



Henry S. Perham, historian and Civil War veteran, father of the Hon. Walter Perham and grandfather of the present Postmaster Sidney C. Perham at the Center Post Office.



Pictured, is Henry S. Perham homestead in 1955 and also 75 years ago.

The Perham Family

The Fiske Family

Mr. Henry Spaulding Perham, who began the writing of the History of Chelmsford which Dr. Waters completed after his death in 1906, was a direct descendant of John Perham, jr., born 1633, who came to Chelmsford soon after his marriage to Lydia Shipley (1664) and settled on the Stony Brook Path (now Westford Street). Lydia was born in Salem and came to Chelmsford with her parents soon after the Wenham group came here with the Rev. John Fiske. Her brother and family moved to Groton where, in 1694, all except her nephew, John, aged 16, were killed by the Indians. John was kept a prisoner in Canada for 4 years and then returned to Groton where he died in 1736. On part of the original John Perham farm still stands the 'old' Perham house, built 1770, remodelled 1850, 53 Westford Street, and the cider and vinegar mill and the home of Hon. Walter Perham. Mr. Henry Perham was deeply interested in family and local history and was a veteran of the Civil War. Mrs. Perham was a daughter of Chelmsford's Dr. Paul Kitredge, who built and occupied the house now owned by Mrs. E. W. Sweetser, 20 Chelmsford Street.

Mr. Walter Perham who retired from public office about 10 years ago was also interested in historical matters and for over 50 years served the town in various capacities as moderator for 30 years, assessor, auditor, selectman, representative to the General Court, State senator, and member of the Governor's Executive Council. His son, Sidney C. Perham, is Chelmsford's present postmaster. He has previously been engaged in the insurance business and continues his interest in the family cider and vinegar mill. He is a past commander of Post 212, American Legion.

According to a most interesting little booklet on the Fiske family written in 1945 by the late Florence Hamlin Fiske Leach, that branch of the family now living in Chelmsford traces its ancestry back to Symond, Lord of the Manor of Stadhaugh, England. Lord Symond lived from 1399 to 1464. The first Fiskes to come to America were four children of John Fiske, a brother of the ancestor of the present family. These four (two daughters and two sons--one of them the Reverend John) arrived in this country in 1634 and became the first American ancestors of the family. One of them was David, and the line comes down through his son, Lt. David, another David, Lt. Ebenezer, Benjamin, the Honorable Benjamin (who married Elizabeth,

daughter of the Rev. Ebenezer Bridge), Col. John Minot, Benjamin Minot (who married Elizabeth Ann, daughter of the Rev. John Parkhurst), Frederick Augustus Parker Fiske, and finally to his children Eustace Bridge and Helen Locke Fiske of Chelmsford, Wyman Parkhurst of Scarsdale, N.Y. and Rachel Minot (Mrs. David Scott of Milton, Mass.) Elizabeth Louise and Nancy Anne are therefore local representatives of the eleventh generation.

The Rev. John Fiske came to Chelmsford in 1655, where he died in 1692. His grandfather, William, was the brother of Jaffrey Fiske, from whom the Chelmsford Fiskes are descended. This latter branch was

prominent in the affairs of Lexington for many years and lived on the road to Concord about a mile from Lexington Green, on rising ground now named Fiske Hill. Lt. Ebenezer was a Revolutionary officer; the Hon. Benjamin was a leading Boston merchant and held many public offices there; Col. John Minot was a lawyer and an officer in the State Militia.

In the spring of 1839, Mr. and Mrs. John Minot Fiske and their three children (one of whom was the Benjamin mentioned above) came to Chelmsford planning to purchase the old home of Parson Bridge, Mr. Fiske's great-grandfather. (This was the 'Old Railroad House' opposite Forefathers' Cemetery, long used as a parsonage for the Unitarian Church nearby, and torn down some years ago to make room for an addition to the Canada Dry Co.'s plant.) Mrs. Fiske took a strong fancy to the tavern at the corner of Billerica St. and Central Square, however,

which had been built by Col. Simeon Spaulding on the site of an earlier building owned by Major John Minot (whose daughter, Rachel, had married the Rev. Ebenezer Bridge's son, William). The place then passed through several hands and in 1835 became briefly the LaFayette House. Mr. and Mrs. J.M. Fiske purchased it in 1839, and it has been in the family since that time, first as a summer and later as a permanent residence.

Chelmsford's initial experience Tuesday in precinct voting was quite gratifying. Considering that most of the officers had no previous experience with their duties, the election machinery ran quite smoothly. The returns from the north and west districts were delivered to the town clerk at the centre village at an earlier hour than was anticipated, and the final canvass by the town officers did not extend beyond the time required under the former method.

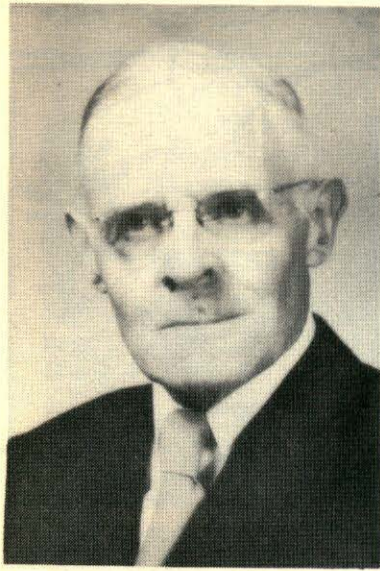


THE FISKE FAMILY: Seated, Front, Miss Helen Fiske; Standing, Center, Eustace B. Fiske, left, his daughter, Nancy Ann, right, his other daughter, Betty Lou.



THE FISKE HOUSE: 1 Billerica Road.

The Adams Family



William E. Adams

Wm. E. Adams, tenth generation descendant of Capt. Samuel Adams, first saw and grist mill owner, was for many years a successful fruit-grower here. He married the former Ethel H. Scoble, also of Chelmsford, and recently completed a term of three years as First Reader in First Church of Christ, Scientist, Lowell.

The Adams family has long been prominent in Chelmsford affairs. Five members of its tenth generation are now living in town: Wm. E., E. Belle, M. Marion (for a number of years supervisor of music in the local schools and now teacher of grade 5, Center School), A. Louise (Mrs. Arthur W. House, South section) and Ruth E. (Mrs. H.M. Sturtevant, Center.) Others in the same family--great-grandchildren of Deacon Otis Adams and children of the late Amos B. and Hettie (Mellon) Adams--are Mrs. W.G. Bliss (Edith Adams) of Warren, Mass., and Adelbert B. Adams of Albany, N.Y. whose son, Carlton, is the only representative of the eleventh generation. Two other tenth generation descendants are Mrs. John C. Willard of Wethersfield, Conn., and Mrs. Robert Goodfellow of Chatham, Mass., daughters of the late Herbert C. Adams.

Deacon Otis Adams was a particularly well-known figure in town, having been a school teacher in his early years; a farmer; a prime mover in the erection of the Revolutionary Monument on the Center common; the third owner of the house at 1 Academy Street where the School for the Deaf met and which is also known as the Winn house, (after its next owners); and a leader for many years in the Unitarian church.

This Adams family, which includes the North Chelmsford branch also, numbers among its illustrious members President John Adams and John Quincy Adams, and Charles Francis Adams, former minister to England. The line of descent come from Henry, who, arrived in America in 1632, to Captain Samuel, Captain Joseph, Joseph, 'Mr.' Joseph, Deacon Otis, Otis, Jr., to Amos B. as mentioned above.

The first six generations of the family lived near the saw and grist mill site now known as Russell's Mill. The original deed to Captain Samuel Adams from the town in 1656, granting him one tract of land in consideration of his 'erecting and maintaining a corn mill' for the use of the townspeople and another tract for erecting a sawmill for the same pur-



Mrs. Arthur E. Dutton

The Dutton Family

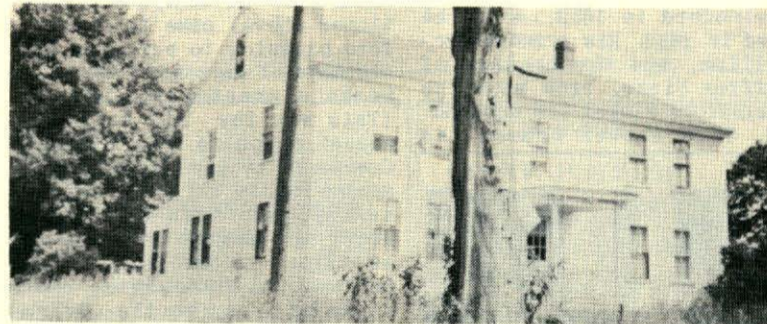
Mrs. Arthur Edwin Dutton (Stella May Byam) is an eighth generation descendant from George Byam, the original Byam ancestor who, coming from Wenham with the Rev. John Fiske, settled in Chelmsford (1656) near the corner of Littleton Road and Hunt Road, not far from her present home, 161 High Street, where she was born in 1875 and has spent her entire life. In 1899, she married Mr. Dutton who was born in Groton, the son of Edwin and Carrie (Ayer) Dutton, but who came to Chelmsford to live after the death of his grandfather, Elbridge Dutton. Until his death in

1951, Mr. Dutton had been a deacon of the Central Baptist Church for 45 years and superintendent of its Sunday School for 26 years. Mrs. Dutton is, she believes, the only person in town living on ancestral property which has never been out of the family's possession.

Mrs. Dutton's home is often called 'the John Byam house' after her father but it was built by Simeon Byam, John's great uncle and stands on the estate of Isaac Byam, grandson of the first George. There have been two other houses in this general location: a cellarhole to the west was the site of the house of Isaac's brother, Jacob, and across from her present house is the site of another family home.



"John Byam House", 160 High Street, home of Mrs. Arthur E. Dutton.



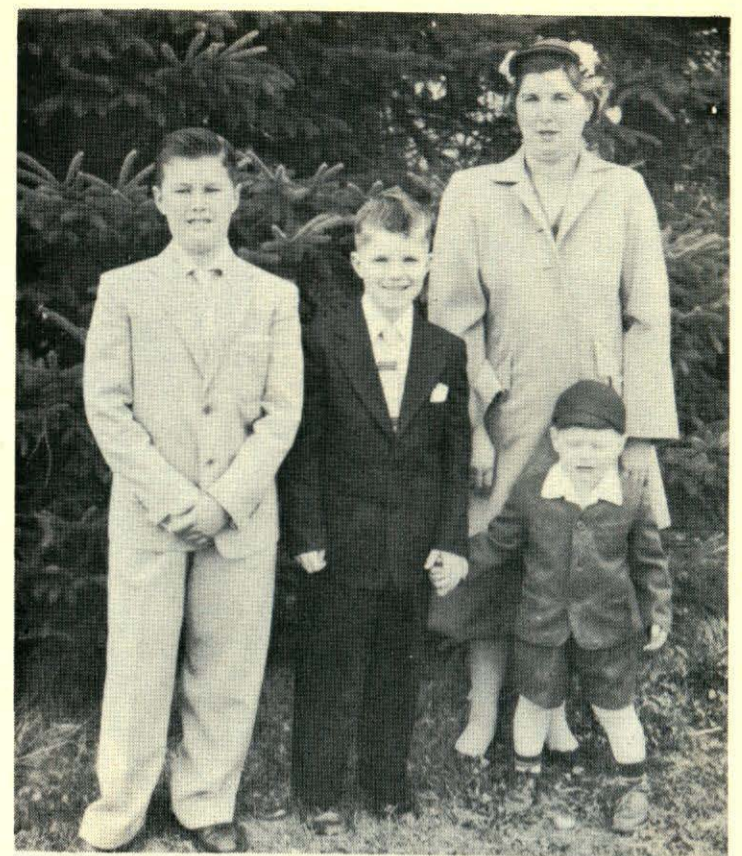
Original Byam Homestead, corner of Hunt Road and Littleton Road.

pose, is still preserved and in the possession of Mrs. Ervin W. Sweetser. The late Mr. Sweetser, for many years town treasurer and tax collector, was related to the Adams family through his mother and his paternal grandmother.

Still another branch of the family includes, through the marriage (1834) of Maria Juliet Adams (daughter of Joel Adams) to the scholarly and competent physician, Dr. John Call Bartlett, their sons, Capt. Charles Edwin Adams Bartlett, George Henry and Joel Adams Bartlett and, in turn, the children of Capt. Bartlett: Harry, the late Charles E., and Clay C. Bartlett; and F.J. Adams Bartlett:

Emma M. (the late Mrs. Paul Dutton), Mary B. (the widow of another prominent physician, Arthur G. Scoboria) and Bertha G. (Mrs. Earren Blaisdell of Belmont, Mass.)

The late Edward Everett Adams, a brother of Amos B., Herbert C., and Carrie L. (Adams) Ward, was born here just 100 years ago and was for many years a successful teacher of piano and voice. He was the first supervisor of music in the local public schools and was later a choir director at the former High St. Congregational Church, Lowell. Well-known also as a composer of music and verse, he was a member of All Saints' Church and the Chelmsford Historical Society.



Mrs. Harry F. Parkhurst and her sons Harry F. (11), Robert C. (9), and Roy W. (2). The original ancestor in Chelmsford was Joseph Parkhurst who probably settled in town about 1656. He or his son Joseph, jr. shortly thereafter moved to the Stony Brook section in Westford, but another son, Ebenezer, lived on at the homestead, followed by his youngest son, James. Philip, his son, occupied the place during the Revolution and his two sons, John and Andrew, succeeded him and built the present structure which has since been extensively remodelled. In 1880, the property was deeded to Mrs. John Parkhurst, mother of Roland, Le Roy and seven other children. At this time it was christened Owl's Nest and although it was sold out of the family in 1888, J. Roland Parkhurst continued to live here until his death. His brother, Le Roy, who died in 1918, leaving a daughter, Adella (now Mrs. Leo McEnaney of North Chelmsford) and a son, the late Harry F., whose family is shown. Mrs. Parkhurst (Helen Taylor) is not only related by her marriage to the Parkhurst family but also through the marriage of Henry, another son of Philip, to Lydia Spaulding of Chelmsford, daughter of Henry Spaulding, Jr.



House built by Josiah Parkhurst and deeded in 1784 to his oldest son, Samuel, father of the Rev. John Parkhurst, who was born here.



The Joseph Parkhurst Homestead, 16 Parkhurst Road.



Mrs. Julia P. (Warren) Fogg and family: Left, Donald Warren and right, Dorothy.

The Warren Family

The first Warrens to live in Chelmsford were brothers--Jacob, thought to have settled at or near the house later occupied by Dr. John Betty, 50 Garrison Road, South section, and Arthur, probably a settler in the same neighborhood. Jacob married Mary, a daughter of Richard Hildreth, in 1667. Their son, Deacon Joseph (b. 1670) married Ruth Wheeler, niece of Major Thomas Hinchman's wife, in 1696, and so, about 1700, came into possession of land formerly belonging first to John Blanchard on the Boston Road and then to Major Hinchman. The original Warren homestead was built prior to 1697 on this land, where the Burbank house (No. 101) now stands.

The two generations of Warrens shown, which also include Mrs. Julia P. Warren Fogg (shown with her family), represent the ninth and tenth generations, coming down from Deacon Joseph through two more Josephs, Jeremiah, Ephraim, Edwin Hinchman, Arthur M. to the present Edwin Herbert, his son, Franklin (now employed at the Eastern States Warehouse, Waltham), and his daughter, Martha Louise (graduate of the Lowell General Hospital School

of Nursing and now a head nurse at the Baker Memorial Hospital, Boston, was married on October 1 to the Rev. David C. Pohl, minister of the First Church, Unitarian, of Bedford). Miss Miriam Warren, a talented musician, lives with her mother Mrs. Mabel (Emerson) Warren at 91 Boston Road. Eleanor Warren (Mrs. William H. Peck) is a resident of Stow, and A. Carlton Warren, a teacher in the Brookline Schools, is a Lexington resident.

Mrs. Fogg's daughter, Dorothy, is a high school freshman this year, while Donald, her son, enters the Industrial Electricity course at Wentworth Institute in Boston after graduating from high school in June. Mrs. Fogg is a piano teacher and choir director at the Unitarian church. Her husband, the late Captain Donald Fogg, was killed in action in World War II; before entering the service he was a teacher in Chelmsford High School.

1891

There are now in the Social library 1744 volumes, 16 having been added recently. As children are becoming regular patrons it is proposed to add a class of books for their particular benefit; also books for general reference.

Frances F. Andrews

Miss Andrews was a former resident of Lowell, where she was born in 1870, a daughter of the late Luther M. and Lois (Wilkins) Andrews. She attended the Lowell schools and was employed in the city for many years. Forty-two years ago she came to live in Chelmsford and remained here until her death in 1954. Prior to her retirement (1942) she served in a secretarial capacity at the Central Savings Bank and earlier had been secretary to the late Attorney and former City Solicitor Francis W. Qua.

Miss Andrews was a familiar figure in town and drove her car until she was well past 80 years of age. She was particularly well known in connection with All Saints' Church, where she was organist for some 16 years and parish historian from 1937 to 1954. As the first to fill the latter office, she assembled with painstaking care and great thoroughness a large amount of material of all sorts pertaining to the parish, the church and its rectors, the donors of various gifts, and so on. This compilation, left unfinished at her death, is a monumental work, an invaluable contribution to the history of the town as well as of the parish in which she was so long a faithful worker. Second only to this interest was her kind-

Miss Miriam Warren (Center), Standing, center, Edwin Herbert Warren, his daughter, Martha Louise, and his son, Franklin.

red interest in the Chelmsford Historical Society and its Relics Committee of which she was an active and conscientious member for many years. She was also a member of Old Bay State chapter, D. A. R.

EMILE E. PAIGNON

Emile E. Paignon and his young bride, the former Emma Roy, came to South Chelmsford in 1899, where he built a 16-room house and large barn on a 70-acre farm on Proctor Road. For a number of years he was a cattle dealer, going to New York State and shipping cattle back by the carload to the stock yard at the South Chelmsford railroad depot. It was a common sight in those days to see from 60 to 100 cows being driven over the road in one herd.

Nine children were born to Mr. and Mrs. Paignon, of whom seven are now residents of this town: Roy, Rose (Mrs. Fritz Pearson), Mabel, Arthur, Ellen (Mrs. Grant MacElroy), Grace, and Thelma (Mrs. Arthur L. House).

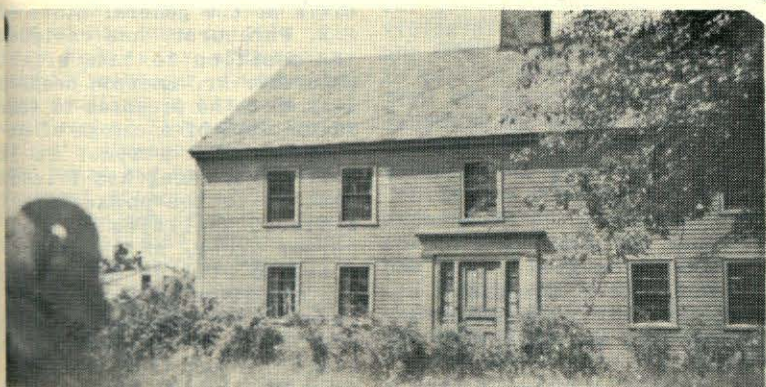
About 1914, Mr. Paignon purchased the three stores in the South village--the present grocery store and postoffice

building, and two others which are now a dwelling and a 2-family house, the latter once known as Bickford's (or Emerson's) Store. For a few years he was engaged in the grocery business but about 1920, he built a large grain shed near the depot and for 20 years successfully carried on the hay, grain and farm machinery business.

Mr. Paignon retired in 1939 and until his death in 1943, spent the days quietly enjoying his farm. Although he never held town office, he was always one of the hardest workers for any project intended to improve and better the town. He gave both time and money generously to such undertakings.

Mr. David A. Polley, the blacksmith of the old stand, is ironing a stone jigger, the woodwork of which was made by Mr. Warren Johnson, the wheelwright, for Mr. R. Wilson Dix, one of our selectmen. 1886

1886. Our two blacksmiths are on a strike the greater part of the time, but it is not the prevalent non-labor kind. They strike while the iron is hot, and the music of their anvils seems to have few rests.



Old Warren Homestead, 101 Boston Road.



Home of Mrs. Julia W. Fogg, 47 Boston Road, purchased (1847) by her ancestor, Hezekiah Parkhurst, from Ebenezer Cowdry.



Edwin Hinchman Warren House, 77 Boston Road, now occupied by his son, Edwin Herbert Warren.



Mr. and Mrs. George A. Parkhurst with Sandra (2) and Robert (4). Mr. Parkhurst is the son of Winthrop A. Parkhurst of 15 Acton Road and a direct descendant of Joseph Parkhurst, who lived in Chelmsford from 1656-67 and was a son of George, first of the family to come from England, born there about 1590. The present Mr. Parkhurst and his children, therefore, represent the 10th and 11th generations, while Mrs. Parkhurst, the former Barbara Hildreth of Westford, traces her ancestry directly to Richard Hildreth, first of that family to settle in America and, in 1653, an inhabitant of Chelmsford. This branch of the Parkhurst family descends from Ebenezer through Jonathan to Josiah, the late George Adams (town clerk and postmaster) to Winthrop (first town accountant and longtime clerk of the Center Water District)



Sewall Parkhurst House, 35 High Street, built by his father, Josiah, shortly before 1800.



Solomon Parkhurst House, 67 High Street, built about 1835.

The Spaulding Family

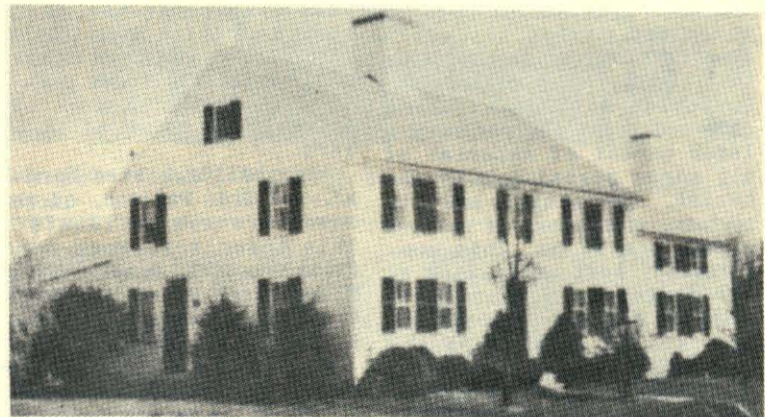


Robert C. Spaulding.

Robert C. Spaulding, member of the Chelmsford Fire Department and husband of the former Lillian E. Hansen of Chelmsford, represents the Spaulding family of this town which, with its several branches, included many prominent descendants of Edward, first of his name to settle here. Robert is the 11th generation from Edward and the sixth generation from Joseph Spaulding who fired the first shot at Bunker Hill and who is also said to have killed Major Pitcairn. Joseph's watch, made in London in 1707, is today Robert's prized possession. Joseph's father was John, whose father was the first Edward. Descendants of Joseph were, in successive generations, Lt. John, Lt. Robert, Joseph, Alpheus, George A., George O., Clarence,



Edward Spaulding Homestead, 243 Westford Street.



Joseph Spaulding House, 219 Westford Street.

Robert C. Another distinguished member of this family was Colonel Simeon, who built the Fiske house and also lived at the house on the corner of North Road and Dalton Road bearing his name. He was a soldier of the Revolution, town treasurer, selectman, colonial representative, member of the Provincial Con-

gress, chairman of the Committee of Safety, and delegate to form the new Constitution.

Deacon Andrew, Edward's son, purchased of John and Daniel Waldo, sons-in-law of Capt. Samuel Adams, the miller, part of the original Adams estate and the large house now owned by the Harvey family was in the Spaulding family (Deacon Andrew's son Henry to Zebulon to Sherebiah to Sherebiah, Jr.) for five generations. In 1861 it was bought by Sanford Hazen.

The house now owned by Ben Drew of Westford at 55 Spaulding Road, West section, and occupied by Chas. Batts, was probably built by Joseph Spaulding before and after his service in the Revolution. It was later occupied by George O., whose son Clarence is the present Robert's father.

The house at 243 Westford Street (Arthur Spaulding, owner) apparently belongs to

the original Edward Spaulding estate. Later it was transferred out of the family from Andrew to Robert Richardson and then to Henry R. Hodson. Nearby, at 219 Westford Street (E.W. Remick, owner) is the so-called McNutt-Vickery house (after two of its recent owners) which was also a Spaulding house--occupied by Deacon Isaiah within the memory of townspeople now living, and by earlier members of the family: Joseph, Deacon Ephraim, and others.

copper, asbestos, etc., traces of which have frequently been found in the old limestone quarries which were worked 50 or more years ago, but none supposed until recently that gold could be obtained from the old hill except by that process of hard labor which transmutes the agricultural products of the soil into hard cash. Whether this latest discovery will prove more remunerative will soon be known.

Nov. 1897. Chelmsford's latest industry, R.W.E. Milliken's bakery in Odd Fellows Block opened Saturday. The front room is neatly fitted up and supplied with a fine assortment of the best quality of cakes, pastry, bread and crackers. Baked beans and brown bread are delivered Saturday night and Sunday morning and there will be a daily delivery of other goods such as bread, rolls, etc. Mr. Milliken proposes to fit up the rear room on the first floor for an ice cream parlor next summer.

1893. Arthur I. Emerson, for several years the popular head clerk at the general store of S.W. Parkhurst, has resigned the position to take effect Saturday. Mr. Emerson needs a rest, which he proposes to take in the form of a change of occupation for a time. It is well known among his friends that he is the possessor of artistic abilities of a superior order, which he proposes to utilize by turning his attention to photography, in which he is already quite proficient as an amateur. His plans are made for the erection of a studio at his home on Westford street, and in a few weeks he will be ready to accommodate the public with sittings. He will be succeeded at the store by Geo. W. Proctor, who has had long experience in the grocery trade.

1893. Arthur I. Emerson has been crowded with work since opening his studio on Westford street. There seems to be no danger of a shut-down in this quarter. Of course the proprietor takes cheerful views of the situation.



George Spaulding House, 55 Spaulding Road, probably built during Revolutionary period, by Joseph Spaulding.

Death Of An Old Resident 1881

Deacon Otis Adams, who died at his residence in the westerly part of town, Wednesday, 26th inst., at the advanced age of 82 years and 5 months, was for nearly forty years, prior to 1860, one of our most prominent and widely known public men. His official service began in 1827 when he was chosen constable, and in 1829 his name appears upon the town records as one of the board of selectmen, in which capacity he served the town for six years, and from the date of his first election until his final retirement about 1860, he filled almost continuously positions of responsibility in the municipal service. He was a man of very decided convictions, and great self-reliance. Truth compels us to say that while fearless in the expression of his opinions, his manner towards those who opposed him upon questions of public policy could not always be characterized as conciliatory.

In another field of labor Deacon Adams achieved an excellent reputation. Those who were school boys forty or more years ago, will testify that he was considered an efficient and successful teacher, having wielded the birchen sceptre for many years, not only in his own but in adjoining towns. At the time of his decease he was a member of the Unitarian society and for a long period one of its deacons, having succeeded in that capacity the late Joel Adams, esq. During the latter portion of his life he passed several years in Vermont, returning to his native place when it became evident that his physical and mental powers were surely failing. Deacon Adams was a man of strict integrity, and few of our townsmen have filled so many and so important positions of public trust. The funeral will be held at the Unitarian church, Sunday afternoon, Jan. 30, at half-past two o'clock.

1883. Joseph Reed Died--for a period of years before the railroads had diverted the line of travel between Boston and the north, he was the proprietor of a well patronized hotel in this village.

1890. Adams Emerson, esq., whose serious illness was recently mentioned in this paper died at his home in this village Wednesday afternoon, aged 50 years. Mr. Emerson had been confined to his room several weeks, his malady being Bright's disease, and for several years had been subject to frequent attacks of illness. He was the son of Dudley Bailey and Lucy Anne (Adams) Emerson and was born in Warner, N. H. His parents removing to Chelmsford about 40 years ago. Deceased was a lawyer by profession, being a graduate of Columbia Law School, Washington, D. C. He was also a student in the law office of Sweetser and Gardner, Lowell. He practiced law several years in Cincinnati and Akron, Ohio, and was for several years city clerk of the latter. During his residence in the West he took an active part in the exciting political campaigns of the Buckeye state, often taking the stump in support of republican interests. He was a prominent member of the order of Knights of Pythias and at one time was grand chancellor

of Ohio. In the war of the rebellion he served for a time as lieutenant in the 30th Mass. Regt. and at the time of his decease was secretary of the 30th Mass. Veterans Association. Mr. Emerson never married and no member of his father's family survives him, both parents and an only brother [Levander, who died at Port of Spain, Trinidad, E. W. I., April 8, 1880, aged 34 years] having preceded him.

Moses C. Wilson 1893

Moses C. Wilson, for many years a resident of this village, died at his home on Lowell street, Monday evening aged about 59 years. He had been confined to the house for several months but not to bed until Sunday afternoon, when he suffered an attack of hemorrhage of the stomach. Mr. Wilson was born in Princeton in this state, but in early manhood began the trucking business in Boston, in which he was interested until his decease, a period of 36 years, during the greater part of which he was associated with his brother, George H., the present proprietor of the Central House in the village. Mr. Wilson was a man of kind heart and warm, generous disposition; he was successful in his business career. He had a firm faith in the future of the old town and few men within its borders has contributed so largely to its material prosperity by the erection of dwellings to accommodate the demand for homes from those desiring a pleasant suburban residence. In the very heart of the village are nine dwellings erected by him within a comparatively few years or remodelled and always kept in a condition to reflect credit upon his taste and public spirit. Mr. Wilson leaves a widow, three sons, and two daughters.

Benjamin Minot Fiske

Benjamin Minot Fiske, a well known and highly respected resident of Chelmsford, died at his home in the Centre village this forenoon aged about 74 years. Mr. Fiske, while not a native of Chelmsford, had spent the greater part of his life in the town, removing from Charlestown in his early boyhood and occupying the well-known, historic Fiske mansion in the Centre village. Several years after his marriage Mr. Fiske purchased and removed to a farm in South Chelmsford. This he left upon receiving an appointment as inspector in the custom house at Boston, a position he retained quite a term of years, making his home in Somerville. About five years ago he took up his permanent abode in Chelmsford. Mr. Fiske was a man of strict probity, kind hearted and a most genial companion. He was descended from good Revolutionary stock, possessed pronounced antiquarian taste, and the roomy family mansion is a veritable storehouse of relics of 'ye olden time,' many of them of great historic value. Besides his widow--oldest daughter of the late Rev. John Parkhurst--he is survived by four children, John M. and Joseph W. of New York City, Frederick A. P. of Somerville and Mrs. Joseph E. Warren of Chelmsford. He also leaves two younger brothers, Joseph W. of New York and John M., comptroller at the custom house, Boston. Mr. Fiske will be greatly missed not only by his bereaved family but by

the community, which could rely upon his cordial aid and co-operation in all matters promotive of the public welfare.

Capt. C. E. A. Bartlett April 4, 1900

After a brave struggle against the forces of disease which for several years had made slow but certain progress against the resistance of a naturally robust physique aided by devoted medical skill, Capt. Charles E. A. Bartlett of Chelmsford, a native and prominent resident of the town, and widely and favorably known in railroad circles, passed from this earthly life this morning at his home in Bartlett street, aged 63 years and 6 months.

Capt. Bartlett was of good New England ancestry, being the son of the late Dr. John Call and Maria J. (Adams) Bartlett. His birthplace was the Fiske house in the Centre village where his parents resided in the early years of their married life, subsequently moving to the homestead which upon their decease came into the possession of this son who made many improvements upon it. It was a spot very dear to him and to which he gladly returned after the exacting business demands of the day. After leaving school young Bartlett chose the railroad business as a vocation and this he zealously and most successfully followed through his entire business career of nearly half a century, expecting an interim of nine months in the military service of his country in Virginia in the Civil War as captain of Co. K Sixth Regt., M. V. M. His command was recruited mainly from Chelmsford, Billerica and Dracut, and was stationed at Suffolk, Va.

Capt. Bartlett's railroad service began and ended with the Boston and Lowell corporation. He first trundled freight in the depot in Dutton street; was soon transferred to the baggage department at the passenger station on Middlesex street; was in due time promoted to the ticket office and subsequently to the positions of paymaster, clerk, treasurer and finally president, earning his several advancements by close application to business and conscientious unswerving fidelity to the interests of the company. Capt. Bartlett was eminently a business man, and promptness, exact methods, a comprehensive mental grasp and scrupulous integrity were leading traits in his character. In his family relations he was especially fortunate and happy, and his pleasant home was ever the center of a gracious and charming hospitality. It was an admirable quality of his disposition that to those in his domestic service he was invariably most kind and considerate, and when after leaving his roof the years had brought some sickness and other misfortunes, his timely and generous benefactions helped to smooth the pathway and lighten the heavy burden.

Capt. Bartlett was united in marriage in 1862 to Miss Harriet M. Cooper of Lowell who with three sons survives him: Henry, superintendent of motive power, Boston and Maine railroad; Charles E., of the firm of Adams & Co., Lowell; Clay C., clerk in a wholesale hardware house in Boston. He also leaves a brother, J. Adams Bartlett of Bartlett & Dow, Lowell. Capt. Bartlett was connected with several societies and was also vice-president of the Five Cent Savings Bank, Lowell. At

the time of his decease he was both president and treasurer of the Boston and Lowell railroad corporation. In all the positions he had filled, he always held the highest respect and confidence of his associates. While the demands of business precluded holding town offices he manifested much interest in municipal affairs, which were not infrequently influenced by his sound judgment and financial ability.

Edwin H. Warren

Feb. 14, 1898

A long, useful and upright life has come to its earthly close in the death of Edwin Hinchman Warren, which took place at his home in South St., Chelmsford, yesterday morning. About four years ago, compelled by failing health, he resigned to many responsibilities he was bearing and which began to weigh heavily upon him, and since then the vital have been slowly yielding to the encroachments of physical disease, combined with a most trying mental depression, the very opposite of his cheerful and philosophical temperament when in health. During these many weary months of invalidism he has been watched over with untiring devotion by the members of his household, his wife and his oldest daughter.

Mr. Warren was born in Chelmsford, April 7, 1824, and was nearly 74 years of age. His father and grandfather also were natives of the town, the family being among the early colonial settlers. His mother, Esther Carlton, was a native of Billerica. Mr. Warren was a farmer by occupation and especially successful in fruit culture. He had held many official positions in his native town, having served on the board of selectmen, overseers, school committee, and for 26 years as town treasurer and for many years he was the treasurer of the Unitarian society.

He was an active member of the Middlesex North Agricultural society, and had been a trustee and vice president.

So firmly grounded was the public confidence in his integrity that it was not an infrequent utterance of his townsmen, 'I would as unhesitatingly take Edwin Warren's word as his bond.' That trust was never betrayed. In all prominent local activities for nearly half a century he gave the ready, helping hand. Yet so quietly and unobtrusively was his work done, while generously praising the efforts of others, that it may be questioned whether his public services have received the recognition to which they are entitled.

On Sept. 7, 1851, he was united in marriage to Julia E. Manning of Chelmsford who survives him. Of the seven children born to them, the following are now living and residents of the town: Martha E., Joseph E., Louise C., wife of Dr. Amasa Howard, and Arthur M.; a sister also survives, Mrs. Eliza A. Fletcher of Fall River.

In the recorded history of this ancient town there has been no citizen who has received a larger measure of public confidence and regard for true, manly qualities than the subject of this notice. One who holds it a precious legacy to have been favored through many tears with his intimate friendship would lay this little wreath of affectionate remembrance with the many garlands which love and esteem shall

weave to the memory of the true friend, the kind and sympathetic neighbor, the good citizen, the honest man.

Edwin K. Parkhurst Sept. 12, 1898

Edwin K. Parkhurst, a well known resident of Chelmsford, died suddenly of apoplexy this morning at his home in South street, aged 70 years. He had been in failing health about two years, but his sudden decease was wholly unexpected. Although nearly all his life was passed in Chelmsford, his father's native place, he was born in Ashburnham, where his parents resided during the early years following their marriage.

He followed the occupation of carpenter in the earlier part of his business career; afterwards for a number of years was the proprietor of a milk route between Chelmsford and Lowell; and later was engaged in the grocery trade and the real estate business.

Although taking much interest in municipal affairs he never desired to hold town offices, but had represented the district in the lower branch of the Legislature. In all matters relating to the material progress of the community he was deeply interested, and to him must be awarded the credit of originating the local Village Improvement association nearly 20 years ago and which has been a most important factor in the growth and prosperity of the town. Mr. Parkhurst was a man of more than average mental endowments and in his prime was a vigorous writer and a forcible logical speaker. He was twice married. His first wife was Miss Charlotte M. Howe, who left two children, one now surviving, Mrs. Lester Ballard of New Salem. In 1853, he married Miss Octavia Larcom--a younger sister of the poet, Lucy Larcom--who survives him. Of their eight children the following are living: Charles E., Harry L., Edgar F., and Mrs. W. H. Hall of Chelmsford; Edwin L., of Lowell; Charlotte M. of Nashua, N. H., and Mrs. Geo. Avery of Newton Highlands.

1893

Postmaster S. W. Parkhurst

1893

Postmaster S. W. Parkhurst last Monday mailed his resignation to the department at Washington. While this may seem to have been prompted by a desire to anticipate the official guillotine the writer happens to know that the same course would have been pursued had there been no change of administration. Since the introduction a few months ago of the money order and postal note business the work of the office has been so largely increased, with no corresponding advance in compensation, that Mr. Parkhurst has not been able to give to his principal business the attention it demands. Therefore he decided some time ago to leave Uncle Samuel's service and he now hopes that his distinguished relative at Washington will install some other nephew in his place as local man of letters.

1886

The South Chelmsford post office moved to D. W. Bickford's store, he commencing his new duties Feb. 20th.

1890

S. W. Parkhurst having received his commission as postmaster Wednesday, the office was transferred to its new location

The Byam Family

Lyman A. Byam traces his descent from the first George through Abraham, Isaac, John and Solomon to his grandfather, Solomon Edwin, and his father, Frank Colby Byam. Solomon Edwin Byam married Hannah Adams, aunt of Amos F. Adams, donor of the Adams Library. She was the oldest (91 years) woman living in town at the time of the 250th anniversary and was born in the old brick Adams house, 24 Chamberlin Road, for which her grandfather, Isaac, is said to have mixed the lime. Her husband was the first station agent in the South section and he was followed in that position by his son, Frank, and his grandson, Lyman, who remained until the station was closed in 1921. In 1896, Mr. Lyman Byam married Miss Grace Hutchins, and they have nine children: Evelyn (Mrs. Frank Cowdray, Center section), Edwin, (Professor of Modern Languages at the University of Delaware), Viola (Mrs. George Nickerson, Westlands), Rachel (Mrs. Lincoln Meyer, Seattle, Wash.), Amy (Mrs. Henry Valk, Landover, Md.), Arthur (Hartford, Conn.). He has 13 grandchildren and 4 great-grandchildren, who represent the 10th and 11th generations.

Mr. Byam retired several years ago after over 50 years' connection with the New York, New Haven and Hartford railroad principally as agent in Chelmsford and in other capacities in Lowell. He has been a deacon of the First Baptist Church for 35 years and was its clerk for a similar period. He was a founding member of the Delphonia Fraternity in the South section, a social and religious study group for men organized under the leadership of the Rev. Daniel Hatfield.

The wheelwright shop in this village has been hired by Warren Johnson, who takes possession this week. Mr. Johnson has worked nine years at his trade in Boston and hopes to make a living by doing good work at reasonable prices.



David, son of the late Arnold A. Byam and Mrs. Amelia B. Byam, represents the tenth generation of another branch of the Byam family. He is a grandson of Miss Mary Saville, a teacher at the Chelmsford School for the Deaf, who later married George Adams Byam. He graduated this year from Augustana College in Illinois and majored in social studies. He will now do substitute teaching in the neighboring towns of this locality. He has four brothers, George of North Tewksbury, Arnold, jr., Paul, and Robert all of South Chelmsford, and two sisters, Amelia (Mrs. James Judge of Concord) and Barbara (Mrs. Burt Foster of Weymouth).

Sarah A. Redmond

Miss Sarah A. Redmond of Fern Street, Westlands, was one of a group of women who became the first 'medical secretaries' in World War I and saw service overseas, anticipating by many years the time when women would be serving in all branches of the armed services in many theaters of war.

She volunteered for overseas duty with the medical department of Base Hospital 7 of Boston while working as a secretary in the Children's Hospital and in June, 1918, she was ordered to report at once to New York. She was sworn in and, with one other woman who was going with the same unit, left Boston by train, travel-



Mrs. Solomon Edwin Byam, oldest female resident of the town at 250th anniversary, and mother of Lyman A. Byam, living at 19 Maple Road, South section.

ling under sealed orders in a dimly-lit train. Within two weeks, properly--but uncomfortably--inoculated and in uniform, Miss Redmond was on board ship, sailing in a convoy for England. The passengers were required to have their life preservers available at all times, but after one of the escorting submarines fired at an unidentified object in the water, the women passengers were ordered to put on their lifebelts and keep them on until further notice. The ship carrying the women passengers was also re-located toward the middle of the convoy to avoid danger if possible. The wartime passage had many moments of anxiety and excitement and, when part of the convoy's escort turned back towards home, some homesickness.

When the group landed at Liverpool, it was met by a British official with greetings from King George in a letter signed by His Majesty. Crossing the English Channel, the group arrived at La Haye and the next day took the train for Paris. There, es-

corted by a French guide, they saw the sights of the city and then sent on to their camp in a lovely spot near Tours, on an old estate in the vineyard district.

Miss Redmond was here assigned to the Quartermaster depot and reported for duty at once. Convoys of 300 patients--mostly gas cases--came in to be cared for and the secretaries were kept busy at their typewriters all day and



Lyman A. Byam.

many nights. In September, Miss Redmond was taken ill and operated on for appendicitis. Her recovery was nearly completed when news of the Armistice came from a messenger who nearly fell through the door in his excitement and haste to spread the good news. The camp was soon in an uproar, and everyone wanted to go home at once, but orders did not come for some time, of course, and Christmas was an unforgettable experience for these Americans in France. The soldiers were showing signs of homesickness and Miss Redmond and some of her companions arranged an informal

Continued on Eighth Page



Railroad station located in South Chelmsford.



Solomon Edwin Byam House, 19 Maple Road, South section.

Congratulations

Business Dial 3-0910

Residence Dial 2-3873

GAGNON BROTHERS Range and Fuel Oils

Agents for

Electrol Oil Burners
SALES and SERVICE

SERVICE ON ALL TYPE POWER BURNERS

185 Middlesex Street
NORTH CHELMSFORD, MASS.

2025 Middlesex Street
LOWELL, MASS.



Picture taken in 1888 at the Chelmsford Iron Foundry, North Chelmsford: Building is now the synthetics building operated by Southwell Combing Company on Princeton Street. Pictured are: front, 1 to r, Alonzo Green, Charles Hyde, Stephen Ward, Supt. Elijah D. Bearce, Charles Sheldon, unknown, Charles Carroll, Michael Larkin; second row, 1 to r, Boss of Machine Shop Charles Scribner, Boss Foreman Phillip A. McEnaney, George Spaulding, Stephen Holland, Patrick McEnaney, James McGarvey, James Haley, Anthony Ward; third row, 1 to r, Charles Keith, Frank Hogan, Thomas Bridgeford, Charles Robbins, Peter McGinnis, Benjamin Monahan, Henry McCabe; fourth row, 1 to r, Sumner Queen, Coralie Sprague, Howard Whittemore, Patrick McMahon, George Swett, Andrew McGinnis, Maurice O'Donnell, William J. Quigley; rear row, 1 to r, James Monahan, James H. McEnally, Owen F. McEnally, James Leahey, Michael Harrington, James P. Larkin, Michael McMahon, Jerry Crowley. (Picture loaned by Walter J. McEnaney).



Highway Supt. Frederick R. Greenwood and his secretary Pearl B. Koulas.

from out town to the seaport-towns of Charlestown, Salem and Boston was to carry it over poor roads in heavy carts. 'A small caravan, made up of several carts and drivers, for fellowship and safety would set out late in the day and make the journey to Salem by night, as it was cooler; most of the carting being done in the summer. The men took with them for refreshment some simple fare--brown bread and cheese and a little rum. They spent little or no money while on the trip. They used crude two-wheeled carts drawn by oxen. The carts had heavy wooden axles, and the wheels were fastened on with wooden pins driven through the ends of the axles, and between the pins and the hub was a wreathing of burch withes. An ox-team would travel about two miles an hour.'

Still later, goods were carried in great wagons, drawn by 6 or 8 horses, and the traffic went through town from New Hampshire to Boston and return with increasing frequency. For passenger travel, stage coaches after the Revolution--and 6 to 8 of them, some drawn by 6 horses, might pass through the village in a day. The Amherst stage, for example, ran from Boston to Amherst, N.H., and changed horses at Chelmsford; the Worcester stage ran three days a week to Boston and the alternate three days from Boston; the Marlborough stage ran to Lowell, and the Boston stage left Lowell (1826) daily at 6 A.M. on a fast three-hour trip costing \$1.25 for a one-way trip ticket. Turnpikes, with their toll houses, became main arteries of traffic. The Middlesex Turnpike (1810) was the direct northern route from Boston and went through Cambridge, Bedford, Billerica and Chelmsford. Taverns flourished as travel grew, but accommodations were not cheap and not always good, roads in the interior of the country were poor, the stages were decidedly uncomfortable by our standards, and the transportation of freight was likewise expensive, slow, and especially because it was subject to weather conditions, not too reliable.

Transportation by water seemed to be the answer to this increasingly-important problem of getting goods back and forth between places. The Middlesex Canal, carrying both freight and passenger traffic, for a time provided faster, cheaper service, but then it was superseded by the railroads in the second half of the 19th century. The Boston and Lowell road opened in 1835; the Framingham and Lowell road was opened in 1871, with stations at Chelmsford and South Chelmsford. In 1872, an early (6:45 A.M.) train ran from Chelmsford to Lowell on this line to carry passengers to the city, returning at 6:15 P.M. to bring them back again. In 1894, the train which made several daily trips as 'The Scoot' between Chelmsford and Lowell was taken off and trolley cars took its place. In Lowell, horse cars had been used locally, but they came up to town. As automobiles became more popular, passenger traffic on the trolley line declined, and in 1936, the tracks were taken up and the present motor busses were substituted.

1885
The 4 or 5 public spirited citizens who came out Wednesday morning with their snow

ploughs and made passible the sidewalks upon the principal streets are deserving of a hearty word of commendation, which is here recorded.

1893
It is reported that some of the officers of the electric road have examined the line of the proposed townway in this village and warmly favor it for their purpose in entering the village. It is said that they prefer it to the way laid out last year by the selectmen.

1886
A recent drive through several towns in this vicinity impressed the writer strongly in two directions, at least: first, that the crop of winter apples will be quite large, and second, that the roads of Chelmsford will compare favorably quite with those of adjoining towns. The latter circumstance may be rightly attributed to our excellent system of repairs and to the fidelity with which the system is carried in to execution.
July 12, 1889

Our new passenger station for which we have long and somewhat impatiently been waiting is finished and will be occupied this week. It is said to be the finest structure of the kind on the line of the northern division of the Old Colony road. At all events it is one in which we take a pardonable pride. Standing about three rods west of the present station, it occupies a more elevated situation. It is of brick laid in dark mortar and is one and one-half stories in height. The upper room will contain the water tank, which has a capacity of about 50 barrels and will be filled from a well in the cellar. Extending nearly around the building is a wide covered concrete walk and along the track is a similar walk 100 feet in length when completed. The building is reached from the track platform by an easy flight of six steps. On the front are three entrances, one opening into the baggage room, the others admitting to the spacious general waiting room which is a model of its kind, handsomely finished in ash--as are all the rooms--well lighted, heated by hot water, also by an open brick fireplace, which will shed its cheerful glow when the temperature does not require the services of the hot water radiators. In the northwest corner leading from the waiting room are the ladies' toilet rooms, and between these and the baggage room are the gentlemen's smoking room and closets, to which there is communication from the main waiting room and from the walk on the westerly side. The commodious and tasteful ticket and telegraph office is between the main room and the baggage room and here Mr. Harry L. Parkhurst, the station agent, will have all the needed facilities for the convenient performance of his official duties. The rear of the building is on a level with the street and upon this side there is also an entrance to the general waiting room which will prove a great convenience to outgoing passengers who come to the station by carriage. Upon the removal of the old station, which has been sold, the concrete walk will be completed and the grading finished. [Note: The selling price was \$50; it was moved to 45 Mill Road at a cost of \$150 and is now the home of F. S. Moran.]

Stage Routes

('Supplement to the Independent Chronicle') May, 1793. (Boston)

The public are informed, that the Stage which runs from Amherst in New Hampshire, to Boston; will begin upon a new arrangement, the first week of May: The Stage will set off from Amherst, Tuesday mornings about Sunrise, and exchanging horses at Chelmsford, will arrive at Boston, on Tuesday evening, when it will be put up at Beal's Tavern. Wednesday noon, it will set out from Beal's and arrive at Chelmsford, about 6 o'clock, when it will set out from Chelmsford, at sunrise and arrive at Beal's before noon: Friday morning at sunrise, will set out for Amherst, and arrive there in the evening; the rate of passage, is two pence, half penny, per mile; the stage will punctually start at the stated hours.

In 1822 a regular line of stages was established between East Chelmsford and Boston.

In the Chelmsford Courier of April 29, 1825 was an advertisement: 'Worcester and Chelmsford Stage,' New line. Leaves Worcester Monday, Wednesday, and Friday at 8 o'clock A.M. Arrives at Chelmsford, same day, at 5 o'clock P.M.

There were at one time as many as five stages running over the South Chelmsford road, to Clinton, Worcester, Fitchburg, Framingham, and Marlborough.

Guide Posts

Among the little known disappearing landmarks of the horse and buggy days, when we had only kerosene street lamps, are the tall stone guide posts encased by boards with a wooden cap at the top and the direction sign nailed near the top.

The last official notice of these guide boards was at the annual town meeting March twenty-eighth, nineteen hundred and four, under article 15 inserted by Jos E. Warren and others 'to see if the town will instruct the selectmen to replace the old guide post that formerly stood in front of the Center Town Hall, and properly repair all posts of a similar nature.' Upon the urgent plea of Mr. Josiah Fletcher an aged Civil War Veteran, it was voted.

The only one of these old landmarks remaining was at Parkhurst Sq. on North Road; others were located at the junction of Acton and Boston Roads, another at the upper side of Central Square by the town scales, and there probably were others.

Chas. S. Reed has sold to Mrs. Sarah L. Smith the wheelwright shop and land connected therewith. 1885, Nov.

Mr. W.S. Simons, owner of the summit of Robin's Hill, estimates that over 1000 people visited that locality last Sunday. The summer house, now in process of erection, will be completed this week and opened to the public July 1. Mr. Simons will be prepared to furnish to visitors lunches, ice cream, etc. Nothing of a disorderly character will be permitted on the premises, but it will be the aim of the proprietor to maintain a resort which will be patronized only by well-disposed persons. Success to him. (1886)

Transportation

When a new country is first settled, its people are almost entirely dependent on natural resources, for they can bring with them only a very limited number of tools, clothing, food and all the other things necessary to establish themselves in a wilderness. The location chosen for their towns and even for their homes are, as in Chelmsford's case, largely determined by the availability of lack of certain natural resources. The springs around Robin's Hill, for example, probably had much to do with early settlement there, and Beaver Brook and River Meadow Brook provided opportunity for the indispensable saw and grist mills. The uneven and largely unknown distribution of natural resources led those who directed the laying out of house lots and land holdings to see to it that each householder had his share of all the kinds of land--meadow, upland, woodland. Although the Indians had made some trails through the wilderness and attempted cultivation in a few places, our ancestors here had to discover for themselves what resources were at hand and then how to use them, for manufactured goods were largely unavailable and there were few if any roads or wagons to carry them where they were wanted. Boats, canoes, and horses were used for travel if necessary, but little freight could be carried by such means. Little by little, as the new inhabitants became more established, trails and bridle paths widened out into roads, were laid out as streets. Population grew and settlements spread out further from their centers. This expansion occurred in spite of danger from Indians and wild beasts because the necessary natural resources for living were not conveniently clustered about the village green, but scattered here and there in varying degrees of plentifulness or scarcity. Eventually there came a time when, their foothold established and a precarious existence fairly well assured, some of the resources at hand no longer proved sufficient. Lumber had been cut off, perhaps, and certain pieces of land became exhausted and could not be quickly made re-usable for raising crops because agricultural methods and tools were still so primitive. The inhabitants would then have to move on to

more promising lands, always in search of what they needed, as yet unable to bring the means of satisfying their needs and wishes to themselves. Finally, however, it became possible to have better roads to carry things over, better wagons to carry them, and more mechanical equipment to make more and better goods out of the raw materials. Instead of going out to live near resources which they must then manufacture by hand at home into the finished goods they wanted, the settlers could begin to buy a limited amount of such things already crudely manufactured in their local shops or in the shops that were beginning to be established in cities. As the cities grew--centers of all that was thought to be best in culture, education, and social life--and out to the country settlements, slowly but surely, came new ideas of what people were eating, wearing, doing and thinking in these larger population centers. Fashions in clothing and housing and manners were set there, and while the country strove to keep pace with the city, the city became more and more dependent upon the resources of the country for all its need. Thus the cities kept reaching farther and farther out for food for their people and raw materials for their shops and mills, just as the rural areas looked to the cities for a different kind of necessity. Increasing exchange of goods called for faster and cheaper means of getting raw materials to the manufactory and then getting the finished goods out to more and more customers whose money would enable the manufacturer to keep on producing his goods. Chelmsford lime, made by burning limestone from quarries on Robin's Hill, for example, enjoyed a period of prosperity, until it became cheaper to bring lime all the way from Thomaston, Maine, up the Middlesex Canal. Costs of the local product here had risen because the woods near the kilns were eventually used up as fuel and other wood had to be obtained from greater, and greater distances which increased the price of the lime so much that it was cheaper to buy the Maine product. Similarly, the bog iron ore industry and the cooperage industry began here, prospered for a time, then failed because of the rising costs.

Until about 1800, the only way to transport merchandise



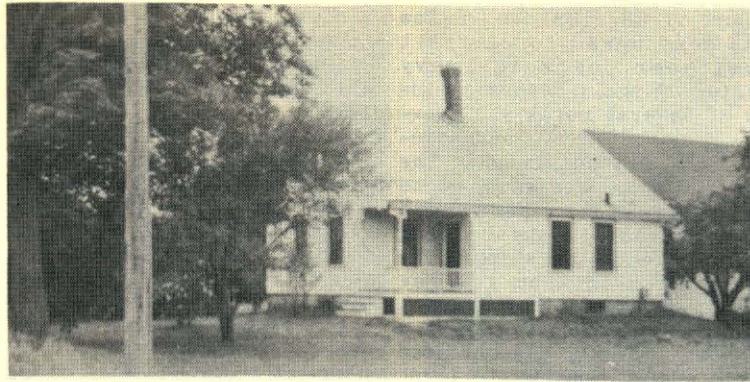
Elizabeth Clarke Hancock.

Grandmother of Governor John Hancock, signer of the Declaration of Independence.

She was the second daughter of the Rev. Thomas Clarke of Chelmsford, whose wife, Mary, was the daughter of the Rev. Edward Bulkley of Concord whose death is recorded in Chelmsford. Shattuck in his History of Concord says that the Rev. Edward Bulkley died 'probably' at the house of his grandson Edward Emerson; but it may have been at that of his daughter, Mrs. Thomas Clarke. The Rev. Thomas Clarke made a voyage to England, probably with the Hon. Peter Bulkley, in 1676, returning the next year.

Elizabeth Clarke married the Rev. John Hancock of Lexington; and died Feb. 13, 1760. Their son John was born June 1, 1702. He married Mary-----. Their son John became the first Governor of the State of Massachusetts.

This picture is taken from the portrait in oil which hangs in the Hancock-Clarke house in Lexington.



Town's First Railroad Station at Center, sold 1889, for \$50. and moved at a cost of \$150. to 45 Mill Road, where it is still used as a dwelling.

Joseph F. Lavell

Joseph F. Lavell, who died in June of this year, was the North section's oldest business man in point of service, for he had been the proprietor of the Safety Tire Shop for over forty years. He had been a resident of the North section for more than fifty-two years.

His first place of business was the old Village House, owned by George C. Moore, where he occupied two rooms. Nine years later (1925) he bought and moved next door to the former Joshua Shaw mansion, where the business is still being carried on by two sisters and a brother-in-law.

Mr. Lavell had been employed at an ammunition plant in South Lowell but upon hearing that the tire repairing business recently started in North Chelmsford was to be sold, he decided to buy it himself. He sold gasoline, and repaired and vulcanized automobile and bicycle tires. At that time (1916), it is believed that he and Mr. Moore were the only automobile owners in the village, and the new venture of repairing tires for such novel vehicles undoubtedly seemed a little risky. Mr. Lavell persevered, however, and at the

time of his recent unexpected death, he had built up a substantial business in tires, tubes, accessories and general repair work, serving, in some cases, three generations in the same family of customers.

As World War I progressed, Mr. Lavell went into the army in Co. I, 82nd Division, 328th Infantry. He went to Camp Devens for his first training and later spent 18 months in France. Altogether he saw three years' service. During his absence, his brother, Peter, carried on the business and when he died, the soldier's sister, Miss Jennie Lavell, took it over and managed the gasoline pumps herself as a means of keeping the shop open until her brother returned. Overseas, Mr. Lavell was a chauffeur at General Headquarters and later told with great pride stories of the splendid democratic treatment he received from the generals he drove about the lines.

Mr. Lavell was the first commander of Alberton W. Vinal, Post 313 of the North section and a charter member of Post 312, American Legion. He was also a member of the Lowell lodge of Elks and the Chelmsford Grange, and served as captain in the North section auxiliary police. He attended St. John the Evangelist church and belonged to the Holy Name Society of that parish.



I. J. Whittemore, manufacturers of carriages, located on North Road.

Sarah A. Redmond

Continued from Sixth Page

entertainment for them after Christmas dinner and served refreshments. Afterwards, the party went to Midnight Mass. The nurses, too, set up Christmas trees and did their best to make it seem like Christmas at home with decorations and carol singing.

In addition to the ordinary strain of hospital life with the ill and wounded, the sudden deaths of two nurses from meningitis was particularly saddening. Another--but less serious--problem was the ever-present mud in which everyone slid and sometimes fell down. They thought they would never get rid of the messy stuff underfoot!

Shortly after Christmas, Miss Redmond was sent to Belgium. On her way she visited Versailles, the Eiffel Tower and the Cathedral of Notre Dame in Paris. She went sight-seeing also in Antwerp and Brussels, which impressed her greatly by its clean wide streets and the complete absence of mud which had so plagued the secretaries in France. In June, 1919, her unit was ordered home and seeing the Statue of Liberty in New York harbor compared

most favorably with all the other great sights of her war service!

Miss Redmond did not stay at home long but sailed off to China from San Francisco in the summer of 1920 to serve as a medical secretary for five years at the Wuhu General Hospital overlooking the Yangtze river. There she came to know many Chinese people as they came to the hospital suffering from such diseases as leprosy, peellagra, and tumors. One of her most satisfying experiences apart from her hospital work here was teaching an intelligent young Chinese how to operate a typewriter.

She thoroughly enjoyed China and its people and can tell many interesting stories of her experiences there. Now she has retired and has returned to her native town where she lives quietly but takes a keen interest in the First Baptist Church of which she has been a lifelong member, and, more recently, in the Middlesex Women's Club and League of Women Voters.

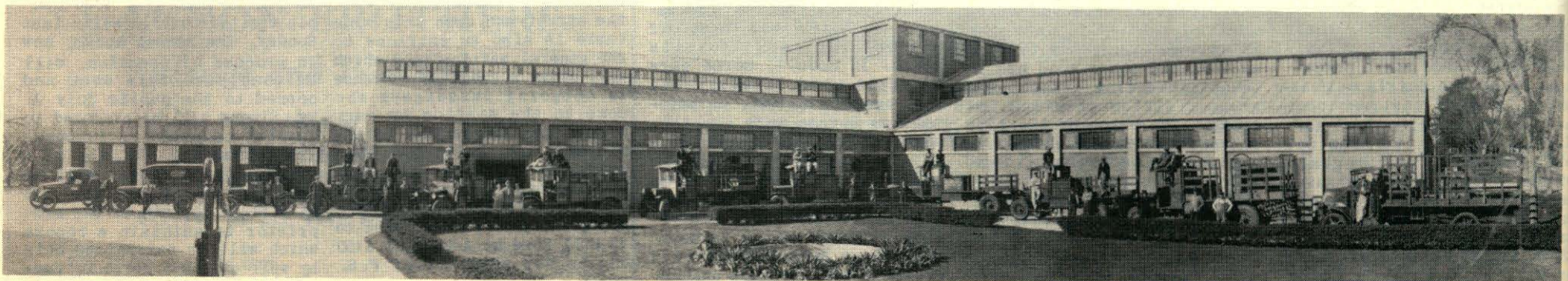
1888. The market in this village has recently changed owners, Mr. J. H. Redman having sold to Ervin W. Sweetser, who has been his assistant.



Cutting ice at Russell's Mill Pond in 1890's, shown in photographs on Russell Lumber truck.



An old land mark which was the New York, New Haven and Hartford railroad station standing in its place, it was the only source of transportation from the Center to Lowell.



1923: Chelmsford Ginger Ale plant, personnel, and vehicles used in distributing the beverage.