UNITARIAN SOCIETY AND CHURCH IN QUINCY, MASSACHUSETTS.

organized January thirty-first and First Parish Church organized February twenty-first are and are hereby declared to be the laws of the commonwealth of Massachusetts in Quincy, with all said existing corporations taken prior to the date of this act, and said consolidated corporations shall assume and hereby assume, and whether heretofore or otherwise, and with all other acts in amendment thereof, are hereby declared to be within the limits of said city within the meaning of section fifteen A of chapter forty of the General Laws. Approved August 11, 1868.

CHAP. 521. An Act Authorizing the City of Boston to Maintain on Moon Island in Boston Harbor a Target Practice Range and to Establish Thereon a Training School for its Police Officers.

Be it enacted, etc., as follows:

The city of Boston is hereby authorized to maintain on Moon Island in Boston harbor, a target practice range for its police officers, and, whenever land on said island shall be available, to establish and maintain thereon a school for the training of such officers in the techniques of police work; and for such purposes said island shall be deemed to be within the limits of the city of Boston. Approved August 11, 1868.

CHAP. 522. An Act Authorizing the City of Gloucester to Establish Regulations Requiring Owners to Connect with the Common Sewer Therein.

Be it enacted, etc., as follows:

Section 1. Chapter 224 of the Acts of 1925 is hereby amended by striking out section 11 and inserting in place thereof the following section: — Section 11. The director of public works, successor to the board of overseers of highways under authority of section two of chapter forty of the acts of nineteen hundred and fifty-five, may from time to time prescribe rules and regulations for the connecting of estates and buildings with main drains and sewers and for the purpose of requiring all owners of buildings located on land abutting a public or private way in which there is a common sewer to construct thereon within a period not to exceed three years, and for the inspection of the materials, the construction, alteration and use of all connections and drains entering into such main drains or sewers, and may impose penalties not exceeding twenty dollars for every violation of any such rule or regulation, or not exceeding one dollar for each day during which such violation continues. Such rules or regulations shall be published at least once a week for three successive weeks in some newspaper and, when the city of Gloucester, if there be any, and if not, then in some newspaper, published in the county of Essex, and shall not take effect until such publication has been made.

Section 2. This act shall take effect upon its acceptance by the city council of said city, subject to the provisions of its charter, provided that such acceptance occurs prior to December thirty-first, nineteen hundred and sixty. Approved August 11, 1868.
Swimming Cows Once Squantum Attraction

On an airstrip in Squantum a half century ago it was first demonstrated that the airplane could be a serious weapon of war.

This fact and other “bits on old Squantum” were the subject of a talk to the Quincy Historical Society by Gordon F. Nelson, authority on Squantum history, last night at the First Parish Church.

Slides Shown

With the use of old photographs, adapted to slides, Mr. Nelson took his audience on a tour of Squantum from its early days to its decline during the first decades of this century.

“To this beautiful peninsula in 1621 came Myles Standish with a crew of 9 Pilgrims and 3 Indians. Their purpose was to establish trade and friendly relations with a few remnants of the Massachusetts tribe of Indians,” Mr. Nelson said.

By his small land grants of eight to 12 acres each were being issued in Squantum Neck. The first resident with any sizable land holdings was Richard Buttrick, who died in 1698, Mr. Nelson said. By the early 1700’s the Pope family owned the entire south section of the peninsula.

A century and a half later Captain Jabez Huckins purchased the old Buttrick property, which included Moon Island and Little Moon, a total of 150 acres.

Captain Huckins is reputed to have laid out the rotary drive to his house according to the plan of his last ship, Mr. Nelson said. Where each mast was located on the ship, he planted a tree, and a large flower pot, near the driveway entrance, symbolized the binnacle.

Captain Huckins pastured his cows and sheep on the “Moon,” his off-shore island property, in the early 1800’s. The shrewd Squantum’s Harvard Aviator Squantum airfield was converted into one of the most highly respected units.

By high tide the cows plunged into the water and swam the short distance to the mainland. The event became so popular, people would “buggy” from Milton and Dorchester to see the “cows come home.”

Return of U.S.S. Constitution

Captain Huckins’ granddaughter, Lillie Huckins Titus, was instrumental in bringing the U.S.S. Constitution (Old Ironsides) back to Boston.

In addition to being president of the Massachusetts State Society, United States Daughters of 1812, Mrs. Titus had also been the first president of the Quincy Chapter of the Daughters of the American Revolution.

Under her supervision the society purchased the birthplace of John Adams in 1896 and erected the Standish Memorial in Squantum Park.

Among the spots for relaxation and pleasure at Squantum in the 1860’s and 1870’s was the Seal Rock Inn. It was named for a group of rocks on the beach below, that annually attracted a portion of the harbor’s seals.

Formerly, the rocks were called Willoughby Ledges, for Captain John Smith’s birthplace in Willoughby, England. The inn was destroyed by fire in 1913, according to Mr. Nelson.

Built on a knoll overlooking a choice spot of Quincy Bay, was the Peterson House. Captain Peterson had moved to Squantum with his family in 1833 after spending many years aboard a fishing schooner. While in Squantum he became a noted lobsterman and developed a thriving business, Mr. Nelson said.

Among the captians’ friends was the famous John L. Sullivan, “Boston’s Strongman.” Occasionally in the summer, he would visit the Peterson house for a swim and a sea-shore meal of a dozen chicken lobsters and iced cold beer, Mr. Nelson said.

On the bayside of the old Pope Miss Crabtree who had begun her career at age eight in California, became a shrewd business woman in later life. She invested wisely in real estate, a large house and farm, and developed a thriving business.

Andrew Burkhart built a two story house with summer guest cottages, a barn, and water tower. In 1911 he sold his estate to Lott Crabtree, “the famed actress of the Old West’s gold rush era,” Mr. Nelson said.

Miss Crabtree’s Estate municipal bonds and horses, according to Mr. Nelson. She kept a few of her horses in Squantum, among them “Sanoma Girl,” for which a present day street in Squantum is named.

Although Miss Crabtree rarely visited her Squantum estate, her brother, Jack, kept up the property. Living off his sister’s earnings, he spent lavishly, particularly on gay parties.

The transformation of the quiet countryside of Squantum occurred after the first decade of the century when Wilbur Wright introduced aviation to America.

According to Mr. Nelson “beautiful shade trees were sown, fields were cleared, pipe lines laid and a grandstand of 20,000 seats was erected.

Aviation, which for the next 50 years was to play a prominent part in the city’s industry, made its first introduction by way of Squantum’s Harvard Aviation Field.

Among the first participants in these “air extravaganzas” were the Wright Brothers, the Blériots and the Nieuports of France, and Glenn Curtis.

Seventeen year old Cromwell Dixon came to the Squantum airfield in 1910 with his 25 foot balloon airship called the “Moon.” He was offered $5,000 to fly his airship from Squantum to Boston’s State House and back. He missed his mark, flying over the Christian Science Monitor building instead, Mr. Nelson said, Dixon lost the prize money and was disqualified from the exhibition.

Among the most exciting shows was the bomb dropping contest of 1910 which was the first such demonstration held in this country.

“Contestants attempted to drop dummy bombs of flour and plaster of paris from a height of 100 feet into the funnels of mock battleships on the field below,” Mr. Nelson said.

Secretary of the Navy George L. Myer was present to witness the demonstration and was amazed at the accuracy of the bombs.

A number of years later the Squantum airfield was converted into a Naval Reserve Base for the training of pilots. According to Mr. Nelson, the Squantum base was transformed into one of the most highly respected units.