

Chapter XXIX.

When Concord Was a Boating Center.

Ever since the Revolution towns in the north part of the state had grown in number and in prosperity, and with that growth had come vast increaseⁱⁿ/commerce with the coast towns. Adequate bridges, turnpike roads, improved mail service as coach lines took over the post rider's task—all these had expedited trade. The northerly towns sent their butter, cheese, dried apples, pork, flax seed to the rich communities on the coast and it is said "cattle from a thousand hills and flocks of sheep facing southward" followed the route through the new capital of New Hampshire. In return the foreign goods brought to port by sailing ships found ready market in the inland villages and at the beginning of the nineteenth century, "One prosperous merchant of Haverhill (Mass.) was sending annually to Lebanon, foreign goods valued at \$40,000. on slow ox carts."

It was inevitable that enterprising Yankees should devise improved methods of transportation and so, men of vision studied the map of northern New England for a solution. As a result a bold engineering plan took shape and because of Concord's location on the Merrimack river, our town became the center of a development which became famous throughout the nation.

For generations the river had been used to float valuable lumber to the sea, but frequent rapids and rocky falls prevented the use of freight boats. As early as 1761 the colonial government was petitioned to allow the rocks at Amoskeag to be blown up in order to lessen the hazards of log driving; but only the pressure of commercial necessity in this later day suggested a conquest of all river obstacles to navigation. In 1794 the Middlesex canal was begun and nine years later this waterway from Charlestown mill pond to a bend in the Merrimack at Middlesex village, two miles above Lowell, was completed. Traces of this old canal, the first unit in opening the Merrimack to navigation, may still be seen.

In 1807, Samuel Blodget, native of Woburn, Mass. completed the second unit by building a mile long canal around Amoskeag falls. When his money gave out the enterprise was financed by a lottery which was a common method of conducting public works in that day. Judge Timothy Walker was a member of the commission in charge of the lottery. Blodget's canal was poorly constructed and was largely rebuilt in 1816. At Garvin's falls there was a dam said to have been built by John Carter, the Revolutionary veteran. Then or soon after, Carter owned the "Interval Farm", a part of which lay within "the Bend in the River". His house was on the west side of Hall St. direct-north of the Bow line and our picture was taken as it fell into ruin. It was replaced by a modern bungalow which now stands on the site. Around Garvin's falls a canal with five locks was cut through solid rock at a cost of \$21,000. This was the Bow canal mentioned in Sarah Connell's diary and referred to in an earlier chapter.

In 1812 the canal was still unfinished, but the Patriot of April 7 of that year, carried this advertisement: "The Merrimack Boating Co. will carry boating from the canal landing place near the Alms' House, Boston, to Parker's landing or Storehouse in the town of Merrimack (fifty miles on the route from Vermont to N.H.) until the Locks on the Merrimack River shall be completed, when they will ascend to Concord more than thirty miles further. From the extraordinary backwardness of the season the boats will not begin to go until the middle of April."

The Merrimack Boating Co. was chartered by a group of men headed by John Langdon Sullivan, superintendent of much of the construction of the canals. In October, 1814, the first boats arrived in Concord but weekly service did not begin until June of the following year. From that date until the Concord Railroad was opened in the fall of 1842, the Boating Co. served northern New England. The plan to extend this waterway via Winnepesaukee river and lake to Plymouth never materialized, nor did the dream that the Merrimack might be connected with the Connecticut river by way

of a canal beginning directly below Sewall's falls and leading through the Contoocook and Warner rivers to a projected canal from the latter to the Sugar river.

John L. Sullivan built his river boats at Charlestown and in 1814 he experimented with a steam boat, hoping to use it as a tow boat on the trip up river. He was able to run the steam boat to Concord but it was never equal to towing the freight boats. Only by means of setting poles was it possible to propel the boats against the current, and often in high water oxen were used to drag the boats through rapids such as those at Amoskeag. When the wind was fair sails were hoisted to add speed. The rapids were always a hazard and sometimes freight was lost or even the boats themselves, by upsetting or swamping. Nevertheless the business prospered and averaged \$25,000 a season. At first rates were \$13.50 a ton on the up river trip and \$8.50 for the down trip, but as business increased these rates were reduced.

The Boating Co. wharf or landing was just below Concord bridge and Samuel Butters, Jr. was in charge there until 1819 while Stephen Ambrose was agent at a wharf near Federal bridge, East Concord. Mr. Butters was succeeded by Theodore French of Nashua who moved to Concord in 1818 and lived for a time in half of the house now the Rolfe and Rumford Home, conveniently near the Boating Co. landing. Later Mr. French built the brick house on Water St. shown in our picture, for his home. In the winter when freighting on the river was impossible and two horse pungs carried the merchandise southward, Mr. French drove through the north country collecting freight bills for the Company. Mr. French's successor was Capt. James Thompson who also occupied the brick house.

At least two local companies were formed to compete with the Merrimack Boating Co. and this reduced rates and induced the company to open a store at its wharf where rum, sugar, molasses, flour, iron and general merchandise were sold. The drawing here reproduced shows Concord

bridge and the boat house which projected over the water so that the freight boats could pass under it to load and unload. Some of the foundation stones of the landing may still be seen on the west bank of the river directly south of the end of Water St. where the original bridge stood. Henry McFarland who remembered Boating Co. days paid this tribute to the picturesque old wharf: "There was an odor like that of city wharves about the Boating Company's landings: bales and boxes of goods, bundles of iron and hogsheads of molasses. One navy yard where canal boats were constructed was on the north side of Centre between Main and State and another on Hall St." He also recalled the great log drives which came down the river in the spring: "Rafts of timber from the north were taken down the river—some with rustic huts thereon, whence came the glow of firelight and glimpses of the cook preparing the raftsmen's supper. Some of this timber was wrought on the lower Merrimack into staunch frames of ships known all over the world."

An immediate advantage to Concord from the Boating Co. was the opportunity to transport granite. Without such opportunity the stone for Quincy Market in Boston could hardly have been shipped, nor could orders for stone from Baltimore and New Orleans via Boston, have been filled. New business contacts were established, new industries developed and Concord's rural days were over. The overland trip to Boston changed from a tedious ride on horseback or by chaise, into a picturesque and varied adventure: after the Boston & Lowell Railroad opened in 1835, one might travel by stage to Nashua, take a steamer there, dine on board and then connect with the train at Lowell. In 1823 the rival companies had merged into the Boston & Concord Boating Co. and from that time on twenty boats each with a capacity of fifteen tons, were carrying freight between Boston and Concord. Toll was paid at the various canals and locks on the eighty-five mile water route to Boston.

A lasting souvenir of old Boating days is the Baldwin apple which

surveyors for the canals discovered on some obscure farm;perpetuated and improved and named in honor of their chief,Loammi Baldwin,it still is a standard of apple excellence.

The winter traffic in freight through our main street increased with the years of Boating Co.activity and it was no uncommon sight,says Bouton,to see fifteen,twenty,thirty or more loaded sleighs drawn by two horses,in continuous line travelling through the town.This was excellent for tavern business.Down on Hall St.stands an old house famous in the boating days,the home of Nathaniel Garvin,a descendent of Patrick Garvin, first settler at Garvin's falls,who took refuge in Dea.Joseph Hall's gar- rison in 1746.John Garvin(b.1761)married a daughter of Nathaniel Abbot of the Iron Works and he was one of that group of Concord men who joined the volunteer company for home defence in 1814.Nathaniel Garvin was his son and with his brothers,Seth and Jerry, boated on the river carrying farm produce down and bringing back the usual cargo of molasses,sugar, rum,codfish and cotton goods.

This Garvin house was originally only one story but as Nathaniel prospered,he enlarged it and opened a tavern which was well patronized by river men.During the boating season,according to a descendent of the fam- ily,when the Garvin boats on the up trip reached Great Bend(near present Passacomaway Club)it was the custom to blow mighty blasts on a big horn to warn the goodwife to have dinner ready by the time the men had docked. The tavern prospered in the winter season as well,when the"pod teams" with two horses-sometimes more-came down from the north country.Sometimes thirty or forty of these arrived in Concord in one day and when Butters tavern was filled to capacity,the overflow put up for the night at Gar- vin's.Next morning the drivers continued their trip down Hall St.into Bow and joined the rest of the caravan on the Londonderry turnpike.Busi- ness for the Garvins was especially brisk during early spring thaws when mud was hub deep on the highway and Nathaniel's two yoke of oxen were in

demand to drag many a heavily loaded wagon out of the mire. The large barn in our picture played an important part in the tavern days but it burned some years ago.

At the height of boating days the little house here pictured was standing south of Butters tavern. In a deed of 1835 it is described as "in the angle of the road leading to the old Ferry and the old road to Concord bridge," and formerly "occupied by Josiah Robinson." The old ferry road is difficult to identify since the northern approach to Gas House bridge over the railroad was filled in, destroying the angle described in the deed. The "old road to Concord bridge" is present Water St. Reuben Simpson purchased this house in 1835 and at a later period it was the home of Thomas Murphy. It is said that the first Roman Catholic service in Concord was held in this house by a missionary priest who came here to minister to men of his faith who were employed in building Concord Railroad.

Long before Puritan Concord sheltered this first Catholic service, the Quaker dissenters had established their "meeting" and shortly after that innovation Congregationalists were disturbed when, in 1817, Samuel Green, Isaac Eastman, Isaac Hill and his brother, Walter, John West, Jr., Daniel Greenleaf, Arthur Rogers and a few others met at the home of Albe Cady and "agreed and did associate and form them selves into an Episcopal church and congregation, under the name and style of St. Thomas' Chapel." Growth was slow but when, four years later, the names of Sampson Bullard, Hosea Fessenden and William Kent were added, the church included eighteen names eleven of them being heads of families. For a time service was held in the hall over the Lower Bank and then for two years in the Town House.

In 1818 Jacob Emmons had leased to John West, Jr. for a period of ten years and a yearly rental of \$20., a portion of his garden adjoining the north boundary of the State House lot, with privilege to build thereon "a store house and other buildings necessary to carry on merchandizing or manufacturing". Directly west of this lot which was seventy-four feet

deep was the Robertson bakery formerly the Emmons bakery. West apparently built the store which stood on this lot until it was moved a few rods to the west to make way for the American House in 1834. There it stood until 1928 when it was torn down after having housed varied activities, among them that of William West & Co. (1819). Later the building was purchased by Isaac Hill who fitted up a ^{hall} chapel on the second floor-fifty-five by twenty feet-for St. Thomas's chapel and there the congregation worshipped until, organized as St. Paul's parish, it occupied a new wooden church which stands today, somewhat altered, at 12-14 Park St.

The first settled rector of St. Thomas's was Rev. John L. Blake who served also at St. Andrew's in Hopkinton. When the old building with its chapel background was finally torn down, its timbers were found to be hand hewn and its nails hand wrought. Its partitions were of more modern construction indicating the large rooms which had originally provided a store on the ground floor and the chapel above. When Mechanicks Bank was incorporated in 1834 its banking rooms were in this building and in the southwest corner room, Joseph B. Walker studied law with Josiah Minot and Gen. Charles H. Peaslee.

Gradually dissenters from the Congregational faith were increasing in number but while some looked askance, there was no open intolerance in town. In 1816 Philbrick Bradley opened his house on the Mountain for preaching by Methodist circuit riders, and such services were continued somewhat irregularly in homes or schoolhouses until the First Methodist church was organized in 1825. In the spring of 1818 a small group of Concord people who belonged to Baptist churches in other towns, met at the home of Richard Swain to consider formation of a local church of that faith. Elder William Taylor had stopped on his way through town and preached at a service held in Carrigain house, and in October of that year the First Baptist church was organized with James Willey, the South End blacksmith, as deacon. Other leaders in the new church were John Hoit,

Sarah Bradley, daughter of Philbrick, and Deborah Elliott who seems to have been Mrs. Barnard C. Elliott, wife of the Borough tavern keeper. Oliver Hoyt of Horse-hill was a convert and although three score and ten, he desired baptism by immersion required by the new church. Fourteen members constituted this organization but no church building was erected until 1825.

All over New England the Congregational church experienced similar loss and there was growing dissatisfaction in New Hampshire with the old statute which required towns or parishes to settle a Congregational (orthodox) minister and to support him and his church by a tax on all property owners. The purpose was to compel responsibility for the orthodox church and to assure attendance as a basis for public morale, but the increase in dissenters provoked unrest and ~~and~~ threatened actual rebellion. After three years of agitation the N.H. legislature repealed the law and passed a Toleration Act which permitted churches to be built and ministers to be employed only by voluntary association.

It was the first legislature which convened in our new State House (1819) which passed this Act by which Quakers, Episcopalians, Methodists, Baptists and other denominations acquired legal equality with the old Congregational church of the Puritan fathers. There were those who deeply deplored the rise of new denominations in Concord but there was no outward evidence of ^{the} intolerant spirit which sometimes prevailed during the years leading up to this change. Most remarkable of all, the town made no change in its support of the old First Church until, in 1825, Dr. McFarland asked to have his contract annulled because of poor health. *

One of Concord's most distinguished citizens was the victim of a tragic experience in the year 1819. Thomas White Thompson had been elected Treasurer of the state in 1810 and came to Concord to live. Born in Boston in 1766, he graduated from Harvard college where he remained for a time as tutor, continuing his studies in theology and law. In 1791 he came to New Hampshire and opened a law office in the flourishing town of Sal-

* The Toleration Act of 1819 excepted existing contracts between Town and ~~the~~ clergy.

isbury. The following year he moved to the Lower Village (Webster Place) where he lived near neighbor to Capt. Ebenezer Webster. The Captain had a thirteen year old son named Daniel to whom Mr. Thompson took a liking and sometimes when the lawyer was called out of town, he left his office in the boy's charge. Daniel Webster's biographer (Fuess) says that the lad's interest in his library attracted Mr. Thompson's attention to the boy's mental promise and that, because of the lawyer's influence, Capt. Webster decided to allow Daniel to go to Exeter and to Dartmouth college.

Before coming to Concord, Mr. Thompson had served a term in Congress and in 1812 he was Speaker of the N.H. House of Representatives. In 1814 he was appointed to fill out an unexpired term as U.S. Senator—the first Concord resident to hold the position. From 1801 until his death in 1821, he was a trustee of Dartmouth college and during the last three years of his life he was a deacon in Dr. McFarland's church. A man of education and culture, he was equally distinguished for integrity, piety and a gracious dignity.

In 1811 Mr. Thompson was living in the house shown in our picture, now standing at 6-8 Elm St., but originally on the site of the Pleasant St. Baptist church. ^{*} Later this house was the home of Samuel Fletcher who opened a law office in town in 1815 and who became a trustee of Dartmouth college and trustee and treasurer of Phillips Academy and the Theological Seminary at Andover. In 1814 Mr. Thompson purchased the Dea. George Abbot farm on S. Main St. and made his home in the old garrison house. In 1819 he set out on a journey to Quebec via Burlington. The steamboat on which he embarked for part of the trip, took fire in the night and Mr. Thompson awoke only as the last of the small boats was leaving with passengers and crew. He jumped in as it was pushing off and was the last person to escape the burning vessel. He never recovered from the shock and exposure, but developed the dreaded "consumption" and died at his Concord home two years later. His portrait is copied from the History of Dartmouth College by permission of the college.

Late in December 1811 while living in the house on Pleasant St., Mr. and Mrs. Thompson gave an evening party and among the guests were Dr. and Mrs. McFarland. Mrs. McFarland's gentle heart was distressed by a recent experience which her husband had while making a parish call near Horse-hill. More than once Mr. Thompson had opened his purse for needy persons in the parish and his ready sympathy persuaded Mrs. McFarland to suggest that her husband tell of this deserving case.

On a little farm near Horse-hill bridge lived the old Revolutionary veteran, Jonathan Uran, ill and poverty stricken. His wife was demented and persisted in banging the walls of the house with a club to the great distress of the sick man. After Dr. McFarland had told his story, his wife expressed the wish that a society might be organized ready to help in such emergencies and as a direct result, the Concord Female Charitable Society was formed early in the following year. Mrs. Thompson was a charter member and the first treasurer of the Society, familiarly known today as "The Old Charitable."

The Patriot office continued to operate as a storm center for matters both civic and political. The uninhibited editor was more than ready to break a lance in any cause and certain to give it a political slant. The War of 1812 had been his opportunity and he used it to serve the cause of nationalism, and with ability. In March 1814 he was alert for new opportunity for his caustic pen and found it in the small indiscretion of the Federalist candidate for governor. The "blue laws" were still on the statute books and so an editorial appeared in the Patriot headed: "The Sin of Sabbath Breaking". Reference was made to a sermon preached "in the Pulpit of this town on last Sabbath, directing people to choose men of religion and good moral characters to office" and which also enumerated the public vices of the day, concluding with-"the sin of Sabbath breaking is foremost worse than theft or highway robbery."

Having thus called attention to good Dr. McFarland who was strongly Federalist, the editor proceeded to indict John Taylor Gilman, Federalist

candidate for governor who, "nominated by those who profess to have 'all the religion' did on his last official visit to Dart. Coll., violate a law of this State by journeying from Concord to Salisbury and from Allenstown to Exeter on the Holy Sabbath! What say ye, men of 'all the religion', can you vote for this man on Tuesday next?" In the this same issue of the Patriot, the Republican (Democratic) ticket is printed with this heading in caps:

"If I forget thee, O my country,
Let my right hand forget
Its cunning."

and ending with:

"Don't give up the Ship!"

The Republicans won the election in New Hampshire and there was no peace. The famous Dartmouth college case was to agitate the state for three years and much of the controversy took place in Concord. As a rule national news covered the front page of the Patriot but during this excitement the front page was given over to editorials and partisan contributions on this great issue. Dr. McFarland, conservative in theology and politics, and Thomas W. Thompson, a Federalist, were both trustees of the college and sided with the large majority who voted to remove President Wheelock from office. Isaac Hill promptly charged that Wheelock was "the victim of religious intolerance as despotic as it is wicked" and thereafter rung the changes on "ecclesiastical intolerance." Dr. McFarland more than once wrote to the Patriot his version of the situation in a logical and dispassionate fashion but he was no match for the vindictiveness of the editor.

Wheelock had appealed to the legislature to investigate the dissension at the college and this threw the matter into politics. Nothing could have pleased Isaac Hill more, for the governor and the legislative majority were of his political persuasion, and usurpation of the charter rights of Dartmouth college ^{was} ~~were~~ a foregone conclusion. When it became known that a young member of Congress named Daniel Webster, had been enlisted in the defence of the trustees by his old friend, Thomas W. Thompson, the bitter enmity of Isaac Hill was assured, for since the early years of the late

war when Webster had sought peace and not war, the two men had been political enemies.

It pleased the editor of the Patriot to hold up three men-Senator Thompson, Dr. McFarland and Congressman Webster-to public scorn as the persecutors of Dartmouth's president. The stage was set for nullification of the college charter and control of the college by the N.H. legislature; and this is what happened when the governor and council appointed new trustees who met in February 1817" at the hall, commonly called Masons' Hall, over the Bank, at the southerly end of the Main Street in Concord", and there elected John Wheelock president of the college.

Meanwhile the old board of trustees under the charter of the college, had elected President Brown and it was because of this impasse that legal proceedings were begun in the N.H. courts. The decision upheld legislative control of the college, whereupon the case was appealed to the U.S. Supreme Court and there the legislation which permitted the state to take over control was declared unconstitutional. The part which Daniel Webster played before the Supreme Court in defence of the integrity of his Alma Mater is one of the high spots in the epic of his life. No less devoted in their loyalty through the years of that bitter controversy, were the two Concord trustees, Dr. McFarland and Senator Thompson. They played their part with the calm unflinching spirit of steadfast Christian gentlemen.

During the early years of the nineteenth century a number of fledgling medicees were attracted to Concord, but only a few remained for permanent practice. Dr. Carrigain had a student, Richard Haseltine (b. 1773) who opened an office in his father's house on the Haseltine farm in 1794, but there is no record of his professional career. Dr. Carrigain died in 1806 and Dr. Peter Green was then past sixty. The only other resident physician was Dr. Zadok Howe who came to Concord from Franklin, Mass three or four years earlier. In 1813 Dr. Moses Long settled at East Concord and in the

Patriot of March 5, 1814, Dr. Howe announces "connexion with Doct. Thomas Chadbourn of Gilmanton**** highly recommended by the Medical Professors at Dartmouth College for his integrity and professional talents.*** Dr. Chadbourn has taken a room at Mr. West's". In June it was announced that the new physician had "removed to Stickney Tavern." Thus began a professional career which covered a period of fifty years in Concord.

The legal profession also sent young men to Concord at this time in competition with Judge Samuel Green and Esq. Charles Walker. One of these was William Pickering, born in Greenland and graduated from Harvard, who married Esq. Walker's daughter and held the position of State Treasurer from 1816 till 1828 when he returned to his native town and served as Collector of Customs at Portsmouth. In 1809 Moody Kent (b. 1779) and native of Newbury, Mass., a graduate of Harvard college, began a law practice in town which covered a period of nearly twenty-five years. Dea. John Kimball's son, Samuel A. (b. 1782) graduated at Dartmouth in 1806 and practiced law for a brief time in Dover before joining the profession in Concord where he held various political positions. Arthur Rogers, son of Maj. Robert Rogers opened a law office in 1793 but left town shortly after. He roamed more or less until after the death of his step-father, Capt. Roach, in 1811 when he returned to Concord. He was unstable and was under guardianship of Lewis Downing and later of Isaac Hill. Samuel Fletcher (b. 1785), native of Plymouth and a Dartmouth graduate, opened a law office in Concord in 1815 and George Kent, son of William A. Kent, began law practice here two years later.

The dean of the profession in town was Judge Samuel Green mentioned in Chapter XXII. He was highly esteemed for his sound legal judgment and his industry. His first office was north of the site of Phenix Hotel but later he moved to the James Osgood Garrison house. In 1801 he purchased the Duncan "Mansion house" following the Major's death, and advertised that "his office is now in the store formerly occupied by William Duncan directly opposite William Manley's." In 1820 Judge Green sold this office to young Samuel Fletcher who had studied law with him. Meantime Green had

been appointed Judge of the Superior Court in 1819 at which time he was building a new house on an estate of sixty acres far out on the Hopkinton road.

When the railroad came through to Concord in the early forties the Duncan house on the main street was enlarged by building a fourth story and opened as a hotel under the name of "Elm House" because of the row of fine elms which shaded its front. Our picture was taken after the trees had gone and shortly before the hotel was torn down in 1890 to allow for widening Pleasant St. Extension as the chief approach to the railroad station.

The transformation of this old mansion into a tavern carries an interesting tale. When the Concord Railroad was planned one of its most violent opponents was William M. Carter, son of Col. John Carter. At the time he owned and ran Butters tavern. The tracks ruined his property and in order to appease him, the corporation acquired the Duncan-Green house and presented it to Mr. Carter as compensation.

Judge Green's sixty acres were a part of the extensive farm once owned by his older brother, Esq. Peter Green. Except for a very few houses the land lying west of State St. was still undeveloped and much of it was "swamp lots". On the high ground west of present Spring St. lay Judge Green's sixty acres. One of his boundary lines ran over the "Whale's Back" and our picture reproduces an old photograph taken from the roof of the house at 76 School St. which shows "Sand Hill" and a bit of the "Whale's Back" then remaining on the north side of Centre St. opposite the end of Merrimack St. The levelling process was already well under way when this picture was taken. The vacant lot was long known as "Powder House Lot" because in earlier days before there was any building in the vicinity, gunpowder was stored there for use in blasting. The house stood on stilts

where the residence at 76 Centre St. now stands.

When Judge Green built on the hill it was very much outside the town for we find record of only two or three nearby houses. One of these stands as pictured at 65 Pleasant St., and years ago it was surrounded by a few acres of farm land. It was the homestead of John Weeks who married Susannah Abbot, daughter of Edward Abbot 2d. In a later generation it was owned by the Crummet family. The Green estate extended from Pleasant St. north to Centre road and from present Rumford St. west over the Whale's Back to the vicinity of Liberty St. Eight rods east of the estate was the house of Job Page, blacksmith, probably the man of that name who assisted at the strange burial of "Merchant" Stevens.

When Judge Green gave up this home on the hill in 1832 and moved to Hopkinton, it became the homestead property of George Kent and his Abolitionist wife, ^{Lucia} ~~Lucy~~ Ann Farrand, who came from Burlington, Vt. It was in this house that the Kents entertained George Thompson, the English anti-slavery lecturer whose presence in town, despite warning, provoked a mob which gathered to drive him and his young companion, John Greenleaf Whittier, out of town (1835). The story reads strangely today but it must be remembered that the townspeople had some reason for resentment against the fanatical alien who presumed to dictate American reform.

George Kent kept deer in a five acre section of his estate and he once offered the tract lying between Pleasant, School, Merrimack and Rumford Sts. to the town for a public park on condition that it be fenced at town expense. The offer was not accepted. Our picture of the old Green-Kent mansion was taken in later years after it had been purchased by the Centennial Home for the Aged (1876) to be used as its first home. The present building replaces it on the same site.

In the summer of 1817, President Monroe made a tour of New England and word came to Concord that he would include the capital for a visit on his way from Dover to Hanover and Burlington. Notice was brief

for this first experience which Concord had in entertaining so distinguished a guest, but forgetting the Dartmouth case and all contributing political enmities, the people turned to with enthusiasm in planning for the great event. Barker's tavern (formerly Mann's) was selected as the place for the President's lodging and a large platform was erected in front and roofed in with boughs, decorated with flags and garlanded with flowers. Friday, July eighteenth, was the great day and the three selectmen, Joshua Abbot, Richard Bradley and Samuel Runnels, headed a committee of citizens who rode out the First N.H. Turnpike to meet the famous guest at the town line. Joshua Abbot was captain of the cavalry company which did escort duty for the presidential party and the trip back to town was by the Branch Turnpike to Concord bridge.

As the procession approached the bridge, the local company of artillery commanded by Capt. Samuel Herbert, fired a salute from its station on Butters hill (corner S. Main and Water Sts). Up the main street moved the cavalcade accompanied by a cheering throng, halting at last before Barker's tavern where Capt. Moses Lang's "excellent company of light infantry" saluted the President. After a brief rest from his dusty ride, the President mounted the gay platform and was formally welcomed by the urbane Hon. Thomas W. Thompson. After a response by the guest of honor, Landlord Barker served a sumptuous dinner worthy of the occasion and of the proud North End. In the evening an oratorio was given at the nearby Meeting-house which was specially decorated for the affair, and following the program the President was allowed to seek his rest at the tavern.

On the next day-Saturday-the President graciously received callers among them being the venerable Judge Walker. At four o'clock he dined with the Thompsons, and then followed the event which made this the proudest day in the annals of the Boating Company. Through the courtesy of John Langdon Sullivan who happened to be in town on business concerning the canals, a river trip had been planned for the guest. At the company's wharf

below Concord bridge there waited a newly launched pleasure boat which had been fitted up and decorated for the occasion and christened "The President". "A brilliant assemblage of ladies and gentlemen" awaited President Monroe and when the party had embarked, the boat was "propelled by poles" down the river for more than three miles, past Turkey falls to Garvin's falls where it entered and passed through the five locks between their walls of solid rock.

The President enjoyed this trip and appreciated the beauty of our river and of the landscape which opened up now and then through the forest, which lined its shores. Following the gala boat were many private boats so that at least one hundred and fifty persons made the festive trip. At Hooksett carriages met the President and his personal party and brought them back to Concord to be entertained in the evening by Col. William A. Kent and his wife at a party distinguished by its elegance as well as its hospitality. On the Sabbath the President attended service and listened to a sermon by Dr. McFarland. In the afternoon he inspected the unfinished State House and called upon Isaac Hill, all of which compensated the South Enders,

On Monday morning before he arose, a band serenaded the guest and immediately following breakfast, he left the capital of New Hampshire with every expression of appreciation for the courtesy and friendliness accorded him. The Patriot speaks of his democratic spirit in meeting "the Yeomanry," of his deference to old soldiers, of his delicate attention to the ladies, so satisfaction seems to have been mutual during this first occasion when Concord played the host to a great personage.

In this decade (1810-1820) the North End was the setting for as sweet a romance as Concord ever knew. Esq. Walker's daughter, Lucretia, was budding into womanhood with a loveliness of face and character which made her "the belle and beauty" of the day. In the spring of 1816 a personable young man named Samuel Finley Breese Morse came to town with a letter of introduction to his father's friend, Dr. McFarland. It was his hope to ob-

orders for portraits at \$15. each.

This young man with the resounding name was the son of a minister in Charlestown, Mass. and, on his mother's side, a great-grandson of Samuel Finley, one-time president of Princeton college. His family and intimates called him "Finley". He was a graduate of Yale college where he dreamed of becoming a great painter and demonstrated his artistic talents by painting miniatures on ivory, but his parents doubted the wisdom of such a career. In deference to their wishes he attempted to make himself into a book seller but a few months showed the futility of the effort and with the consent of his parents he turned joyfully to the study of painting under Washington Allston. He showed such promise that Allston took him to London where he studied for several years with the famous American, Sir Benjamin West.

Returning to America in 1814, Morse sought to establish himself as a portrait painter but business was poor in his home town, and so he started on a tour of New Hampshire hoping to win money and fame. Concord seemed a promising field because of family acquaintance with the McFarlands and that family welcomed him and gave him a room to use as a studio. He painted portraits of the minister and his wife in return for their hospitality. He made friends easily and wrote home: "Col. Kent's family are very polite to me," and in that home he found congenial young people to bring him into social contact with the most desirable among the townsfolk.

"He was at this period about twenty-six years old", writes Asa McFarland, Jr., "elegant in person and pleasing in address. He was tall and symmetrical; eyes and hair black, and complexion I think, of Italian cast, neither dark, light, nor florid, but somewhat swarthy." His portrait painted by himself before he left London is reproduced here.

Among the patrons of the young artist was Samuel Sparhawk, cashier of the Upper Bank, and that portrait now hangs in the N.H. Historical Society in company with a portrait of Mrs. John Bradley and one of an "unknown

man" who may possibly be George H. Hough. The Sparhawk who lived in the Livermore house where the Bank had its quarters, gave an evening party to which the artist was invited, and there he met sixteen year old Lucretia Walker who was known for her beauty throughout the countryside. The impressionable young man fell deeply in love and one cannot wonder when one looks at the miniature which he painted of his lady-love.

Like any dutiful son of the period, Finley Morse wrote immediately to his family in such terms as this (Aug. 20, 1816) "Other attractions besides money in this place. Do you know the Walkers of this place? Charles Walker Esq., son of Judge Walker has two daughters, the elder very beautiful, amiable and of excellent disposition. This is her character in town. I have enquired particularly of Dr. McFarland respecting the family, and his answer is every way satisfactory, except that they are not professors of religion. He is a man of family and great wealth. She is only sixteen. ***** What I have done I have done prayerfully."

Sept. 2, 1816. "She is very beautiful and yet no coquetry; she is modest, quite to diffidence, and yet frank and open-hearted. ***** We are engaged. Never, never was a human being so blest as I am."

Upon receiving from his father the admonition that he should acquaint Lucretia's parents with the fact of his love, he replied: "I don't know the manner in which it ought to be done. I wish you would inform me what I ought to say. Lucretia said her mother said she didn't think I cared much about her." "Then he added, hopefully, that the family "is extremely polite and attentive to me" and that invitations to dinner and to tea were frequent.

Mrs. Morse wrote to her son a letter of motherly advice and suggestion and the courtship proceeded smoothly toward the wedding which took place in 1818 in the north parlor of the Walker house which stands today somewhat modified, on the south corner of N. Main and Franklin Sts. The life of a struggling artist was one of anxious uncertainty but the marriage

was an ideally happy one until, just as his professional success had become assured, Finley Morse's beautiful wife died in 1825 at their home in New Haven, Conn. Her husband's grief was unutterable; perhaps it was this sorrow which drove him to greater absorption in the visions of his active and ingenious mind.

In 1832 while crossing the ocean on his way home from a trip to England, such a vision became certainty in his mind. Soon after his return he was in Boscawen calling on his old friends, the Websters, and in the course of conversation he confided: "I am about to astonish the world." After he left, Mrs. Nathaniel Webster tapped her forehead significantly as she repeated that remark: "A little mad, that man", thought she. Yet, in due time, Samuel Finley Breese Morse did astonish the world when he successfully demonstrated his electric telegraph, thereby becoming one of the great inventors of the world.

The portrait of Mr. Morse and quotations from his published letters are here used with the gracious permission of his grand daughter, Clara Morse. The miniature of Lucretia is reproduced from a copy of the original which was made for Joseph B. Walker and loaned by his son, Joseph T. Walker. The original was painted shortly after her marriage when she was about twenty years of age.