a member of the committees on sealer of weights and measures, markets and health. The next year, upon his reelection, he served as a member of the committees on printing, institutions, markets and garbage, and was one of the committee appointed to attend the funeral of the late Gov. Greenhaige. He made a good record in the council and was the instigator of



John L. Kelley.

many important improvements for East Boston. Among these was his successful efforts in assisting in getting the order through the council the bill for the appropriation of the \$42,000 sewer loan which so vitally concerned East Boston. Also the paving of Bremen Street, and the placing of the illuminated clock in the tower of the North Ferry, on the Boston side. Since becoming a member of the house he has substantially added to his record, serving on the important committee on mercantile affairs. He is a member of Division Two, Ancient Order of Hibernians, the Foresters of America, Gen. McClellan Assembly, Royal Order of Good Fellows, the Thurlman Club and Citizens' Trade Association.

WALLACE M. GREENWOOD.

A manufacturer of picture frames, dealer in all kinds of pictures and artists' materials, and connoisseur of art is Wallace M. Greenwood, whose attractive store is pictured in the accompanying engraving. He has been engaged in business for himself and conducted his present store at 261 Meridian Street, for the past three years and a half. From its admirable location, large stock of desirable pictures and high



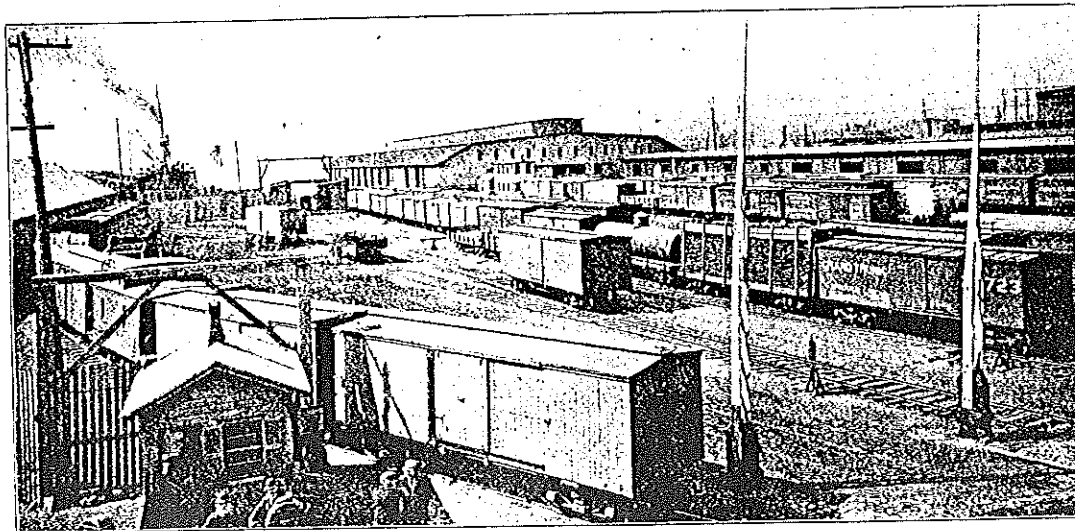
Interior Greenwood's Store.

reputation, the establishment is considered the leading one of its line, and the patronage accorded it is naturally large. The exhibition of pictures at this writing shows that the proprietor is fully able to compete with the dealers in his line across the ferries, and as is the case in many other stores in other lines, his prices are proverbially much lower than those in Boston. His stock of pictures comprises oil paintings, many of them from the brush of celebrated New York artists, water colors, pastels, engravings, etchings, photographs, etc., both framed and unframed. Many a handsome East Boston residence shows the result of Mr. Greenwood's trained eye for meritorious paintings, and many of the paintings in oil purchased at his store at even high prices would not be sold by their owners for twice their cost. Besides having a large stock of pictures framed, and dealing in artists' materials of every form and description, Mr. Greenwood makes frames to order, his reputation in this direction extending far outside of Boston. His stock of mouldings is an extensive one, and comprises all the newest designs, which

BOSTON & MAINE R. R.

CONCERNING East Boston's marked growth, history indicates that the advancement of this locality has been greatly furthered by the existence of the Boston & Maine R. R., which has an important ocean terminus and extensive freight yards and wharves here. This branch of the road, so vastly important in furnishing valuable facilities for the direct transportation of through freight, to all points in the United States and Canada, was established by the Eastern R. R. Co., in 1838. The project of building a road from East Boston to Salem was heartily welcomed by the people of the island, and far sighted men subscribed liberally to the stock. Upon the completion of the road it comprised the sole passenger and freight railway service between Boston and Salem, all trains running via East Boston. For several years trains were ferried across the harbor, the large boats taking whole trains, passengers and all, on their decks. In 1854 the Eastern R. R. erected a passenger station on Causeway Street, and,

those of the B. & M. at their yards here. The Boston & Maine possesses large covered wharves, freight sheds, warehouses, passenger depot and repair shops here, and their yard property comprises land about three miles in length, in which twenty miles of track are laid. Industries have been substantially encouraged along its line, many of which have been provided with private spur tracks. The capacity of the freight yards for the track delivery of bulk freight is eighty cars. This provides unusual accommodations for the unloading of building material, hay, and other grain products for the local wholesale dealers and manufacturers, as well as for the outward shipment of large quantities of lumber, and the products of the several factories of East Boston. The excellent service provided East Boston is shown conclusively from the fact that the company receives through freight in carload lots for all points in the United States and Canada. The average monthly tonnage handled from this station is 60,000 tons. From the advantageous position of its wharves and water front here, the company is enabled to make quick



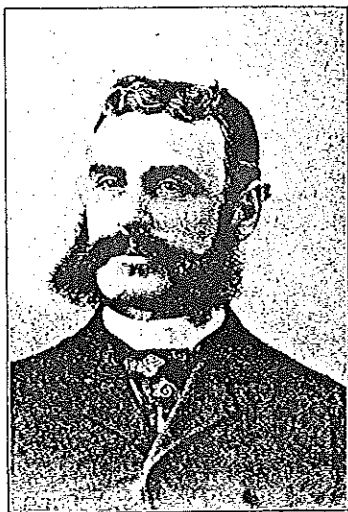
Ocean Terminus of Boston & Maine R. R., at East Boston.

are made up at short notice here. The energy of this dealer and picture frame maker, in successfully competing for large orders for frames for advertising purposes from manufacturers and wholesalers, has given him a good name in the trade. His low estimates on one or 500 or more frames has gained him several large contracts, all of which have been satisfactorily filled. Mr. Greenwood is a native of Barrington, Nova Scotia, and has resided in, and been identified with East Boston for the past sixteen years. He has been associated with his present line of business for the past decade, and consequently has a wide acquaintance. He is a member of the Odd Fellows, and New England Order of Protection. Mr. Greenwood fills orders for large portrait work in crayon, water color, ink and pastel, employing one of the most talented artists in Boston for this purpose, the results being highly pleasing to his many customers in this line.

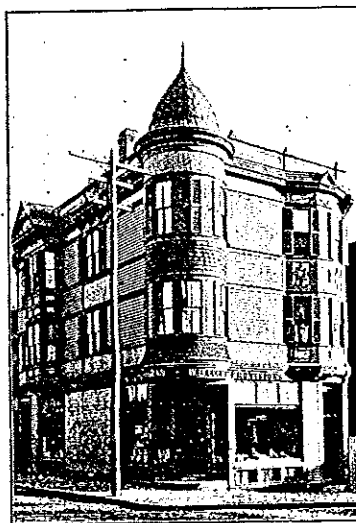
building a bridge across to Charlestown, the passenger terminus was removed from East Boston. From this point, since that time, the business done by the road has consisted almost entirely of the delivery and transfer of freight, although there is to the present day a passenger service, regular trains running between here and Revere, where this branch joins the main line, and where connections are made for all stations on the Boston & Maine R. R. When the Eastern Railroad was leased by the present company in 1883, material advantages were derived by the various manufacturers and others located along its line, and who have since received the benefit from a greatly improved service, through shipments having since that time been made via the Boston & Maine, with direct connections to all points in the union. Large quantities of eastern and western freight are interchanged with the Boston & Albany R. R., whose tracks unite with

transfers of freight to and from cars, to the several lines of steamers, docking on both sides of the harbor. At their wharves there is a water frontage of 2,000 feet, which enables several vessels and steamships to lay alongside at once, and there to both receive and discharge their cargoes. The company possesses a mammoth covered main wharf shed, in which several trains can be accommodated. This shed has an area of 170,000 square feet. There are also three large freight sheds, 450 feet, 350 feet, and 235 feet respectively in length. There are also well equipped repair shops, in which a number of men are employed in making light repairs, on the average, to 100 cars a week. The delivery of import and export freight, coming and going to Europe, via the different foreign steamship lines is a most important feature of the business carried on by the Boston & Maine at this ocean terminus. Large quantities of freight coming

over their line for export, are transferred to the steamships of the Johnson Line for London, and the Leyland Line for Liverpool. From their terminus here the company also interchange through business with the New York & New England R. R. This is done by a car-float of ten car capacity, which is loaded at the company's ferry drop, the cars being run into the tracks of the float; and the whole is then towed across to the New England Pier. Connections are made in a similar manner with the Metropolitan Line for New York, the car float for this duty holding eight cars on its tracks. Lighter connections are also made with the Merchants' & Miners' Transportation Company, and the Savannah Line, over 100,000 bales of cotton being received through these two southern steamship lines, and are lightered across to the Boston & Maine terminus here for shipment to the different manufacturing towns along the line of the road in various parts of New England. The convenience of the Boston & Maine's tracks to the great trans-Atlantic steamships of the Cunard Line at East Boston enable the company to furnish a generous aggregate of a vast amount of freight shipped to Europe in the holds of these monster ocean steamers. Large quantities of flour are handled, principally received from Ontario, Canada, coming over the Boston and Maine, and shipped from this point by schooner to the maritime provinces. For the storing of flour there is a large bonded warehouse of 120 cars capacity. Other important articles handled at the wharves are fruit, hides, wool, nitrate of soda, etc., which are received from South America and southern ports. In the transaction of its East Boston business the company furnishes regular employment to about 150 men, most of whom reside on the island, and through them a large share of the money disbursed by the company to its employees here, is distributed among the local merchants. This division is under the general supervision of the Second Vice-President and General Traffic Manager, William F. Berry, who is well known in East Boston, having at one time been local agent here. The present local



Henry W. Coltman.



Store of W. B. Cochran.

agent is John F. Piper, whose efficiency in looking after the interests of the company and popularity in shipping circles are well known.

HENRY W. COLTMAN.

POSSESSING a thorough knowledge of his business and consequently well known in maritime circles is Henry W. Coltman, who conducts an old established and extensive coppersmithing works at 84 Marginal Street. The business of this practical coppersmith was founded and carried on by his father before him. For about ten years after his father's death Mr. Coltman continued the business with Wm. Waters, Jr., for a partner. For the past ten years, however, he has conducted the business alone, still retaining the old firm name of H. W. Coltman & Co. The business done consists almost wholly of large marine work, and many jobs and contracts are filled out of town, his operations being confined by no means to East Boston. He does much copper work for the large concerns engaged in steam, tow boat and yacht building, and repairing, prominent among whom are the Atlantic Works, Lockwood Mfg. Co., the Wm. H. Gallison Company and Lawley of South Boston. He also does no little work for the Boston Tow Boat Company. There is probably no man in East Boston better versed in his line of business than he, and his acquaintance with steamboat companies is an extensive one. His works contain all the facilities for handling large and small work. The place is ninety feet deep, and thirty feet wide, and from eighteen to twenty men are given regular and remunerative employment there. Mr. Coltman is a life long and interested resident of East Boston. He is a member of the Ancient Order of United Workmen, and of the Commandery of the Order of the Golden Cross. He has also taken his share of political work, having served as delegate to the various republican caucuses and conventions.

WM. B. COCHRAN.

A representative East Boston merchant in the retail grocery line is Mr. Wm. B. Cochran, whose place of business is shown in the accompanying illustration. Mr. Cochran is a native of Windham, N. H., but for nearly a quarter of a century has been a resident of the island. He has been engaged in his present enterprise since May 31st, 1887, and in the interval has built up a prosperous business, and won the substantial favor of a host of desirable patrons, representing the best family, hotel and other trade. The store is commodious and very conveniently arranged, the stock comprising everything pertaining to a first class metropolitan grocery and provision store, is attractively displayed, and courteous and prompt attention to patrons has made it a popular source of supply. Mr. Cochran is a member of the Retail Grocers Association, also of the I. O. O. F.

CARLTON W. CROCKER.

CARLTON W. CROCKER, born in East Boston, and educated in her public schools, can rightfully call himself an East Bostonian. His grandfather, John K. Carlton, was a pioneer business man on the island, and his father was in business

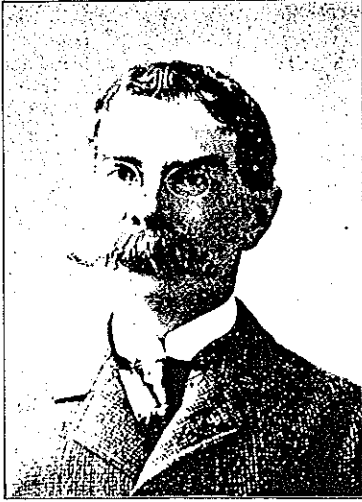


Carlton W. Crocker.

here for many years. On completing his education, Mr. Crocker entered the retail drug trade, securing a position in a local store. Subsequently, after passing a creditable examination, he received a certificate of registration from the Mass. State Board of Pharmacy, and later became the youngest proprietor of a drug store in the country. His store at the corner of Lexington and Putnam Streets is one of the most attractive on the island. Though but one year old, it has already assumed a prominent position in the retail drug trade of the city. Especially is this true of the prescription department. In quality of work this is excelled by none, and in volume by few. Mr. Crocker's business record is short, but good, and promises much for the future.

J. HIRAM S. PEARSON.

A prominent resident of East Boston is J. Hiram S. Pearson, who has for over a quarter of a century been Secretary of Mount Tabor Lodge



J. Hiram S. Pearson.

of Masons. He was born at Portsmouth, N. H. and is descended from Amos Pearson, Sr., and Amos Pearson, Jr., both members of the Third Parish Co., of Reading, and who were on the roll call at Lexington, April 19, 1776. He is also a descendant of Matthias Marston, of Hampton, N. H., who served in the Revolution, and of Chas. Marston, of Chester, N. H., who took part in the war of 1812. He is also a lineal descendant of Jeremiah Pearson of Newbury, Thomas Nichols of Reading, Isaac Marston, and John Moulton of Hampton, N. H., soldiers in the colonial wars. The subject of this sketch came to East Boston with his parents in 1852, and graduated from the Adams School, a Franklin Medal scholar, in 1861. He is a veteran of the late war, enlisting in 1864, and becoming a member of the 42nd Mass. Vols., for the defense of Washington. After his retirement from the army he soon became active in temperance orders, and from 1867 to 1875 passed through all the chairs of Commonwealth Div., Sons of Temperance, and Washington Temple of Honor. He has for many years been a member, and for the past twenty-six years, Secretary of Mount Tabor Lodge, P. and A. M. Upon the completion of his twenty-fifth year of service in that capacity, he was presented with a diamond studded jewel by the lodge. He became a charter member of Wm. Parkman Commandery, K. T., in 1870, of which he was prelate in 1886. He has also held various offices of honor within the gift of his brother Masons, among which is that of High Priest of St. John's Royal Arch Charter in 1874. He is also prominent in Odd Fellowship, being a member of the Grand Lodge, I. O. O. F., having been Noble Grand of Eastern Star Lodge in 1879. He also became a charter member of Ridgely Encampment in 1882. He is a member of Joseph Hooker Post, G. A. R., of which post he was commander in 1888. He is also a member of the Society of Colonial Wars, Sons of American

Revolution, and Society of the War of 1812. Mr. Pearson has ever taken an active interest in church work, and in 1887 was the recipient of a testimonial from the teachers of the Sabbath School of the Maverick Congregational Church, upon the completion of a quarter of a century's service as an officer of the school. He served as clerk of that society from 1872 to 1888, and is one of the present deacons of the church, to which office he was elected in 1883. He served as President of the Adams School Asso. in 1878, and since 1882 has been President of Huribut Circle, C. L. S. C. Mr. Pearson occasionally contributes to the press on matters of historical and genealogical nature, and is interested in art as well, using the brush as an amateur, and having contributed sketches for exhibitions. He has been President of the Whistler Sketch Club, and Apolodores Art Club, which flourished in East Boston and gave some interesting art exhibitions from 1885 to 1890. In 1881 he was united in marriage with Josie Estelle Sargent of Rockland, Me., and East Boston, and resides on Meridian Street.

SAMUEL O. JONES.

ONE of the most energetic and progressive business men of East Boston is Mr. Samuel O. Jones, proprietor of the Granite Cutting and Monumental Works on Ellis Wharf, near Meridian Street bridge. Mr. Jones was born in Gloucester, Mass., Nov. 17th, 1858, and at the early age of nine began earning his living as assistant to his father at the "summer fishing." Two years later he secured employment in the granite quarries as boat carrier, and at eighteen had served his apprenticeship, and mastered the trade of paving cutter. He next learned the trade of granite cutting, serving the regular apprenticeship therefor, with the Cape Ann Granite Co. In 1881 he came to Boston, where he readily obtained lucrative employment at the dual trade, for which he had early shown a remarkable aptitude. In 1886 he engaged in the business on his own account, and there is perhaps no better evidence of his business ability, as well as popularity, than the fact that where others failed to do so, he has achieved a marked success.

Mr. Jones occupies commodious premises on Ellis Wharf, with the requisite buildings, yard space, hoisting apparatus, and, in short, all the modern facilities for carrying on his business to the best advantage. He carries a complete stock of raw material, and partially completed work, and is prepared to furnish at short notice anything

in the line of granite cut work, for building, cemetery, and other purposes. A specialty is made of fine monumental and general cemetery work, and some of the best achievements in this line, in and about the city, are an evidence of his superior handicraft. Mr. Jones is a member of the I. O. O. F., F. & A. M., K. of M. and K. T., and

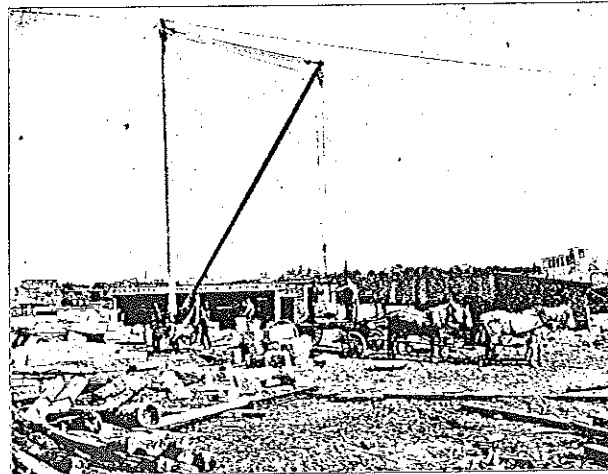


Samuel O. Jones.

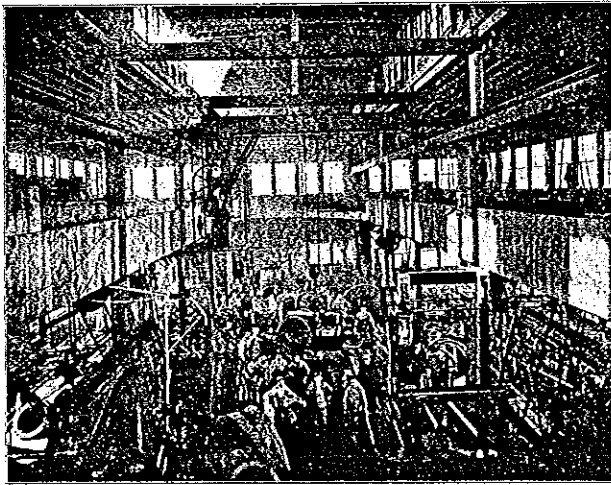
one of East Boston's representative young business men.

J. H. LONG.

THE extensive business conducted under the above title is located at the foot of Jeffries Street at Jeffries Point. The plant includes a main building 100 x 75, of two stories and mouler roof, a blacksmith shop, 40 x 40, and 500 feet of wharfage. The machine shop is equipped with a powerful electric travelling crane, and all the latest improved methods and appliances for light and heavy machine work. A feature of the equipment is a boring mill (the largest in the city) which turns out work up to 16 feet diameter. Power is furnished by a 100 horse power boiler and 75 horse-power engine. Mr. Long, the proprietor, is a native of Northfield, Mass., and at



Granite Works of Samuel O. Jones



Interior Long's Machine Shop, at Jeffries Point.

present, as for some years a resident of Melrose. He is a skillful machinist, with a wide experience in all branches of the business. He first established for himself at 164 & 166 High Street, Boston, in 1888, and from a modest beginning soon built up a prosperous and very desirable trade. Recognizing the great advantages of a location in East Boston, he secured the present site, and in the winter of 1896-97, erected and equipped the present, which is conceded one of the most complete plants in its field of industry in New England. The high repute of this enterprise for superior work has won for it a

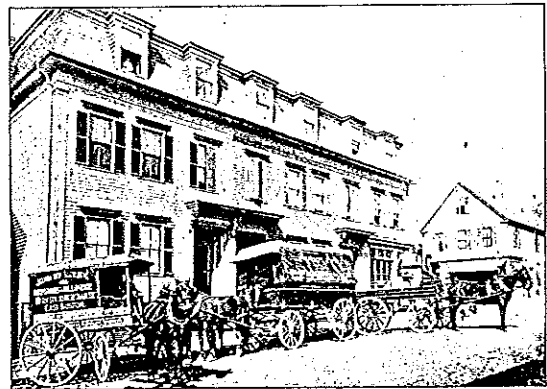


A. T. Tewksbury.

continuous trade, patronage reaching far beyond local confines. Mr. Long is a 33d degree F. & A. M., member of the Mystic Shrine, I. O. O. F., and Boston Lancers. F. P. Anthony, the superintendent of the works, is a practical and experienced man at the business, formerly with the Atlantic Works.

TWKSURY'S EXPRESS.

TWKSURY'S EXPRESS has long been a familiar and deservedly popular institution of East Boston. This enterprise was founded by the



Wagons of Tewksbury's Express.

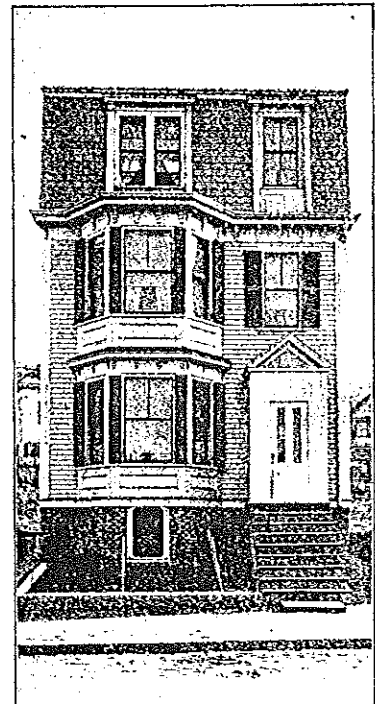
present proprietor twenty-three years ago,

who from a comparatively crude beginning has developed one of the most complete local express and baggage transfer systems to be met with anywhere. The stables, repair shops, etc., are located on Brooks Street, with an office at the residence of the proprietor at 235 E. Eagle Street. The office and stables are supplied with all the modern business conveniences, including telephone connections with all points. The scope of the business embraces everything from furniture moving to the ordinary parcel delivery, with of course special attention to the transfer of baggage to and from railway stations. The territory covered includes Boston, East Boston, Chelsea, Revere, Crescent Beach and Beachmont. The general business gives employment to a large force of men and teams, and some idea of its volume may be gathered from the fact that the C. O. D. parcel delivery department alone returns an average of \$1,000 per week. Mr. Tewksbury is the author of a number of improvements in the express and transfer business, which have resulted in a cheaper and much better service. Almost at the start he put on an early morning baggage transfer to the great convenience of patrons who were formerly compelled to send off luggage the day previous. Among other notable improvements were the establishment of a system of "public order-boxes," and the substitution of the "coupon transfer ticket" for the old time cumbersome brass check. Mr. Tewksbury is the originator of the coupon transfer ticket—since generally adopted by expressmen. A. T. Tewksbury was born in Winthrop 49 years ago, in an old colonial farmhouse, (still standing,) which had been the home of his family for four generations. He comes of sturdy colonial stock, his immediate ancestors having been among the original settlers of old Boston Town, while his great-great-grandfather, buried on Copps Hill, was one of the earliest farmer-settlers of Winthrop. He received his education in the Winthrop schools, supplemented by a course in a Boston commercial college. Later, for several years, he was connected with the National Bridge & Iron Works, beginning as bookkeeper, with subse-

quent promotion to cashier and paymaster. Upon the reorganization and removal from East Boston of this concern in 1875, he resigned his position, to engage in the business with which he has since been popularly and prosperously identified. Mr. Tewksbury is a member of the Knights of Malta and United Order of Pilgrim Fathers. Two years ago he erected the fine residence in illustration, since occupied with his family.

EDGAR F. DROWN.

BOTH well known and popular in local business circles is Edgar F. Drown, who, last February, succeeded H. Otis & Co., at the old established coal and wood dealers of Sumner Street. The change from the old to the new and present management has been productive of many important improvements to the office. This has



Residence of A. T. Tewksbury.

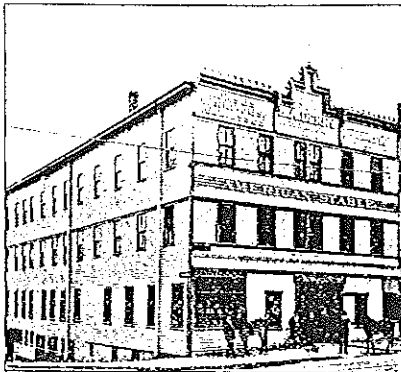


Edgar F. Drown.

just been completely remodelled and renovated, and now comprises one of the finest fitted up coal offices in the city. A telephone has also been put in, which is highly appreciated by both old and new customers, many of the latter having been acquired by Mr. Drown since assuming control of this old reliable coal yard. Mr. Drown is a young man of much energy and business ability, which traits have been duly evinced during his connection with coal concerns in East Boston, in the past seven years. Having for several years had charge of the retail delivery of the Pocahontas coal, he had gained a wide acquaintance among the trade, previous to starting in business for himself in his present location, at 119 Sumner Street. Since succeeding Mr. Otis, he has continued to hold up the unblemished reputation of the yard for reliability and prompt delivery of fuel in and about East Boston. He evidently realizes the importance of treating patrons well, and has fully merited the noticeable increase in trade, which has been accorded him by the public in this vicinity.

H. A. DERRY.

THE stable and horse mart of H. A. Derry has been for upwards of twenty years a familiar and popular East Boston establishment. The



H. A. Derry's Stables.

building occupies an exceedingly desirable location on Meridian Street, close by the Jeffries Club, and in convenient proximity to the fashionable residence quarter. It is a large and commodious structure having a frontage of fifty by a depth of 100 feet. The interior arrangement is remarkably systematic and convenient, and in regard to the stabling facilities it can safely be stated, that under no circumstances could greater comfort and safety be secured for the noblest of animals. Mr. Derry brings to bear, in addition to a life-long experience, a natural love for the horse, which ensures to animals in his care, the best attention at all times. That this fact is appreciated, is shown by the large boarding patronage of the stable. In the sales department, rare bargains can be found in horses, particularly in fine carriage stock of which a specialty is made. In the carriage department a stock of vehicles, for pleasure or light business use, is carried, which would be hard to surpass anywhere. Here also can be obtained horse furnishings, and driving equipments of all kinds, representing the latest styles and best makes in each line. Mr. Derry is a native of Quincy, Mass., but has been a resident of East Boston for many years. He is a practical man in all branches of his enterprise, and since founding his establishment in 1875, has built up what may well be termed, a representative city business in his line.

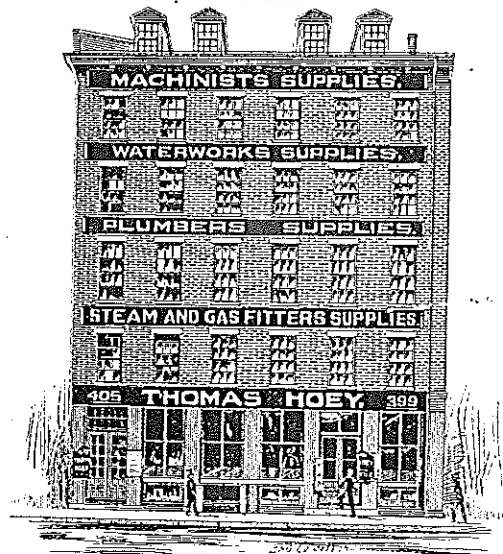
THOMAS HOEY.

THE name of this East Boston manufacturer is well known throughout New England to the plumbing and gas fitting trade, as his busy factory on Sumner Street turns out their supplies in large quantities. The factory furnishes steady employment the year round to about seventy-five well paid hands, and everything in iron and brass fittings and supplies is manufactured. Mr. Hoey engaged in his present business twelve years ago, the output of his establishment being increased now many fold. He made his start in a small shop on Border Street, but he was soon obliged to seek larger quarters, and some years ago leased his present three-story factory on Sumner Street, formerly occupied by the Hill & Wright Cooperage Company. His business at the factory has so greatly expanded, that he has taken a lease of a building at 405 Atlantic Avenue. This he has recently fitted up as a salesroom, and contains a large and complete line of plumbers' and gas fitters' supplies, and has already proven a great convenience to the many customers of the house. The factory at East Boston is one of the important industries of the island, and has for several years added materially to its prosperity. The works are under Mr. Hoey's personal supervision, and the goods made are well known to the trade, as is



Thomas Hoey.

also the reputation of this well known manufacturer and dealer. Power at the factory is from a thirty-five horse-power boiler, and besides running the machinery in the building, also furnishes power for Edgar P. Lewis' large confectionery factory. Mr. Hoey's connection with his present line of business dates back many years, having been associated with the National Tube Works, previous to starting in his present, and now well developed business. His acquaintance with the plumbing and gas fitting trade is therefore an extended one. He has for many years taken an active part in furthering the development of East Boston, and takes a lively interest in all local matters of a public nature. He is a member of the Citizens' Trade Association, and several social organizations, among which are the Knights of Columbus. He is also a member of the Excelsior Building Association of East Boston. He has taken an active part also in politics, having for several years been a member of Ward One, Democratic Committee. The business of Mr. Hoey, besides requiring the large factory and new salesrooms previously alluded to, necessitates the use of a large storehouse on Loring's Wharf, and a shop on New Street.



New Salesrooms of Thomas Hoey, 405 Atlantic Avenue.

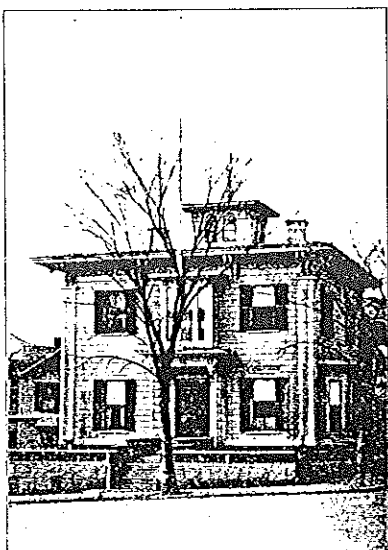
AUSTIN GOVE & SON.

THIS time-honored coal firm was founded in 1845 under the name of Towne & Gove, and first conducted business at Ripley's Wharf. In 1850 the firm dissolved partnership and the now late



Hon. Wesley A. Gove.

Austin Gove commenced business in East Boston on Belcher's Wharf, which adjoins the extensive yards operated by the firm A. Gove & Son at the present time. In 1858 Wesley A. Gove, the present senior member of the firm, became the junior partner, who, after his father's death, in 1885, conducted the growing business alone until June, 1895, when he admitted his two sons, William A. and Robert J., as partners. Having existed for so many years, the growth of the business has been marked, the amount of coal disbursed being 50,000 tons a year, which is more than twenty times the amount handled at the start so many years ago. The yards are conveniently located for the direct discharge of coal from vessels, and have accommodations sufficient for the unloading of two schooners at a time. They are large suppliers of soft coal to tow-boats and steamers and are agents for the Pocahontas coal. Many steamers from New York and Philadelphia obtain their

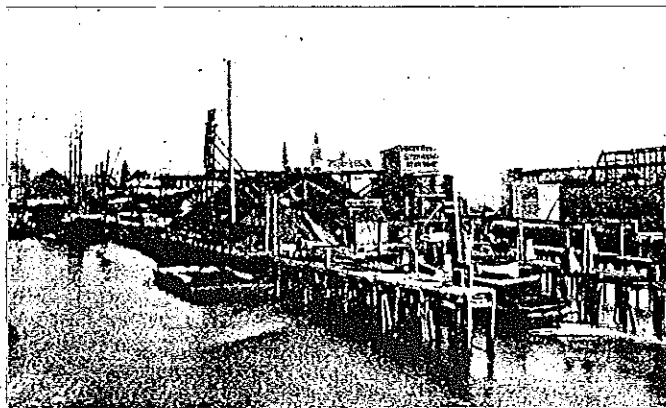


Residence of Hon. Wesley A. Gove.

entire coal supplies here. The capacity of their sheds at their yard in Central Square is sufficient for the large business. This wharf is also a watering station for tow boats and steamers. In December, 1895, the firm extended its already large operations by purchasing the yards and business of Bennett & Drown at Winthrop Bridge, which yards, having been leased by them, form a permanent branch of their business. The firm employs thirty-five men, and twenty-six horses are required to deliver the orders. The reputation of the firm has ever been the highest for reliability and the prompt delivery of all orders in all parts of the city. The senior member of this well-known firm,

HON. WESLEY A. GOVE,

was born in this city, September 9, 1836. He obtained a good practical education in the Boston public schools and Willbraham Academy, after which he entered into business as his father's junior partner in 1858. He showed marked business ability, and during the last years of his father's life assumed almost the entire responsi-



Coal Wharf and Watering Station of A. Gove & Son.

bility of the business of the firm. Upon his father's regretted decease he continued the affairs of the concern alone until in 1895 when he took in his two sons as partners. Having become gradually interested in other enterprises, Mr. Gove is now vice-president of the First Ward National Bank, and one of the board of trustees of the East Boston Savings Bank. He is also a director in the Erie Telephone Company, East Boston Land Company, Pioneer Gold Mining Company, Boston Cripple Creek Gold Mining Company and Rising Sun Street Lighting Company. He is also a thirty-second degree mason and a prominent member of all the bodies of that order. He is a veteran of the late war. He enlisted as a private in 1862 and retired a commissioned captain. He was first in the First Massachusetts Infantry, which was later known as the Third Massachusetts Cavalry. He was wounded and taken prisoner at Port Hudson and distinguished himself at Andersonville and Charleston. He was also present under General Butler at the blockade of Dutch Gap Canal. Mr. Gove has taken his full share of public service and has been elected to many positions of honor and trust. He served in

the state legislature during 1869-71 and in the senate during 1885-86. He was also a member of the Boston Board of Aldermen in 1890. He resides at the corner of White and Monmouth Streets and is one of the most valued citizens of East Boston.

AMERICAN ARMS CO.

THIS company has in the past twenty years made East Boston famous for the manufacture of shot guns and revolvers, its goods being used nearly all over the face of the globe. The quarters now occupied by the company comprise two floors, two hundred by forty-five feet, in a large building at 36 New Street, with accommodations for 100 or more workmen. The firearms turned out by this company are well known to the trade as equal to the best, and from the obvious good points in their construction are readily sold. The company has attained almost a world wide reputation. One of its celebrated shot guns, costing \$300, was used by J. F. Fair, the late deceased "silver king." Since its organization the company has been under the active management of Geo. H. Fox, who has for forty years or more been prominently identified with manufacturing. He first became active as a manufac-

turer of machine tools. He was one of the organizers of the American Steam Gauge Co., of which company he has for many years been a director. Previous to taking the management of the American Arms Co., he was for twenty years interested in the American Tool and Machine Co., being the original founder of that concern.

RICHARD F. KEOUGH.

IN this well known naval architect, East Boston possesses the largest builder of tow and steamboat hulls north of Philadelphia. Mr. Keough, whose yards adjoin those of the Atlantic Works, has been engaged in the building and designing of vessel hulls for the past twenty-eight years, and has worked for all the ship-builders who have ever operated in East Boston, but one of whom, however, is now living,—George Sampson. Mr. Keough has been a resident of East Boston for the past thirty-eight years, and from his extensive business operations, has become one of the best known men in the shipping circles. He was born in Canada, and learned his trade from his father, who was a ship-builder before him. Young Keough inherited his father's love for ships, but it was against his father's advice that he entered the business. Seeing, however, that he was determined to learn the trade, his father assisted him as far as possible, and the marked success he has since achieved has proven that he made no mistake. Mr. Keough, after leaving his father's ship-yard in



Richard F. Keough.

Canada, went to South Boston learning the trade of a carpenter. By several years of strict economy he was enabled to start in business for himself and in his start was given the wood work and hull building of the Atlantic Works, with which concern he has since been connected, utilizing their wharf to the present time. Since he has been located on this property, Mr. Keough has built the hulls of thirty-three towboats, thirteen steam barges and several barges not equipped with steam power. During this time he has also designed the hulls of sixteen towboats, and two steam yachts for the Atlantic Works, besides doing all the wood work of that corporation, including that of the new United States revenue cutter recently launched at the works, and the wood work on five steel yachts and two wooden steam yachts. Mr. Keough's reputation as a designer and naval architect has brought him into almost national repute, and his skill in this direction has won him the praise of the many vessel owners for whom he has worked. It was he who designed the staunch steamer Cape Anne, now plying between Boston and Gloucester. An idea of the vast amount of repairing done by Mr. Keough since he has been at the Atlantic Works may be gained when it is stated that during that time he has made alterations and repairs on 314 towboats, steamers and yachts. His business has steadily increased from the start, and he employs from twenty to fifty men, as the occasion requires. Mr. Keough furnishes models, designs and specifications, and builds all kinds of hulls of steam vessels, while repairing, caulking and joiner work is done at his yard with despatch. His long experience and practical knowledge of the construction of vessel hulls are of benefit to owners, and he enjoys the full confidence of all who know him. Mr. Keough is also the general manager of the Boston Cofferdam Co., a concern having apparatus used under large vessels while undergoing repairs. This cofferdam is used with great success, and a great saving in expense when used in place of the dry dock. Mr. Keough is one of the directors of the Co-operative Savings Bank and was for three years one of the directors of the East Boston ferries. He has also been a member of the Massachusetts Charitable Association for the past seventeen years. He is also a

member of the Central Associates, and, although not in any sense a politician, has taken an active interest in politics, being a staunch Democrat. He cast his first vote for Stephen A. Douglas and has voted the Democratic ticket ever since, with the exception of supporting Abraham Lincoln for his second term. As a resident of East Boston, Mr. Keough is well known and popular. He is considered one of the most active and able business men, while his interest in the prosperity of the island has been significantly demonstrated on several occasions. He resides on Saratoga Street, and built his present house in 1886. He has two grown up sons, William and Frank, the former a mechanical engineer, and the latter a book-keeper.

S. T. LE BARRON.

THE large number of wooden boxes turned out at the factory of S. T. Le Barron make the place one of the busiest factories in East Boston. This box factory is one of the best equipped in Boston and its products supply principally city trade. The place is located at 142 to 146 Border Street, and was established two years ago. The proprietor having had twenty-five years' practical experience in box making, is well known to the trade. The facilities and capacity of the factory enable him to compete with the largest concerns in their line. The factory worked to its fullest capacity would consume 1,500,000 feet of lumber in the course of a year. Wooden boxes of every description and for all purposes are turned out here for the trade. A printing department fully equipped with suitable press and type is one of the features of the place, and a large number of the boxes when shipped to their customers are neatly printed with the brands of the goods which they are to contain. Boxes are delivered by Mr. Le Barron's large teams anywhere in Boston, while the team filled with kindling wood which rapidly accumulates at the factory is frequently seen on the streets. Many people in this vicinity obtain their supply of kindling wood from this factory, it being the most desirable and most economical to buy. Mr. Le Barron, while a resident of Everett, takes a deep interest in East Boston, where he does business. He is a Mason and a member of the I. O. R. M. and is popular with his patrons and esteemed by his employees.

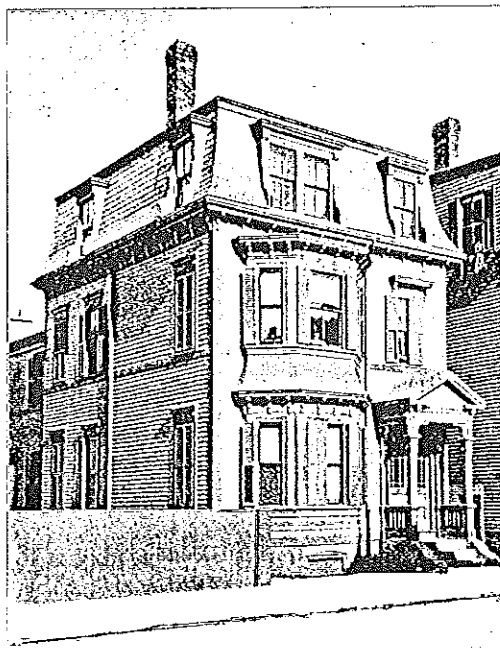
JAMES O'CONNOR & SON.

ENJOYING the distinction of being the oldest wheelwright and blacksmith in East Boston is James O'Connor of Orleans Street, who has conducted business for thirty consecutive years and worked forty-four years without a vacation. Several years ago he took in his son, James P., as a partner, who, having

been brought up in the business and educated under the excellent instruction of his father, is known as one of the most practical men in the line of wagon making and blacksmithing. Light and heavy work on all kinds of carriages and wagons is done at their shop in the best manner and at reasonable prices. The name of O'Connor has remained unblemished through all these years, and carriage owners express themselves as highly satisfied with the work and charges there. The senior member having been in business the longest in his line, is not only well known, but holds the respect of all who know him and do business with him. His indefatigable work in the past extending many times far into the night has ever been to the advantage and accommodation of his patrons.

CHARLES PURCELL.

AMONG the older respected citizens of East Boston, Chas. Purcell, the veteran truckman, is distinguished. It was in 1853 that he resigned his position on the Eastern Railroad and engaged in his present business. By virtue of his having been engaged in it for forty-three consecutive years gives him the distinction of being the oldest in his line in East Boston. He was born in Vermont, but when he was an infant his parents removed to Walpole, N. H. He is descended from the old Purcell family who figured in the early history of Vermont. In 1839, like many young men of his age, he came to Boston and has been here ever since. He came here to East Boston permanently in 1844 and entered the employ of the Eastern Railroad, where he remained nine years. In 1853 he engaged in the trucking business in a small way, which grew finally to be the largest in East Boston. In 1855 he took in the now late Samuel L. Fowle, as a partner, who continued a member of the firm



Residence of Richard F. Keough.

until his death five years ago. Since his partner's decease, Mr. Purcell has continued alone. His business is largely trucking, and his long connection with the business has won him many friends among the business men of the island. Mr. Purcell has maintained through all these years a high reputation as a conscientious business man and he stands among the most respected citizens. He owns eleven horses and employs about six men. His office for the past thirty years has been in Central Square, where the wooden building, on which hangs the weather beaten sign of Purcell & Fowle, is known as one of the most familiar landmarks.



JOHN J. CORRIGAN.

THE East Boston Post Office, or Station L, is under Superintendent John J. Corrigan, who is an East Boston "boy." He was born here over thirty years ago, and is a graduate of the Lyman and Boston Evening High Schools. After having been employed for twenty years as cashier at the large dry goods store of Shepard, Norwell & Co., he was appointed to his present position, in charge of the East Boston Post Office. During the three years he has superintended the postal business here, the service has greatly improved and the business of the office has noticeably increased. Two clerks and one carrier have been added to the force, and a further addition of two more clerks and one carrier has been asked for. The force now comprises nineteen carriers, five clerks and three substitutes. A creditable record has been made by this office in the money order department; the business of this branch has increased to nearly \$200,000 yearly. The delivery and collection of mail matter in East Boston are a great convenience and gratification to the business men and residents of the island wards, the work being done with clock-like regularity. The management of the post office in the past three years has been most efficient, and when under the late civil service rules the position of superintendent of this station practically became a permanent one, it met the approval of the general public here. Mr. Corrigan is a member of several organizations and is well known. He is vice-president of the Metropolitan Rowing

Association, secretary of the New England Amateur Rowing Association, a member of the Orient Cycle Club, and treasurer of Excelsior Council, Knights of Columbus. He is also a life member of the Young Men's Christian Union, a member of the New England Post Masters' Association, the Station Superintendents' Association, and Boston Postal Clerks' Association. The excellent management of Station L has gained him a high reputation and a good record in the service of "Uncle Sam."

GIDEON L. RUMNEY.

PERHAPS one of the best known business men on the main thoroughfare is Gideon L. Rumney, who conducts a well patronized men's furnishing goods store and laundry at number 105 Meridian Street. He was born at the North End and has always resided in Boston. His ancestors on his father's side have lived at the North End since 1720 and those on his mother's side have been residents of that section of the city from even an earlier date. When he was a year old his parents removed to East Boston, and he has therefore been practically a life long resident here, although he taught school for four years in East Kentucky. It was in 1892 that he purchased his present attractive store, the business of which was established in 1876. Being an old stand, conducted under progressive management, the business has increased largely since he assumed control, and few stores in the whole city offer greater attractions in men's wearing apparel than this. In the way of hats, caps, gloves, trunks, bags, valises, dress suit cases, umbrellas, neckwear and men's furnishings especially is this true. Mr. Rumney's good taste in selecting goods for his trade is fully appreciated by the young men of East Boston, and his patronage is large. He is also possessed of sound judgment and is a shrewd buyer, which is made obvious from the fact that he pays spot cash for every bill of goods entering his store, thus taking advantage of all discounts. He also sells for cash, and it is a known fact that his customers save a good percentage by purchasing their wearing apparel of him. He does a large business in custom shirts and his



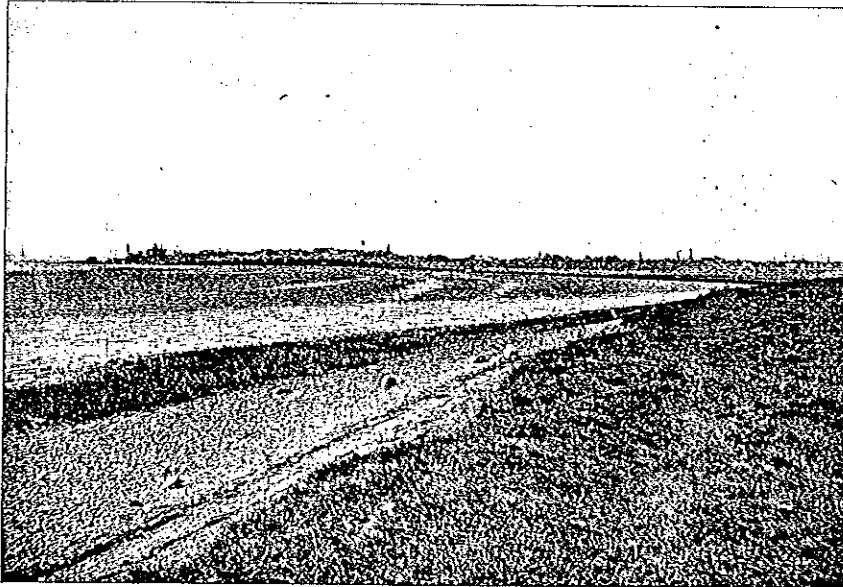
Gideon L. Rumney.

reputation in this respect is an enviable one. A large laundry business is done at this store, and satisfactory work and prompt service are invariably in order. Mr. Rumney is a member of Baalbec Lodge, F. and A. M.; St. John's Chapter, East Boston Council, R. S. M., and William Parkman Commandery, K. T. He is also a member and past noble grand of Zenith Lodge, I. O. O. F., a past chief patriarch of Ridgely Encampment and a member of Zenith Lodge, D. of R., being a trustee of all these Odd Fellows' bodies. He is also a member and past sachem of Abenakis Tribe, I. O. Red Men, a member of John Alden Colony of Pilgrim Fathers and of the Citizens' Trade Association. His long residence and successful and active business career have won him a large circle of friends. Mr. Rumney possesses dramatic talent, and previous to going into business devoted two years to the stage.



A. DUDLEY BAGLEY.

THIS active Republican member of the Boston Common Council has lived in the island ward since his parents moved here at the time he was but a year old. He is therefore an East Boston boy. He attended the public schools, and has become one of the active young business men, having conducted a thriving grocery business for the past four years or more at the corner of Bennington and Moore Streets. He employs four clerks and runs two teams, his trade extending to all parts of East Boston and Orient Heights. Residing in a locality which is fast growing, he has the opportunity to suggest many improvements for East Boston, and he has attained the name of looking well after the interests of his constituents. This is Mr. Bagley's first year in the council and he is well fitted for the committees upon which he serves, viz: health, city clerk and laying out of streets. Mr. Bagley made his entree in politics by serving two years on the Republican Ward Committee, and his election to the council was by a substantial vote. He was for some years a member of the old Maverick Rifles and served in the Signal Corps of the First Brigade. He was two years president of the Thorndyke Club and was a member of the Lincoln Club. He is a present member of the Jeffries Winter Club, Zenith Lodge, I. O. O. F. and Baalbec Lodge, F. and A. M., of East Boston. He is considered one of the wide-awake young men of the island, and is twenty-eight years of age.



Sea-Wall and Jeffries Point from Wood Island Park.

EAST BOSTON COMPANY.

FROM the fact that this company were the original owners of Noddle Island and still have extensive lands here both developed and undeveloped, the part they have taken in the improvement of East Boston is a most important one. The company was incorporated March 23, 1833, and since that time has watched the progress of this locality with a marked interest. Now that the place has reached a point where its importance in the business and commercial world is strongly felt, the ambition of the company would be to see it attain a position second to that of no other section of like area in the city, and on account of its excellent water front and natural advantage of location this seems a reasonable possibility. The early growth of East Boston was marked, the shore front surrounding it, and the great depth of water at the docks enabling the largest foreign steamers to unload and discharge. Ship-building was the first important business of East Boston, and is still carried on here although not on as large a scale as in former years, as this industry has waned in all our sea-ports, other interests having taken its place. It is stated on good authority that there were times when as many as one hundred and ten sailing vessels have been in process of construction at East Boston. The successful efforts of the East Boston Company in developing the island, are now matters of history. Its past and present policy is one of liberality and a guarantee of the future improvement of this locality. Manufacturing was commended, and through the enterprise of the East Boston Company business houses were induced to locate on the island. When the ferries

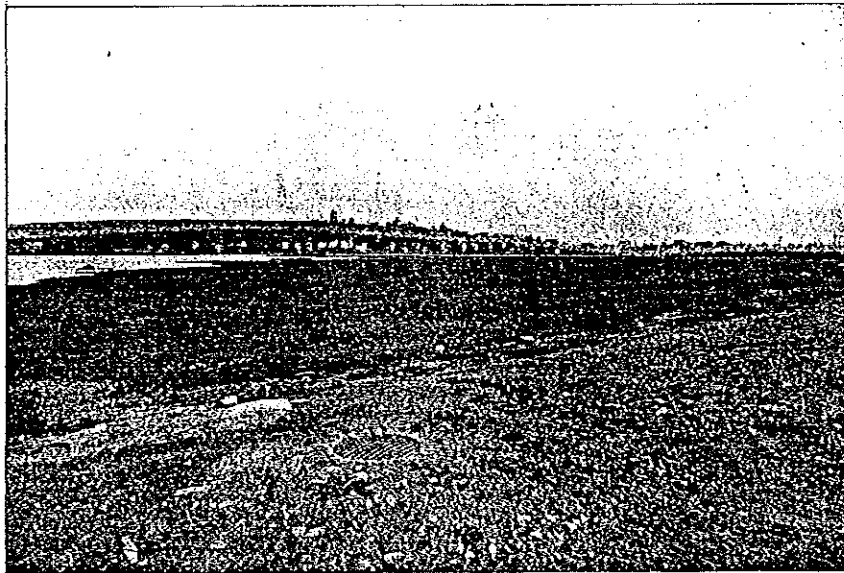
began to ply to and from East Boston, the place grew rapidly as a residential section. Realizing with many who now have important interests that East Boston has needs that may be attended to reasonably, the company has in the past few years issued several ably-edited and costly publications containing concise statements in regard to what could and should be done in the way of changes and improvements. Each issue of these publications has met the favorable comment of the press. The company has spared neither trouble nor expense in their compilation of various maps and tables of figures comparing the achievements in commercial success of such cities as Glasgow, Liverpool, Manchester,

Hamburg and New York with what Boston might be made. In its efforts in this direction the company has aroused to a marked extent the interest of property owners of East Boston— which, with a population of 45,000, is a community of too much importance to be ignored—to a realization as to the future possibilities of the island with proper legislation. The agitation of a tunnel, thereby rendering possible rapid transit between East Boston and all parts of the city proper, has been strongly urged. The East Boston Company advocated in its last illustrated report the adoption of a state or municipal dock-system, which, with improved channels, will be a boon to the commerce of Boston. Through the publication of the pamphlets above alluded to, the present dock commission was established, recently making a report to the legislature favorable to the improvement of the water front and the public ownership of wharves. As a result of this report the bill now before the house relating to this question will unquestionably be adopted. The adoption of

this dock system is the secret of New York's commercial greatness, and with favorable legislation the growth of Boston in this way could be materially advanced. To East Boston's superb water front can be looked for the future development of such new areas of deep-water wharves and docks as are now needed for the monster steamships engaged in trans-Atlantic service. It should be a source of pride to the officers of the company that they have succeeded in bringing the many important advantages possessed by the port of Boston before the public, not only of this city but of the whole east. Petitions of the City of Boston were put before the Superior Court for the appointment of a commission to look after



View of Parkway Lands from Cleveland Street, showing East Boston built solidly to tracks of the Boston & Maine and Albany Railroads.



1,055,000 square feet adjoining Saratoga and Addison Streets.

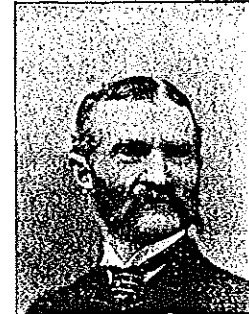
West End Street Railway Cars run through Saratoga Street Metropolitan Sewer laid through Addison Street. Trunk line, West, Reynolds, Koeller, Hogarth and Vandyke Streets to be graded.

the matter of the abolition of grade crossings in East Boston, and plans and estimates have been prepared relative to this important work. When East Boston shall have received the much needed improvements in its docks, streets and facilities for transportation, the company will undoubtedly improve large sections of land, the utilization of which will add many millions of feet of land suitable for residential and business purposes. When the East Boston Company first purchased Noddle Island there were not a half-dozen inhabitants. Now the population is nearly 45,000, and the total assessment of property is \$23,000,000, with forty-two and one-half per cent. of the foreign commerce of the city totally dependent upon its docks and wharves. Several views of sections of the island and land which will be used in the natural course of time are presented in this publication. The appended list of lands owned by the company should be of interest to those in search of safe and profitable investments: land immediately available for building purposes, 1,754,200 square feet; marsh partly filled, 1,751,000 square feet; flats inside sea-wall, 1,344,400 square feet; flats at Jeffries Point, 5,120,000 square feet; flats inside harbor commissioners' line, 10,415,000 square feet; — 16,879,400 square feet; flats outside harbor commissioner's line, 16,130,000 square feet, making a total area of 36,514,600 square feet. The capital stock of the company is \$346,242.25. Officers and directors for 1897 are as follows: President, John C. Watson; directors, Silas Pierce, Henry F. Ross, Wesley A. Gove, George A. Alden, Joseph E. Hall, George B. James, John C. Watson; treasurer and clerk, Charles E. Adams; Superintendent, Chas. E. Adams. The office of the company is at 78 Devonshire Street, Room 15, Boston.

FREDERICK L. WEBB.

EAST BOSTON'S oldest and reliable jeweler is Fred. L. Webb, whose establishment at 3 Meridian Street, with its familiar signs, is one of the landmarks of the city. It was twenty-one years ago that this well known and popular jeweler started in his present location, where year by year he has added to his reputation for honorable business dealing. Within that time he has repaired 16,500 watches to January 1, '97, also 7000 clocks, besides jewelry and other jobs. He has ever applied himself at his store with marked energy. His stock contains a well selected line of fine watches, clocks, all kinds of jewelry, silver-

ware and novelties, and the number of wedding and other presents which have been purchased here since Mr. Webb started in business is incalculable. He also keeps a large stock of optical goods, and fits glasses and spectacles under truly scientific principles. Mr. Webb was born in New Castle, Maine, but spent his boyhood days in Waldoboro, Maine, where he received his education and served four years at the bench learning his trade, developing a sound constitution

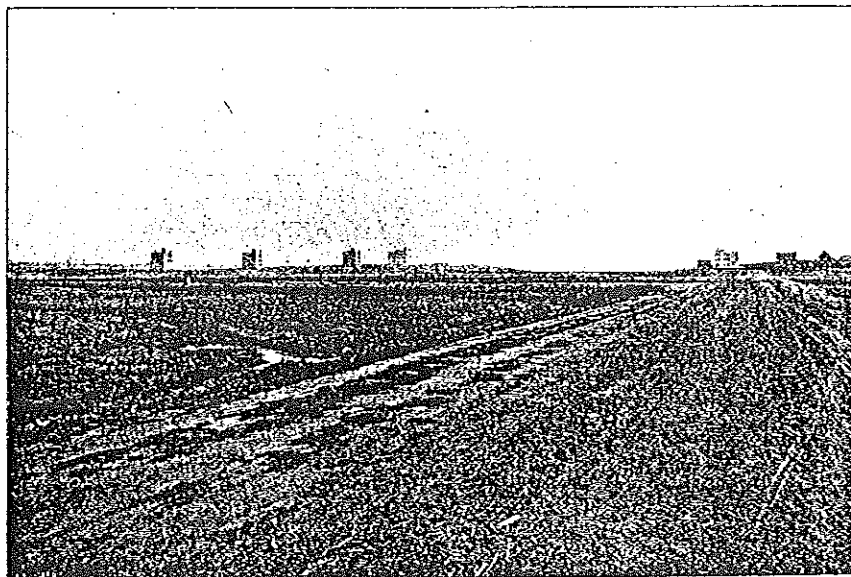


Fred. L. Webb.

and he has never lost a day from business from sickness since locating in East Boston. He is a Royal Arch Mason, and is one of the best known and esteemed residents of the island. He thoroughly believes in dealing honestly with his patrons. In fact, it is through honest dealings that he has built up his present large business, and to those who wish to deal with a thoroughly honorable watch-maker and jeweler we can highly recommend Mr. Webb.

JUDGE JAMES L. WALSH.

THIS associate justice of the East Boston District Court, Judge James L. Walsh, was born in East Boston March 3, 1843. At that time the



1,250,000 square feet, between Prescott Street and the Parkway, adjoining Wood Island Park.

population was less than one thousand. His father, John Walsh, was among the very first to permanently locate in East Boston. He carried on a general contracting business, and built



Judge James L. Walsh.

the greater number of the wharves in the second and third sections, conveying the earth in old fashioned scows from Malden marshes. The National Dock and Warehouse Co.'s wharves, then known as Lombard's wharves, were built by him from almost the south-westerly line of Sumner Street to the harbor commissioner's line, the south-westerly side of Sumner Street, at that time, being almost on a level with the high water mark. His father continued to reside in East Boston until his death in 1878. James L. Walsh attended the primary school, which was then carried on in one of the rooms of the Bethel

Church at the corner of Meridian and Decatur Streets. He graduated from the old Lyman School in 1856. Afterwards he attended a private latin school carried on under the auspices of Father Fitton. Ill health later compelled him to suspend his studies for a few years. He entered Holy Cross College in the fall of 1862 and graduated therefrom in 1866 with high honors. During the civil war he tried to enlist but was rejected on account of physical disabilities. After graduating from Holy Cross College, poor health compelled him to seek more congenial climes. He travelled extensively throughout the southern states of North and South Carolina, Georgia, Alabama and Florida, especially during the winter months. He then took a course of law studies in the Harvard Law School, graduating in 1873. Having been admitted to the bar he commenced the practice of his chosen profession and has continued to the present time with marked success. He was elected representative to the general court in the years 1877 and 1878. He first served on the committee on harbors. That committee specially examined and made quite an extensive report of the Cape Cod Canal, which report, for valuable information,

has been considered the best that was ever made, and formed the basis of all subsequent action that has been taken on that important question. Another matter which was considered by that committee and which more directly concerned East Boston than any other matter coming up in the house, before or subsequently, was the bill to construct a ship channel, three hundred feet wide and twenty-three feet deep at low water, extending from the harbor commissioner's line through Bird Island Channel, to a point opposite Breeds Island. It was Judge Walsh who reported this bill, which later became a law. In the year 1878 he served upon the judiciary committee. When the East Boston District Court was first established he was appointed one of the justices and has held that position to the present time. Judge Walsh is known as one of the many substantial citizens of the island, and resides on Meridian Street in one of the finest residences here, which, with his portrait, is herewith presented.

WILLARD S. ALLEN.

A worthy citizen of East Boston is Willard S. Allen, a member of the Boston School Board and clerk of the local district court. Mr. Allen was born in Eastford, Conn., but when quite young came to East Boston. He graduated at the Chapman School and Boston Latin School, after which he entered Wesleyan University at Middletown. After graduating from that university he taught school until

the breaking out of the late war, when he enlisted. He was under Sherman during the celebrated Georgia Campaign and saw much active service. At the close of the war he returned to East Boston, where he has since resided. For several years Mr. Allen has been engaged in the real estate business, being a good authority on the market value of local property. When the East Boston District Court was organized he was appointed its first clerk, which office he has held continuously to the present time. Mr. Allen has ever taken an active interest in educational and historical matters, and is now serving his twelfth year as a member of the school board. He serves this year as chairman of the standing committee on accounts, and a member of the committee on text books. He is also chairman of the visiting committee of the high school of the first division. His heartfelt interest in the schools of East Boston has been to the benefit of the thousands of pupils who attend and who have attended the public schools in the island wards. He takes a deep interest in the New England Historic Genealogical Society of which he has, since 1871,

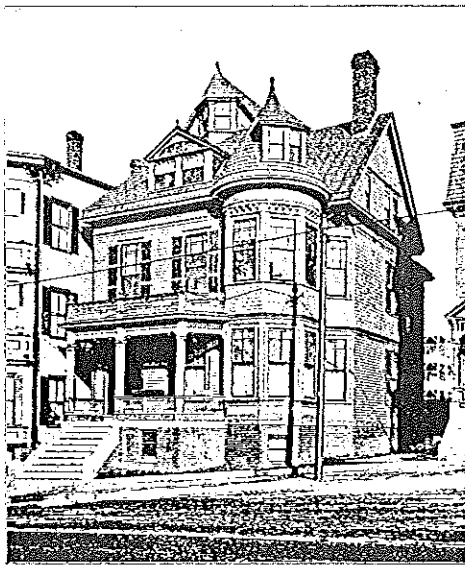


Willard S. Allen.

been an active member. He also compiled and published, in 1876, a genealogy of a branch of the Allen family, which book has been highly commended and appreciated by its readers. Mr. Allen is active in church work and is one of the trustees of the Saratoga Street M. E. Church. His long residence and efficient public service in East Boston make him one of its foremost citizens, and he is highly regarded by his fellow-townsmen.

JAMES A. COCHRAN.

JAMES A. COCHRAN is one of the familiar figures in local business circles and an active man in public affairs. He was born in Windham, N. H., forty-nine years ago, where he attended the district school, and lived during his boyhood. When a young man he came to Boston to seek his fortune, and with nothing but a stout heart and brains for capital, started out in life. Twenty-five years ago he opened a modest grocery and provision store at the corner of Princeton and Brooks streets, which has been conducted by him



Residence Judge James L. Walsh, Meridian St.

ever since. While Mr. Cochran has not amassed an independent fortune, he has built up a large business, his trade extending all over the island, Winthrop and Orient Heights, the services of six



James A. Cochran.

clerks and three teams being required. The store is a very popular one, and the name of the place is of the best. For many years Mr. Cochran has been an active worker in the ranks of the Republican party. He was for three years a member of the common council from East Boston and has lately served two years in the Massachusetts House of Representatives. As a public servant he merited the confidence of his constituents, at all times showing an active interest in matters coming up in the public bodies of which he has been a member. He takes a wide interest in East Boston affairs and is one of the vice-presidents of the Citizen's Trade Association. He is also a member of the encampment in the I. O. O. F. and is a Knight Templar Mason. He is as well one of the trustees of the Maverick Congregational Church. He resides on Lexington Street.



Councilman Charles I. Albee.
(Photo by Purdy.)

CHARLES I. ALBEE.

AMONG the younger element of the progressive and enterprising men of East Boston is Charles I. Albee, superintendent of the local branch of the Boston Electric Light Company, and present member of the common council: He was born thirty-three years ago, on the quaint island on the coast of Maine known as Monhegan Island. This is now famous as a summer resort and the subject of this sketch is at the present time interested in a large hotel there, bearing his name. He obtained his education in the "Pine Tree State," at Bristol and Rockland. Coming to Boston in 1880, he soon after entered the employ of the New England Weston Electric Light Company. His services while in the employ of the company were appreciated to such an extent that when their successors, the Boston Electric Light Company, purchased the present branch plant in East Boston, he was put in as superintendent. Being a practical engineer and electrician, besides possessing marked business ability, the company's business increased largely under his management, three enlargements having been made to the plant in the past eight years. The interests of the company and their customers are considered identical by him, and cases are rare when fault can possibly be found with the service or the management. The great increase in the volume of the company's business here, and the improvement of the plant to that of one of the best equipped electric light and power stations in New England, are in a great degree due to Mr. Albee's efficiency and close application to business. He takes good care of his customers and is a man of activity and enterprise. At the last city election he was elected a member of the Boston common council from ward one, receiving a very flattering vote, his majority being greater than his opponent's total vote. He serves on important committees and is anything but a "dead-head" in the council chamber.

THOMAS C. KENNEDY.

IT is of interest that the appended portrait of one of East Boston's most reliable real estate dealers be shown, in the accompanying engraving. He is a familiar figure on the streets, and is easily recognized in the cold weather by the unique overcoat shown in the picture. His activity has made him prominent in business circles in East Boston, and in the handling of real estate he has always had his full share. He was born in Ireland some sixty years ago. He commenced his education in that country and has continued it in his adopted, and after the lapse of many years has come to the conclusion that he knows but very little. His erect figure and clear eye would indicate that he is much younger. Coming to this country in 1849, he learned the cooper's trade, and in a short time mastered it and started in business on his own account, being located for many years on Commercial Street. During the Civil War he did much work for the government. He applied himself closely to his business and

labored at the bench, to bring up his family in comfort. He proudly asserts, he was the first man in Boston to close his store on the twenty-second of February, in honor of the father of his adopted country. Three years after he did this, he had the pleasure of seeing Washington's birthday made a legal holiday. An incident in his life made him interested in life insurance. He became an agent of the National Life Insurance Company of the United States of America, and was so successful, that the company gave him a salary, he being the first to receive such, and the only one in the New England states. He has been a resident of the island ward for thirty-eight years. He opened an office in Winthrop Block twenty-five years ago, and is one of the oldest occupants of the building. He gradually became interested in Real Estate and auctioneering. His record is known to those who employed him. He is also resident agent of the Home Insurance Co. of New York, and the Phoenix of Hartford. Mr. Kennedy's reputation for square dealing with



T. C. Kennedy.

the public is irreproachable. He possesses traits of original character, and has that independence acquired only by years of equitable business methods. He is one, of whom it may be said, does business always open and above board, and not one single man, woman or child, whom he has come in contact with, can say he wronged them a dollar. If such a person exists, he or she is yet to be found. He is conservative in his habits, cosmopolitan in sentiment, fearing no one but God. Imbued with charity for all mankind, he is an American citizen to the core.

GEO. E. WHITNEY.

THIS designer and builder of marine engines, boilers and steamboat machinery, with works on New Street, has brought fame to East Boston, by his invention of a practical motor steam carriage which he is manufacturing and putting on the

market at a reasonable price. This vehicle, which has already won the laurels it deserves, is one of the wonders of this age of progress. Its simplicity of construction serves to allay the fears of the naturally skeptical in regard to its getting

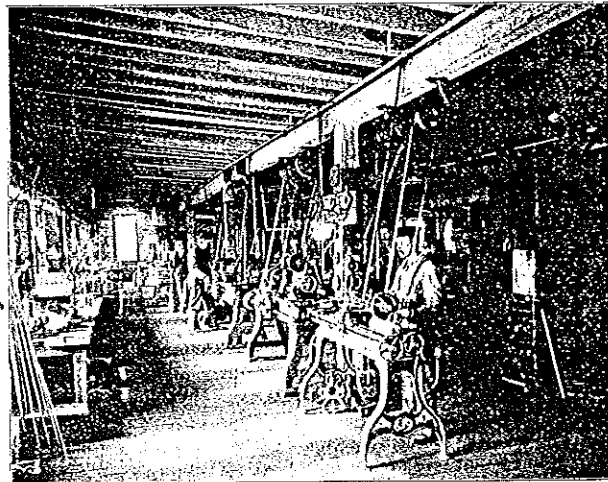


George E. Whitney.

out of order, while the fact that the carriage is controlled in motion, all by the one handle shown in the accompanying illustration, makes it easier to control and learn to propel than a bicycle. This steam carriage, although of the same size and appearance of any ordinary carriage, (except the slight protrusion of the boiler underneath,) can accomplish feats in short turns and sudden stops, which none would dare think of attempting with a horse. The carriage, fully equipped with boiler and engine, fuel and water tanks, weighs but 600 pounds, and is a handsome vehicle, with bicycle spoked and pneumatic tired wheels. The ordinary speed, when in motion, is equal to that of a fast road horse, but can be lessened to a very slow pace, or increased to a point

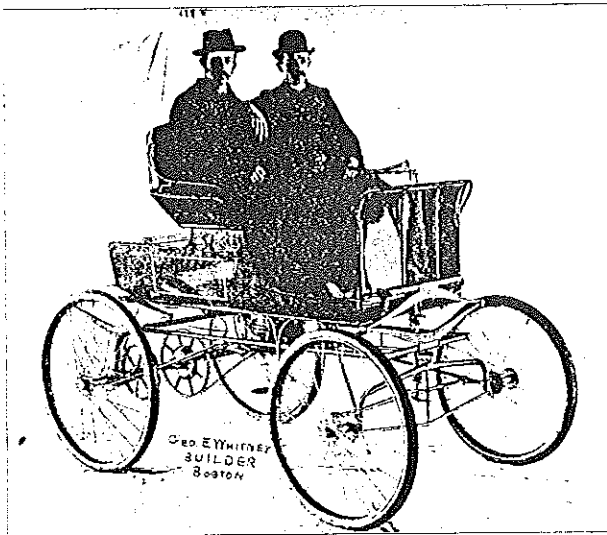
where the rider would do well to hold on to the seat. On a recent trip made by Mr. Whitney, from Boston to Providence, and from there to Stonington, Connecticut, the inventor found from a comfortable speed over rough and ordinary country roads, the carriage travelled fifty-one miles in four hours and twenty minutes, and that during that time nine gallons of kerosene oil for fuel was consumed, with water required to make steam at the rate of 150 pounds every twenty-five miles. The capacity of the water tank of the carriage is that for holding water sufficient for running the carriage thirty miles, and the oil tank supplies fuel for sixty miles. The advantage this steam carriage holds over all the electric, compressed air and gasoline carriages, which have been invented in the past few years, is obvious. This is seen at once when it is understood that the power to the steam carriage can be applied in five minutes by simply touching a match to the burner, heating the boiler and creating steam, ten pounds of which is sufficient to start the wheels in motion, although for a high rate of speed, and on hills a greater pressure is available, as 125 pounds of steam can be carried if necessary. Electric carriages, on the other hand, can run only until their storage batteries are exhausted, and the delay in replacing the battery is absolutely and necessarily of the same length of time as that of exhausting it. This steam carriage is many hundred pounds lighter in weight, and being simple in construction can be understood in a short time by any intelligent man or woman. The boiler and engine of four horse power is thoroughly tested and regularly inspected before being used, and only one-half of its capacity is taxed. The handle which starts and modifies

the speed, as well as steering the carriage, is in appearance like a tiller. With a movement of the wrist the entire course of the carriage is easily changed, however. To start, the handle of the tiller is turned slightly, and to stop, it is turned in the opposite direction. The motion of the carriage is reversed by moving the handle forward or back. To steer the carriage the same handle is moved to either one side or the other, as the occasion requires. As the carriage is fitted with pneumatic tires, the brake is more than ordinarily effective. This is a simple band brake operated by the foot on the right side of the carriage, next the dash board, and operates on a drum on the rear axle but not on the tire, as would naturally be supposed. The brake is independent of all



Interior works of Geo. E. Whitney.

other connections, and its grip is sufficient to stop the carriage on a steep down grade, even with all the steam on. The carriage climbs a grade of twenty-two per cent with ease, and is so simple in construction and so automatic in its action, that any ordinary person can learn to handle it quicker and with less danger than to learn to ride a bicycle. The carriage is driven by a double engine, having cylinders and valves so constructed that the steam, upon entering the cylinder, is used in the most economical way possible. The valves are controlled by a variable cut-off device, and are absolutely steam tight. The engine and boiler are therefore built upon the same plan as that of a locomotive. The designer and builder having been for many years engaged in the making and designing of marine engines and boilers, has a practical knowledge of the necessary qualifications of machinery. In the make up and design of this carriage he takes great care in the selection of the material used, as well as the construction. This is made self-evident from the fact that he applies a full four indicated horse power to the rear wheels which are propelled from gearing attached to a chain, all of which is scarcely noticeable to the eye and detracts none from the beauty of the vehicle. The traction pull on the rims of these rear or driving wheels is 150 pounds. Many of the parts of the machinery work automatically; for instance, the height of water in the boiler governs the supply



The Whitney Full Automatic Steam Motor Carriage.
(Designed and built by Geo. E. Whitney, East Boston.)

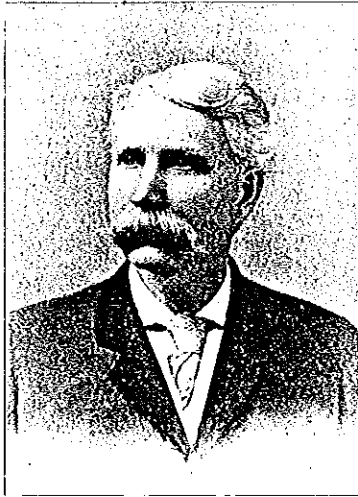
of water for just as long as there is any water whatever in the tank the boiler will feed itself from it. When the water is entirely exhausted

weight. The carriage is made for all powers and for all duty, and a stock will be kept on hand in the coming summer to select from. The carriage is known as the Whitney Full Automatic Steam Motor Carriage. Its inventor is a resident of East Boston, who has a wide reputation as a mechanical engineer. His works, in one of the buildings on New Street, turn out the machinery for many of the large steamers, and propeller wheels are made and fitted there as well for all service.

A. R. HOOPER.

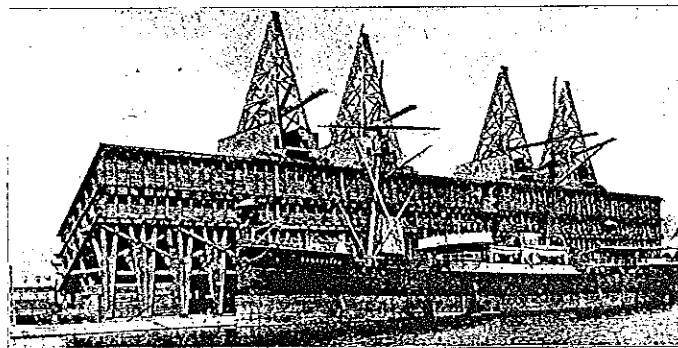
PROMINENT among the men who, by their business operations, reflect credit on East Boston is Ainsley R. Hooper, a well-known resident of Lexington Street, whose business headquarters are at 90 Liverpool Street. Mr. Hooper is a contracting mill-wright and furnisher, and in the past seventeen years has added to his income and reputation in a marked degree. He was born in Nova Scotia fifty-four years ago, and spent his boyhood days there, attending the country school. His ancestry, however, were residents of Boston and date back to the early settlement of the city. In 1860 he located in Newburyport, but after the war broke out he enlisted in 1862 in

being of such a diversified character, many of his contracts call for an invention, and his skill as a mechanical engineer is well known wherever he has been employed. It was Mr. Hooper who constructed the tramway, 1,500 feet long, adjoining the Boston & Albany grain elevator. Three of his coal hoisting machines are used on their property, as well as several floating elevators. Appended is an illustration showing a coal wharf at Montreal, with four of his hoisting machines towering above the steamer Bonavista, which is well known in East Boston. Mr. Hooper has built eight of these machines in Montreal alone. Having been successful in business, Mr. Hooper has become doubly interested in the welfare of the island, and has on several occasions added his quota to its prosperity. He possesses a handsome residence on Lexington Street, shown in the accompanying engraving, and recently purchased the Hotel Lexington property which adjoins his comfortable home. He is a prominent member of the Grand Army, being a past commander of the local post, and having served on the national staff of Commander-in-Chief Adams. He is also a Mason and a member of the Massachusetts Charitable Mechanic Association, a



A. R. Hooper.

more can easily be obtained from a hose, faucet, pond or river; for if the carriage will not run from lack of water it can be pushed by hand to a place convenient to take it in. The fire is controlled by the steam pressure, for when the pressure reaches 125 pounds the oil supply automatically shuts off, and no more can be admitted until the pressure has fallen again below that mark. The oil is then automatically let on and remains so until the pressure reaches the point where it does not require it. The wheels are thirty-four and thirty-eight inches in diameter, and two and a half inch pneumatic tires are used. The frame and gearing are of the very best bicycle steel tubing, very strong and of light



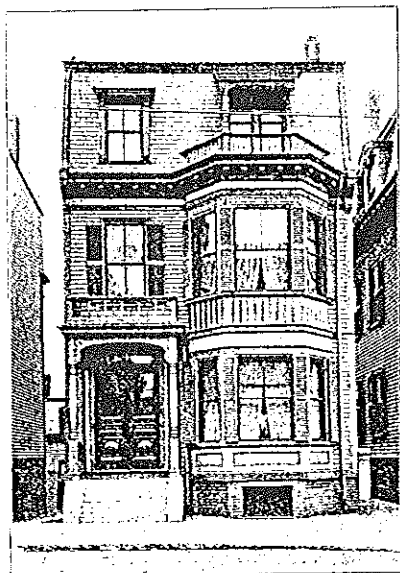
Four of A. R. Hooper's Automatic Hoisting Machines at Montreal.

Company A, Fortieth Massachusetts Volunteers, for a term of three years. He was present at many of the leading battles of the Rebellion, including those in Virginia, and was disabled at Morris Island. After recovering sufficiently he returned from the war, locating in East Boston in 1864. From boyhood he took naturally to tools and developed much mechanical ingenuity. After working at his trade for several years, by strict economy he was enabled to start in business for himself in 1880. Mr. Hooper conceived the first practical machine for the automatic hoisting of coal buckets, and has built several of these in various parts of the country and Canada. These machines are a source of great saving in labor and are now used by the largest handlers of coal. The building of these automatic coal hoisting machines is but a part of Mr. Hooper's business. All kinds of apparatus, including tramways, floating elevators, as well as the construction of mills and their furnishings and fixtures, are built by him in a scientific and practical manner. His work

trustee of several institutions, among them the East Boston Savings Bank, and is esteemed as a resident. Of Mr. Hooper it may be said that he is one who ever exerts his influence towards the best interests of the island

HERMAN DRAKE.

FROM the many churches, schools, residences and other buildings constructed by this well-known contractor in different parts of the state, he is known as the largest in his line in East Boston. His reputation also extends throughout the commonwealth as a reliable contractor on large jobs. He was born in Bristol, England, where he obtained a practical education. He learned his trade in his native town in England, in the old and thorough way. When he was fourteen years of age his father secured him an apprenticeship under the tutorage of James and Joseph Foster, then a large English building firm, the magnitude of whose operations was as great as that of the Norcross Brothers. As was the custom in those days, his father paid twenty pounds for his first year's apprenticeship, during which time he received no wages. He served his time until he was twenty-one years of age. His connection with the large firm by whom he was em-



Residence of A. R. Hooper, Lexington St.

ployed gave him an excellent opportunity to learn the construction of the various kinds of buildings put up by them in different parts of England. He came to East Boston thirty years ago, and starting in business here, has continued with marked success to the present time. His shops and mills are at 406 Border Street, East Boston, where every facility and labor saving device imaginable, is used. His life-long connec-



Henry C. Drake.

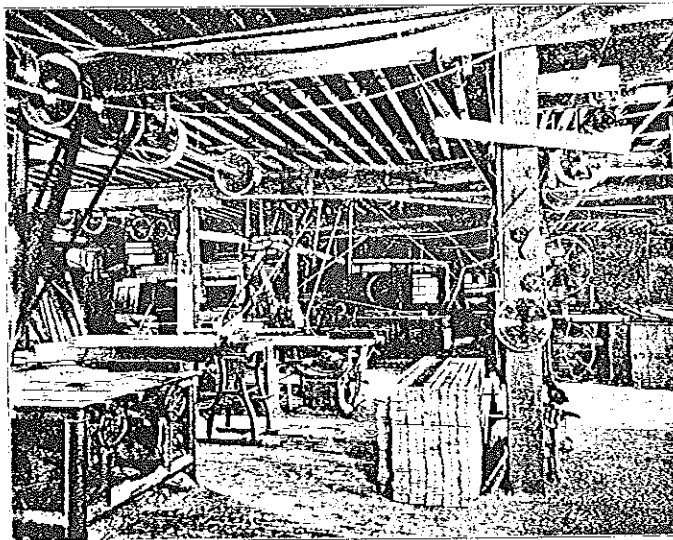
tion with the business and practical knowledge of all the ins and outs of the trade have enabled him to compete successfully for the large work in the state. Among the various structures put up by him, the following stand as monuments to his skill and thoroughness as a builder: parochial school, parsonage and church of the Sacred Heart, East Boston; parochial school and residence of Church of the Most Holy Redeemer, Havre Street; parochial school and present residence of Rev. F. M. Clark; parochial school at Belmont Square; parochial residence, London Street, presided over by Father McCarthy; important sections of the buildings of the Pierson, Standard and Boston Cordage Companies; the Emanuel Church, Roxbury; St. John's School, Moon Street; Italian Church, Prince Street; St. Joseph's Church, Union Square, Somerville, together with parochial schools and residences, churches at Abington, Plymouth and Springfield; a large number of large summer residences of the south shore; Hotel Rockdale, and a hundred or more houses in the vicinity of Roxbury and elsewhere. Mr. Drake is a man of remarkable business capacity, and generally has several buildings in process of construction at a time. He is at present building two

large churches of the Catholic denomination, viz: new church of the Immaculate Conception at Everett, and new St. Phillips Church on Harrison Avenue. His large operations enable him



Herman Drake.

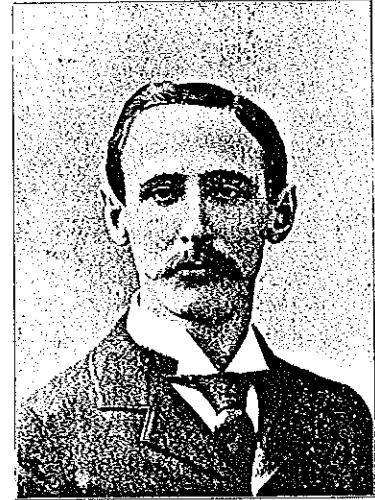
to employ from forty to fifty men, and his shops are busy places all the year round. Adjoining the shops in East Boston is a large lumber yard, where all kinds of lumber are sold for building purposes. Excellent water front privileges are enjoyed, and lumber is discharged at the wharf adjoining. Mr. Drake was for thirty years a resident of East Boston, but now resides in Everett. He is assisted in his business by his two sons, both of whom were brought up in the business, and learned their trade under him. The elder, John W. Drake, has charge of the shops, mills and lumber yard, and the younger, Henry C. Drake, being foreman of general outside work. Both are well known and popular in business circles. Mr. Drake has two brothers in England who are also prominent in building circles.



Interior Mill of Herman Drake.

COUNCILMAN WILLIAM J. CRONIN.

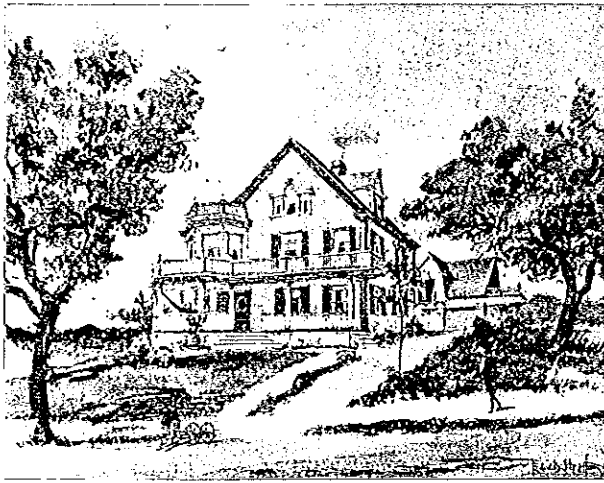
THIS member of Boston Common Council was born in Ireland in 1836, and came to Boston with his parents in 1854. He was educated in the Boston Public Schools and is a graduate of the Quincy Grammar School. After completing his education he learned the trade of a harness maker, in which he afterwards became proficient



John W. Drake.

and started in business for himself in South Natick in 1880. He became successful in politics there as well, and during Cleveland's first administration was appointed postmaster. While engaged in business in Natick he was also made one of the assessors of the town, the duties of which offices he filled with efficiency. In 1890 he removed his business and place of residence to East Boston, since that time conducting a harness and horse furnishing goods store on Lewis Street, opposite the sugar refinery. He naturally became interested, soon after, in Boston politics, and last fall was elected a Democratic member of the council from ward two. He serves with sound judgment on the committees on buildings, city clerk and treasury department, and is credited by the Republican side of the board with being a fair minded and level headed man, not affected by prejudices. He has for the past four years been county president of the Ancient Order of Hibernians, comprising forty-one divisions of that order in Suffolk county. He is also president of division two of the same organization. Mr. Cronin has a wide experience in military affairs, having served six years in the ninth regiment. He was also the first president of the Thurman Club, a political club, and

has been an active worker in the Democratic party, and a good citizen of East Boston since identifying himself with its interests.



Residence of Herman Drake.

GEO. A. SHARPE.

A YOUNG and energetic business man carrying on an old established drug store is George A. Sharpe. He is located at the corner of Maverick and London Streets, where his attractive signs claim the attention of the passers by, and where the careful compounding of physician's prescriptions is always in order. This old reliable family drug store has been in existence for about a quarter of a century, and was established by a Mr. Fenelon. He was succeeded by Arthur Lang, and last December the place reverted to Mr. Sharpe. The books of this corner pharmacy show a long prescription list, and the name of the place has ever been that of a most reliable store at which to trade. The proprietor was born in South Boston, and has an extended experience in

the drug business. He learned the first rudiments of the mysteries of drugs and medicines at a drug store in St. Andrews, N. B., which is celebrated as a summer resort. The store was conducted by T. R. Wren, who gave young Sharpe a good schooling in the business. Some time later he returned to Boston to accept a position in the well known store of Theodore Metcalf on Tremont Street. He afterwards secured a higher salaried position at B. F. Stacy's in Charlestown, where he remained until

branching out for himself. This is Mr. Sharpe's first attempt in business on his own account, and the success he has scored proves his capabilities as a business man. He puts up several preparations of his own, notably a cherry and spruce cough syrup, Orange Lotion, Mandrake Liver Pills, Magic Headache Powders, Improved Dyspepsia Cordial and several others, all of recognized merit. He has an up-to-date stock of perfumes, cigars and sundries, and the drugs sold are the purest and best obtainable. A generous soda fountain is productive of both hot and cold soda, and the customers of the store comprise a large and regular family trade. His prices are the lowest, the service prompt, and the treatment of his customers is invariably liberal at this store.

was added, greatly increasing the capacity of the place. Two years ago the present building was built for Mr. Woolley and especially designed for the present model laundry. This place was equipped with new machinery and contains every modern convenience for the work turned out now in large quantities. Two teams are required, and East Boston and Winthrop work is principally done here. A ten horse power engine furnishes the power for the machinery, and the work of the laundry is incessantly under Mr. Woolley's personal supervision. Having been born and brought up in East Boston, the proprietor, al-



George A. Sharpe.

though a young man, is one of the best known business men. The success of this laundry, which has outlived a large number of similar establishments, has been entirely due to the high grade of work done and its prompt delivery.

HON. JOHN L. BATES.

THIS able leader in the Republican party, and present speaker of the house of representatives, has for several years been a resident of



Councilman W. J. Cronin.

C. A. WOOLLEY.

OCCUPYING a new building on Condor Street, exclusively for its own business, is this leading laundry of East Boston. In the possession of this steam laundry the island is peculiarly fortunate, for the careful manner in which all work is done, and the pains taken to please every patron is surely greater than at the average laundry. As a result a large business has been built up, and many well paid hands are given constant and remunerative employment. The business of this laundry was first started by James Woolley thirteen years ago at 283 Meridian St., where the office now is. Two years later, C. A. Woolley, his son, became associated with him as a partner; but three years later Mr. Woolley senior, became interested in other business, and the present proprietor, C. A. Woolley, has since continued the business with marked success. Under his careful guidance and energetic management the business grew to such an extent that the machinery was moved to Condor Street, where more machinery



C. A. Woolley.

East Boston. He was born in North Easton, September 18, 1859, and is a son of Rev. L. B. Bates, one of Boston's best known clergymen, and present pastor of the Broomfield Street M. E. Church. His early education was obtained in the public schools of Taunton and Chelsea, and he prepared for college at the Boston Latin School. He entered Boston University in the fall of 1878, graduating from the academic department in 1882. Beginning in the fall of the latter years, he taught one year in western New York, and then having chosen the legal profession, he entered the law school of the same university, graduating in 1885. During his attendance at the law school he was a teacher in the Boston evening schools. He was admitted to the Suffolk County Bar in 1885, and has since become one of Boston's able and successful lawyers. He has offices at the present time in the Tremont Building. His political career has been necessarily short, for he is still a young man, but it has been an eventful one. He first entered politics as a member of the common council in 1891. He served two years in that body, and in 1894 became a member of the legislature, where he has served on several of the most important committees. His strength in the house and popularity among the members has been noticeable since he first took his seat. His liberality of thought, sound judgment and acute sense of fairness and honor won him the speakership at the opening of the present session of the legislature, his attainment of that honor being distinguished by a unanimous nomination in the Republican caucus and by a unanimous election in the house. Mr. Bates is an effective political speaker and one who naturally makes strong friends of his associates. His fitness for the chair is made evident from the masterly way in which he rules on the parliamentary questions coming before the house, and his firm and unflinching disposition under sometimes trying cir-

cumstances. Mr. Bates has taken a useful part in the handling of local affairs in East Boston. He has served as president of the Citizens Trade Association, is a director in the Columbia Trust



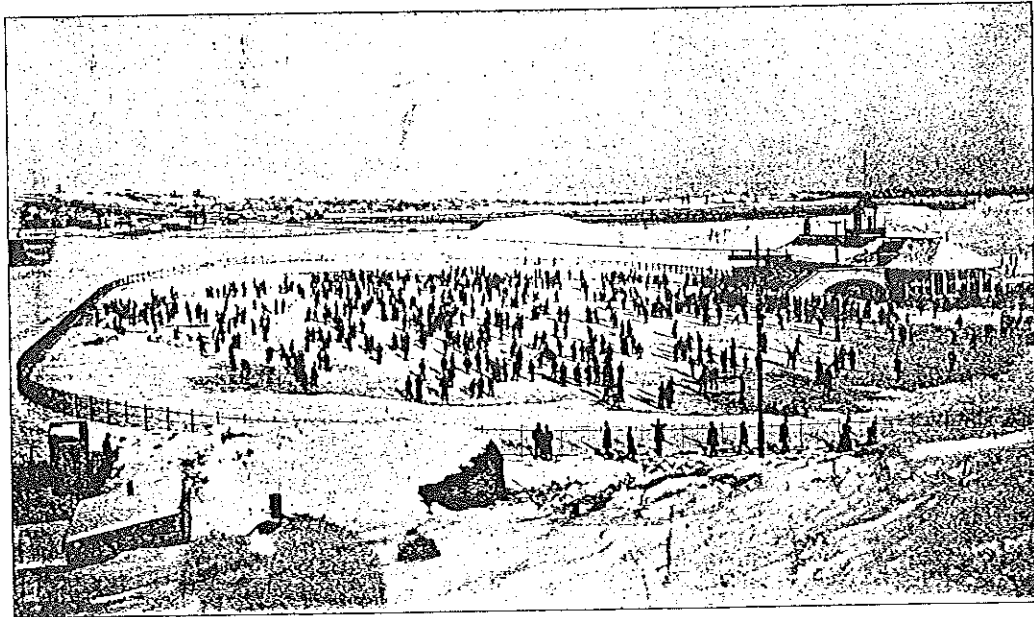
Hon. John L. Bates.
(Speaker Mass. House of Representatives.)

Company and is prominent in secret organizations and in the social world. He is a member of Baalbec Lodge, F. and A. M., of the I. O. O. F. and is a member, and was for three years at the head, of the Order of Pilgrim Fathers.

T. B. GRIMES.

A REPRESENTATIVE citizen of East Boston is T. B. Grimes, the oldest dry goods merchant of this locality. He was born in Hubbardston, Mass. His ancestry dates back to the first settlement of that town, his great great grandfather having moved there from Tewksbury in 1761,

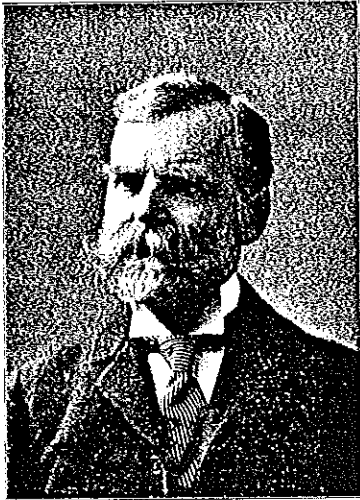
and taken a prominent part in the founding of the place, his antecedents on the maternal side taking an active part in the Revolution. The subject of this sketch experienced the same uneventful boyhood of the average country youth and received his education in the district school. When in his teens he came to Boston. In 1871, by previous economy and industry, he was enabled to start in the dry goods business in Leominster. His business prospered there, and he was honored by appointment and election to positions of honor and trust. Twelve years ago he sold out his interests in Leominster, and purchased his present popular dry goods store in Central Square, which he has ever since conducted with success. The liberal methods and fairness with which patrons have ever been treated have won for both the store and its proprietor a reputation for reliability second to none in Boston. Mr. Grimes having been continuously engaged in the dry goods business since 1871, recently observed an eventful twenty-fifth anniversary at his store, which was much appreciated by and of no little benefit to the buying public. Since becoming a resident of East Boston he has taken an active interest in the affairs of the locality. While he has never taken a part in Republican politics with a view to seeking office for himself, his presence at the caucuses and polls is always in the interest of worthy candidates. Outside of his business Mr. Grimes is very active. He has for five years been a trustee of the East Boston Savings Bank, and is one of the board of directors of the Co-operative Bank. He is also a member and treasurer of the Citizens Trade Association, and for the past six years has been treasurer of the Maverick Congregational Society. He is a member of both the Masonic and Odd Fellows fraternities. He is known as an active and esteemed resident, and as he presides over the oldest dry goods store, is well known in business circles.



WOOD ISLAND PARK—SKATING AT THE GYMNASIUM GROUNDS.

JAMES E. FITZGERALD.

THIS well known member of the suffolk county bar is one of Boston's cleverest criminal lawyers, and has resided in East Boston the greater part



T. B. Grimes.

of his life. He was born in this city April 25, 1855. He graduated at the Lyman School, and further pursued his early education under private tutors and at the English High School, and chose law for his profession. He later entered Boston University Law School, paying his own way through, and attaining his admission to the bar under trying difficulties. In order to defray the expenses of his legal studies he engaged in



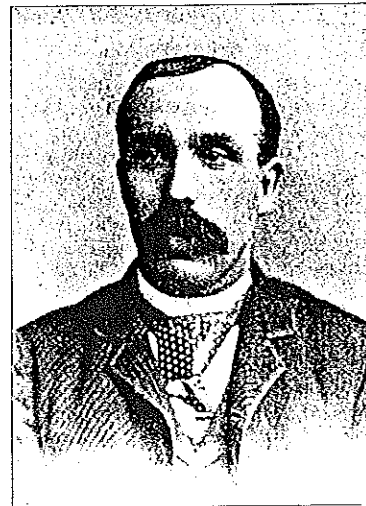
James E. Fitzgerald.

the paper stock and metal business, and practiced self-denial in the fullest sense. He was admitted to the bar in 1886, and commenced practice in the office of Swasey & Swasey. Upon making his debut before the higher courts he showed much ability as a pleader, and soon became known as a lawyer, looking well after the interests of his clients. He has gradually become noted as a criminal lawyer, his fame extending far outside the city. Being an indefatigable worker he has built up a large and lucrative practice, maintaining two offices, one at 39 Court Street, and the other on Meridian Street, East Boston. He possesses an extensive library and is a hard student of his profession. Like many lawyers he has for several years taken an active part in politics. Previous to being admitted to the bar, or in 1882, he entered the ranks of the city fathers by taking a seat in the Boston Common Council, serving with efficiency, and being re-elected to that body the two following years. While a member he won the confidence of his colleagues and constituents by loyalty to his convictions. While at the city hall he served on the important committees of claims, ordinances, joint rules and orders and municipal elections, as well as serving on several special investigating committees where his duties called him to show good judgment and legal acumen. It was through him

that the illuminated clock in the tower of Lyceum Hall was replaced at the expense of the city. Through his efforts also the present invaluable ambulance service was established, and the following year Mr. Fitzgerald succeeded in gaining a much needed chemical fire engine for East Boston. He was also the first representative in the city government who ever tried to gain a vacation for the ferry employees, which he accom-

plished in the face of fierce opposition, the ferry employees now enjoying an annual rest without loss of pay. This and other valuable work while in the council and in the interests of East Boston gained him an election to the state legislature by a flattering vote in 1885, and being twice re-elected, served three years also in the house. Mr. Fitzgerald was one of the most active of the "Spartan bard" in the Massachusetts Legislature, which made the memorable fight against the establishment of a metropolitan police commission for the city of Boston, and was the author of the bill presented to the house by him, which made Labor Day a legal holiday in Massachusetts. In his able presenta-

tion of this noted bill he won the gratitude of the working people of the state, and although, since this holiday was created, its popularity has become universally recognized, Mr. Fitzgerald succeeded in making it pass the house and senate against a strong opposition. While in the house he served on the committees of engrossed bills, cities, harbors and lands, and street railways. He also had charge of and advanced the forced bill for the appropriation of \$2,500,000 used for the improvement of public parks and squares, which bill successfully passed a Republican house and senate. While in the house he was one of the delegation representing Massachusetts at the celebration of the adoption of the constitution held at Philadelphia. Having a wide public career, Mr. Fitzgerald is a man of wide influence in the Democratic party, and his experience and success as an organizer is well known. The Boston Evening Record of October 19, 1889, although a Republican paper, refers to him in an article on the stump speakers of the state as "a good debater, a fearless antagonist, fluent speaker and one who does not hesitate to ask questions." Mr.



E. W. Crowell.

Fitzgerald has marked literary ability and has contributed many ably written articles to the press on political subjects. He is interested in caucus and other reforms and has unquestionably a bright future in public life yet before him. He was for several years a member of the Ninth Regiment, M. V. M., and took an active part in military affairs. His large law practice caused him to resign, and he devotes his entire time to his profession. He is a member of the United Order of Pilgrim Fathers, and resides on Liverpool Street.

E. W. CROWELL.

SOCIAL events are numerous in East Boston. The subject of this sketch furnishes spreads and collations, not only here, but elsewhere and within a radius of several miles of Boston. Mr. Crowell, whose tempting viands have made complete many social gatherings, has attained a high reputation as a caterer. His services have been recognized to the extent that no party where a collation is served is considered complete unless he does the catering. He was born in Windsor, Hauts

County, Nova Scotia, about forty-five years ago, but has been a resident of East Boston for the past thirty-one years. His mother kept the Clifton House, which has always been the leading



H. B. Mitchell.

hotel of that place, even to the present time. Here he first learned cooking as a business and perfected himself in it to an art. While he was a young man the Prince of Wales, with a number of important personages, were guests of the hotel, and he had the privilege of taking an important part in the cooking for them. When Mr. Crowell opened his establishment at 44 Paris Street, he sprang at once into favor as a public caterer, and his success has been won on its merits. His establishment is fitted with every modern cooking appliance, including copper boilers and set tubs, and every facility is at hand for cooking and baking on a large scale. Everything is made on the premises and the place is neatness itself. Crowell's ice cream is a standard of excellence in East Boston and the best to be had in the world. That his ice cream is appreciated is shown conclusively in the summer time, when the parlors at his place are filled with patrons, and where from fifty to two hundred gallons are sold daily at both wholesale and retail. Mr. Crowell has furnished as many as 700 plates for a social event in East Boston. His large stock of dishes, table accessories and corps of waiters enables him to furnish collations at the shortest notice; and many times he has more than one event in an evening, where his services have always been found more than satisfactory. He is a member of Eastern Star Lodge, I. O. O. F. and Ridgely Encampment. He is also a member of the Knights of Malta, Pilgrim Fathers and A. O. U. Workmen. His enterprise in conducting business is self-evident, and recently shown by a new wagon which supplies the trade with ice cream. The wagon is one of the handsomest and most costly supported by any Boston caterer.

H. B. MITCHELL.

CONDUCTING one of the finest stores in his line of business in New England is H. B. Mitchell of 113 Meridian Street. His name is at once associated with sewing machines and patterns, for

during the last twenty years he has successfully dealt in them here in East Boston. He has resided in this locality nearly all his life, although his native place is Medford. His long connection with the sewing machine business makes him one who understands their good qualities to a much greater extent than a novice; and his honest opinion is invariably given when asked for. He, however, deals in nearly all the desirable makes of machines, and the number sold and placed in the various households of this and surrounding territory is almost incalculable. Through the references of his customers he has sold and shipped many machines to remote parts of the country. Mr. Mitchell possesses a wide acquaintance, and his courteous bearing and genial manner of doing business invariably win him a hearty welcome in making business calls. He has occupied his present store for the past two years, but has been located in that immediate vicinity ever since he first started. The large number of machines to be selected from at this place makes an attractive and interesting sight, all of the very latest improved machines being on exhibition there. For the past fifteen years Mr. Mitchell has had the exclusive agency in East Boston for Butterick's patterns, and the feminine element



P. William Firth.

of the island has ever used them extensively. In response to the growing demand he has also put in a full line of Butterick's scissors. Needles and parts for all makes of sewing machines are kept in stock, and the store is liberally patronized. Machines are sold either for cash or on easy terms of payment, and free instructions are given to all purchasers. Repairs are made promptly and reasonably. Mr. Mitchell is a member of Zenith Lodge, I. O. O. F., of East Boston, and stands high in business circles. He is also popular among a large personal acquaintance.

P. WILLIAM FIRTH.

A QUARTER of a century is a long time for a man to have been continuously engaged in business, but such is the record of P. William Firth, who conducts an art, picture frame and flower store at 13 Meridian Street. He came to East Boston twenty-six years ago, an ambitious English

boy of eighteen. Previous to that he had worked at making picture frames in England, and in the employ of the London North-western Railroad. He is a native of Birmingham, that busy manufacturing city in the centre of England, and obtained his schooling there. Almost immediately after immigrating to this country, and three years before he had attained his majority, he entered into his present business here, and year by year he has added to his stock in trade and good reputation. His first location was under Lyceum Hall. He moved to his present store some years ago, and has a large stock of all kinds in pictures, does portrait work in pastel, crayon and water colors, and makes frames for pictures in every possible style. Some two years ago Mr. Firth engaged in the floral business, opening a store in Central Square for the sale of cut flowers, plants, shrubs and the getting up of designs and floral decorations. A year ago he transferred his floral business to his main store, and this is an important branch of his trade. He furnishes designs for weddings, parties, social gatherings, funerals, etc., and has been favored with a large share of patronage since engaging in this line. Mr. Firth is a talented portrait artist and the specimens of his work are equal to the best. He is a prominent mason, being a Knight Templar and thirty-second degree member of that order. He is also a member of the Eastern Star Lodge, I. O. O. F., the A. O. U. W., and several other fraternal organizations. Several years ago he was united in marriage with the daughter of Nathaniel Lufkin and four children blessed their union, three of whom are now living.

JOHN A. SMITH.

NOT the oldest in his line but one of the most competent, is John A. Smith, the energetic roofer. His office is at 256 Border Street, and his operations extend all over the city and vicinity and are by no means confined to any particular locality. He has been engaged in business on his own account during the past five years and has the advantage of fifteen years' experience. In the winter of 1895 he built a comely residence in Chelsea, where he resided until he decided to return to live in East Bos-



John A. Smith.

ton, and with that aim in view, put up a comfortable house on Fountain Street, disposing of his house in Chelsea. His business headquarters have



Frank S. Maloney.

always been in East Boston, and he is widely known as a contractor well up in his business and a man to be relied upon. He furnishes estimates on all roofing jobs in or out of the city, and whether a roof is to be covered with slate, tin or gravel his estimates are as low as anyone in his line for good and thorough work. No job is too large nor none too small to interest him in, and all are given his personal attention. He has built up a good business and good name by filling all contracts to the letter and by applying himself strictly and closely to business. With the exception of the time he lived in Chelsea, he has resided in East Boston from childhood.

FRANK S. MALONEY.

FOURTEEN years' consecutive business in the same location has made Frank S. Maloney well known to the people of East Boston. Especially to those who have in that time had occasion to require his services, has his kindly nature been appreciated, for he is a funeral director, and does his full share of the business in that line. He was born and brought up in Batavia, N. Y., and first saw light of day February 29, 1856. His family was one of the oldest in that town, and his father was prominent in many ways there. He gave his son, the subject of this sketch, a good practical education, who, deciding to enter his present business, or profession, came to Boston and entered Clark's School of Embalming. After graduating from that institution he came to East Boston, opening up his present rooms on Maverick Street, and being the first to introduce the process of embalming the dead on the island. He has been more than ordinarily successful in the practice of his profession from his thorough knowledge of it and his pride in furnishing the best to be had in the way of the necessary requirements. Mr. Maloney has a naturally kind and sympathetic

nature which goes far towards softening the blow to a family in time of bereavement. He takes full charge of every detail of a funeral, furnishing everything required and taking full charge of all arrangements. His equipments are of the best procurable in Boston, and he is accorded hearty appreciation in every case where he is called to officiate. Outside of his business Mr. Maloney has a large circle of friends and he is a member of several organizations. Among these are the Massachusetts Catholic Order of Foresters, Ancient Order of Foresters, American Legion, A. O. United Workmen, Good Fellows, Pilgrim Fathers and New England Undertakers' Association. For fourteen years he has been an active business man and an esteemed and interested resident of East Boston.

G. O. AYER.

THE name of this East Boston artist photographer is a synonym for high class work, many of the products of his camera being reproduced in the pages of this book. His new studio which he has conducted for the past four years is fitted with all the latest improved facilities for turning out satisfactory work. As well as being a skilful and talented operator in his studio, Mr. Ayer is clever at making outside views, and few, if any, excel him in this respect. He does a large amount of interior work in the way of photographing machinery of intricate detail and manufactured articles, and his reputation is well known among those who employ him. He has been engaged in his present line of business almost from boyhood, and came to East Boston, opening up a gallery opposite his present one, in 1886. He has conducted business continuously in this or immediate location ever since, and has in his studio specimen pictures of a large number of the people of this vicinity. His work compares favorably with that of the leading photographers of Boston and his prices are decidedly lower. He makes a specialty of the latest carbon work, which closely resembles the steel engraving, but is far more accurate. He also does crayon, pastel, ink and water color work, and by those who know his capabilities is much appreciated and frequently patronized. He is both a Mason and an Odd Fellow, and the most popular among those who know him best. He also conducts a studio in

Maine, which, during the summer months, is much appreciated by tourists and sojourners.

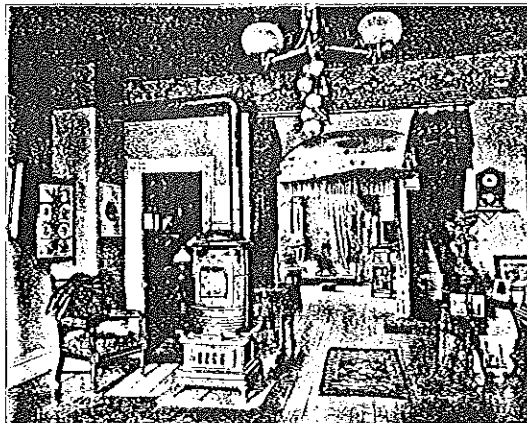
SPRING LANE PRESS.

NOT an East Boston institution is the Spring Lane Press; but from its busy workrooms is turned out many a neat job of printing circulated in this vicinity, making its name familiar to the business men of Noddle Island. This printing establishment is located at 7 Spring Lane, and being on the direct line of travel, is a convenient



G. O. Ayer.

place for East Boston people to leave orders for printing. The bare fact, however, of the central location of this establishment would not be considered a sufficient requisite for the placing of a job, so difficult as is the printing of this souvenir edition of the ARGUS—ADVOCATE, which emanates from their office; but the press work and composition of the publication show that the concern is up-to-date in all respects. The commodious quarters occupied by this thoroughly live printing firm, although now much more modern in equipment, were formerly occupied by M. J. Kiley, who carried on the place for many years before making way for younger blood. He was well known in business circles, built up a good trade, was prudent and retired. The plant, which comprises two floors of the building in this busy lane, fifty by sixty feet in dimensions, was afterwards taken by Lewis F. Clarke and Frank D. Masterson, two young men of energy, ability and practical knowledge of the various details of the printing business. This change occurred in September, 1896, and although a year's time has far from arrived, the business of the place, since conducted under the suggestive name of the Spring Lane Press, has more than doubled. This successful effort on the part of this young printing firm has been productive of the above results, only after being fully merited and in partial return from a large outlay on the plant in the way of new type, presses and various improvements. The capacity of the es-



Photograph Studio of G. O. Ayer, Meridian Street.

establishment has been doubled and since the firm has attained a reputation for turning out first class work, the plant has been taxed to its utmost. The standard of fine printing is high in Boston, and printing establishments who palm off carelessly executed work are short lived. Realizing that there is no business where work speaks so silently, but effectively, to the credit or discredit of its perpetrator than that of printed matter, the firm and foreman ever keep a watchful eye over the sheets that fall from the various presses, and as a result, only the neatest work is the natural consequence. It is one thing to turn out a card or a billhead, and quite another to print such a book as this art number of the ARGUS—ADVOCATE. Work of this character requires much care and skill, as well as a modern press of large bed with rollers sufficient to distribute the ink evenly over twenty-five engravings and the several columns of type. After being put on the press the skill of the pressman comes well into play, as the engravings have to be "made ready" by a man who possesses wide experience and even talent



Lewis F. Clarke.

before the best results can be obtained. For this work high priced men only are employed with economy; and the firm have excellent pressmen, a fact well illustrated in the pages of this book. The motto of the Spring Lane Press is "anything in the line of printing, from the smallest card to the largest poster." The counting room is ever the scene of a lively business, and he it said to the credit of the firm, that every one is treated with courtesy, whether their errand be to leave a check in payment for a job of printing or to sell a line of goods. The counting room has recently been remodelled and is a comfortable place in which to transact business. Adjoining it is the folding and binding room, where all the facilities for the speedy and accurate binding of circulars, pamphlets, etc. are at hand, including stitching and stapling machines, paper cutters and the like in readiness. In this room also is a wood cutting department, and many illustrated posters and cards are both designed and executed here. This is a new departure of this energetic printing firm, and several of the large

fairs, athletic meets and other events of public interest have been successfully and effectively advertised by the work turned out in this department. All the work in this line is done on the premises by a clever engraver, whose faculty for creating striking and appropriate designs has already brought the firm into high repute for this class of work. The composing room is a typical printing office and is a large room, well lighted and ventilated. Intelligence is possessed by every compositor and the men are well paid, and all are members of the Boston Typographical Union. In this room large expenditures have recently been made in acquiring new type, and as a result many fonts of the very latest products of the leading type foundries are now in the cases ready for use at any time. For artistic printing new type is strictly essential, and the designs and styles in all sizes of the type owned by this firm are almost innumerable. A busy scene indeed is always presented from a glance at the composing room with the many different jobs set up and in process of composition. Proofs and revised proofs are carefully read by a first-class proof-reader, and rarely, if ever, even in a large book job, is a typographical mistake ever detected by the customer after the work is completed. When work has been set up, proved and revised, the matter is locked up in chases and sent up stairs to the press room,—this room, as well as the composing room, being under the superintendence of Mr. Henry A. Dwier, a man of twenty years practical experience,—where experienced men immediately proceed to put it on one of the presses. This room contains seventeen presses, ranging in size from the smallest job press, from which cards and other small forms are put on, to the mammoth two-revolution stop cylinder press, upon which this book is printed. While this press is not as marvellous as the perfecting press to the sight seer, to the practical printer its value for fine printing of large work is instantly appreciated. For printing books a moderate speed of from twelve to fifteen hundred impressions an hour is compulsory for good results, and for this work the firm have certainly an excellent press in this new machine. There are other presses for doing the same class of work also, according to the size of the "form." The firm furnish their own power from a five horse power electric motor, which is sufficient to run every press at once, and as a usual thing nearly all the machines are running incessantly. With a care to fulfilling their promises, orders are gotten out on time, although many times a large amount of work has to be gotten out in a remarkably short space of time. The office is connected by telephone, and all orders are delivered with promptness, that quality so much appreciated, but so rarely possessed by the every day printer. Personally, the members of this firm are both young men of good business judgment and long and practical experience in their line. Mr. Masterson has been connected with the establishment from the time when he entered the place a boy of nine years. Commencing as Mr. Kiley's errand boy and "devil" he worked up and has grown up in the business. Fourteen years ago he entered the place and he has indeed made a hard up-hill climb. His long experience with Mr. Kiley and acquaintance

with the customers of the place made him a desirable partner for Mr. Clarke, who joined forces with him, adding his long experience, capital, and sound financial judgment. Mr. Clarke is a Boston boy, and was born and brought up here. Having been connected with the printing business in this, his native city, for the past twelve years, he naturally possesses a wide and valuable



Frank D. Masterson.

business acquaintance. Realizing that they are young men with a reputation to build, they have taken care to lay strong foundations and business integrity. Careful work, fulfillment of promises, and activity have done no little to accomplish this in the first half-year of their successful business career of conducting business under the name of the Spring Lane Press.

ANDREW P. FISHER.

AN energetic man of marked business capacity is Andrew Peabody Fisher, who, since the decease of his partner, has comprised the firm of Coleman Cook & Co. He is perhaps too well known to require any introduction to the readers of this book, having been prominent in business, fraternal and grand army circles for many years past. He was born in Portsmouth, N. H., and came to East Boston when a boy. He obtained his early education in the Chapman and Boston English High School. He first commenced his business training in a dry goods store. This business not being to his liking he learned the trade of a machinist. In May, 1861, he enlisted in General Barnes' Company, later known as Company K, 29th Massachusetts Volunteers, serving three years and three months in the late war and crediting himself with a good record of service. After returning from the war he worked at the machinist's trade and engineering for about three years, when he entered the Boston Fire Department, as a member of which he remained for seven years. In 1873 he became a clerk for Coleman Cook, and by personal application to business and natural ability, in nine years' time became a partner in one of the oldest and largest auctioneering, real estate and insurance agencies in the city. During the last years of his senior

partner's life, Mr. Fisher took a large share of the responsibilities of the business. The death of Coleman Cook removed from this locality one



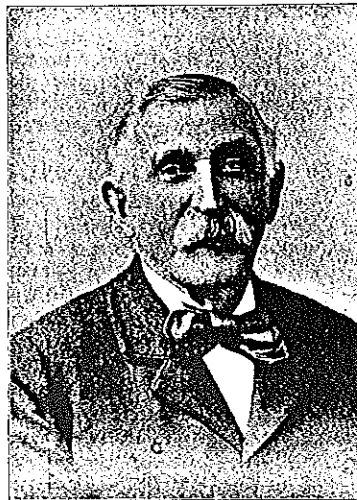
Andrew P. Fisher.

of its most valued citizens. Upon his decease Mr. Fisher assumed full control of the business, which is still continued under the same firm name of Coleman Cook & Co. The operations of the firm are large, as every convenience for the speedy transaction of business is at hand. The office is equipped with long distance telephone and messenger call connection and a large business is done. Besides being large handlers of real estate, a number of the oldest and strongest insurance companies are represented, and the auctioneering of property is conducted. Mr. Fisher is a prominent member of the G. A. R., being a past commander of Joe Hooker Post, and having served in the various offices of that organization up to that of a member of the staff of both the department commander and commander in chief. He is also a member of the Minute Men of 1861, and of the Jeffries Yacht Club. He is prominent in masonry, being a past master of Baalbec Lodge, member of the chapter, council and William Parkman Commandery K. T. He conducts a business established over a third of a century in the same location of the firm in Maverick Square, where the name of Coleman Cook & Co. has ever been a synonym for reliability and straight-forward dealing.

LATE COLEMAN COOK.

AMONG the valued citizens of East Boston now deceased, the name of Coleman Cook is remembered. Born in Provincetown, and a descendent from the Pilgrims who came over in the Mayflower, at twelve years of age he went to sea on his father's fishing vessel. He became a resident of East Boston in 1845, and, after learning the trade of a carpenter, engaged in the contracting business for himself, conducting a shop on Border Street. In 1860 he engaged in the real estate business with an office in Maverick Square, laying the foundation for one of the largest real estate, auctioneering and insurance agencies in the city. In 1884 he associated his son-in-law, Andrew P. Fisher, with him and the firm have

for many years done an extensive business under the name of Coleman Cook & Co. He continued in active business for forty years, when an accident, in which he sustained fatal injuries, resulted in his decease, depriving the community of one of its valued business men. From a long and successful business career he had acquired a large amount of property. He was a life-long member of the Saratoga Street M. E. Church and one of the board of trustees. He was an honorary member of the W. C. T. Union, and active in church work. He served two years as one of the directors of the East Boston ferries, and was a staunch Republican, but not an office seeker, and naturally shrank from notoriety of every form. His long connection with the real estate business was productive of marked success, and he probably handled more local property than any other man in East Boston. His life from a poor boy to a prosperous business man and able citizen was the result of unceasing



Late Coleman Cook.

labor and upright dealing. His memory will ever be held in value by all who knew him.

C. W. YORK CO.

FROM a remarkable growth of its business in a comparatively few years, the C. W. York Company has become placed in a conspicuous position among the successful coal and wood dealing concerns of Boston. This happy state of affairs has been reached through the unceasing energy of its management. The coal business of this company was first conducted under the proprietorship of C. W. York, who opened yards next to the Atlantic Works about five years ago. The business prospered from the start and was conducted as a branch of Mr. York's coal yards in Portland, Me. At the end of eighteen months the yards here were removed to temporary quarters at the corner of Decatur and Liverpool Streets. A year later a stock company was formed with a capital of \$50,000, continuing under the management of C. W. York. Shortly previous the old Woodbury wharf property on Border Street was purchased and the present new and substantial wharf and sheds were built, giv-

ing the concern unusual advantages. The wharf and sheds are constructed under the most modern ideas and, with the new coal sheds in process of construction, have a combined capacity of 9,500 tons. The 450 feet water front at this wharf is sufficiently large to admit the discharging of one coal vessel and two wood schooners at once. The company have at their sheds an excellent and unusual method for handling coal. When unloading a vessel the coal is carried on a tramway car and lowered in the sheds instead of dumping it, thus saving breakage. All coal is elevated above the teams and screened twice before reaching the customer; absolutely clean fuel is therefore the result. For filling bags the company have an automatic holder which is also a screen and, being always elevated to the body of the team, is operated with little labor. The company are large dealers in wood, and manufacture bundle wood in large quantities. For this industry they have the latest improved machinery. After leaving the dry kiln where the wood is dried by steam, it is sawed by a machine cutting eighteen lengths at once, with a capacity almost unlimited, and operated by two men. It is then carried automatically to the top of the mill and deposited when it is ready for use. Several men are employed in tying up the bundles which are made up in forms, pressed together, and tied in the neat bundles seen at every corner grocery store. The trade of the concern is principally local, but a large business is done in supplying steamers and sailing crafts. Thirty men are given employment, and twelve stout teams are required to fill the orders. The manager and founder of the successful coal company,

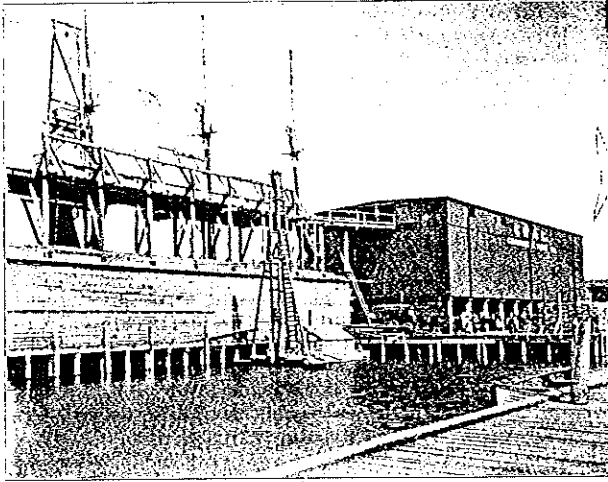
C. W. YORK,

was born in Portland, Me., about forty-five years ago. His success in business has been the result of a hard, up hill fight. He attended school until thirteen years of age, when he started out to "shift for himself," as the term goes. Twenty-nine years ago he came to Boston and entered the furniture store of Russell & Phillips. He soon after secured a better position at the store of



C. W. York.

W. P. B. Brooks, where he earned the salary of \$8 weekly. At the end of eight months he went to carpentering, and one day fell three stories from



Coal Wharf of C. W. York Co., Border St.

a scaffolding, having a narrow and marvellous escape from instant death. Later, after having made an unsuccessful attempt at business and buying a little experience which proved valuable to him, he went to work in the sewing machine actory of Grover & Baker. He afterwards went on the road as a glove salesman for G. C. Judson & Co., where he finally struck his sphere, being unusually successful, and travelled for seven years. It was after another unsuccessful business venture that Mr. York borrowed \$50 for capital with the intention of carrying on a small coal business in Portland for a few months only. Bottling up his pride he purchased a wheelbarrow and delivered his orders from it. This won him the name of "Wheelbarrow York," which, after he had built up a large business in Portland, with yards having a capacity of 5,000 tons, he grew proud of. It was five years ago that he came to East Boston and engaged in the



E. J. Davis.
(Photo by Purdy.)

coal business, for the first two years leaving it in the hands of his manager. When the Atlantic Works location was given up he came here himself permanently, some time later disposing of his interests in Portland. He is a Knight Templar Mason, a member of Bunker Hill Lodge, I. O. O. F., the Knights of Honor, and several secret organizations. He is a man who has developed a rare business tact and under his management the business of the C. W. York Company increased one-third over its last year's business.

DAVIS & WHITE.

FROM the recent success this firm has achieved in the making of the celebrated "D. & W." bicycle rims, the business carried on by them at the Sturtevant Mill, 112 and 114 Border Street, has added much to the good name of East Boston as a manufacturing district. Davis & White conduct a large planing-mill where they manufacture all kinds of mouldings in addition to the bicycle rims just mentioned. They started for themselves six years ago in a small way at 131 Border Street, after having worked for others for many years in the same business. Both were possessed of mechanical genius, perseverance and pluck, and as a consequence their efforts were crowned with success. Their business grew, and they found larger and more convenient quarters at 112 Liverpool Street. Last October they found that their success warranted taking a lease of the large Sturtevant Mill on Border Street where they are now located. The first appearance of the mill is similar to the ordinary planing mill, but upon looking over the place it is found that the most improved machinery is used, and that the mill is always as busy as only steady orders can make a place.

In their new departure, that of making bicycle rims, Messrs. Davis & White have already made a reputation among bicycle manufacturers second to none in their line. Their success in this has been due to their ability to turn out rims which, for durability and price, have successfully competed with those made by the best known manufacturers,

and at the recent cycle show theirs stood the strongest testing of any make. They are making rims for a large number of the leading makers of wheels, and the present capacity of their mill for turning out rims alone is 1,000 pairs a day. This will be increased when the demand warrants it. The popularity of their rims is already established, and every pair in every order filled is guaranteed for a year. This branch of their business has necessitated an enlargement to the rear of their mill, where special machinery is used, and skilled hands are employed. Much of the machinery is of their own invention, possess-



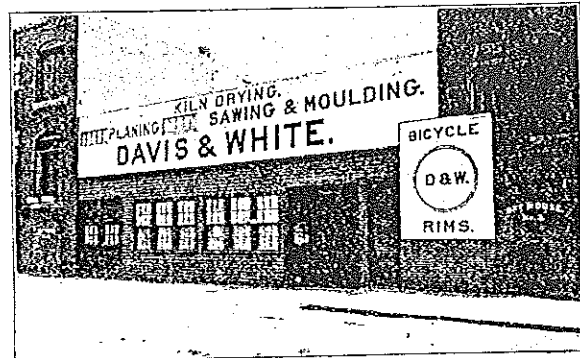
A. E. White.

(Photo by Purdy.)

ing great labor saving qualities. In busy seasons twenty-five to thirty men are given employment. The individual members of the firm are E. J. Davis and A. E. White, both of whom have been residents of East Boston for fourteen years, and are consequently favorably known in business circles. They are both known as enterprising men, interested in the prosperity of the island. The former is a popular member of both the Masons and the Odd Fellows. Their business has a bright outlook.

HON. P. J. KENNEDY.

ONE whose activity in business and public life has made him one of the more prominent citi-



Planing Mill of Davis & White.



Hon. P. J. Kennedy.

zens of East Boston, is Hon. P. J. Kennedy. Having been born and brought up here, and achieved success, he has not only acquired a snug competency, but exerts his influence for the welfare of his native place. He was born in 1858, and obtained his education in the Boston public schools. Mr. Kennedy has conducted a successful business for several years. For many years he has also been an influential member of the Democratic party, and has been shown the confidence reposed in him, by election to various public offices. He has for thirteen years been a member, and the past nine years Chairman of the Ward Two Democratic Committee. He has served as delegate to many political conventions, and was one of the delegates at the National Convention that nominated Cleveland in 1888, and also served as a delegate at the recent National Democratic Convention, held in 1896 at Chicago. Mr. Kennedy's public career is an extended one. He served in the State Legislature for the following years: 1886, '87, '88, '89 and 1890. While a member of the House he was

particularly active in looking after the interests of his district and constituency, and serving on leading committees was ever on the alert on all questions before the House. His creditable record in the legislature won him an election to the Senate in 1891, and he served with ability as a member of that body during the two following years. His sagacity as an organizer makes him a valued and influential member of the Democratic party of the state, and his loyalty to his principles has been characteristic of him. He is possessed of a warm and generous disposition, and is ever willing to aid a friend in distress. He is a member of the Knights of Columbus, Excelsior Associates, Thurman Club, and is one of the directors of the Columbia Trust Company, and connected with the management of several other institutions. He resides on Webster Street.

THOMAS ARTHUR.

AN ex-member of the Boston Common Council and treasurer of various organizations is Thomas Arthur. He has been engaged in business in East Boston for many years, and is counted among the successful men of the island. He has acceptably filled various official positions and has been an active worker in politics. He has for over a decade served as treasurer of the Ward Two Democratic Committee, and acquires further political influence by holding the office of treasurer, and being a leading member of the Thurman Club of East Boston. He is a member of Division Two, Ancient Order of Hibernians, of which division he has served for some years as treasurer. He is also a charter member, and since its foundation has been treasurer of Williams Court, Catholic Order of Foresters. Besides being both prominent and active in the above



Thomas Arthur.

Maverick Square, is one of the board of directors of the Columbia Trust Co.

CHARLES C. FISHER.

WHEN it comes to the subject of photographs the name of Charles C. Fisher, who conducts a studio at the junction of Meridian, Decatur and Havre Streets, properly and deservedly comes into mind. That he is a talented artist, whose work is much appreciated by the people of East Boston, is attested by the many patrons of his studio. The standard for pictures is high in the city of Boston, and people invariably like to patronize the photographer whose name is a synonym for high grade work. With lower prices Mr. Fisher produces photos at his studio equal to the best made in the city. This strong statement is easily corroborated by a personal inspection of the work shown in his specimens of pictures on exhibition. The studio he conducts is an old one, and established several years ago by G. O. Ayer. After having been vacated for four years, Mr. Fisher opened up a gallery there with the best of cameras, lenses and appurtenances. The studio is unusually attractive, and the proprietor unusually talented. His success in the two years he has conducted the place, together with the fact that he has a large acquaintance and popularity among the younger element, has tended to increase his business.



Residence of Hon. P. J. Kennedy, Webster St.

Previously he was engaged in making bromide enlargements of pictures for the trade, having an establishment in Maverick Square.— This branch of the business he still continues in his present location, and his work in enlarging pictures in crayon, pastel, water colors and ink has won him a high reputation in the trade and with the retail patrons of his studio. Mr. Fisher is one of the younger business men of the island, and was born and brought up here, being a son of the late Charles Fisher, a leading resident of the island for forty years. Mr. Fisher was for four years a member of the Jefferson Dramatic Club,



Charles C. Fisher.

playing roles of old men with a display of talent in that direction.

EDGAR P. LEWIS.

THE success in business achieved by this well-known resident of East Boston is many times greater than that of the average business man of the present day. Mr. Lewis conducts a large candy factory on Sumner Street, and three palatial candy stores here, as well as a large wholesale house on Portland Street, and a confectionery store in the busiest retail spot in Boston, all of which are marvels of splendor and considered the handsomest in all New England. Mr. Lewis started a small confectionery jobbing business on Meridian Street, East Boston, a dozen years ago, and in that time has increased his capital and operations to the present extent by a showing of unusual business sagacity. After a struggle at the beginning to make both ends meet on a small capital and modest business, his trade grew, and with it his confidence. He afterwards opened a retail store on Meridian Street, and one after another has started three others, until he probably does as large a share of the retail candy business of Boston, if not larger, than that of any other dealer. Five years ago he engaged in manufacturing on Sumner Street a portion of the goods used in his stores and sold to the trade, about the same time removing his jobbing house to the present location at 97 and 99 Portland Street. The factory is now one of the important manufactories of East Boston, and the

industry of making caramels, chocolates, and all counter goods furnishes employment at this factory for seventy-five hands. The establishment has been several times improved, and its capacity enlarged since it was started, and recently important additions have been made to the machinery, enabling Mr. Lewis to produce other and new lines of sweetmeats for his stores and his wholesale trade. The jobbing house on Portland Street comprises what was formerly two large stores, and three travelling men look well after the New England trade which the store supplies. In the stores and factory Mr. Lewis employs 100 people. The cost of fitting up the three East Boston stores, all of which are liberally patronized and handsomely attractive, was \$11,000, and that of the Washington Street store near Jordan, Marsh & Co's. was far greater in proportion. Mr. Lewis was born in East Boston thirty-seven years ago, and his achievement of a successful business prominence has been the result of natural ability, perseverance, and the possession of a knack born in him for acquiring, holding and increasing trade. He is a thirty-second degree Mason, member of the Mystic Shrine, and of the Ancient and Honorable Artillery Company, Boston's pride military organization. He resides on Princeton Street.

W. F. McCLELLAN.

SINCE 1896 this well-known citizen has been superintendent of the East Boston ferries, upon the capable filling of which position depends so much the perfect convenience of the 12,000,000 people who cross the harbor in the course of a year. Mr. McClellan was born at the North End, July 17, 1859. His parents removing to East Boston when he was four years of age, he was educated in the Emerson School. He learned the trade of a silver gilder in the establishment of Geo. A. Denham & Co., in whose employ he remained for eight years. He afterwards became associated with the New England Oyster Co., with whom he worked until 1881. He then entered business for himself in East Boston, which he conducted successfully for three years. In 1891 he became the partner of Hon. John F. Fitzgerald, the present Congressman from this district, the firm being unusually fortunate in their real estate business, and acquiring important possessions in East Boston. Upon his appointment to his present position as superintendent of ferries, Mr. McClellan retired from the real estate business, but still retains a large amount of property here, and is counted among the heavy tax payers of the island. His handsome double residence on Saratoga Street, shown in accompanying engraving, is of recent build and modern architecture. Mr. McClellan is an able worker in politics and has taken a prominent part in various Democratic conventions. With the exception of two years, he served as Chairman of Ward Two Democratic Committee, from 1886 to 1895. He has been a candidate for the board of aldermen, and has served six years on the State Central Committee. Since 1886 he has been a member, and for eight years Chairman of the Congressional District Committee. His efforts in securing the recent nomination of his business partner, Hon. John F. Fitzgerald,

for Congress, who was strongly opposed by the leaders of the Democratic party, was a feat of political sagacity which showed his unselfish disposition to a marked extent for in this he sacrificed himself in no small measure. Since he became superintendent many important changes have been wrought to the ferry service of East Boston. Among these improvements the introduction of the double door system at the head house, on the Boston side of the North Ferry, has been particularly commended. A twenty-five horse power motor for hauling heavy loads off the ferry slip, which has been placed there by Mr. McClellan, does away with the possibility of the unnecessary waits of passengers for the boats, as was often the case under the old system. Through his instrumentality the plans are being gotten out for a new head house at the South Ferry,—a much needed improvement,—while a new propeller ferry boat, similar in appearance to the East Boston, is being designed, and will soon be placed in service through his efforts. Mr. McClellan is a member of the Citizen's Trade Association, and deeply concerned in the welfare of East Boston. He has ever shown a disposition to improve and perfect the ferry service to the fullest extent, being heartily in favor, and working persistently for the new ferry to land at Rowe's Wharf. He is President of the Quincy Club, one of the trustees of Excelsior Council, Knights of Columbus, and vice-president of the Excelsior Building Association,



Edgar P. Lewis.

which has a capital stock of \$50,000. He is also interested in the Good Fellows, of which he is a member, and served as a delegate to the last National Convention of that order in Chicago. He is also a member and Past Chief Ranger of the Foresters.

HON. JOHN H. SULLIVAN.

HON. JOHN H. SULLIVAN is one of the most familiar and widely known business leaders of East Boston. His residence of more than 30 years entitles him to a prominent place on the roll of early residents, a fact which gives him u

little pleasure. During the first few years of his life in East Boston he was engaged in clerical work connected with the ocean freight service, for which he was well fitted. His general knowledge of the business, and keen insight, soon won for him, when yet a comparative stranger, the position of Inspector of East Indian Merchandise, which he occupied for four years and filled with credit to himself and the full satisfaction of the merchants whose interests were entrusted to him. The tariff law of 1870 seriously disarranged the East Indian trade, and incidentally, the splendid commercial service, which, prior to that time, was the pride of the port of Boston, and Mr. Sullivan's interests, with all others connected with the business, were severely impaired. Mr. Sullivan spent little



W. F. McClellan.
(Superintendent East Boston Ferries.)

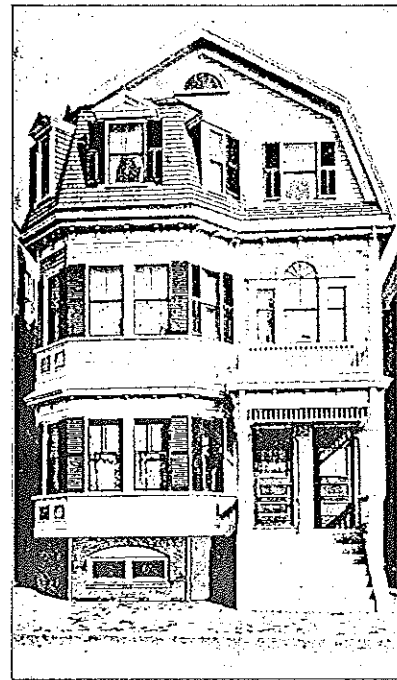
time in vain regrets; with youth, energy and abundance of ambition to fortify him, he set himself to carry out a new and more remunerative line of business. Within a few weeks he was rewarded by appointment to the position of Chief Clerk and General Superintendent of the National Line of Steamships, which he acceptably filled up to the time of the withdrawal of the line from this port. About this time the Dominion Steamship Company started a service to Boston, and Mr. Sullivan was appointed Superintendent, and filled that position until appointed Superintendent of the Leyland Line, and some time after he successfully and simultaneously filled the position of Superintendent of both Leyland and Warren Lines. Then the Allan Line secured his services, and still later he returned to the Leyland Company, where he remained up to the time of his appointment as stevedore of the Warren Line in 1880. For seventeen years he has satisfactorily held his present position. Starting at a time when the ocean steamship service was yet in the experimental stage, when a ship of a few thousand tons was looked upon as a monster, he has handled, one after another in all these years, the varying types of ocean steamers, until to-day we find him as energetic as ever, handling with

even more dispatch the magnificent fleet of modern Warren Liners, which, twice in each week, sail from the Hoosac Docks, gorged with America's most costly products. During the excitement and grind of his long business career he has been able to devote some time to society, and despite his many cares and responsibilities, he holds active membership in the following organizations: Knights of St. Rose, Moses P. Brown Colony of Pilgrim Fathers, Charitable Irish Society, Royal Society of Good Fellows, Foresters, Clover Club, Thurman Club, Catholic Union, Boston College Association, and Citizen's Trade Association of East Boston, and its President during '95 and '96. He is also a trustee of the Union Institution for Savings, and a Sinking Fund Commissioner of the City of Boston. For many years he felt the necessity of a Safety Deposit and Trust Company in East Boston, and persistently advocated its establishment, believing that the growing business interests of the Island demanded such an institution. His efforts were crowned with success, and to-day the Columbia Building on Meridian Street stands a monument to his efforts, and the Columbia Trust and Safety Deposit Company, of which he is President, with its phenomenal business success, proves beyond question that East Boston is a business center, and that Mr. Sullivan knew what he was about when he favored the organization of the company. In politics, as in all else, Mr. Sullivan has been a remarkable success, and though his first entry into public life was decidedly against his expressed wish, he has very creditably filled almost every position in the gift of his fellow-citizens. In 1884 and '85 he represented Ward Two in the Common Council. During the years 1886, '87, '90 and '92 he represented East Boston in the Board of Aldermen, and in 1883, after the most remarkable and exciting political battle in recent years, he was elected to represent the citizens of Wards 2, 12 and 16, in the Massachusetts Senate Chamber, but positively refused a re-election to that position. During the years 1895 and '96 he was a member of the Governor's Council, and would have been one of Governor Wolcott's advisers for the current year, had the interest of the voters of the Fourth Councillor District of Massachusetts been considered by the Board of Election Commissioners. Mr. Sullivan has been a member of the Ward Committee of Ward Two since 1895, and of the State Committee since 1887, and its Treasurer since 1889, and Treasurer of the Democratic City Committee since 1887. He was Chairman of the Executive Committee of the State Committee during 1896.

COLUMBIA TRUST CO.

It was in response to the acknowledged need of such an institution that the Columbia Trust Company was founded for business, under the instrumentality of Hon. John H. Sullivan, March 25, 1895. In the accompanying engraving is shown the substantial fireproof building of brick, terra cotta and iron, which was built especially for the

company, and stands at the junction of Meridian and Paris Streets. The company occupy for their banking business and safe deposit vaults the first floor and basement, the upper stories being rented for offices, also containing a hall, etc. On the first floor are the banking rooms, customers' and directors' room, a view of the interior of the institution being herewith presented. In the basement are the largest and most extensive vaults in the suburbs of Boston, and which are both fire and burglar proof; near these are coupon rooms. The safety vault is a marvel of the safe maker's skill, and rests on a solid stone foundation, surrounded by solid brick, and still further, with three feet of solid stone masonry. The lining consists of two separate and distinct steel vaults surrounded by masonry. The outer vault is built of double interlocked steel rails, put together from the inside in a novel and ingenious manner, being impossible to separate them from the outside, the spaces being filled with hydraulic cement. Inside of this complete vault is another vault lining entirely independent of the other, and made of first quality, five ply welded chrome steel plate, hardened and drill proof. This is secured from the inside to a massive frame of rabbetted five ply angle steel, forged into tripod sections. The vestibule is built into, and forms part of the vault



Residence W. F. McClellan, Saratoga Street.

itself, being of the same material and construction, only three inches thicker and weighing five tons. A bronze day gate guards the passage when the immense doors stand open. The outer door is a solid mass of five ply chrome steel, five and a half inches thick, exclusive of the bolt work. The plates made for this impregnable door are the largest of the kind ever made for this purpose. The mechanism of the bolts and locks of the door shows the remarkable advance-



Hon. John H. Sullivan,
(President Columbia Trust Co.)

ment made by safe makers in this respect in the past decade. The bolts all have a resistance of 50,000 pounds each. This large vault contains independent steel safes, fitted with separate locks of latest construction, and can be opened only by the renter. Safe deposit boxes for valuables of every description are rented by the company, and special rooms have been built, where trunks and other valuables may be stored temporarily or permanently. The facilities of the company's banking and safety deposit apartments are open to customers and their families at all times during banking hours, and the institution is conducted, aiming at all times towards the convenience of patrons. The company does a general banking business under a \$100,000 capital, and under the laws of the commonwealth, its charter permitting it to do practically the same business as a national bank, but pays interest on all deposits. Checks are received through the Boston Clearing House. Money is loaned on notes, collateral and real estate mortgages. The institution is a legal depository for trust funds, corporations, firms and individuals, and accepts trusts, created by will or otherwise, assuming care of property and the collection of incomes. The company acts as trustee under mortgages of corporations or individuals, and as register and transfer agents of the stocks and bonds of incorporated companies. Exchanges on Europe and cable transfers are arranged. The Commercial National Bank of Boston receives deposits, and pays checks for the convenience of patrons when on the Boston side. The Executive Officers of the company are President, John H. Sullivan; Vice-President, Frank C. Wood; Treasurer, Horace B. Butler; Secretary and Counsel, John L. Bates. The Board of Directors is as follows: John H. Sullivan, Frank C. Wood, Horace B. Butler, John L. Bates, Thomas Arthur, August Rausch, Joshua

N. Taylor, P. J. Kennedy, Thomas F. Croak, A. C. Whitney, Edward S. Booth, Francis J. O'Hara, John H. Duane, Horace H. Watson; Richard T. Green, John F. Sullivan, Robert Rausch, Orlando E. Lewis, John A. Sullivan, George W. Hargrave and Walter P. Burk.

The statement of the company's business October 11, 1896, is as follows: The assets of the company: City Bonds, \$20,000; Loans on Real Estate, \$59,400; Time Loans with Collaterals, \$47,500; Demand Loans, \$13,825; Notes of Individuals and Firms, \$62,094.26; Premiums, \$800; Pictures and Safe Deposit Vaults, \$11,941.92; Shares in



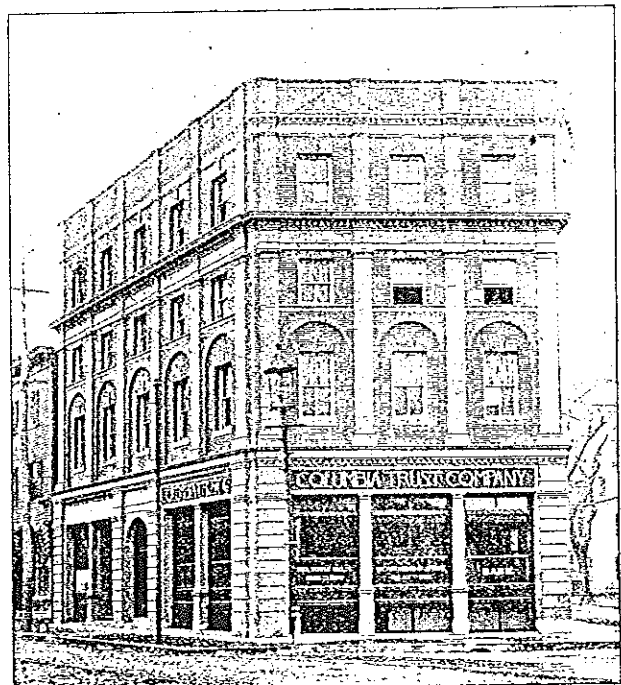
Residence Hon. John H. Sullivan, Webster Street.

Enterprise Co-operative Bank, \$1,991.75; Supplies, \$350; Cash, \$79,444.60; Total, \$297,347.53. The liabilities of the company: Capital Stock, \$100,000; Surplus, \$2,500; Earnings undivided, \$780.22; Deposits, subject to check, \$194,067.31; Total, \$297,347.53.

ENTERPRISE CO-OPERATIVE BANK.

THIS institution is a valuable one to East Boston, and its remarkable growth in popularity and importance to the community has been the natural result of the careful management of its affairs during the past nine years. Co-operative banks conducted on the same commendable plan are found in every community of any size, almost, in the United States. That they are of great service to the people who form their stockholders without encroaching on the business of the savings banks, national banks or trust companies is easily seen. They are managed for the combined benefit of those who buy the shares, and who in doing so become members or parts

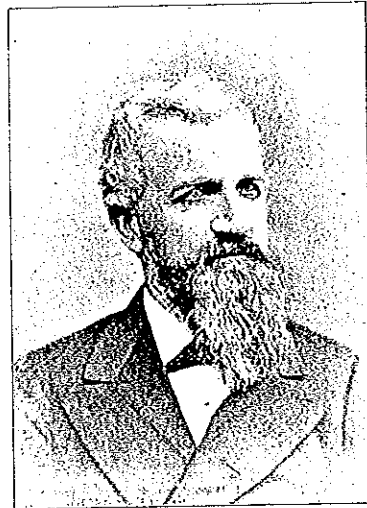
of the institutions. The Enterprise Co-operative Bank was started in April, 1888, with assets of \$450. This amount in March, 1897, had increased to \$320,000, its shareholders, many of them having been enabled to build homes for their families, and at the same time sharing in the interest accrued by the bank from money loaned. The business of the bank is entirely confined to the locality in which it does business, and, like the national and savings banks, is under



Columbia Trust Company Building, Meridian and Paris Streets.

the supervision of the bank commissioners of Massachusetts. The affairs of the institution are managed by a board of fifteen directors, elected by the shareholders. The officers and directors for 1897 are all well known East Boston men, of business integrity; they are as follows: President, Charles T. Witt; Vice-President, James Townsend; Secretary and Treasurer, Horace B. Butler; Attorney, F. E. Dinnick; who with the following, comprise the board: W. G. Emery, F. H. Leonard, John A. Raycroft, Wm. B. Gardner, R. F. Keough, N. H. Shute, Herman Drake,

Columbia Trust Company, is one of the best known citizens of East Boston. His efforts in behalf of the establishing of both these institutions have made him prominent in financial circles. He was born in Portsmouth, New Hampshire, in 1833, and his parents removed to East Boston two years later. He is a son of the late Benj. F. Butler, and was educated at the public schools. He graduated at the Lyman School, under Master H. H. Lincoln in 1848. The same year he started on his business career at one dollar a week, learning the hardware business in a Boston store. He was with his father in the stove business until 1862. He was then appointed a clerk in the Treasury Department at Washington, where he assumed charge of the division where all the accounts of the paymasters of the army were examined. In 1865 he returned to East Boston and bought out the stove business of Wm. N. Soule on Lewis Street, which he conducted until 1877. He was then elected Clerk of the Ferry Department, in which capacity he served until 1883. He then went to New York, and served two years as clerk at his uncle's establishment. Returning in 1885 he was again elected Clerk of the Ferry Department, which position he held until 1895. In 1892, with others, he succeeded in obtaining a charter for the Columbia Trust Company, which was organized in 1895 under a capital of \$100,000, as stated on a previous page, and since which he has served as its treasurer. In addition to his connection with the founding of the trust company, and subsequent activity in its affairs, he was one of the foremost organizers of the Enterprise Co-operative Bank, of which fast growing and vastly important institution he is also secretary and treasurer. Mr. Butler is also prominent in the foundation of the proposed new Summer Savings Bank, which has secured a charter, and will begin business this year. He is a

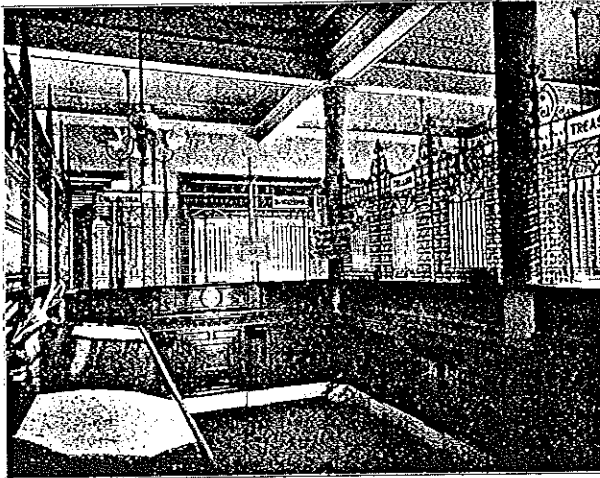


Horace B. Butler.
(Treasurer Columbia Trust Company.)

member of several organizations, and in a measure has helped to build up East Boston. Mr. Butler is one of the best known men of the island, and his popularity is frequently attested

R. C. RYBARCHAK.

THIS reliable custom tailor has recently removed to the Piscapo Block in Maverick Square. In his new store he possesses the finest tailoring establishment in East Boston. The building he occupies has been completed only since March, and is a decided ornament to the Square. Mr. Rybarchak has displayed good foresight in removing to his present handsome store, and in doing so he offers his customers a comely place



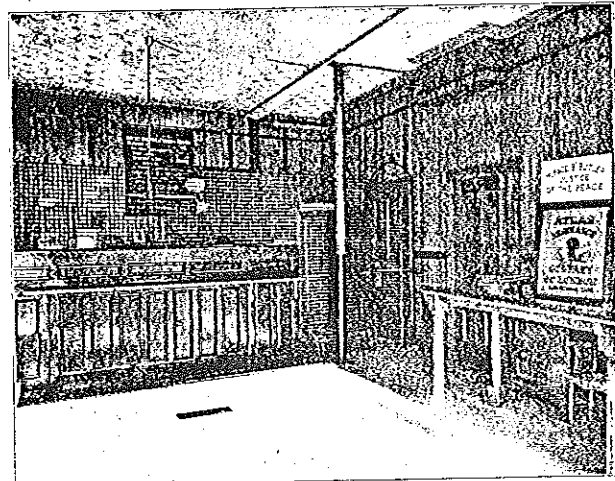
Interior Columbia Trust Company.

Wm. Waters, Jr., T. B. Grimes, C. A. Grant and W. F. Keough. The increase of the business and growth of the institution has been remarkable, and the benefit derived from the bank in encouraging thrift in the community has been widely felt and profited by. Shares in this bank are sold for one dollar each. The shareholders have received interest on their shares as follows: one year at the rate of seven per cent.; one year at six and a half per cent.; and seven years at six per cent.; being a far greater interest than that of savings banks. Members also have the privilege of borrowing money of the institution for the purpose of either buying or building houses, and through the existence of this bank many a young man has been enabled to own a home of his own by paying for it in monthly instalments at a minimum rate of interest. The present location of the bank is at the corner of Meridian and Princeton Streets, where quarters have been leased for a term of years. The interior has been entirely remodelled and renovated, and has been fitted up with every regard for the future of the bank. The counting room is attractive, and every facility for the comfort and convenience of shareholders is at hand. In the rear of the counting room is the directors' room, which is very attractive and admirably furnished. The bank is open both day and evening, and being conducted on a plan conducive to the combined benefit of all its shareholders, its future prosperity is a surety.

HORACE B. BUTLER.

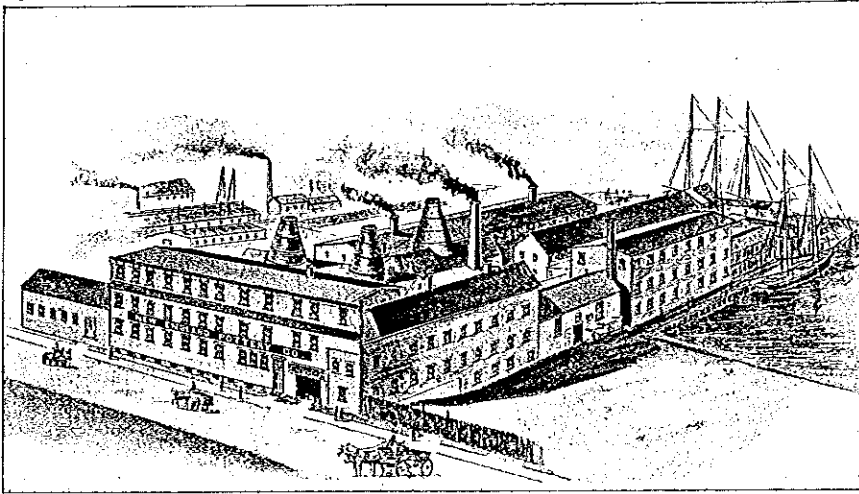
THE Secretary and Treasurer of the Enterprise Co-operative Bank, who is also Treasurer of the

which he conducted until 1877. He was then elected Clerk of the Ferry Department, in which capacity he served until 1883. He then went to New York, and served two years as clerk at his uncle's establishment. Returning in 1885 he was again elected Clerk of the Ferry Department, which position he held until 1895. In 1892, with others, he succeeded in obtaining a charter for the Columbia Trust Company, which was organized in 1895 under a capital of \$100,000, as stated on a previous page, and since which he has served as its treasurer. In addition to his connection with the founding of the trust company, and subsequent activity in its affairs, he was one of the foremost organizers of the Enterprise Co-operative Bank, of which fast growing and vastly important institution he is also secretary and treasurer. Mr. Butler is also prominent in the foundation of the proposed new Summer Savings Bank, which has secured a charter, and will begin business this year. He is a



Interior Enterprise Co-operative Bank, Meridian and Princeton Streets.

in which to examine a large stock of imported and domestic woollens. Mr. Rybarchak has made custom clothing in East Boston for the past seventeen years, and has a wide and varied experience, having been engaged in the business since 1866, and learning his trade as a cutter in Germany, his native country. Since engaging in business here he has gained a high reputation



Works New England Pottery Co., Condor Street,

(Established 1854, Thomas Gray, Proprietor: White Granite and C. C. Table and Toilet Ware, Tea and Chocolate Pots, Jugs, Cuspidors, Vases, etc.
Porous Cells for Electrical purposes, and other Electrical Specialties manufactured)

as a merchant tailor, and his garments are invariably honestly made and perfect fitting. He keeps abreast of the times and always has a desirable stock of suitings for his customers to select from. He possesses the measures of a large number of well known East Boston men, and his name is a synonym for reasonable prices, and stylish and well fitting garments for male wearing apparel. Especially does he excel as a coat maker, and his garments invariably have that "hang" which, to the practised eye of a well dressed man, characterizes a custom made coat, so readily distinguished from the ready made. Mr. Rybarchak is known as a good citizen of the island, and having done business here for so many years is well known to those who comprise his trade. He is a member of law abiding organizations of his nationality, and the Knights of Honor. He is also enrolled in the Order of the Horugari. He has the appearance of one who merits all patronage, and invariably gives full value received. He does



Alderman W. J. Donovan.

cleansing and repairing at the shortest notice, and he is now to be found at 17½ Maverick Square.

ALDERMAN W. J. DONOVAN.

EAST BOSTON is represented in the aldermanic board by William J. Donovan, who is now serving his second term as a member of that body. His activity in the interests of this locality has been marked since he entered public life, and many important improvements which tend to make East Boston more desirable as a place of residence, are due to his vigilance as one of the city fathers. Mr. Donovan has been prominently connected with social and political organizations in East Boston for at least eleven years past, and his popularity has been significantly proven on several occasions. He was for three terms President of the Young Men's Catholic Union, of which organization he was also for several years treasurer. He is a member of the Legion of Honor, Knights of Columbus, Ancient Order of Foresters, Division Two Ancient Order of Hibernians, National Associates, Engine Twelve, and Thurman Club, the latter being East Boston's strongest Democratic political club. He has ever allied himself with, and has become an influential member of the Democratic party. He has been a member of the Democratic City Committee. He has been in the Ward Two Committee for the past seven years, and is an indefatigable

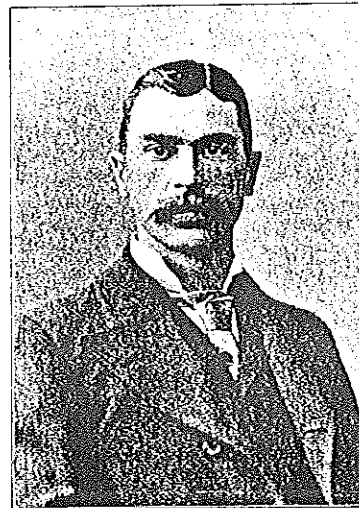
worker in the interests of his constituents. He was elected a member of the Boston Common Council in 1891-92, and was further shown the confidence of his party by being elected to the state legislature in 1893, '94 and '95. After his efficient service at the capital, he became a successful candidate for alderman, and since his subsequent election and further re-election has been a most active member of that worthy body. He is interested in the progress of East Boston and is a member of the Citizen's Trade Association. He is a practical machinist and engineer by trade and from a small beginning has become successful in the business he conducts in the city proper. He resides on Webster Street.

GEO. W. COBB.

ONE of the oldest and best known druggists in East Boston is Mr. Geo. W. Cobb, whose place of business is eligibly located at the junction of Saratoga and Brooks Streets. Mr. Cobb is a native of Maine. He came to this city in 1861, and for five years thereafter was identified with the Maverick Square Pharmacy of D. B. Kidder. In 1865 he fitted up and opened the drug store at the corner of Meridian and London Streets, where he was successfully

A. A. HERSEY,

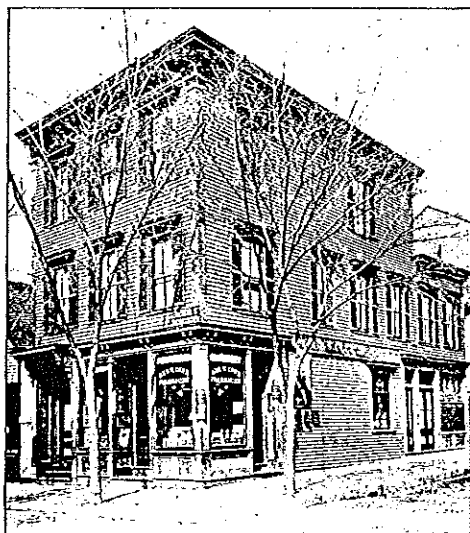
SUCCESSOR TO
B. F. NAY & CO.,



(Photo by Parody.)

Pile Drivers, General Contractors, AND
WHARF AND BRIDGE BUILDERS.
362 Border Street, E. BOSTON, MASS.

TELEPHONE, 49 EAST BOSTON.



Cobb's Drug Store.

located for a period of nine years. In 1874 he purchased the site and erected the building (illustrated above) to which his drug business was finally removed. The store is commodious, neat and attractive, and stock and fittings are typical of the first class metropolitan drug store. Extreme care is exercised in the compounding of prescriptions, only registered pharmacists are employed, and the popularity of the establishment is evidenced by its large and highly desirable patronage. Mr. Cobb is widely and prominently known in pharmaceutical circles. He was one of the leading spirits in securing the State Pharmacy law, was the organizer of several of the most successful pharmaceutical associations, and is concededly one of the leading prescription druggists of the city.

AMERICAN HOUSE.

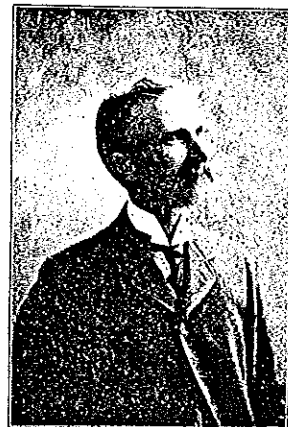
THIS well known hostelry, for over a quarter of a century a popular place of entertainment for both transient and permanent guests, has become a sort of landmark of the "Island City." The location at the junction of Border and Summer Streets, directly opposite the North Ferry, is unexcelled for a hotel. It is at the starting

point for anywhere on this side of the harbor; travelling lines start from this ferry furnishing quick and comfortable conveyance to any desired point; while from the Boston side of the ferry there is the same excellent conveyance to points of interest, theatres, shopping districts, railway stations, steamer landings, etc. The hotel is especially desirable for those disembarking or about to embark upon the trans-Atlantic steamships, being but a few minutes' walk from the several piers. The American House is a substantial double building of brick, four stories in height, and containing fifty commodious sleeping apartments, besides parlors, restaurant, dining room, café, etc. The general appointment is in accord with modern ideas of convenience and comfort. A feature is made of the cuisine, the table being supplied with all seasonable delicacies, prepared and served in a style which leaves nothing to be desired. The hotel is conducted upon both the American and European plans. Charles M. Belden, although born in Providence, R. I., has resided here since early infancy, and is in all respects an East Bostonian. He was formerly for some time engaged in the grocery business. In 1835 he took charge of the American House, and in his twelve years of proprietorship, has built up a good business, and won the esteem of a host of friends and patrons. Humphrey G. Albee, the manager, is an experienced and well known hotel man. He was formerly clerk of the City Hotel, and later for two years proprietor of the Broadway House in Chelsea. He has occupied his present position since Sept., 1896, and has contributed much to the popularity of the hotel.

F. J. WHITE & CO.

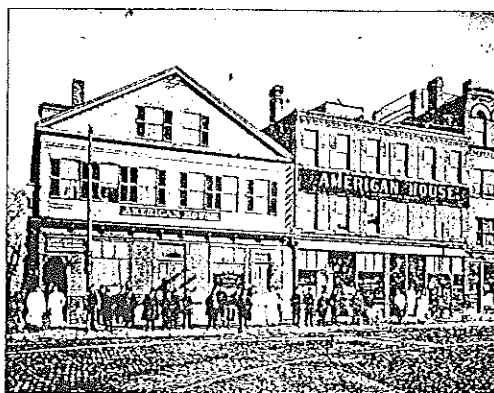
THE name of White in East Boston is most commonly associated with the teaming and trucking business. F. J. White

& Co. occupy the buildings from 400 to 420 Border Street. A general jobbing business is done there also, in wagon making and repairing, in all its branches. The blacksmith and wheelwright branch of the business was in-



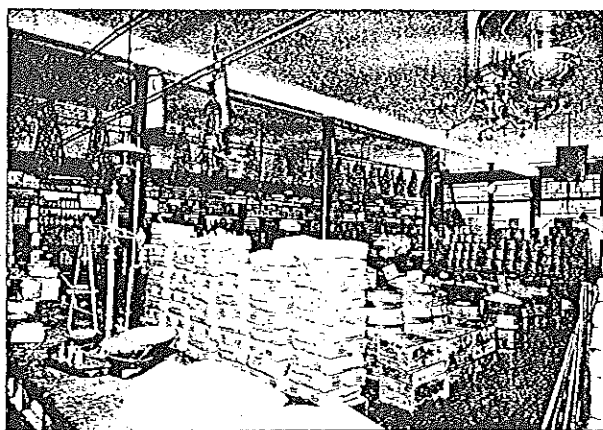
Charles M. Belden.

augurated four years ago, when the shop was started to make the repairs to the many teams used by Mr. White in the large trucking business. Since that time work has poured in from other sources, and the shop is now one of the best equipped and busiest on the island. Practical workmen are employed, and all jobs turned out there have met with universal approval. The trucks and teams owned by Mr. White are familiar sights in the business streets of this city, and do a generous share of the teaming for the lumber and commission men of the island. Twenty-five stout horses are kept busy, and a corps of fifteen men are employed. Having been associated with the teaming business almost



American House. opp. North Ferry.

having conducted from boyhood, Mr. White is well known by railroad and steamship men in all parts of Boston and vicinity. He was born in So. Boston in 1836, and after getting a good education went into the business started by his father in Boston in 1865. He afterwards became a member of the firm of T. White's Sons, and for several years has conducted the steadily increasing business alone. Since locating here in East Boston the business has probably been trebled. Mr. White is esteemed alike by his men and the general public.



Interior of S. B. Yerxa's Central Square Grocery Store.

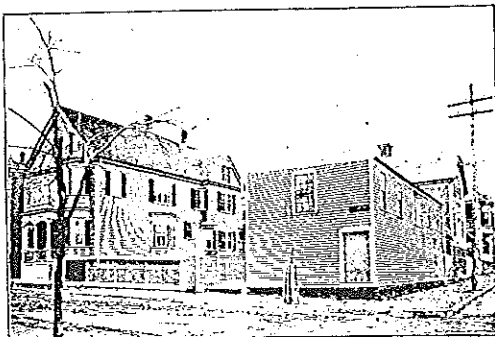
LEWIS A. PIERCE.

LEWIS A. PIERCE was born in East Boston in 1836. The home of his boyhood, for some



Lewis A. Pierce.

years following at No. 134 London Street, was swept away in the disastrous fire which visited that section of the city about twenty-eight years ago. After completing a course at the Emerson School, he served his apprenticeship with a prominent local mason and builder, and in due course acquired an expert knowledge of the trade. In 1877 he established for himself. His superior work and thorough reliability soon won substantial recognition, and secured to him a large and influential clientele. During his twenty years of successful business, Mr. Pierce has erected a large number of buildings in and about East Boston, the list including upwards of 100 houses within a five years' period, for one patron. He was among the earliest builders on Falcon Street and vicinity, built most of the pretty "Jeffries Village," on the old Jeffries Place, at Jeffries Point, and can point to many of the finest residences, business, and other buildings of the city, as specimens of his work. In the interval, Mr. Pierce has built some twenty-five or more houses of his own, including his present residence, which with his business place and stable are shown in the accompanying illus-



Shop and Residence of Lewis A. Pierce.

tration. Mr. Pierce is a Knight Templar, and a member of the I. O. F., and A. O. U. W.

J. W. KEYES, D. D. S.

THE above dentist is well known in East Boston as one of the rising young professional men. His rooms are in the Columbia Building. He has legitimately achieved the reputation of doing skilful work on the teeth. Dr. Keyes was educated in the grammar and English high schools of the city, and deciding to enter the dental profession, became an assistant to Dr. Bulger, in whose office he first began the practical study of dentistry. After remaining under his tutorage for six years, he attended and graduated from the Boston College of Dentistry in 1895. He then opened his present office and commenced practise for himself. His success has been greater than that usually attained by the young dentist, from the fact that he possesses a wide acquaintance, and is an adept at both operating and mechanical work. He employs a competent assistant, and his work compares with the best. Doubtless from the fact that he has his reputation to make, he takes equal pains with each and every patient, and although he has only practised in his present office but a little over a year, he justly holds the patronage of a large number of leading families. He administers his own anesthetic "Thymene," which is a great saving of pain to those of his patients who use it when having dental work done. Dr. Keyes is popular, and a well known figure in local social circles, and stands well in the community.

WILLIAM PENN.

NOT the founder of the "Quaker City" is William Penn; but an adopted resident of East Boston is the subject of this sketch. Mr. Penn is known as the leading merchant tailor of this vicinity, and bears that distinction by virtue of his honestly attained reputation. It is fourteen years ago that he came to East Boston with his father, George Penn, who conducted the tailoring business which William Penn assumed control of some nine years ago and has since continued with a success well known to the better class of customers. Mr. Penn is a native of Glasgow, Scotland, where his father was once engaged in business. It was there that he obtained his education, which was concluded with a course at Mitchell's Normal School. His father was one of the most practical merchant tailors of his time, and, after coming to Boston, was a celebrated teacher of cutting. Learning the art of cutting and fitting under his father, Mr. Penn finished his time in doing work for such leading tailors as John G. Mitchell and A. T. Hubbard, working directly under John Rydstrom. Following his attainment of a thorough knowledge of the business, he succeeded his father in a store on Meridian street. That location was later abandoned for the present one, when the building was erected especially designed for the use of this leading tailoring business.

The present location on Bennington street is known as a headquarters for perfect fitting and thoroughly made garments. The establishment, besides possessing all conveniences, contains one



J. W. Keyes, D.D.S.

of the handsomest dressed show windows in East Boston. The stock to be selected from is invariably desirable, and patrons of the place (comprising largely leading men of East Boston) are invariably well fitted and pleased. Mr. Penn is prominently active in social organizations. He is a member of Baalbec Lodge, F. & A. M., and Mystic Chapter, Order of the Eastern Star. He is the present collector of the Maverick Council, Royal Arcanum; treasurer and past grand of Rockett Lodge, I.O.O.F.; deputy, Martha Washington Lodge, I.O.O.F.; noble master, Mystic R. A. Chapter, I.O.O.F., M.U.; provincial grand master, Mass. State Grand Lodge, I.O.O.F., M.U., and a member of Hawthorne Lodge, 20, American Order of Fraternal Helpers.



William Penn.

COL. HENRY D. ANDREWS.

COL. ANDREWS is a well-known citizen of East Boston, having resided in this section of the city for upward of twenty-seven years. He was



Col. Henry D. Andrews.

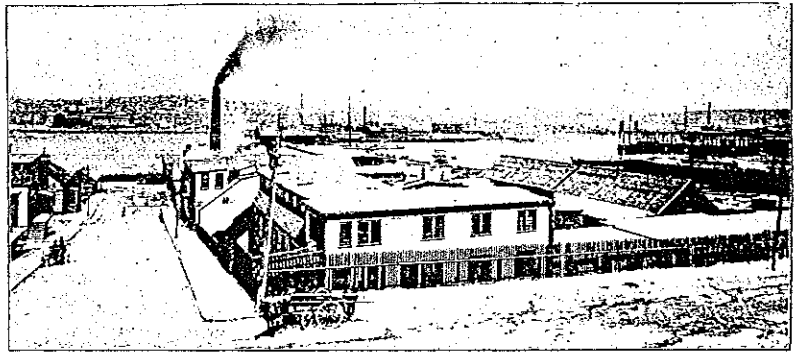
born in Bangor, Me., where he received his early education. Coming to Boston in 1864, he learned the printer's trade, at which he worked for several years. On account of failing health he relinquished that business, and has, since 1870, been in the trucking business, handling all the barrelled oil of the Maverick and Standard Oil Companies, besides the goods of several other

large concerns, both in East Boston and city proper, keeping about forty horses busy, and many men in his employ. In politics he has always been a Democrat, although taking but little active part, being more interested in military matters. He joined the National Lancers in 1875, and, after passing through the various grades, he became captain, serving as such for nearly three years. He was appointed Assistant Inspector-General of the Massachusetts' militia, with the rank of colonel, upon the staff of the late Governor Russell, which office he held for three years. After nearly a continuous service of eighteen years of active duty in the militia of the state he has now retired, and is giving his whole attention to his business. Organizations to which he belongs are, the Masons, the Ancient and

Teamsters' Association, President of the Central Associates of East Boston, an Honorary Member of the Lancers, and treasurer of the Veteran Lancers' Charitable Association.

MANUFACTURING.

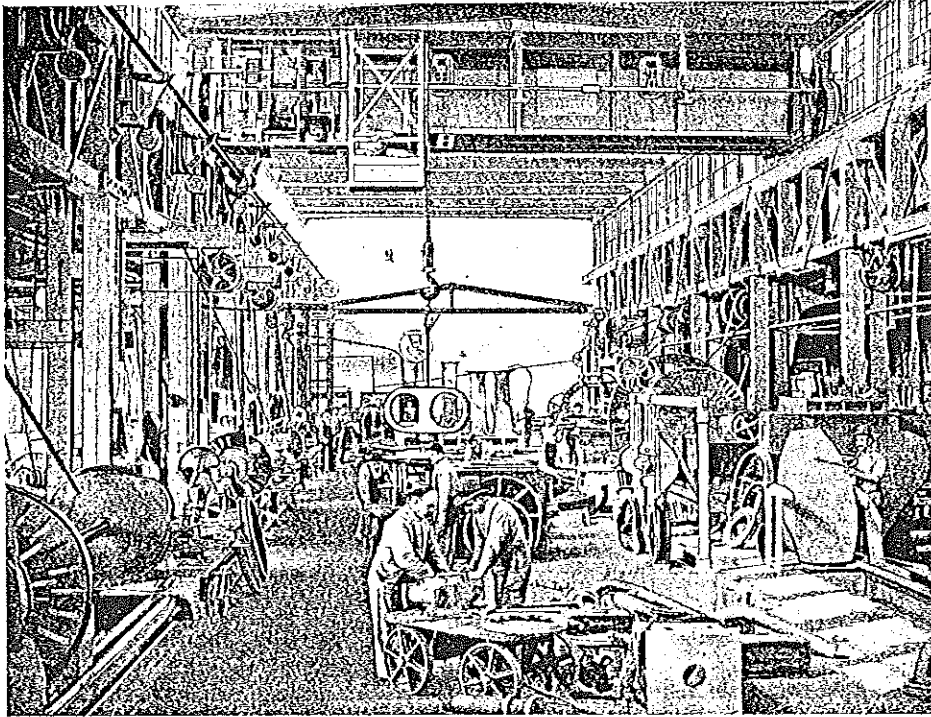
THE reputation of the City of Boston in the manufacturing world may be traced in more than one branch of industry to East Boston's busy shops and factories. Especially is this true in the way of marine work. The matchless water-front makes the advantageous prosecution of the building and repairing of sailing crafts one of the most important fields of manufacturing operations. Shipwrights and caulkers abound here, and a lion's share of the building and repairing of sailing crafts in the port of Boston can safely be claimed for East



Works of Jewett Lumber Company.

Honorable Artillery Company, the Old Guard of Massachusetts, the Commodore Club, Master

Boston. The largest concern engaged in marine work is the Atlantic Works, whose large plant and marine railway and dry dock face the guns of the Charlestown Navy Yard, across the harbor. These works build and repair all kinds of steam sailing vessels, and the company, employing a large force of hands, have for many years made East Boston famous. The reputation of this concern extends over the entire universe. It was at these works that a new United States revenue cutter was recently launched. Steel yachts, tugs, and various steam sailing crafts are built and launched here. The works cover several acres.



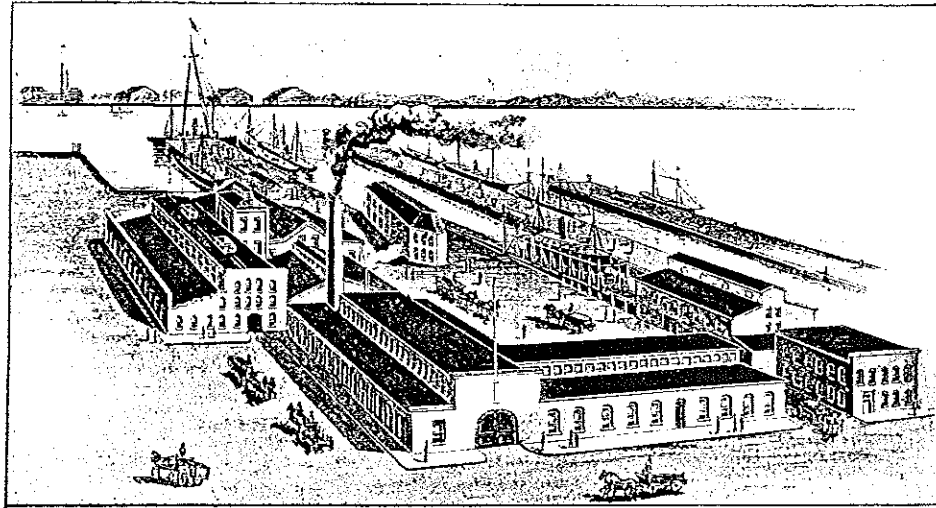
The Atlantic Works.
(Section of Interior Machine Shop.)

An offshoot from the Atlantic Works is the Lockwood Manufacturing Company, whose works are on Summer street, adjoining the North ferry. The founders of this concern were once associated with the Atlantic Works, and their line of operation is similar. This company, since organized, has done its full share to

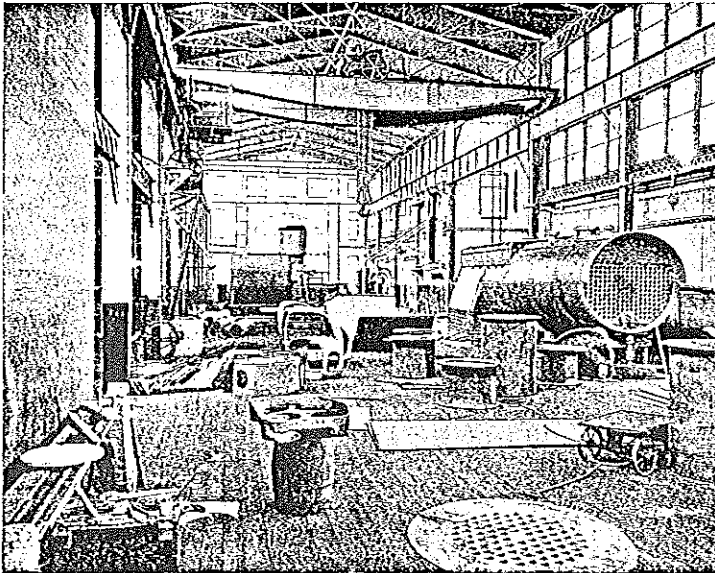
wards bringing fame to East Boston in the way of marine work. The existence of these two concerns naturally attracts the greater share of large marine work done in this part of the state to East Boston, either one concern or the other being almost invariably awarded the large contracts filled in the port of Boston. The Lockwood Company are well fitted for the business conducted, and besides possessing extensive works with every known facility, have a marine railway. This company is composed of young blood, and its management, like that of the Atlantic Works, is progressive. High-class workmen are employed in large numbers, and the concern has an almost national reputation. Views of both the Atlantic Works and Lockwood Manufacturing Company are presented. Ship and yacht building and repairing are carried on here to more or less extent, as the demand calls for. All along the water-front are yards for these purposes, and they are proverbially well filled with

has a world-wide reputation, the industries of the island are diversified. The New York & Boston Dyewood Company is one of the largest concerns in the United States engaged in making dyes for the various mills of New England and elsewhere. Machinery castings and other forgings are turned out in large quantities by the Condor and another iron foundry; blocks and

ware. The wood-works and extensive lumber yard of the Jewett Lumber Company cover several acres of ground. This concern, known to old residents as the Glendon Company, manufactures mouldings, doors, sash and window frames. The chemical works, located near the power station of the West End Street Railway Company, manufacture chemicals for the use of



Atlantic Works, East Boston's Largest Manufacturing Concern of the Present Day.
(Specialty Marine Work.)



Section of Boiler Shop, Atlantic Works.

ships, tug-boats or yachts in process of construction or undergoing repairs. The dry docks of East Boston, two of which are sufficiently large to accommodate the monster trans-Atlantic steamers, are unexcelled on the Atlantic coast. Outside of the manufacture of steamboats, yachts and sailing-crafts, for which East Boston

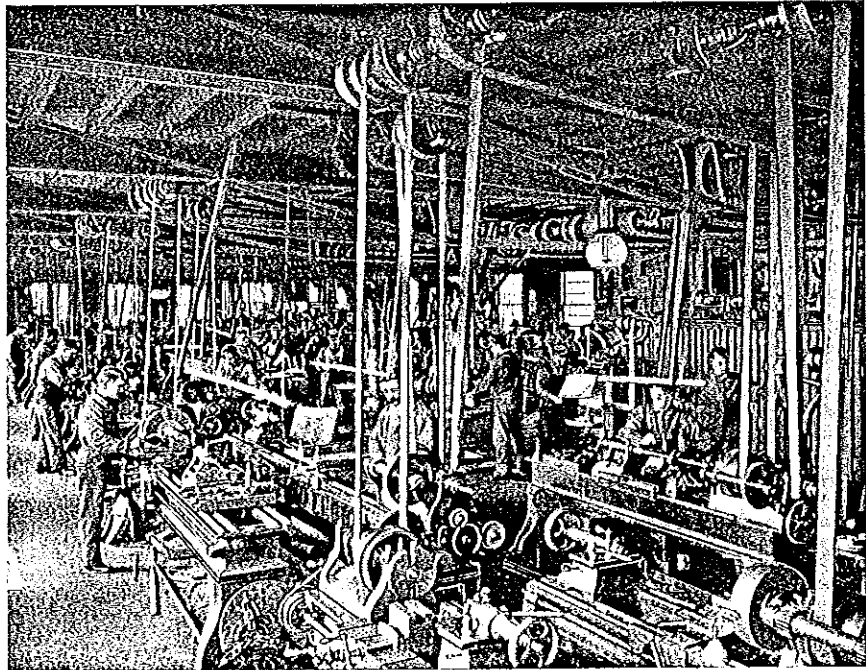
pullies are made by the Boston & Lockport Block Company. Near the factory of this concern is the New England Pottery Company, whose works have for years been a landmark of East Boston, and the products of which have gained a high reputation for East Boston in the manufacture of plain and ornamental pottery

mills throughout the country. Wooden boxes are turned out by McHugo & Snow and S. T. Le Barron in large quantities, their factories being busy spots at all times. All kinds of vehicles, from the light buggy to the heaviest truck, are also made here; and, on the subject of carriages, to East Boston's credit be it said, that this is the home of the most practical motor-carriage ever put on the market. This horseless steam-carriage is manufactured by the Whitney Motor Wagon Company, with works on Mayo's Wharf. The inventor of this carriage is George E. Whitney, a resident of East Boston, who for several years has conducted an industry for the manufacture of marine engines. Near the ferry of the Boston, Revere Beach and Lynn Railroad is a large brewery employing several hundred hands. Not far distant is a large machine shop with excellent wharf accommodations for doing marine work. This is a new industry, and is conducted by J. H. Long, whose shops now furnish employment to a large number of well-paid hands. The curing of fish is also an important industry here, and the several wharves and fish houses provide no small amount of goods for the trade. The canning of eatables comprises an industry here of no mean importance, the goods put up here in this line being shipped through Boston wholesale houses to all parts of the civilized world. A manufacturing concern which has for many years added to the prosperity of East Boston is the American Stave & Cooperage Company, which, as its name implies, manufactures barrels, kegs and hogsheads of every kind. Speaking about barrels, the large numbers shipped from the works of the Standard Oil Company at the Fourth Sec-

tion would indicate that, notwithstanding the low price of gas and electric lighting, many find it necessary to still burn kerosene. The works of this company cover many acres, and are located in a remote and almost isolated section of the island. This is the source of oil supply for New England, and the works are owned by the Standard Oil Company, who comprise the mammoth oil trust. East Boston is the home of the celebrated Porter bicycles, made here at the bicycle factory of Geo. M. Porter & Co. Varnishes, school and office furniture, musical instruments, bicycle rims, handle bars, mantels, copper and brass fittings, plumbers' supplies, iron pipe, and steam and gas-fitters' supplies, and boilers, are among the articles turned out in East Boston factories.

R. MINTON.

A REPRESENTATIVE young business man of the Island wards is Richard Minton, whose boiler shop occupies an advantageous location on the Lyon, Dupuy wharf at No. 119 Sumner street. Mr. Minton was born in East Boston in 1858, and at the age of ten started in to learn the business with which he has since been successfully identified. His aptitude and studious application are demonstrated in the fact that at the age of twenty he was an expert journeyman boiler maker in the employ of the Atlantic Works. But Mr. Minton's ambition from early boyhood had been to have a shop of his own, and all his energies were exerted to this end. His ambition was at last realized. Early in 1890 he established for himself at the present site, where superior work



Interior Works, Lockwood Manufacturing Company.

and prompt fulfillment of contracts have given him an enviable popularity in the trade, with a corresponding desirable and ever-increasing patronage. Mr. Minton's shop is supplied with all the modern facilities for turning out everything in the line of boiler work. A large business is done in repairing tanks and boilers of yachts, tugs and steamships; also new boilers and tanks are made to order from both supplied and original plans. Mr. Minton has a well earned reputation for superior work in making plans for

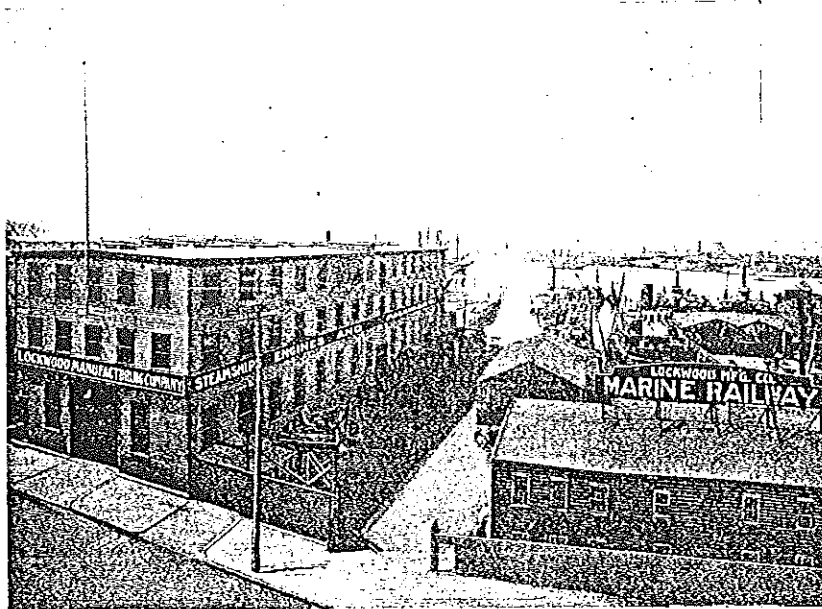


A. H. Folger.
(Manager Lockwood Manufacturing Company.)

tug-boat boilers, and many of the finest achievements in this line in these waters bear witness to the excellence of his craft. Although still a young man, Mr. Minton has built up by his own well directed efforts a large and growing business, and won a reputation second to none in his field of mechanical industry.

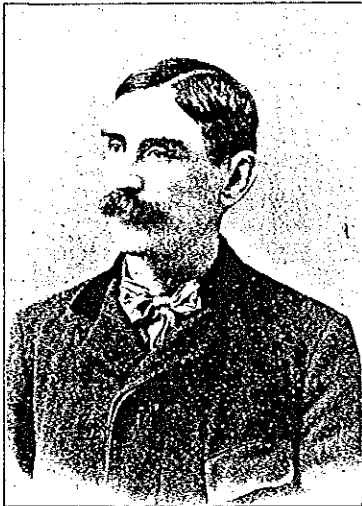
EDWARD PREBLE.

AMONG the well known business men of East Boston is Mr. Edward Preble, proprietor of the thriving mechanical enterprise at No. 103 Sumner street. Mr. Preble was born in 1845 in Sullivan, Maine, and was named for a noted ancestor, Commodore Preble of Revolutionary fame. At the age of sixteen he enlisted in the 13th Maine Volunteer Infantry, with which he served



Works of Lockwood Manufacturing Company, Sumner Street.

from '61 to '65. At the close of the war he returned to his native town and served his appren-



R. Minton.

ticeship at the blacksmith's trade. In 1878 he came to East Boston, and in the same year joined W. D. Emery in the formation of the firm of Emery & Preble, under which title the present business was established. In January, 1894, Mr. Preble purchased the interest of his partner, and has since been sole proprietor of the business. The commodious shop is admirably located for the business in hand, and the equipment includes all requisite methods and appliances for turning out work expeditiously. A force of skilled workmen is regularly employed, and everything in the line of blacksmithing, also ship and yacht smithing, is done. The extensive business includes also iron and steel forging and the manufacture of and dealing in bolts and nuts, etc. The superior work turned out in all departments of his enterprise has given Mr. Preble an enviable reputation in the trade and a consequent large and lucrative general business. Mr. Preble is a



Edward Preble.

member of the F. & A. M., A.O.U.W., and a Past Commander of Joseph Hooker Post, No. 23, G.A.R. He is an expert mechanic, thoroughly conversant with all departments of his business, and ranks with the progressive and public spirited citizens of East Boston.

M. H. FITZGERALD, ESQ.

THIS young member of the Suffolk County bar was born in the North End, October 1, 1871. He first attended the Charter school, but when a small boy his parents removed to East Boston. He later graduated from the Adams Grammar, and subsequently attended and graduated from the East Boston High School. In 1899 he com-



M. H. Fitzgerald.

menced work in civil engineering, but in 1892 entered the law office of Jas. E. Fitzgerald, in whose office he continued until he received his diploma from the Boston University Law School, and was admitted to the bar. His success in becoming a full fledged lawyer was attained in the face of many obstacles, as he supported himself and wife during his attendance at the law school in addition to paying for his tuition. After being admitted to the bar, Oct. 2, 1896, he immediately opened his present office in the Columbia building. He has already built up a practice larger than that usually accorded young attorneys, but his ability fully merits his success. He is a member of the Bohemian Club, and resides in the First Section. His hard work in establishing himself furnishes an excellent example of self-denial, persistency and ability.

F. D. VARNEY.

THE work of this photographer has gained him a high reputation among the people of East Boston, and he is a resident of Paris Street. He was born in the

"Pine Tree State," in China, near the Kennebec. He has for many years been a lover of the camera,

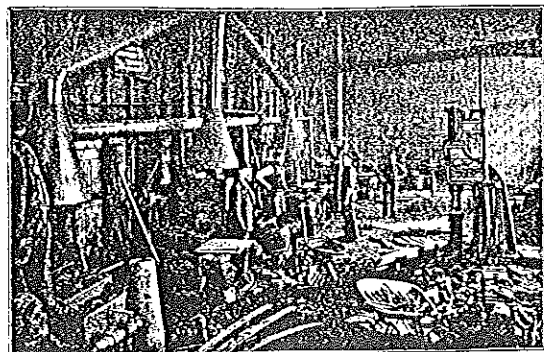


F. D. Varney.

and has acquired a thorough knowledge of the photograph business. He made his appearance in East Boston about a year ago, being the official photographer for the Lakeside Press of Portland, Me., who published an illustrated work on the catholic churches of New England. After filling his contract with that publishing house he located here permanently. For several months his studio was in every household, office or factory, where his work called him. April 1st he opened a studio at 121 Cambridge Street, near the corner of Chambers Street. There he has a good outfit, and does good work at reasonable prices. He is a conscientious worker and his views of inanimate objects are unexcelled. His portrait work is also of a high order and he merits all patronage accorded him in his new studio.

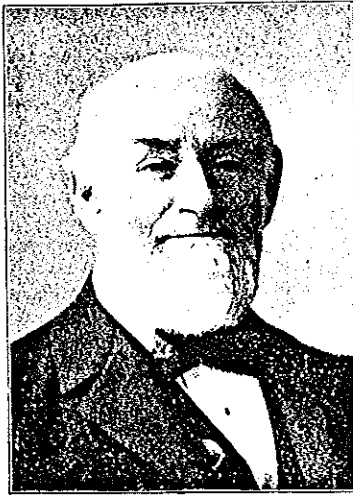
D. H. BLANEY.

FOREMOST among the valued residents of East Boston is David H. Blaney, who, last year, retired from a fifty-four years' active business career, and now devotes his time to the estates he holds in trust, and the interests of which he now looks after. He was born in Marblehead,



Interior. Shop of Edward Preble.

September 26, 1826, and came to East Boston as far back as 1842. As the population at that time



David H. Blaney.

was; but 2,500, Mr. Blaney has not only been an eye witness to the growth of the island, but has been privileged to take an active and prominent part in the improvement of its territory. When a boy of sixteen he entered his uncle's clothing and shoe store, located at the corner of Maverick Square and Sumner Street, as a clerk. He now looks back with evident interest to that time, when from the store door he could obtain an unobstructed view of the launching of vessels at the ship-yards on Border Street. His uncle having become largely interested in the real estate business, in September, 1843, young Blaney bought out the store, which he continued with success for several years after. It was in 1850 that he added real estate to his business operations and later insurance, being the first local insurance agent; finally selling out the store, and since devoting his entire energies to the two last lines. His activity in real estate, and the confidence reposed in him by the large property owners, soon won him the distinction of handling the greatest amount of property of any man on the island. Being naturally possessed of sound business judgment and foresight, his operations have ever been carried on with marked success. At one time Mr. Blaney had the care of as many as 400 tenements. He is considered a standard authority on the value of East Boston property, a distinction justly conceded him. He has ever been a hard worker in the interests of those who have put their trust in him, and his untarnished name in the community is the result of strict integrity in its fullest sense. Among the estates handled by him are those of the late Gen. W. H. Sumner and James W. Girard. These two men at one time owned at least two-thirds of the present Noddle

Island. After the death of Noah Sturtevant he was given the care of all the property of that once prosperous real estate owner. This consisted of the Maverick House, Winthrop Block, and extensive wharf and residence property. This property he still has the charge of, in the interest of the heirs, excepting the Maverick House, which was recently sold to A. B. Foster & Co. Mr. Blaney has never sought nor accepted public office, although he has many times been urged to accept nominations for positions of honor. In 1874 he was called upon to help the savings bank out of its difficulties caused by the panic, and became one of the investment committee. As the bank had accumulated a large amount of real estate by fore-closure, he was considered the only man in East Boston who could do this. His success in straightening out the affairs entrusted to him has ever since formed a bright page in the history of this sound institution. Mr. Blaney was one of the members of the East Boston Library Association, which built Summer Hall, in which, for several years, was located the free public library. He was for many years interested in the East Boston Tree Association, and the existence of many of East Boston's stately shade trees can easily be traced to the efforts of that organization for their preservation. At an annual banquet of the East Boston Citizens' Trade Association, Henry S. Washburn, the first president of the association, in an after dinner speech, stated that he looked upon Mr. Blaney as the father of that organization, which, for so many years has looked after public improvements and business enterprises here. Mr. Blaney was for several years a member of the standing committee of the Unitarian Church, and during his time of service in that capacity the present handsome edifice was built. Having, for much over a half a century, been identified with the best interests of this community, Mr. Blaney has won the good will of its residents, and stands pre-eminently among influential men of the City of Boston. Although having reached the three score and ten mile-stone, from a temperate and well spent life, he is still hale and hearty, possessed of a keen intellect, strong

physique and wonderfully retentive memory.

FRANK H. BLANEY.

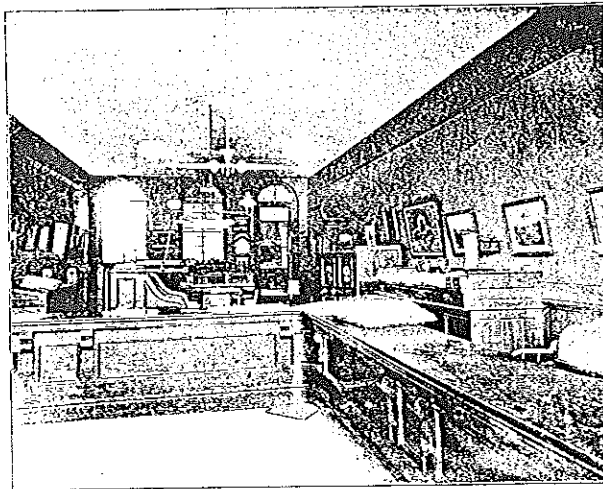
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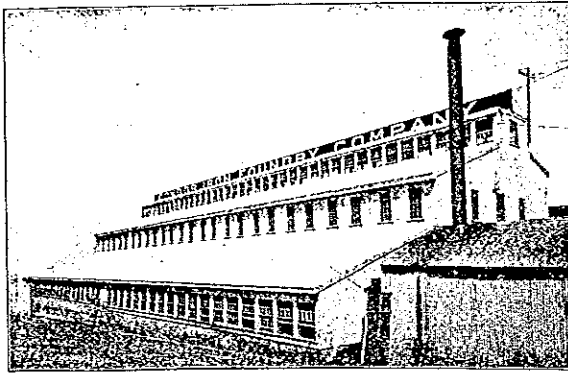
Frank H. Blaney.

agent is a son of David H. Blaney. From his indefatigable work in years past, and remarkable capacity for business, he is known as one of the ablest citizens of the island. He was born here in East Boston in May, 1851, and graduated at the Adams and English High Schools. At the early age of nineteen he engaged in business in Worcester, and a year later went to Kansas and purchased a cattle ranch, where he developed a rugged physique. After tiring of the excitement and hardships of life on the western prairie, he returned home twenty-five years ago, and has since been most active in the real estate and insurance business. Following in the footsteps of his father, many of whose good qualities he possesses, he has earned the reputation of having handled probably more house property than any young man in Boston. At one time he had the charge of not less than 750 houses and tenements, located between Lynn and Jamaica Plain.

During the panic of 1873 he had the care of property, the value of which was nearly a million and a half dollars. His capacity for work, rare judgment and remarkable memory of even the minutest details, soon gained him a large increase of business, which is now exceedingly well developed. Upon the decease of his brother, the now late D. Walter Blaney, some nine years ago, he combined the large insurance business established by his father, and for some years carried on by his brother, with his own real estate and insurance business. Upon his father's retirement from active business, a year ago, he acquired the real estate business so successfully carried on by him for nearly a half-century. From his large business, marked activity,



Office of Frank H. Blaney.



New Main Building Condor Iron Foundry.

and pronounced ability, he is known as one of the most familiar figures in the Boston real estate market. His knowledge of the value of East Boston property is no less thorough nor remarkable than that of his father, who has for many years been an established authority. In continuing the old reliable agency, he has ever maintained its spotless reputation for honorable dealing to the letter. Mr. Blaney's office is in the Winthrop Block in Maverick Square, where he not only does a large real estate business, but represents the best known and strongest insurance companies of both continents. He is a familiar figure in social circles, and a member of all the different Masonic bodies, being a thirty-second degree Mason. He was one of the charter members of the Jeffries Winter Club, and, being formerly an enthusiastic yachtsman, was also a charter member of the Jeffries Yacht Club. He is a prominent Odd Fellow and member of the Canton. Having been born and brought up in East Boston his interests, aside from his business operations, are closely allied with what best concerns the island wards.

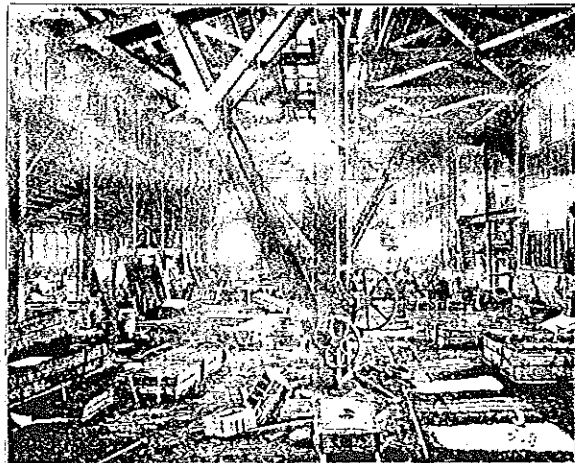
CONDOR IRON FOUNDRY CO.

EMPLOYING from eighty to one hundred men, the iron foundry owned by George H.

business was established some ten years ago, and all kinds of machinery castings are made. Since the fire, previously alluded to, and which occurred last January, an entirely new main foundry has been built. This is presented in the accompanying engravings showing both the outside and interior. In their new foundry the company possesses one of the largest and best equipped establishments of the kind in Boston. The reputation of the concern is the highest for the satisfactory prosecution of the large amount of work carried on there. The owners, being young men of progress, possess every known facility for hand-

ling and turning out all sizes of castings from the largest to the smallest. The equipments include four mammoth derricks located in the main foundry, and two in the yard. In addition to these six rotary derricks, there is a traveling trolley, running the full length of the foundry. The main building is one hundred and sixty by seventy-five feet in dimensions, and the entire plant covers, with pattern building, office and stables, about 70,000 square feet of ground surface. The business done is transacted with the local manufacturers of machinery, and the name of the company is well and favorably known to the trade. Mr. George H. Gibby has been interested in the concern for the past five years. He has a wide experience in the foundry business, having previously, for over fourteen years, been associated with his father at the Mechanics' Iron Foundry in Roxbury, of which concern the Condor Iron Foundry is now one of the strong competi-

tors. This large foundry is located on Condor Street. Four horses are required to make the deliveries of castings in and about Boston.

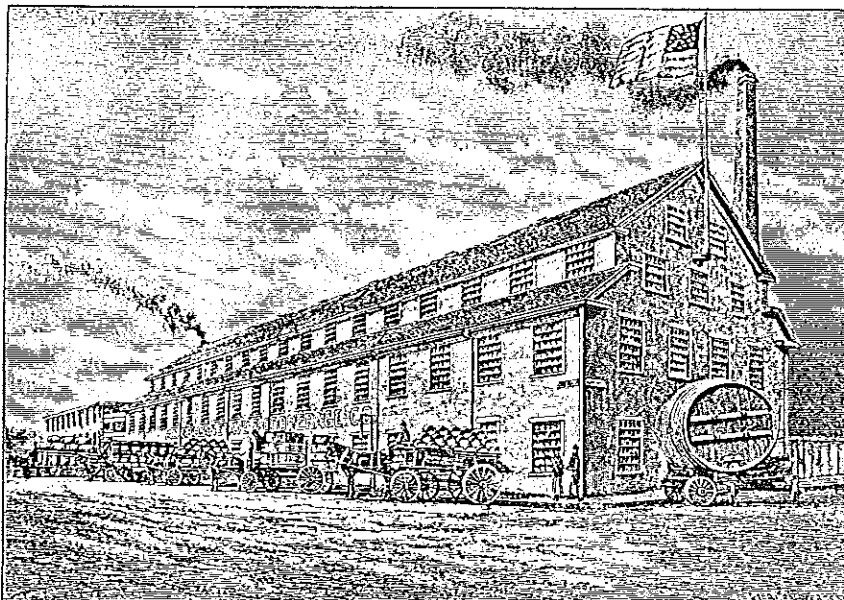


Interior Main Building Condor Iron Foundry.

tors. This large foundry is located on Condor Street. Four horses are required to make the deliveries of castings in and about Boston.

THE MAVERICK HOUSE.

THE Maverick House has been so closely identified with the inception, progress and attainment of East Boston, that it may well be said "the history of one is the history of both." The first East Boston hotel was opened in 1835,—within two years of the organization of Gen. Sumner's Company for the development of Noddle Island. It was the typical old colonial mansion (see illustration) with wide galleries at the first and second stories, to gain the hotel distinction, and, like the beautiful plaza in which it stood, was named in honor of Samuel Maverick, the pioneer owner of the island. The hotel opened under most favorable auspices. From early colonial times, when the colonists were wont to gather here for "fish dinners and other jollification,"—the island had been a popular resort. The hotel



Works of American Stave and Cooperage Company, Chelsea Street.

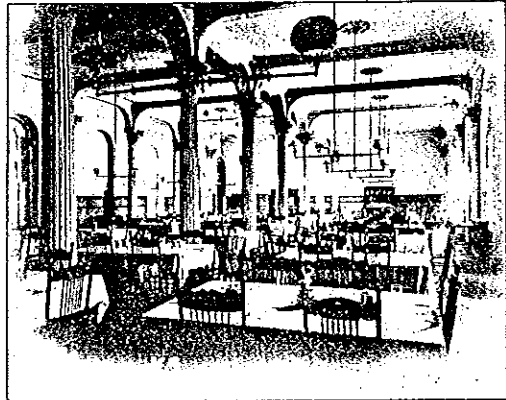
reaped the full benefit of this popularity, and the crude "fish dinners" gave place to sumptuous feasts, at which the great men of the time were frequently entertained. For years the

hollow square, with street frontage on three sides, the hotel is exceptionally well lighted and ventilated, and has full benefit of the cool summer breezes for which Maverick Square has ever been

noted. The hotel style is colonial—a style which gives lofty ceilings, wide halls, large symmetrical apartments, and a general impression of space and comfort. In the dining room and main office the colonial effect is most happily carried out. The former has a seating capacity of 300, and with its ornate columns and high groined ceiling, is

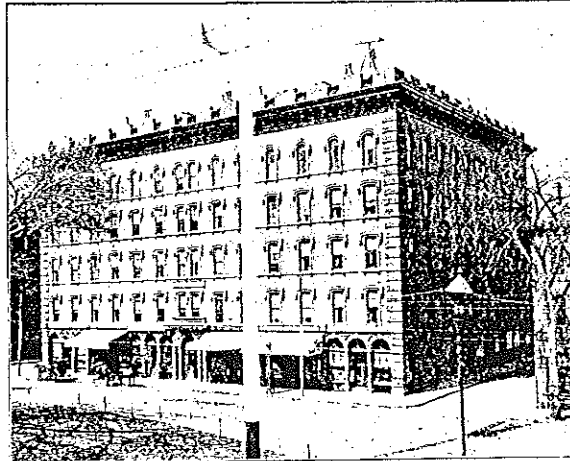


Parlors of the Maverick House.



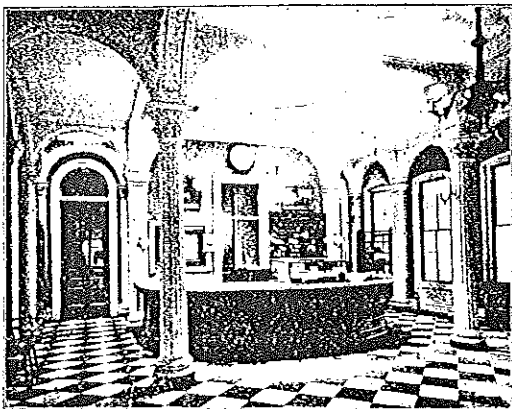
Maverick House Dining Room.

Maverick was the favorite banqueting place for Harvard students; poets and statesmen have graced its "festive board," and the great Hawthorne commemorated its good cheer in his "What I saw in a Sunday visit." The first Maverick House was destroyed by fire, but was promptly rebuilt on the same site. The second Maverick was an enlarged edition of the first, and continued its popularity until 1856, when it in turn fell a victim to the flames. The present Maverick House—third of its name and site—was erected in 1857. It was built by Noah Sturtevant, from plans by William Washington, cost \$150,000, and ranked with the largest and finest hotels of the time in the country. The Maverick to-day forms one of the most striking architectural



The Maverick House, Maverick Square.

full complement of reception and ante-rooms, and separate entrance from Winthrop Place. In this hall are given the smart balls, receptions and other society events, and it is also, by reason of its grand acoustic advantages, in great favor for concerts, recitals and like entertainments. The hotel contains upwards of 200 rooms, and the general appointment is in accord with the best modern ideas of safety, convenience and comfort. In 1892 Mr. A. B. Foster leased the hotel and assumed the proprietorship. Under his personal supervision the house was thoroughly renovated and newly furnished throughout. In the spring of 1897, Mr. Foster purchased the property, and by continued improvement, has brought the hotel up to a degree of general excellence, making



Office of the Maverick House.



Employees of the Maverick House.

features of the Island City. It is an imposing structure of brick and brownstone, five stories, 130 x 120 feet in dimensions, and covers a ground area of 14,686 square feet. Built in the form of a

charmingly suggestive of the "old baronial hall." In the office the general pleasing effect is heightened by the great dome shaped skylight. The parlors, drawing room, reading, writing and

smoking rooms, etc., are conveniently located on the office floor, overlooking the square. Immediately above the dining room, and of the same relative size, is a handsomely fitted up hall, with

warm winter and cool summer hotel. The cuisine is in charge of an experienced chef, and an excellent table and courteous attention to guests are characteristics of the hotel, which



Representative Manasseh E. Bradley.

add materially to its popularity. Although no longer a distinctive summer resort, the Maverick still retains its old time popularity as a family hotel, and has always been a favorite stopping place for voyagers by the trans-Atlantic and other steamship lines, the landing piers of which are all in convenient proximity. With its convenient location, excellent accommodations, and historical associations, it would be hard to find a more interesting and generally desirable hostelry than the Maverick.

THE AMERICAN STAVE AND COOPERAGE CO.

AN illustration on page sixty-four represents the East Boston factory of the American Stave and Cooperage Co., whose offices are at 89 State Street, William E. Marsh being president, and M. M. Miller, treasurer. The cooperage indus-

try has long been identified with East Boston interests, and the present location, which was formerly the old Atlantic Works, is found to be none too large for the business of this company.

The main building is two hundred feet long by fifty feet wide; three stories high, and in this the 100 or more workmen are busy making the rough staves and lumber into a finished product. Adjoining is a large storehouse, one hundred and fifty feet long by fifty feet wide; and this has hardly sufficient room to at times accommodate the finished product, made in anticipation of orders for the busy season. The lot of land consists of 56,000 feet, upon which the staves and lumber are piled to season, as no cooperage or tanks can be properly made until all possibility of shrinkage is removed by action of the air upon the timber. This company manufactures every sized package from white oak known to the trade; they do not make soft wood packages. In their tank department they make all styles and sizes of tanks for woolen mills, paper mills, and in fact all factories where storage capacity for liquids is necessary. The management of the factory is under the supervision of W. E. Wright, who has been identified with East Boston interests for a great many years. Most of the workmen, if not all, reside within the limits of East Boston, and the annual payroll, which is very large, must needs be a great help to the retail shops in this district.

J. A. McDONALD.

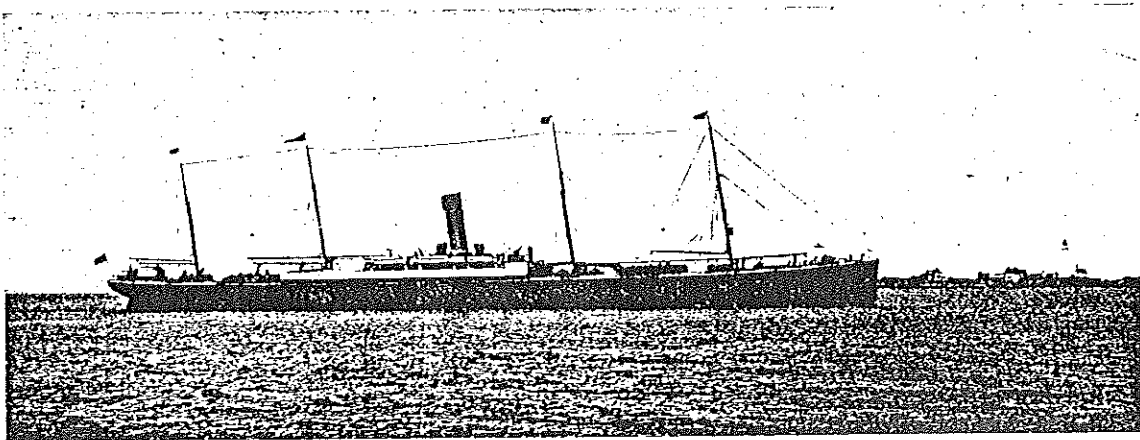
THIS practical house and ship plumber is engaged in business at 53 Maverick Square, and is the successor of Edwin T. Atwood. He employs from twelve to eighteen men, and his work is not confined to East Boston; for, while he gets his full share of the local business here, his operations take him and his corps of skilled men to Arlington, Cambridge, Somerville and other

suburban towns, his reputation extending far outside the limits of the island. Mr. McDonald was born up among the Berkshire Hills, and



J. A. McDonald.

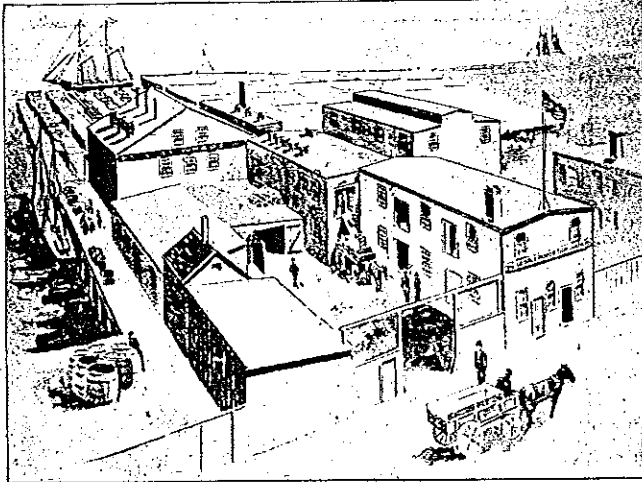
twenty-one years ago came to East Boston to learn the plumbing trade. He obtained employment of John Kennedy, who conducted the store where Mr. McDonald is now proprietor. He has now been in business for himself eleven years, and enjoys a reputation second to none for reliability in filling of all contracts for plumbing, gas and steam fitting. His shop in Maverick Square is sixty-five feet deep, and contains all the acquisitions of the up-to-date establishment. From his long and practical experience he is enabled to hold his own with the trade, few being better able to make close estimates on the cost of large contracts in a shorter space of time. Mr. McDonald enjoys the confidence of the community, and has deservedly attained a reputation for equitable dealing with all with whom he comes in business contact.



One of the European Steamships docking at East Boston, 8,767 tons register. Passing out with the largest single trans-Atlantic cargo (15,000 tons), ever shipped from port of Boston.

GEORGE PARKER.

A RECOGNIZED leader in all pertaining to the fish curing business is Mr. George Parker, whose extensive enterprise is located at the foot



Fish Curing Establishment of George Parker at Jeffries Point.

of Maverick Street, Jeffries Point. Mr. Parker is a native of Sweden, but came to this country at an early age. He began fishing out of Plymouth, Mass., in 1866, and in due course became an expert in this branch of the industry. Later, for some time, he was employed in the wholesale fish trade in Boston. In 1887 he established for himself in the fish curing business at the present site. Beginning in a small way, but with a thorough knowledge of the business and the requirements of the trade, he soon established a representative fish curing enterprise. In August, 1888, Mr. Parker's entire establishment was destroyed in the fire which swept the "point" at this date. But the premises were promptly rebuilt in enlarged and greatly improved form, and it is to-day, one of, if not the, most systematic and complete fish curing establishments in the country. The premises cover an area of seventy-two by five hundred feet, and include a series of buildings conveniently connected with large wharf and "flake" or drying space. The establishment is equipped with all

the modern improved facilities, including electric light and machinery power. The smoke houses have a capacity of 350 barrels of imported bloaters,—Mr. Parker being the largest smoker of bloaters in the United States. The curing

capacity aggregates 60,000 quintals per annum. The extensive business comprises the curing of all salt water fish, smoking of bloaters and halibut, packing of mackerel, and the manufacture of Parker's Flaked Codfish. The general business gives employment to a large force of men and teams at the works, also to a fleet of vessels engaged

in the Iceland and Greenland halibut fishing. The trade, while chiefly domestic, includes a goodly export business with the West India Islands. The systematic arrangement and convenient and effective appointment of the establishment is manifested in the speed and ease with which the fish are handled from the vessels at the wharf,—through the clearing rooms, smoke houses, drying flakes, boneless room, shredding room, packing and labelling rooms, and shipping department. The shredding machinery is operated by electric power, as is also the house's own printing press for printing boxes. Parker's Flaked Codfish is a specialty of this house, which has become celebrated throughout the country. The carefully selected and prepared fish is dried, boned and shredded by a process which retains all its nutriment and flavor, and is then packed in neat cartons which are specially designed to preserve indefinitely, all its palatable food properties. It represents the highest perfection attained in the preparation of codfish food, and has made the name of

"Parker" famous in every home in the land. Mr. Parker is a resident

and one of the most enterprising and progressive citizens of East Boston. Five years ago he purchased a large tract of land at the point, which at the time was a mere mud flat. This land he has since filled in and improved, the result being

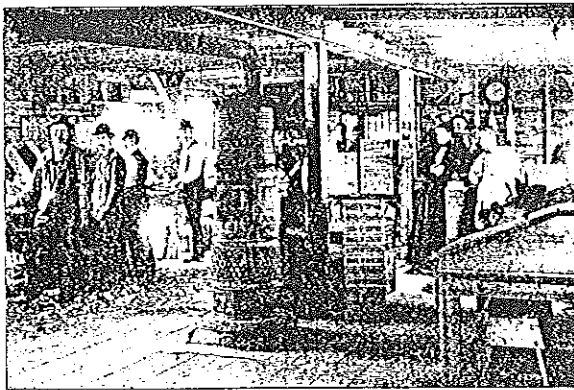


George Parker.

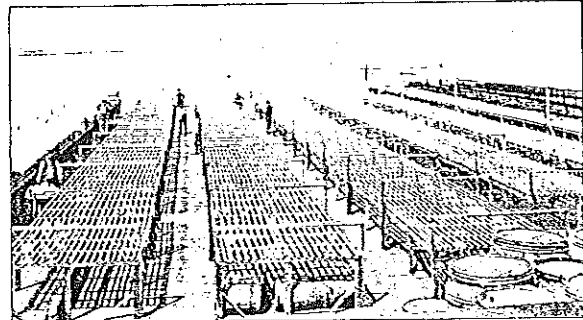
the acquisition of eighteen building lots and a fine water front, besides the extension of Marginal Street, presented by Mr. Parker to the city. Upon this property he has built two wharves with warehouses, since sold to active business concerns, and is about to erect a similar wharf and building to be used as an auxiliary to his fish curing plant. He also sold a site for another wharf and curing plant, which will make the third enterprise brought here by his efforts. Mr. Parker is the leading spirit in the important project of making Jeffries Point a center for the fish curing business. Already much has been accomplished in this direction, and the point, thanks to the indefatigable efforts of Mr. Parker and his associates, bids fair to soon attain the general importance of Gloucester in the fish industry.

FERNALD & CO.

PROMINENT among the fish curing enterprises which are the basis of the commercial importance of Jeffries Point will be found the well known firm of Fernald & Co., whose offices are at No. 7 T Wharf, Boston. This firm first engaged in the fish business in Gloucester in 1879,



Packing Room for George Parker.



Fish Flakes of George Parker.

but since 1887, have been located in Boston. The business offices and salesroom are fitted up in the usual style, and the location on T Wharf is one which conduces to the advantageous prosecution



Josiah H. Long.

of the business. The curing establishment at Jeffries Point, East Boston, consists of a series of buildings and wharf on the water front. The facilities are ample for the purpose, and it is an interesting, as well as instructive sight, to witness the various manipulations of the cod, cusk, had-dock, hake, etc., necessary in producing the marketable product. Messrs. Fernald & Co. are buyers and curers of the fish named, and also in addition are commission dealers in fresh and salt fish at their Boston office, No. 7 T

Wharf. Their large business is chiefly with the wholesale trade of Boston and Gloucester. Messrs. Burton and C. Austin Fernald, composing the firm, are natives of Gloucester, and were literally raised in the fish business. Mr. Burton Fernald has served five years in the city council of Gloucester, and is a member of K. of P., and I. O. O. F. Mr. C. Austin Fernald is a member of the I. O. O. F., and, like his brother, is esteemed as one of the representative men in the fish business.

CAHILL & PETERSON.

OVER in the Fourth Section, at 669 Saratoga Street, is the location of the young and progressive cigar manufacturing firm of Cahill & Peterson. They started in for themselves last February, and are making several brands of cigars for the trade, which have become highly popular, and are now found at the principal drug stores, saloons and hotels. Perhaps the best known is the "Harbor View" brand, which holds its own with the leading ten cent cigars made in Boston, and in its manufacture the firm have built up a high reputation. The members of the firm are both East Boston boys. Mr. Cahill, whose portrait is shown, is a graduate of the Emerson and East Boston High Schools, and well known outside of business, being president of the Nemo Whist Association, which club is open to games with clubs in this or other localities. The public will do well to smoke the cigars made by this concern, who are deserving of a large and increasing trade.



Edward J. Cahill.

natural course of time, occurred. Since the first writing, Rev. Frederick Woods has retired as pastor of the Saratoga Street Methodist Church. It is desired to state also that E. F. Drown, who succeeded to the coal business of H. Otis & Co., retains the old established yards on Cunningham's Wharf. In referring to the sketch of Judge W. H. H. Emmons, it should be said that he was united in marriage with the daughter of the now late Benjamin F. Butler, and not that of Gen. B. F. Butler, as stated.

ADDENDA.

THE compilation of this publication having taken several months, some changes have, in the

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- Receiving * * *
- Order. * * * * *

Illustrations for all purposes.

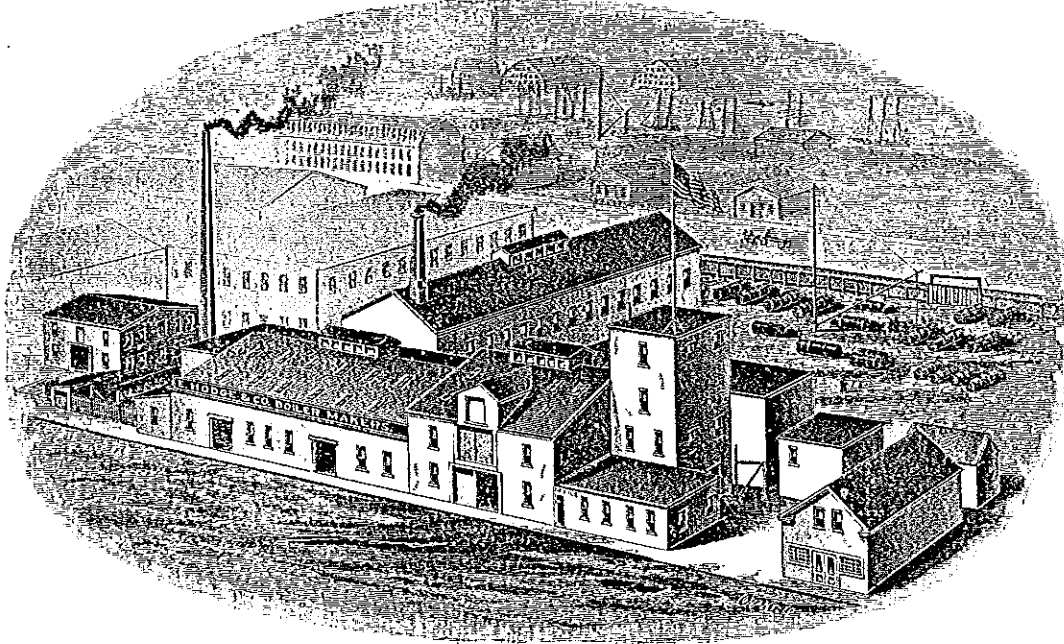
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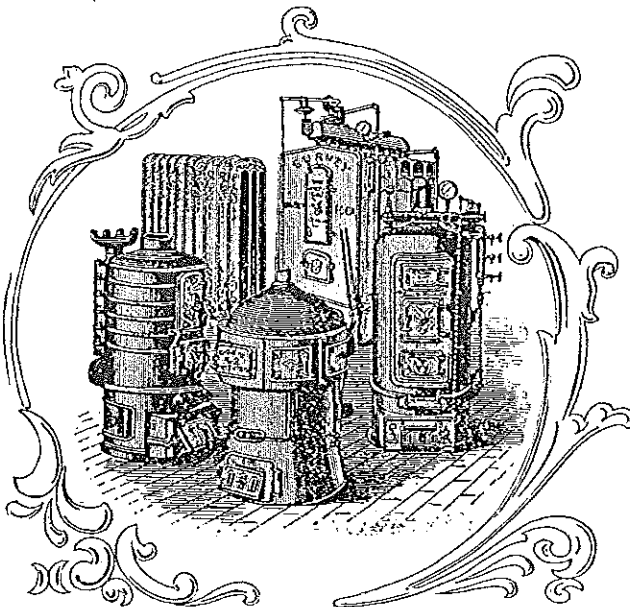
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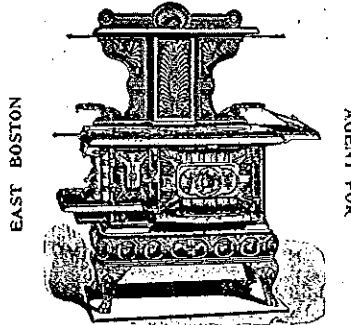
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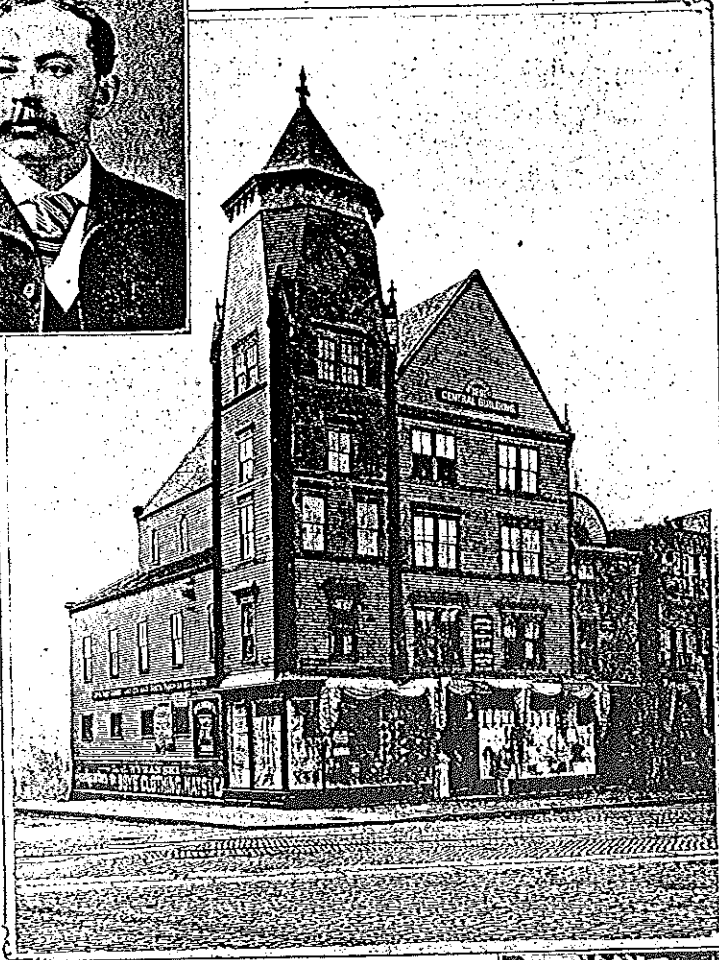
L. J. WYZANSKI.

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Push, enterprise and business foresight always



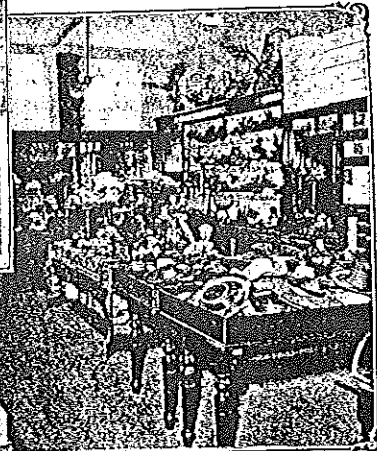
and the large building on Central Square was leased. This building was furnished up in the most approved manner possible, and, when ready for occupancy, was the largest and most commodious dry goods establishment in East Boston.

Here Mr. Wyzanski's business increased to such an extent that it was deemed advisable to tear down all partitions, place new counters, make raised platforms and other changes, in order to make room for the immense stock always carried. The large front windows were also taken out and magnificent plate glass win-

complished by them on this building speaks for itself. The accommodations are perfect and the corps of help always on hand is said to be the most courteous and obliging to be found this side of the ferry.

In addition to catering to the wants of the people in this line, Mr. Wyzanski found that the East Boston public desired a first class millinery store. With Mr. Wyzanski's usual promptness in matters of a business nature, he immediately began preparations, and secured the services of a first class milliner, and a competent corps of helpers. He now guarantees that this new department cannot be equalled in East Boston, or excelled in Boston. Mr. Wyzanski takes great pleasure in showing all visitors at his store through his new department.

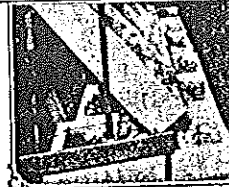
An immense stock of ladies' and gents' furnishing goods, dress goods, hose, furnishing goods, infants' wear, children's headwear, children's garments, millinery, laces, ribbons, kid gloves, jewelry, etc., constantly on hand, and the East Boston public will find no necessity for travel to Boston, when, by calling at L. J. Wyzanski's, on Central Square, the Mecca that will supply all their wants, they can find a competent number of lady and gentlemen attendants, who will find it a pleasure to show their fine line of goods.



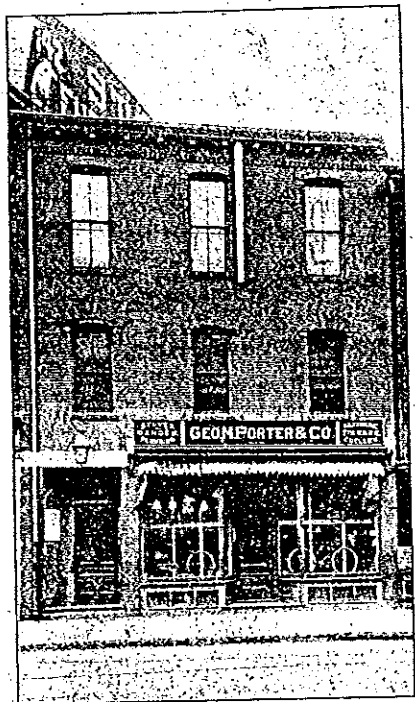
bring their own reward. This is amply exemplified in the case of L. J. Wyzanski, the well known dry goods merchant, who has been identified with the business interests of East Boston for the past twenty years.

Mr. Wyzanski began business in East Boston in 1877, when he leased a small store at the corner of Meridian and London Streets. This store was small, but the owner prospered in it. In 1885 it was necessary to enlarge the store, as it was too small to accommodate his largely increasing business. In 1891 the business increased to such an extent that new quarters

were placed therein, and the front extended out to the street lines. This, with other changes, gave an additional floor space of about 600 feet, making it the largest store of the kind in East Boston. The remodeling was done by Burnham & Co., 75 Beverly Street.



In fact, the magnificent quarters of Mr. L. J. Wyzanski are a credit to East Boston, and certainly should be appreciated by our residents. Nothing has been neglected to make his customers pleased, and all are assured cordial reception. . . .



Salesroom, containing 2,125 sq. ft. Floor Space.

Geo. M. Porter & Co.

DEALERS IN:

Furnaces, Ranges,

Ship Stoves,

TINWARE

TABLE AND POCKET CUTLERY,

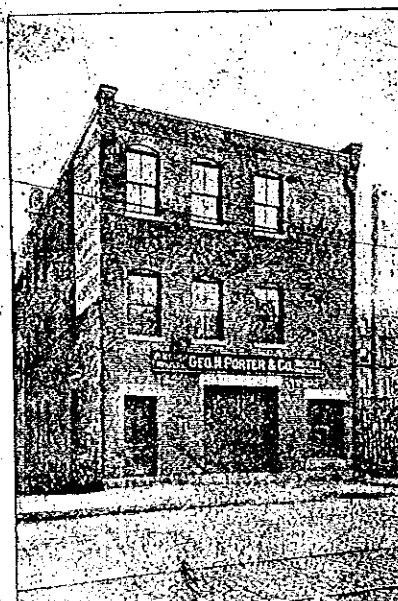
Lamps and Lamp Fixtures,

REFRIGERATORS.

Manufacturers of

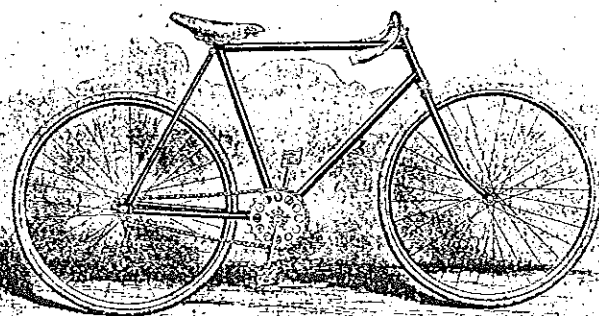
PORTER BICYCLES,

Ship and Yacht Tanks,



Factory containing 8,340 sq. ft. Floor Space.

PITCH KETTLES, BLAST PIPES, SMOKE STACKS, BOILER FLUES AND BONNETS.



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