

The View from The Crow's Nest



Newsletter of the Mattapoisett Historical Society

May 2018 / Issue XXXII

Preserving the past for the benefit of the future.

Mattapoisett and the Fairhaven Branch Railroad

by Jeffrey Miller

"In Mattapoisett, as in every village, the arrival and departure of the trains were the main events of each day." - C. Mendell, 1966

For just shy of one hundred years, the train service to Mattapoisett had a huge impact on the character and development of the town. Throughout the late 19th and early 20th centuries, the Fairhaven Branch Railroad connected the town to New Bedford and Boston, and from there on to the wider network of trains that spanned the country. The railroad allowed tourism to flourish, freight to be shipped quickly and cheaply, and residents to commute to jobs further afield. Like Mattapoisett's short-lived electric trolley line, however, the rise of the personal automobile ultimately led to less demand for rail transport and the eventual close of the line.

The Fairhaven Branch Railroad was part of what was once one of the densest rail networks in the country. This network began in 1835 with the completion of the Boston & Lowell, the Boston & Worcester and the Boston & Providence lines.

These early railroads were initially built under the assumption that they would act like turnpikes, and that anyone could use them with their own vehicles by paying a toll. After only three years, however, legislature was passed to allow the railroad company to restrict access to the lines.¹ While originally intended only to provide Boston with direct routes to other nearby major cities, many smaller railroads were chartered over the following decades. By 1865 there were more than 30 independent railroads in New England. Consolidation of these lines began in the 1870s, however, and by the turn of the century almost all of the trains in the northeast were encompassed by only three larger systems: The New Haven Railroad, the New York Central Railroad and the Boston & Maine Railroad.

Initially, each of the major companies running trains into Boston built their own



Fig 1. An unusual panorama view of the Mattapoisett station and surroundings, c. early 1900s.

¹ This may have been in part due to the formation of the Seekonk Branch Railroad, which built a quarter-mile track to connect to the Boston-Providence line and then ran their own engines and cars all the way up to Boston.

(continued on next page)



Mattapoisett and the Fairhaven Branch Railroad (continued from cover)

terminals. By the 1890s, however, there were four such stations serving southbound trains alone. The Boston Terminal Company was founded in 1897 with the task of combining all four terminals into one union station. South Station was opened in 1899 and has been one of the most important transportation hubs in New England ever since – today it is second only to Logan International Airport. In the early years of the 20th century, railroads remained an important part of transportation systems throughout New England, and many continued to grow. By the 1930s, however, overexpansion had caused many railroad networks to become inefficient and bloated, and in the Great Depression many smaller lines were closed. Finally, following World War II, the railroads faced increased competition from airlines and the proliferation of interstate highways, and most of the small regional lines were shuttered for good.

Mattapoisett's local line, The Fairhaven Branch Railroad, was chartered in 1849. The stipulations of the charter stated that the line would begin in Fairhaven, run within one mile of Mattapoisett, and connect to the Cape Cod Branch Railroad somewhere between South Middleboro Station



Fig 2. The train waiting in Mattapoisett.

and South Wareham Station. It was two years, however, before construction began, and it wasn't until April, 1854 that the first train ran from Fairhaven to Mattapoisett. This was a momentous event, and reportedly a ball was held in Mattapoisett to celebrate. The track progressed quickly, and by August the line was connected to the Cape Cod Branch and the line finally began regular service on October 2nd.

In order to connect the line to New Bedford the company purchased the pre-existing New Bedford-Fairhaven ferry. A new boat was ordered and it arrived just in time to be put into service when the line opened. The necessity of the ferry would turn out to be a reoccurring problem for the branch, as it not only increased the time it took to get to New Bedford, but it was also a drain on operating expenses. Several times the branch attempted to stop the ferry service, only to later bow to public pressure and start it up again.

The line was a total of 15 miles and had only four stops: Fairhaven, Mattapoisett, Marion, and Tremont. For a short time in the late 1800s there was also a flag station – where passengers could signal the train to stop – at Sconticut Neck Road in Fairhaven. The Mattapoisett station was located, not coincidentally of course, on Depot Street. It was a large two-story building, with an apartment



Fig 3. A selection of tickets from the Fairhaven Branch Railroad. [MHS 0500.2.373]



Mattapoisett and the Fairhaven Branch Railroad (continued from cover)

upstairs for the stationmaster. Unfortunately, it was torn down sometime after World War II. In the early years the service seems to have been successful, and in the first two weeks of operation the trains reportedly carried 3,120 passengers. The branch also did well with freight, and all sorts of things were shipped along the line, including seafood, iron, and coal.

In the late 19th and early 20th centuries travel by train was all the rage, and the south coast was a popular destination for the wealthy businessmen of Boston. In order to allow them to commute to the city during the summer, an express service was arranged, beginning in 1884. The so-called “Dude” train was a private members-only service, available only to those who paid an annual subscription

fee, in addition to the regular fares.

The original route was from Boston to Wood’s Hole, but in 1892 a second train was added to provide direct service to Mattapoisett and Marion. In its first season, the Mattapoisett subscribers were Francis Bacon, Rogers Barstow, Eugene Battelle, A.S. Bird, Henry Dalton, Charles King, Theophilus Parsons, George Shattuck, J. Lewis Stackpole, Samuel Warren, Charles Whitmore and John Wheelwright. The “Dude” ran



Fig 4. The Mattapoisett station, decorated for the town’s 50th anniversary in 1907. The stationmaster, John Sisson, is standing with his son on the platform.

for 24 years, operating from May to October, until finally shutting down in 1916.

The closing of the “Dude” foreshadowed the decline of the Fairhaven Branch in general. The development of the electric trolley line (see *Crow’s Nest* Issue 30) and the advent of the automobile put a dent in the service’s patronage, and, following World War I, the passenger service was replaced with a gasoline railbus, which seems to have been noisy and disliked. Finally, the branch ended passenger service altogether in 1935. Freight shipments continued, and when some of the track in Mattapoisett was washed out during the hurricane of 1938 it was still considered worthwhile to replace it. By the early 1950s, however, trains had been reduced to only a few a week, and in March, 1953 the Fairhaven Branch Railroad was closed for good. While most of the track was removed soon after, a short stretch from Tremont to a sandpit in Marion remained in private use until 1976. For 99 years, the Fairhaven Branch Railroad provided an important transportation service to Mattapoisett, as well as Marion and Fairhaven. Without easy access to Boston and beyond, it is unlikely that the town would have developed as a summer destination in the 19th century, a period that had a marked influence on the character of the



Fig 5. A newspaper article about the “Dude” train, with caricatures of some of the subscribers in 1906. (Anon 1906)



Mattapoissett and the Fairhaven Branch Railroad (continued from cover)

town today. However, as this colorful, handwritten story from the museum archives illustrates, sometimes the passengers could be trying for the staff!

Then there was another elderly conductor, stout & deliberate, who had been on the Mattapoissett train so long he was a permanent fixture. I recall one time when I was riding home from Tremont with my father on the 5 o'clock train. In the foremost seat of the car, as deliberately planted as a cement foundation, sat two large, solid women. Their tickets were for Marion; they told the conductor to tell them when the train got there; but when Marion was reached and the conductor had called its name, they didn't move. When they didn't disembark, he came back into the door and, looking straight at them, called, "Marree-ON, Marree-ON." Still they didn't stir. He shouted, "All out for Marion." They didn't budge. So he went out and signaled his "All aboard." The train started and as he came through the door, one of the women asked him, "Was this Marion?" I have never seen a man so absolutely defeated, but he recovered and pulled the cord to stop the train. When the two were safely off—three hundred yards beyond the station—the conductor came down the aisle a broken man. He leaned over to my father, "They set there," he said, "like two warts on a pickle." (Anon n.d.)



Fig 6. The bridge over the railroad tracks at North Street. The train can be seen coming in the distance.

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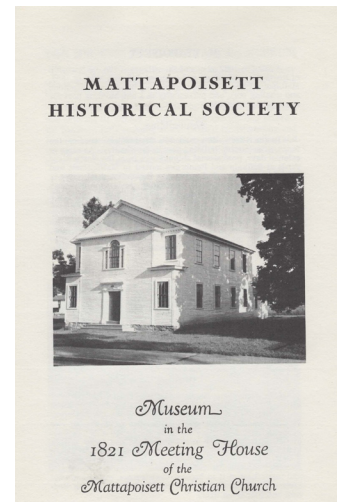


Mattapoisett Historical Society: Then & Now

By Minerva Sparrow

Edited by Kyle DeCicco-Carey and Jennifer McIntire

The Founding: 1958



Sometimes the germ of a movement or organization can be traced far back to a seed lain fallow for years. So it is with the historical society. The idea of gathering material on this history of the Town of Mattapoisett began with Mr. Lemuel LeBaron Dexter¹. He, through the long years of his life had gathered log books, deeds, wills and all kinds of valuable documents of historic interest, literally hundreds of papers were stored in his filing cabinet.

As the years piled up for him, he wondered what he could do to insure their preservation. Neither the Town Hall nor the Library had facilities for their care. He knew in town one young man interested in Mattapoisett's past – Frances Rowland² – and he asked him to consider the care of these papers after his death. Mr. Rowland agreed to assume this responsibility. After his death Mrs. Dexter gave to Mr. Rowland the log books and began looking over and destroying the personal papers which she did not wish kept. The rest came eventually to Mr. Rowland.

Mr. Rowland, feeling that such important papers should not remain in the possession of one man, began to consider how to make them available to the townspeople. One night after he and Miss Sparrow had met at the Dexter house³ to discuss cemetery matters, both being officers on that board, he put a tentative question to her, "Miss Sparrow, do you think we could start a historical society in this town? Can we arouse interest in such a society?" The idea made an immediate appeal to her, and then and there the two began to map out plans under the very roof of the man who would have been most interested in such a society and whose papers became the foundation of our town records. Mrs. Dexter⁴ gave the plan her warm approval and was later to give an endowment fund of \$5,000 in her will to the society as well as some choice pieces of furniture.



In 1958 the only means of heating the church were two kerosene stoves which were condemned on sight by the fire chief. The building also did not have any plumbing. The first decision of the trust: build a small ell to the north to house toilets and a gas heating unit.



The Carriage House, a replica of a 200-year-old barn, was added in 1968 and dedicated in 1969 to display implements and horse-drawn equipment used in farm and country living 100-200 years ago. Its cupola was added in 1971.



Mattapoisett Historical Society: Then & Now (continued)

The first step was to get together a group of people and sound out their interest in founding such an organization. Such a group, about twenty people, met in the town library one night. The response to the plan was heartening. Pro tem officers were appointed – Mr. Rowland, president and Miss Dorothy Fox, secretary – and a suggested Museum Committee, all to consider locating a place for the museum⁵.

In the course of time, various places were considered. First, the cellar of the library. It was to be paneled in mahogany, the library desk moved forward, and stairs built behind the desk. Other places suggested were the unused store in front of Dr. Myslivoy's⁶ office and the old post office building on Church Street⁷. The two last were too small for our purpose and the board, meeting at Dorothy Fox's⁸ house, voted to follow the library plan, Mrs. Sparrow the sole objector. She was so upset that she found herself on the way home driving right down Ship Street about to take to the water. Happily that plan was vetoed by the Museum Committee.

In the meantime, the charter had been drawn up by Mr. Rowland. A meeting of all interested people was held in May⁹ at the Town Hall. The charter was adopted and officers elected. With the help and advice of Mr. Richard Paull¹⁰ the Mattapoisett Historical Society incorporated May 19, 1958.

Then one afternoon Miss Sparrow had a telephone call from Mr. Orlov¹¹ in Boston. Mr. Faunce¹² had left a trust fund to the Old Baptist Church¹³ here and Mr. Orlov, his lawyer, was seeking trustees here to administer the trust. Miss Sparrow was the only person Mr. Orlov knew in Mattapoisett, he having corresponded with her about a Faunce trust fund for Mr. Faunce's lot in Cushing Cemetery, for which she was at that time the treasurer. After finding there was no bank in town to draw upon for a trustee and no lawyer, he asked Miss Sparrow to serve as trustee and to get others, perhaps some descendent of Elder Faunce's¹⁴, in whose memory the trust was established.

That evening Miss Sparrow asked Edwin Perkins¹⁵, a great grandson of Elder Faunce's, to serve and later called up Francis Rowland, related the conversation with Mr. Orlov, and asked him to serve as a trustee for the church endowment. He asked very belligerently, "Does that mean I must get a preacher to preach in that church every Sunday?" Miss Sparrow hastily reassured him and said, "If we play our cards right, I think we may have a building for the Historical Society." At this time the church was not used, the small



The Mattapoisett Historical Society hosted costume ball fundraisers in the late 1960s and early 1970s. They included an "Age of Aquarius Ball," a "Whaler's Ball" and a "Voodoo Ball."



Early exhibits at the Museum included many mannequins to display our extensive textile collection.



Mattapoissett Historical Society: Then & Now (continued)

congregation of five to seven had dwindled to one. Mr. Rowland agreed, much mollified, to ask two more to act as trustees and chose Mr. Kenneth Wood¹⁶ and Mr. Rodney Perkins¹⁷, another great grandson of Elder Faunce's.

The five prospective trustees held a meeting at Francis Rowland's house with Mr. Orlov and others interested in a share of the trust funds. Mr. Orlov undertook to have us appointed by the court and agreed to the use of the church by the historical society. Mr. Orlov suggested the trustees might hold preaching service once a year. Later, the five trustees were appointed by the Court. They chose Mr. Rowland as president and Miss Sparrow as treasurer- secretary.

The trustees met and voted to lease the church building to the Mattapoissett Historical Society for one dollar a year. The first check came from the Faunce fund April 18, 1958 and work was begun on repairing the church building and adding an ell for the gas furnace and toilets. The only real change in the interior was to cover the side pews with removable counters to make a place for exhibits. The trustees were fortunate in being able to acquire the old chandelier from the Universalist Church¹⁸ and old-fashioned bracket lamps for the side walls. The church building was then turned over to the historical society, which held its first exhibit there August 2, 1959.

¹ Lemuel LeBaron Dexter (1872-1957) was a graduate of Tabor Academy and Harvard College. He practiced law in New Bedford, served as a library trustee, on the school committee and in various town offices.

² Francis Cannon Rowland (1911-2006), wrote and led historical walks around town and gave history lectures. He also rebuilt antique clocks and wooden crafts with his wife, Virginia.

³ 22 North Street

⁴ Clara Hammond Dexter (1872-1958). Clara's will left many historical items to the newly formed historical society.

⁵ The meeting took place on April 11, 1958.

⁶ The identity of Dr. Myslivoy is not known.

⁷ 15 Church Street.

⁸ Dorothy Fox (1895-1995) was the Mattapoissett Library director.

⁹ May 15, 1958.

¹⁰ Richard Warner Paull (1925-2017). A local attorney, Richard was also a founding member of the Sippican Historical Society. Prior to entering law school he served in the US Navy during WWII and worked for the FBI.

¹¹ Myer L. Orlov (1901-1989) a partner with the firm Fox, Orlov and Cowin.

¹² Edward P. Faunce (1864-1947), grandson of William Faunce (1813-1898) owned businesses in Boston and Providence. He directed his estate to be divided up between several churches, including the Christian Church in Mattapoissett, upon the death of his beneficiaries. His wife, Susan, died in December 1954.

¹³ Also known as the Christian Meeting House, built in 1821 at 5 Church Street.

¹⁴ William Faunce (1813-1898) was the pastor at the Christian Church for 34 years until his death in 1898.

¹⁵ Edwin L. Perkins (1894-1978) was a local business man that owned Edwin L. Perkins Plumbing & Heating Company. He was the brother of Rodney W. Perkins.

¹⁶ Kenneth M. Wood, Sr. (1901-1997), former chief of the Mattapoissett Fire Department.

¹⁷ Rodney W. Perkins (1898-1989), a local cabinet maker, served on the Board of Health for several years. He was the brother of Edwin L. Perkins.

¹⁸ Also known as the Universalist-Unitarian Church. The church was built in 1836 and stood on the corner of Church and Barstow Streets. It is currently an apartment house.



In the 1970s, Luice Moncevitich and Roni King used puppets from our collection to stage authentic productions of Punch & Judy with Center School students as puppeteers. The Hamlin family donated the puppets to the Museum.



In 1983, local artist George Avila created a cup plate design for the Mattapoissett Historical Society. This board with his original design is still on display in the Carriage House.



Curator's Corner by Jeffrey Miller

Around the museum: The winter is usually a slow period at the museum, but we have been taking the opportunity to make some significant changes around here. We are redesigning some of the permanent exhibits and moving some displays around. In the process, we went through some old photos and records from the early days of the museum and learned that some of these displays have remained virtually unchanged since the 1960s! We need to evolve, however, and our new layout will allow us to keep the pews open during the summer, which means there will be seating available for visitors to sit and relax.

I have found that the quiet winter hours are also a good time to catch up on cataloguing. We have an enormous backlog of uncatalogued objects, documents, and photos, which some volunteers and I have been diligently plugging away at. There are some real hidden gems in our collection, and getting them catalogued is the first step to being able to utilize and care for them properly. Don't forget you can browse the catalog online at <http://mattapoisett.pastperfectonline.com/>.

Summer exhibit: The development of our annual special exhibit is well under way at this point. This year we formed an Exhibit Committee to collaboratively work on it. It has been great to have more people involved in the planning process, and their ideas, knowledge, and enthusiasm has been invaluable. Our exhibit this year will be ***Mattapoisett's Movers and Shakers: A selection of creative, innovative, and influential people.*** The idea is to highlight some of our neighborhood visionaries who had connections to Mattapoisett, and to explore how their ideas made a difference – some you've probably heard of, and some you may not! It should be a fun and interesting exhibit, full of local characters, so be sure to stop by this summer and check it out.

Greeters: As always, we are on the hunt for Greeters (formerly known as docents*). For those who may not have done it before, the task is pretty simple – just greet visitors as they arrive and collect entrance fees. It makes a huge difference for us, however, and without your help we won't be able to stay open during our summer hours. Over the past couple years it has become increasingly difficult to fill all our time slots, so if you or someone you know could spare a Thursday morning or a Thursday, Friday, or Saturday afternoon in July or August, please get in touch so we can add you to the list. And if you are one of our regulars, expect a call in the coming months!

**If you are wondering about the change in title, we thought that docent implied that the position required a level of knowledge or experience that isn't really necessary.*

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Great Community Picnic

Join the Mattapoissett Historical Society and Mattapoissett Land Trust on Thursday, August 2, 2018, from 5:30 - 8:30pm, for the 3rd Annual Great Community Picnic at Munro Preserve on Mattapoissett Harbor. We will provide tables, chairs, tablecloths, hors 'oeuvres, cash bar and music. Bring your own food, utensils and plates. Creatively transform your table with flowers, napkins, etc. Tables are available to seat parties of 4 (\$100), 6 (\$150), 8 (\$200) or 10 (\$250) diners. Buy a table and invite your friends or get your friends to pitch-in for a fun and memorable event for the community. Space is limited – buy a table while they last! For tickets, call 508-758-2844 or visit the Town Wharf General Store.

60th Anniversary Music Fest!

60

The Mattapoissett Historical Society is 60 years old! We will be celebrating our 60th birthday with an afternoon of music and refreshments on Saturday, May 19 from 1:00 - 6:00 pm, rain or shine. Stop by for a bit or stay all day. May 19 is the actual date the Society was incorporated back in 1958. We will have a series of performers entertaining us on the lawn, in the church, and in the carriage house. Come hear Ellipsis, Father & Daughter and Maxx Wolski's Jazz Vibes, among others. You'll hear jazz, folk, classic rock, a cappella, and classical music. All are welcome to stop by to enjoy the festivities. Questions: Call 508-758-2488 or email info@mattapoissetthistoricalsociety.org.

WORD SEARCH

Notable family names in Mattapoissett

by Lisa Hill

a f r r u b a r l o w d h o
a s t n n n n l w l a m o s
g f b h o a o o h d a b l b
s i i i s s t o s h r s m d
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barlow
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bowman

burr
cannon
channing
clark
crosby
cunningham
delano
dexter
evans

field
gideon
hamlin
hammond
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hiller
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Mattapoissett Historical Society

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¹In memory of Frances Rowling

²In memory of Billy DeCosta

³In memory of Priscilla Winslow

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⁵In memory of Ann Prouty

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⁷In honor of Cobey Flynn

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Art Seminar Series



Mural Madness





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Mattapoisett Historical Society Calendar 2018

Saturday, May 12

Our 3rd annual **Charity Yard Sale** will be held on Baptist Street in Mattapoisett on Saturday, May 12 starting at 8:00 am and ending at 11:00 am. There will be a variety of items for sale: antique tools, ceramics, antique irons, furniture, games, rugs, etc. We have even more stuff than last year, so come find a treasure and support the Mattapoisett Historical Society!

Saturday, May 19

Mattapoisett Historical Society's **60th Anniversary Celebration** will feature a Music Open House at 5 Church Street in Mattapoisett. A series of musical performances will begin at 1:00 pm and finish at 6:00 pm. Listen to folk, jazz, pop and acapella music while enjoying the museum's exhibits, other visitors, and refreshments.

Thursday, July 5

Mattapoisett's Movers and Shakers: A selection of creative, innovative, and influential people. Opening July 5, this new exhibit at the Mattapoisett Historical Society highlights how some creative ideas from Mattapoisett – and the imaginative, resourceful people behind them – have made a difference. The museum at 5 Church Street will be open on Thursdays 10:00 am – 4:00 pm and Fridays and Saturdays 1:00 – 4:00 pm.

Thursday, July 12

Open House, 5:00 – 6:30 pm. Come see our newest exhibit, Mattapoisett's Movers & Shakers, and enjoy some refreshments. Free and open to all!

Saturday, July 21

Seth Mendell's Walking Tour of Historic Mattapoisett, 2pm. Learn about historic buildings, the electric rail, the saltworks on Goodspeed Island, the Charles King Mansion at the mouth of the river, and "The Dude Special." Visualize the building of whale ships in the park and how the British attempted to burn the shipyards during the War of 1812. The duration of the walk is approximately one hour and a quarter. Members free; guests \$5.

Saturday and Sunday, July 21 and 22

Harbor Days Booth, Saturday and Sunday, 9:00 am to 4:00 pm. We will have plenty of interesting items for sale: pens, bowls, hats, bags, Christmas ornaments, books, maps, posters and more.

Thursday, August 2

The Great Community Picnic, 5:30 to 8:30 pm. Join the Mattapoisett Historical Society and the Mattapoisett Land Trust for The Great Community Picnic at Munro Preserve in Mattapoisett. We will provide the tables, chairs, tablecloths, hors 'oeuvres, cash bar and music. Bring your own food, utensils and plates. Creatively transform your table with flowers, napkins, etc. Tables will be sold for 4 (\$100), 6 (\$150), 8 (\$200) or 10 (\$250) diners. Buy a table and invite your friends or get your friends to pitch-in. It will be a fun and memorable event for the community. Space is limited – buy a table while they last! For tickets, call 508-758-2844.

Tuesday, August 14

Seth Mendell's World War II Campaigns Lecture Series: "Poland; Finland; Dunkirk and the Fall of France" (7:00 pm at the Mattapoisett Free Public Library.)



Mattapoisett Historical Society Calendar 2018

Saturday, August 18

Seth Mendell's Walking Tour of Historic Mattapoisett, 2:00 pm. Learn about historic buildings, the electric rail, the saltworks on Goodspeed Island, the Charles King Mansion at the mouth of the river, and "The Dude Special." Visualize the building of whale ships in the park and how the British attempted to burn the shipyards during the War of 1812. The duration of the walk is approximately one hour and a quarter. Members free; guests \$5.

Tuesday, August 21

Seth Mendell's World War II Campaigns Lecture Series: "Operation Sea Lion and the Battle of Britain; Case Barbarossa and the Stalin Line; the United States and the Arsenal of Democracy" (7:00 pm at the Mattapoisett Free Public Library.)

Tuesday, August 28

Seth Mendell's World War II Campaigns Lecture Series: "The North Atlantic; Pearl Harbor; Year of Agony and Operation Torch" (7:00 pm at the Mattapoisett Free Public Library.)

Sunday, September 2

Labor Day Weekend Lecture by Seth Mendell: *The Elizabeth Islands: Penikese, Pasque and Nashawena* (5:30 pm at the Mattapoisett Historical Society.)

Tuesday, September 4

Seth Mendell's World War II Campaigns Lecture Series: "Stalingrad and the Eastern front; "Operation Husky" and Italy; the Pacific Theater and the Third Reich" (7:00 pm at the Mattapoisett Free Public Library.)

Tuesday, September 11

Seth Mendell's World War II Campaigns Lecture Series: "Operation "Overlord" and the Invasion of France; Generals Eisenhower and Patton; Collapse of the German Eastern Front and the "Battle of the Bulge" (7:00 pm at the Mattapoisett Free Public Library.)

Saturday, September 15

Seth Mendell's Walking Tour of Historic Mattapoisett, 2:00 pm. Learn about historic buildings, the electric rail, the saltworks on Goodspeed Island, the Charles King Mansion at the mouth of the river, and "The Dude Special." Visualize the building of whale ships in the park and how the British attempted to burn the shipyards during the War of 1812. The duration of the walk is approximately one hour and a quarter. Members free; guests \$5.

Tuesday, September 18

Seth Mendell's World War II Campaigns Lecture Series: "FDR and the Yalta Conference; Demise of Hitler and German Surrender; MacArthur and the Philippines; the Island of Tinian and the Enola Gay" (7:00 pm at the Mattapoisett Free Public Library.)