

ROYALL HOUSE ASSOCIATION – HISTORIC SITES TOUR – JUNE 18, 1960

This tour of Medford offers a patchwork of the various fabrics woven in the latest 300 years of the history of the Mystic Valley.

A continuous trip can pick up pieces of history only as they appear in succession along the route. We can not begin in 1630 and travel chronologically to a destination in 1960. If there is any coherence to this tour, this bus may be symbolic, in that Medford's history is woven with a criss-cross of many highways of various types, the corresponding means of travel thereon, and the natural development of land use along these various thread.

While we are on this side of the Mystic River, we shall be within the bounds of Governor Winthrop's Ten Hills Farm of the 1630's – which became the Isaac Royall estate in 1732-3.

In our imagination we shall set forth through Colonel Royall's pastures, turning toward the River which was the boundary of his estate. It will be several minutes before we reach the River, because of the intervention of more recent history. In the early 1800's we could have seen the mansion of Abraham Touro, brother of Judah Touro of Newport, R. I. The Touro mansion stood between the Middlesex Canal and the River, and Mr. Touro was at one time a Director of the Canal Corporation.

Turning right into Summer Street we become a canal boat. Within four years after the proprietors of the Canal surrendered their charter in 1851, the “process of filling it up was prosecuted so diligently that, in many sections, all traces of this full artery had wholly disappeared”.

The Canal has come from the Merrimack River above Lowell and would take us to Charlestown, crossing Main Street at about their point.

Main Street, the first road from Charlestown, has come from the Royall House and will lead us toward Medford Square, echoing the hoof-beats of Paul Revere's borrowed steed.

Now we meet history yet to come – urban renewal on the right, and the police and fire departments about to be evicted to make way for a new highway interchange.

The bridge ahead is still called the Cradock Bridge and is on the location of the former one that carried Paul over the tide to Medford Town. Since 1905 the tide has been stopped by a dam at this point with a lock to permit passage of pleasure crafts.

A former lock in the river bank near this spot permitted lumber and other goods from the North to reach the Medford docks and shipyards by means of a spur canal connecting the Middlesex Canal with the river. A good

*Leaving Royall House – west on George St.*

*Turn right on College Ave.*

*Turn right on Summer St.*

*Turn left on Main St.*

*Turn right on Parkway.*

*Stop after turning  
off Main Street on to  
the Parkway.*

deal of white oak timber came to Medford ship yards by this waterway – in rafts, presumably, - thus to be twice launched. The Canal will appear in many places along our present tour.

Here is the River, the natural highway that invited the attention of explorers. There used to be docks and wharves on both sides of the River here. The piling is still visible in places along the further bank. For more than a hundred years ships came to those docks laden with molasses for the distilleries whose buildings covered a large area north of the river. All kinds of goods came to these docks for exchange in the Market Place, now called Medford Square. Coal continued to arrive by shipload until about the time of World War I.

150 years ago the Market Place was the hub of four roads: to Charlestown (Main Street), to Malden (Salem Street), to Stoneham (Fulton Street), to West Cambridge (now the Town of Arlington – High Street). Up to that time travel had been mostly by boat or by horseback. Growing needs for easier transportation of more goods and people had just brought the first agitations marking the beginnings of the turnpike and canal era.

To our right and parallel to this boulevard is Mystic Avenue, begun in 1803 as the Medford Turnpike, an entirely new road to Charlestown, and for a time a toll road. Notice how level this area is. What a temptation to build a road to avoid the difficult haul over Winter Hill on Main Street, the old road to Charlestown.

*Move along the  
Parkway*

The Canal which was opened the year this Turnpike was begun, kept to the higher ground at the further edge of the marshy area, but the Turnpike shot straight across the area. Much filling has been done to make this area usable.

The Medford-Andover Turnpike was contemporary with the Medford Turnpike (to Charlestown), and had its beginning in the Market Place with what we know as Forest Street. We shall meet the latest rejuvenation of the Medford-Andover Turnpike after we cross the River.

Now look to the River, the serpent whose many and sudden turns presented accommodations and convenient sites for several ship yards within one mile's distance. Well over 500 sailing ships (many of them clipper ships) slide down the ways of these yards between 1803 and 1873. The 1850's marked the peak of ship-building in Medford.

*Stop opposite labor-  
in-vain.*

You are well aware of the difficulty of navigating such a winding course with sails alone, and the even greater physical effort of poling a barge such a distance with the aid of the tide. The marshy banks of many tidal ditches were not conducive to towing by ox or horse power even with bog shoes.

You are looking at an island. The water you see going by this end of the island looks like a sensible course for the River to take, but in this instance Nature had joined that island to this bank of the River forming a peninsula, the original river course forming the best example of an ox-bow. It is at least half a mile around that island, and after all that poling you have gained a forward distance of only a few feet. At an early date it was aptly named "Labor in Vain Point". In 1761 the ditch was cut across that peninsula. You will be interested in more of this story. The boundary of Col. Royall's land was approximately where the near bank of the River now appears. Samuel Brooks owned the peninsula on the other side of this boundary line. The original planners thought the new ditch should be 12 rods wide and so the Town was authorized by the General Court to purchase the necessary strip of land 12 rods wide, and running across the nick of the peninsula, from Samuel Brooks, for 33 – 6 – 8. Title and money were exchanged. A strip 12 rods, or 200 feet wide looked like an excessive amount of digging with the tools then available. The ditch was dug only 6 rods wide on that part of the strip of land nearest to the remainder of Mr. Brooks' estate. The Town then obtained permission to sell to Col. Royall the unused strip of land 6 rods wide, and contiguous to the Royall estate, "together with all the mud and turf thrown and now laying on said marsh" for 13 – 6- 8.

*Approaching Stop Sign*

Look to the right at the next intersection. The traffic light is at Mystic Avenue, our friend the Medford Turnpike. In the area beyond the Turnpike was the Trotting Park, with the present road crossing the race track just about where the music stand, judges stand, and 5500 seat grandstand were located.

Perhaps you have noticed the large number of truck terminals located along the old Turnpike road. There are additional truck companies in other parts of the City. These companies operate far more trucks than are required to move the products of the diversified manufacturers in the City. This is another facet of Medford's continuing economic dependence on transportation.

*Turn left on Locust St. and left on Riverside Ave.*

Now cross the Medford Veterans Memorial Bridge to the Cradock Farm which Mr. Mathew Cradock operated apparently quite successfully from his offices in London. The Cradock name is still used for the bridge at Main Street and for various business establishments, but please do not use the name for the house we are about to see.

We shall turn left on Riverside Avenue and pass the house built about 1678 by Peter Tufts on land originally granted to Mathew Cradock, the London proprietor.

It is the brick house in Flemish bond, with gambrel roof, and at an angle to the road (facing about south). Note the four oval eyes staring at you. The Society for the Preservation of New England Antiquities, the present owner, calls it one of the oldest brick houses in the country.

*Turn left into Foster Court & plan for turn around at the end.*

*Turn left on Riverside Avenue*

*Turn left into Marine Street, Right into Ship Street, and plan for return to Riverside Avenue.*

Turning into Foster Court we shall have a view of the end of the peninsula which was made an island by “Labor in Vain Canal”.

Notice how the sudden winding of the River gives a long reach for the launching of ships. Here was the ship yard of Galen James and Isaac Sprague, the third yard in Medford. This yard was the first to abolish the eleven o'clock drink. There was trepidation lest no ship would slide off the ways without that traditional built-in lubrication. The men accepted the offer of the owners to add to their wages the cost of the former refreshment. The first vessel launched after this change in custom slid off successfully amid greater than usual hurrah's.

Joshua T. Foster, the fifth owner of this yard, had worked with Galen James and had been a part owner with John Taylor. In 1873 he launched the last ship built in Medford. He petitioned, and it was voted at Town Meeting, that the name Ship Street be changed to Riverside Avenue.

Most of the builders lived in houses which they built along Ship Street near their respective yards. On our left at the corner of Riverside Avenue is one of several old houses still standing. It has just been completely “modernised” into an apartment house. The outside walls were found to have rick and mortar filling the spaces between the studs. The bricks from the tremendous central chimney and fireplaces provided more than an ample supply for the new chimney. New windows and stucco walls obliterate evidence of the age of the building. Diagonally opposite is another survivor of the ship builder era, and again showing an almost complete change of character. Although the name of their street was changed, the memory of the men is perpetuated in street names: Magoun and Thatcher Streets for the first and last names of the first builder, James, Lapham, Cudworth, and Curtis Streets, Sprague and Foster Courts are examples.

Hayden and Cudworth built, among other clippers, the “Herald of the Morning” (1853). Late in her career the “Herald” struck a huge sperm whale and lost seven feet of her bow, necessitating the throwing overboard of part of her cargo to prevent sinking. The captain reported that the whale also suffered greatly from the impact. At one time this “celebrated A-1 Extreme Clipper” had to make her way among fifty icebergs on one voyage around the Horn, and on the way to Boston lost five sailors overboard at different times.

Turning left into Marine Street, we shall be on the site of the first ship yard, that of Thater Magoun whose first ship slid off the ways in 1803, the “Mt. Aetna” 187 <sup>3</sup>/<sub>4</sub> tons. Eight-four ships were built here in thirty-three years. “Honest Paul” Curtis earned that title while apprenticed to Thatcher Magoun and in 1834 became successor in ownership of the yard. Possibly those piles in the river bank show how the ways were placed relative to the stream.

On the next bend in the River to the west, Calvin Turner established in 1804 the second ship yard in Medford, building twenty-five ships in the following eighteen years. Samuel Lapham, another apprentice to Magoun, became proprietor of this yard in 1831 and his twenty-third and last ship was built in 1856 after which he became the first chief engineer of the Medford Fire Department.

Beyond the bow of the River to the west, the area, now devoted to parking, was mostly mill pond, filled by the tide and also by the famous Gravelly Creek. The power of the eight to ten foot tide impounded here, and somewhat augmented by the Creek, was used to run the mill. In 1746 “a straight road two rods wide was constructed from the Market Place to the mill with a stone bridge over Gravelly Creek”, the purpose of the road being to provide easier access to the mill. This road, extended, became Ship Street, now Riverside Avenue. On many occasions high tides have caused floods in the Market Place. In 1959 a high tide flooded the parking area.

As we cross Riverside Avenue into Park Street, the site of Thatcher Magoun's first house will be on our right on the further side of Riverside Avenue. No commuting to his ship yard work for him.

The roadbed for a single track which we are about to cross was the independent Medford Branch Railroad of 1845, later merged with the B.&H. The last passenger run from Boston was patronized by many railroad enthusiasts. Some time ago highway traffic banished the trains from their former terminal in the Market Place, and now the new highway (Route 93) has obliterated the right of way entirely rather than bridging it.

The very obvious relocation of Salem Street is for the benefit of the new Route 93, the present rejuvenation of the Medford-Andover Turnpike. The swarth of open space required the removal of more than 140 families from the area.

The City Hall is the building on the left beyond the new highway. Built in 1936, the site was approved after the customary difference of opinion with those wishing to preserve an open park area.

The Cemetery on the left is the oldest in Medford. Some stones bear dates as early as 1691. There is a plaque in memory of the New Hampshire men who fell at Bunker Hill, a memorial to Sarah Bradlee Fulton, and a monument to Governor John Brooks among the reminders of the Revolutionary period.

Adjoining the Cemetery on the south is a filling station on the site of the distillery building which later became the shelter for the locomotive of the Medford Branch Railroad. Prior to the Revolution the quality of the spring water gushing forth not far from the salt tide gave quality (so it is

*Cross Riverside Ave. into Park St.*

*Turn left into Washington St.*

*Turn right into Hadley Place left into Salem St.*

reported) to a more potent beverage, a quality which suggested the use of the name Medford on the barrels of rum sent forth by distilleries in other places.

Members of the Hall family were among the earliest Medford distillers, and Lawrences were successors, notably Daniel Lawrence and his sons, including Samuel Crocker Lawrence. It was a business held in high repute by our ancestors, but because of the “temperance reformation” of 1830, all except one of the Medford distilleries went out of business. The demand for alcohol as a component for the now “burning fluids” for lamps gave a new impetus to the distilleries in the 18050’s.

Lydia Maria Child, wife of David Child and daughter of Convers Francis, Sr., was born in the house which was later the home of the Medford Historical Society. Mrs. Child was a prolific writer – of novels, anti-slavery treatises, a book on comparative religion, articles in defense of the American Indians, and in 1829 “The American Frugal Housewife, dedicated to those who are not afraid of economy”. Her writing was done after she left Medford.

Convers Francis, father of Lydia Maria Child, was apprenticed to, and in 1897 taking over the bakery business of Ebenezer Hall, developed the “crackers” which achieved world-wide renown. Medford Crackers, a staple item in the provisioning of ships, were also cargo to foreign markets so that ships could replenish their stores in almost any port. Apparently those were like the common crackers made now at Westminster, Massachusetts.

Other bakeries were in business in the neighborhood. Henry Withington established a bakery in 1825 which was continued by his son. The Withingtons were next door to the Francis baker and, for a time, used the ovens which Mr. Francis had used.

Dr. Tufts, Medford's first resident physician serving from 1724-1747, lived in a salt box house nearby.

The Market Place is the site of many other notable buildings, businesses and events. The Soccomb house and other residences, the Opera House, former town halls, the Medford House to suggest a few.

On the right the Medford Savings Bank is on the site of the house in which John Brooks lived after his service in the Revolution. The next building, now the Gaffey Funeral Home, is the Isaac Hall house. Isaac Hall was Captain of the Medford Minutemen, and Paul Revere made certain that this man was aroused on the 19<sup>th</sup> of April in 1775.

Before leaving the bus for a brief visit to the present home of the Medford Historical Society, note the brick house at the opposite end of the parking area. You see the rear of one of the garrison houses, built similar to

*West on High St.*

*Turn right on  
Governors Ave. Stop  
at parking area.*

*Right on Porter Rd.  
Right on Bradlee  
Rd. Right on High  
St.*

the Peter Tufts house, added to as early as the Revolutionary period, and modified since without losing its character. Unfortunately its front yard originally extending at least to Forest Street, is not what it used to be.

Fifteen minutes from now the bus will leave, and we expect you all to be on board.

On the left is the National Guard Armory, headquarters of the Lawrence Light Guard, an outfit organized Oct. 1, 1854. This building constructed in 1902, was given by General Samuel Crocker Lawrence as a memorial to his father, Daniel Lawrence.

On the right, the new Medford Library is on the site of the second Thatcher Magoun residence, donated in 1875 to the town by Thatcher Magoun, Jr. for library purposes.

On the right, the First Parish Church where the League meeting will be held this afternoon at 2 p.m.

Beyond the Winthrop Circle, still travelling in Paul Revere's tracks, we come to Schoolhouse Road on the left, and cross the now buried Meeting House Brook. These names memorialize the neighborhood of the first meeting house and the first school building. On the right near the top of the hill, is the house where Marm Symonds taught the girls who, being girls, were not eligible for public education. Medfordites still refer to this section as "Marm Symonds' Hill."

*Stop at curb before  
Woburn St.*

Woburn Street to the right was an earlier road to Woburn than Winthrop Street, which was laid out from the traffic circle we just passed. Facing into the fork of the Road to West Cambridge (now Arlington) and the Road to Woburn stands the home of Jonathan Brooks, father of the author of the 1855 History of Medford. Jonathan was a distant cousin of John Brooks, a doctor of medicine turned soldier in the Revolution and Governor of the Commonwealth for seven years from 1816. Dr. Brooks received his medical training as pupil of Dr. Simon Tufts, Jr., who took up his father's practice in his father's house in the Market Place. Simon Tufts, Jr., was an intimate friend of Isaac Royall, Jr. Brooks was under a written indenture as apprentice for seven years. "The teacher was as faithful as the student was ambitious". After completing his medical studies with Dr. Tufts, Dr. Brooks settled in Reading, married Lucy Smith there, was chosen to train the Reading Minutemen and led them to Merriam's Corner on the 19<sup>th</sup> of April, 1775. General Brooks served with distinction through the War. After the War, he was called to Medford to become the successor to Dr. Simon Tufts, Jr., and he served until his election as Governor. In 1787 Harvard and Yale conferred on him honorary degrees of MA and from Harvard he received honorary degrees of MD in 1810 and LLD in 1817. We noted the site of his home as we passed the Medford Savings Bank.

*Proceed along High St.*

Facing us on the left, at the corner of Hastings Lane, is a house, a part of which probably antedates the Jonathan Brooks house. It used to face High Street squarely, and it was studied quite carefully when it was turned and enlarged.

Further to the left is Rock Hill from which there is an abrupt drop to the river plain, and which therefore served as an excellent observation post for the Indians when the English settlers arrived.

The brick end house on the right, as the home of Dr. Lincoln so far famed only for his recent association with the Tobys of New Hampshire and his fight with the Medical Society relative to his cancer cure.

The Brooks School on the left has its semi modern exterior appearance because it was rebuilt after the fire of 1951.

On the right at the further corner of Brooks St. is the home of Dr. Wilkins, president of the Royall House Association, who reminds us that this house missed Paul Revere's visit by two years.

Like so many ways called Canal Street, this one on the left at the West Medford Co-operative Bank, led from the West Cambridge road to the Middlesex Canal at a point where there was a lock and the aqueduct over the river which we shall meet later.

Set back from Canal Street, beyond the garage, is one of the buildings of the Mystic Hall Seminary, a school for girls which opened with three pupils in 1855, had 67 pupils in 1857, and two years after that moved to Washington, D.C. Swimming and horsemanship were two of the out door subjects in the curriculum, and three bath-houses were built on the bank of the River near the Canal aqueduct.

The railroad station containing in its walls, stones from many far off places, has lost its dignity and charm along with the patronage by the Boston and Maine – only four trains a day stop here now.

In 1822 Peter Chardon Brooks was granted permission to plant shade trees and to build and maintain the fence around the delta at Grove St. The Brooks estate extended from here to the Woburn-Medford line (Winchester being set off in 1850). Peter Chardon Brooks' daughter, Abigail Brown Brooks, married Charles Francis Adams on Sept. 5, 1829, thus becoming the grand daughter-in-law of the Abigail Adams. Later, when Charles Francis Adams received an inheritance by the will of Mr. Brooks, an Adams was a rich man for the first time.

Along the road to West Cambridge, we again come to the Mystic



*Right onto Mystic Valley Parkway*

River at the point where it is said the earliest colonists found the Indians operating a fish weir. The crossing here was by ford until 1748.

The road along the lake shore was built (1897) in time to welcome the horseless carriage. It is MDC reservation and within the past year has been refurbished to enhance the general enjoyment of the area. Boat launching from trailers has been discouraged to a great extent by the present arrangement of parking areas. The road has been kept sufficiently crooked to discourage its use as a high speed highway. This part of our journey offers the most beauty, and that such an area is preserved, is history itself. The public enjoyment of the area is a strong argument in the brief of the conservationist.

Notice the dam at the head of this first lake. Many people still enjoying this area can remember when there was a fish ladder beside the dam although it apparently served no piscatorial climbers after the building of the dam at Medford Square in 1905. Fish may be scarce here now compared to 300 years ago, but fishermen are much more plentiful, standing shoulder to shoulder comparing tackle from mother's sewing basket with that from Abercrombie and Fitch.

The dam which makes the upper lakes, was built in 1861 to impound a water supply for Charlestown. We shall hear more of this project further on in our trip.

*Left into large parking area beyond beach. Go to turn-around at the end of the drive. Return to pkwy. turning right.*

When the dam was built, the Middlesex Canal had already been abandoned. We are going to meet the Canal at the point where it entered Medford. There are remains of the aqueduct at this point until the recent MDC improvements obliterated the evidence. You will see that although the old aqueduct carried the canal across the Aberjona River it would have been high enough to clear the present lake level.

We shall walk for a short distance on top of the hot-top driveway that has been put in the bottom of the canal trough. Note the girth of the trees, growing from the canal banks and towpath. These trees, grass, and raking up of leaves and brush have prevented the bed from filling up appreciably as you can form some idea of the width and depth of the Canal. Actually it was intended to be: 27 feet in breadth at the bottom, 30 ½ feet at the water line, and the water to be 3 ½ feet deep, the banks to be one foot above the water line, ten feet wide on towing slide, and five feet on the other.

*Left into Sagamore Ave.*

There is a bronze tablet marking the site where the Canal route becomes the Parkway. The canal route leaves the Parkway near Sagamore Avenue, and we shall be travelling the route of the canal for more than a mile in a very straight line.

This side of the road to West Cambridge, the Canal passed through

the estate of Peter Chardon Brooks whom we have mentioned earlier. He had a stone, elliptical arch bridge built to carry his farm road over the Canal at about the point where you will see a monument. The monument bears this legend: "To Sagamore John and those Mystic Indians whose bones lie here. 1630-1884. Site of Indian burial place". The development of this area into house lots since 1910 was one occasion where those conscious of the importance of historic sites lost a battle. The developers refused to give up the one or two house lots that would have been needed to deflect Sagamore Avenue around a park proposed to preserve the Brooks bridge, and the granite is now in the foundations of some of these homes.

*Cross High St.*

We are now on Boston Avenue, still following the course of the Canal. Just before reaching the river, the Canal passed through Gilson's lock. Thence it crossed the river by an aqueduct 135 feet long supported on two stone abutments and three stone piers. The surface of the canal water in the aqueduct was about ten feet above the level of water in the river at high tide. Due to an abhorrence of hills the Canal will turn to the left, leaving our route, and traverse the more nearly level river plain.

On our right is Walnut Tree Hill, but you had better use the name College Hill when you inquire for it today.

The reservoir with which Tufts College used to share the top of Walnut Tree Hill was constructed as part of the development of the Mystic Water Works project in 1861. The water impounded by the dam which formed the upper Mystic Lakes was piped and flowed by gravity to the station near the meeting of the Mystic River with the Alewife Brook. At the station pumps forced the water up to the Rez, and from there it flowed to the faucets of Charlestown. After 1914 it was kept full for emergency use only, and it was drained for the last time in 1944. Then the area became College property and the site of two dormitories. Carmichael Hall (1953) is the "Howard Johnson's of Tufts College" because of the cupola which is a brilliant beacon, day and night. Miller Hall (1959), because of the preference of students for rooms there, is the "Miller\*Hilton" of Tufts College. In these dorms are growing the legends of the old days of the Rez, when no freshman was allowed on the promenade around the top of the Rez. At Chapel time on the morning of the beginning of the Thanksgiving recess, the flag of each class must be seen flying from some prominent spot on the campus. One year, early in the 1900's, and contrary to the edicts of upperclassmen, the freshman colors were flying on that particular morning from a raft moored securely in the middle of the Rez.

Some of you will remember the delightful meeting of the Bay State Historical League in January 1952 when Dr. Carmichael, then President of the University, described the beginnings and the first century of progress of the College.

Do any of you remember the League meeting in January, 1936 as guests of the Royall House Association in Goddard Hall at the College? On that occasion Hon. Richard B. Coolidge pictured Isaac Royall riding to hounds over Walnut Tree Hill, and the hunting horn giving way to the bargeman's horn signaling the lock-keeper. In turn these gave way to the locomotive whistle, and the auto and diesel horns. About twenty years before the date of that meeting, the first radio tower in the Boston area had blown off this hill and derailed a locomotive. Its successor, more firmly guyed, went on the air as WGI. Two blocks down the other side of Walnut Tree Hill, sitting before a wall covered with knobs and dials, two young lads wearing ear-phones, listened to the first voice broadcast of a world series baseball game.

Now that man has passed the sound barrier, what will be the history for the raconteur when the League next meets on Walnut Tree Hills?

Forty years ago there were only willows and clay-pits along this section of College Avenue. In winter plodding punks hauled ashes from the furnaces of Somerville residences to fill these bottomless pits. Shall we say that here on what is now the playing field of Tufts University were won some of the battles of World War II and of the Korean unpleasantness?

The mention of clay-pits brings another Medford industry to our attention. Through the years there have been many brick yards in many parts of the City, some from the very beginning because the garrison houses that we have passed are of bricks from Medford kilns. The 1889 map shows brick yards and ice houses beside "Massachusetts Pond" in the area that is now the athletic field.

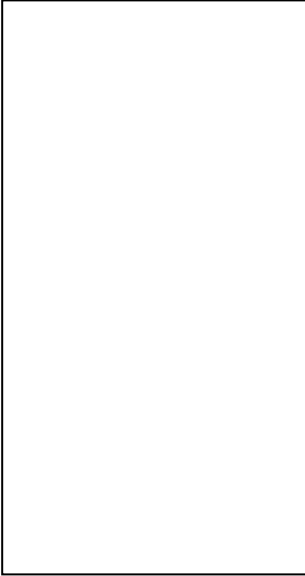
In your imagination can you see to your left the Stearns estate obscured behind a thick growth of willows? Now the house, and even the willows are gone. In World War II there was temporary housing here. Just a couple of years ago, Prof. Russell Miller told the Medford Historical Society that, although still occupied, it was neither temporary nor housing. It was on the move. When a tenant left for class in the morning, he wondered what part might have fallen in or blown away by the time he returned in the afternoon. Professor Miller's interesting talk was more particularly concerning earlier history when the Stearns family and estate figured boldly in support of John Brown and other anti-slavery efforts a century ago.

Along the way you have noticed many things not mentioned in this story such as: Staples Wax Company, Simmons Company, Container Corporation. Some of these are locally owned and managed, others are units of companies having headquarters and plants in other parts of the country. There are in Medford many other diversified manufactories: cheese, potato chips, book-binding, Vogue Dolls, storage batteries, to name but a few.

*Turn left into  
College Ave.*

*Turn right on  
George St. to Royall  
House*

ROYALL HOUSE ASSOCIATION – HISTORIC SITES TOUR – JUNE 18, 1960



You saw many churches, a few of the schools, and many residential areas including public housing and some rather pretentious homes.

Medford is a busy City in 1960 – friendly and prosperous.

When the leaves are again blown from the trees on Walnut Tree Hill, go up to the College and look out over this pleasant City. Think of John Winthrop as he first gazed over this River valley from Winter Hill. Wonder what appealed to Isaac Royall Sr., one hundred years later, that he chose to settle in Medford and create the mansion house. Take what will be a final look at the site of so much shipbuilding, because the crooked stream is soon to be made straight. Perhaps you will see the third dormitory taking shape on the site of the reservoir that came and went within 85 years.

What threads will be woven into the fabric of Medford's future?