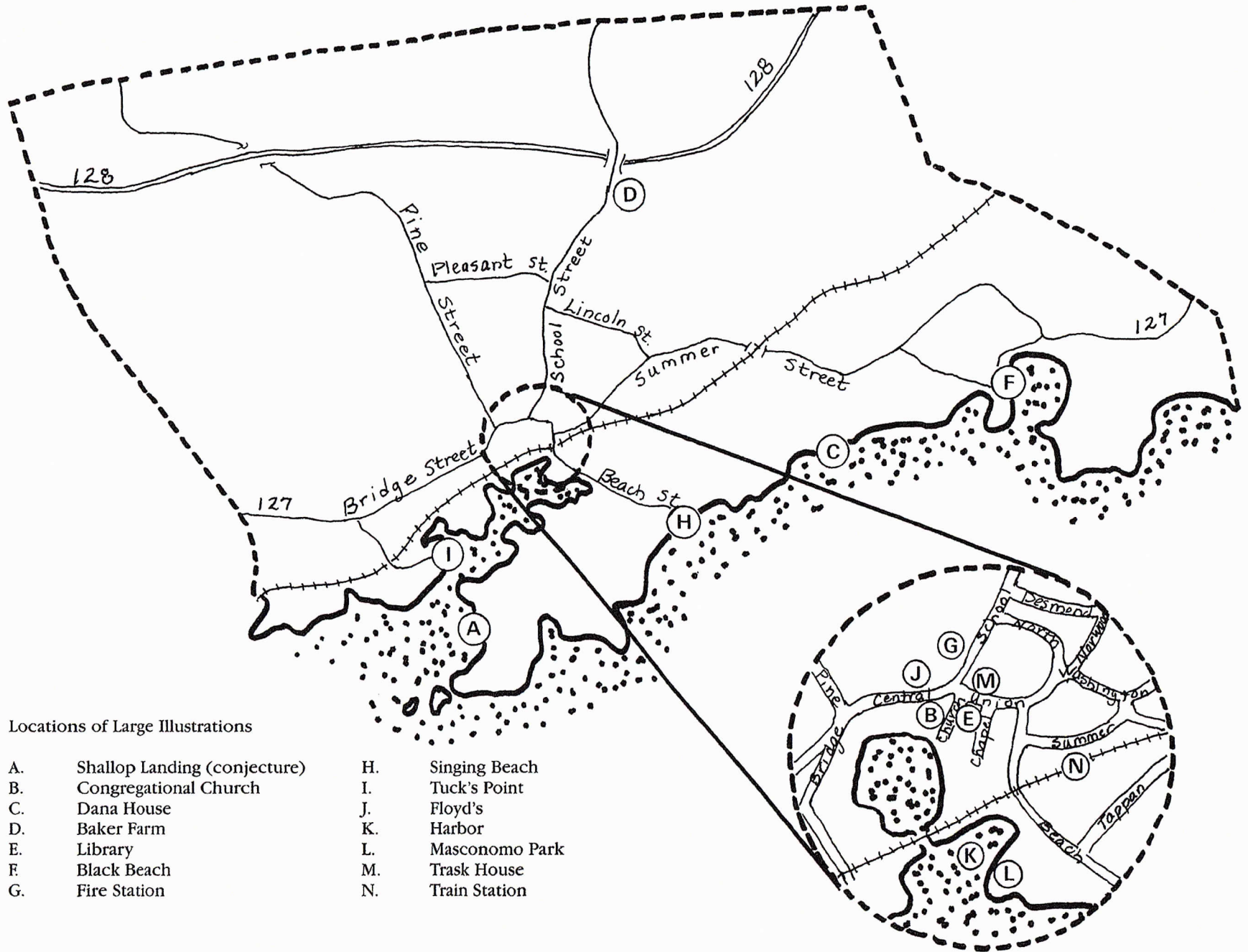


Manchester-by-the-Sea Coloring Book



Illustrations by 12 Local Artists

The Town of Manchester-by-the-Sea

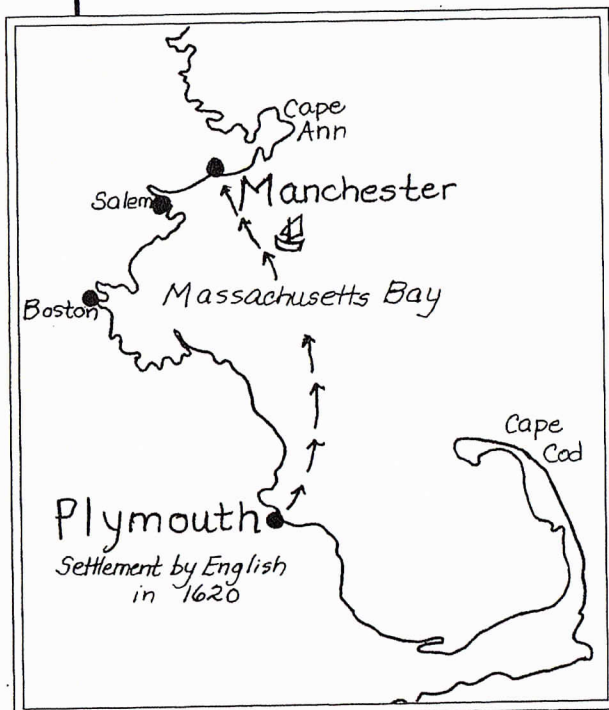


Locations of Large Illustrations

- | | | | |
|----|------------------------------|----|----------------|
| A. | Shallop Landing (conjecture) | H. | Singing Beach |
| B. | Congregational Church | I. | Tuck's Point |
| C. | Dana House | J. | Floyd's |
| D. | Baker Farm | K. | Harbor |
| E. | Library | L. | Masconomo Park |
| F. | Black Beach | M. | Trask House |
| G. | Fire Station | N. | Train Station |

EARLY SETTLEMENT

About 1625, in the place we now call Manchester, members of the Agawam tribe watched strange people appear off-shore in an open boat. The newcomers had traveled across the bay from their settlement in Plymouth in order to fish and to trade with the Native Americans.



In July, 1994, interpreters from Plimouth Plantation re-enacted this first meeting. They sailed and rowed from Plymouth to Manchester in a replica of the shallop (*an open boat with oars or sails*) which had been originally transported, in pieces, aboard the *Mayflower*. The voyagers of 1625, unlike those of 1994, probably did not brave the waves on Singing Beach; they presumably went ashore on a safer beach around the point. Soon after this landing, the first permanent settlers arrived from Salem. By 1640 there were sixty-three colonists living in "Jeffreys Creek"; in 1645, the settlement was officially named Manchester.

The abundant fish in the waters off Cape Ann attracted the Agawam people and the Plymouth fishermen, who built camps in both Naumkeag (Salem) and Cape Ann. They dried their catch on the shore and packed the fish in barrels. The term "agawam" probably means "fish-curing place."



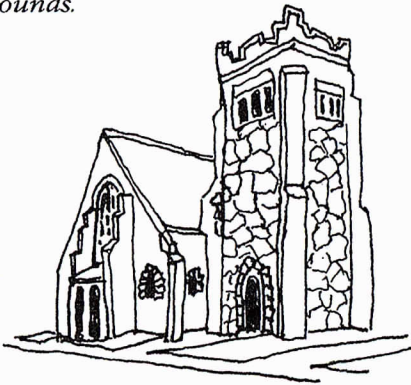
Shallop

CHURCHES

When this beautiful landmark was built on the town green in 1809, even very young children attended church services with their parents. Special programs for children simply did not exist. But two years later, Manchester's First Parish Church, Congregational, established one of the first Sunday schools in New England.



The bell in the tower of the Baptist Church dates from the construction of the church in 1844 and weighs 1200 pounds.



The granite used in the 1906-7 construction of the Catholic Church was cut from a ledge at Manchester Cove, near Coolidge Point.

During Manchester's initial two hundred years, the parish and the town were practically one. Manchester Town Meetings convened in successive First Parish Church buildings. The current weather vane was fabricated in 1745 for one of those earlier buildings that was destroyed by fire. The rooster on the vane is a symbol from the Bible story of the cock that crowed three times to remind Peter of his betrayal of Jesus.

Not until 1844, when the Baptist Church was constructed on School Street, was there another house of worship in town. A Catholic Church followed in 1873. When its congregation outgrew the original building, the present Sacred Heart Church was erected on School Street. Next, in 1882, Emanuel Church began holding Episcopal summer services in its "churchly little building" on Masconomo Street (*Lamson, p. 250*). Also on Masconomo Street is the former Unitarian Church, built in 1885 and now a private house.



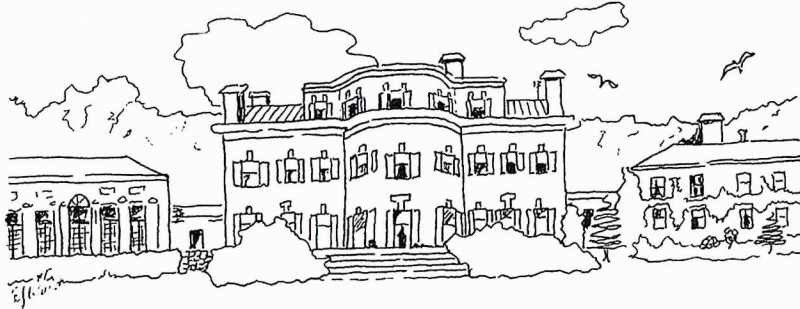
FROTH NICKERSON

Congregational Church

THE DANA HOUSE

Manchester's lovely seashore attracted its first summer resident, who had this house built in 1845. Before long, other summer cottages, hotels, and boarding houses sprang up. By the 1880s, when these vacationers leisurely strolled across their vast lawn, Manchester was a famous seaside resort

Richard Henry Dana, father of the author of the American classic, *Two Years Before the Mast*, came to Manchester from a summer house in Rockport to hear the minister at the Congregational Church. The minister suggested the visitor move to Manchester. Mr. Dana then explored Manchester until he heard the pounding surf. Following the sound up an old wood road, he came to a spot above Graves Beach on which he built his house. (*Reported in a speech by Richard Henry Dana III at the town's 250th Anniversary Celebration, cited in Lamson, p.398.*) The house is now demolished.



Another demolished summer home, an elaborate mansion named the "Marble Palace", was built in 1873 for summer resident Thomas Jefferson Coolidge, a great-grandson of Thomas Jefferson. Today, the Trustees of Reservations owns a trail through Coolidge Point. We have Coolidge to thank for his magnanimous gift to the town of the Manchester Public Library Building.



The Dana House

THE BAKER HOMESTEAD

You can still see this old farmhouse standing at 187 School Street. If you lived in old Manchester, you might have had your milk or even your Christmas tree delivered from this farm. Today, the farmland is part of a golf course.



Can you imagine walking for miles in this long, full, heavy skirt? What do you suppose this woman, selecting a club while her caddie holds the bag, would have thought of today's golfing outfits?

The pictures on these two pages tell the story of Manchester's transition to a summer resort town. The Baker Homestead covered 70 acres and included a sawmill. The family in front of the house is drawn from a photograph taken about 1884. Perhaps one of the women is the Grandma Baker who planted the old butternut tree alongside the house when she came as a bride from New Hampshire. By 1893, much of the farm land had been sold to the new Essex County Club to make its golf course.



The Baker Homestead

THE MANCHESTER LIBRARY

What joy to stride along the top of the stone wall at the library!
At first, you need a parent's hand to steady you, but soon you grow
big enough to climb up by yourself and even jump off the high end.

"Manchester's Noble Gift: Another Charm for the Famous Watering Place" read the 1887 headline in the *Boston Herald*. Charming is an appropriate word for the jewel of a building that has been treasured by its patrons over the decades. Donor T. Jefferson Coolidge chose Charles F. McKim to design the structure.

At first, the library occupied only half the building. Today's circulation area, reference room, and director's office were then the memorial room, assembly hall, and anteroom for Post 67 of the GAR (Grand Army of the Republic). After the last Civil War veteran died in 1927, the GAR rooms, as planned, were transferred to the library. The present children's room was a gift from the Friends of the Library in 1965.



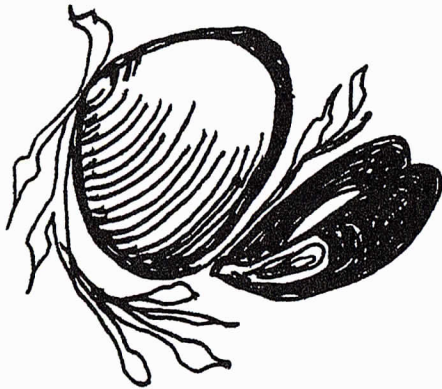
Notice the painting of this girl that hangs on the wall of the Children's Room. She is copied from a much larger canvas that includes her sisters and was painted by John Singer Sargent in 1882.



The Library

BLACK BEACH

Like the boys in the drawing,* people today dig in the muck at Black Beach, searching for clams and mussels. These delicate shellfish make a delicious meal!



Undoubtedly, sea food like this has been collected from this Black Beach for centuries.

At extreme low tide, one is able to walk across the exposed Black Beach flats from Crow Island to Coolidge Point. Tidal pools with many unusual marine specimens exist where the salt water of the ocean meets the still waters of the marshes adjacent to White and Black beaches. High school biology teachers often bring their students here to collect and study these specimens. Many a budding marine biologist has been fostered here.

A visitor in 1897 commented that “the shingly beach and the meadow-edge are littered with dories, nets, anchors, and all the picturesque belongings of fishermen.” (*Garrett, p. 167*)

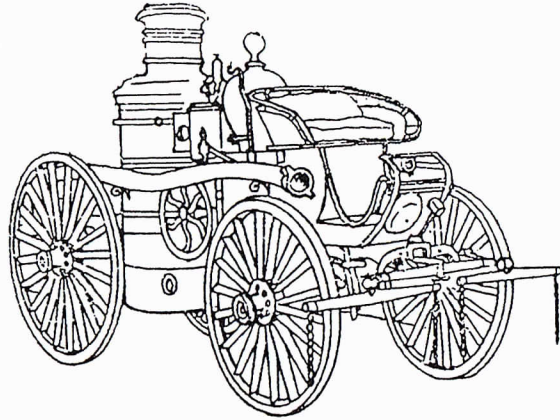
*Inspired by a Winslow Homer painting of another seashore.



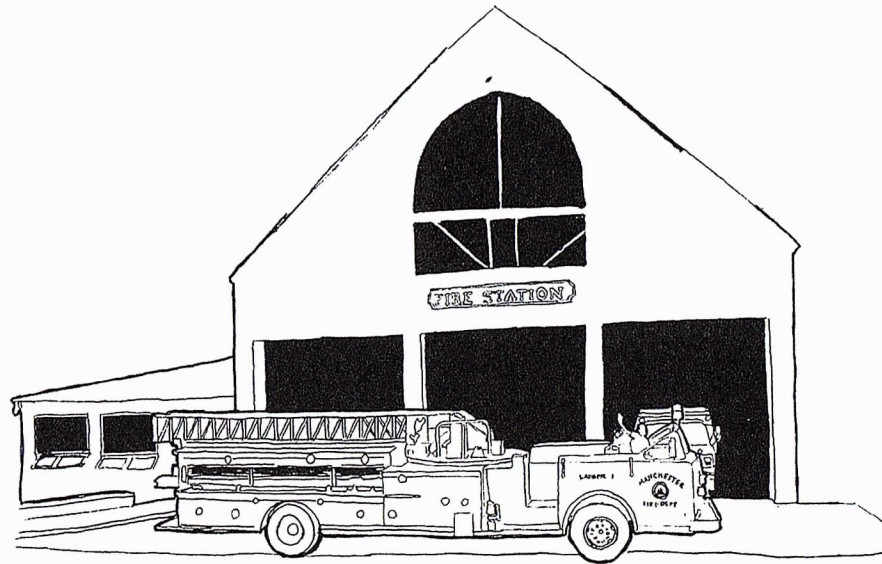
Black Beach

FIRE STATION

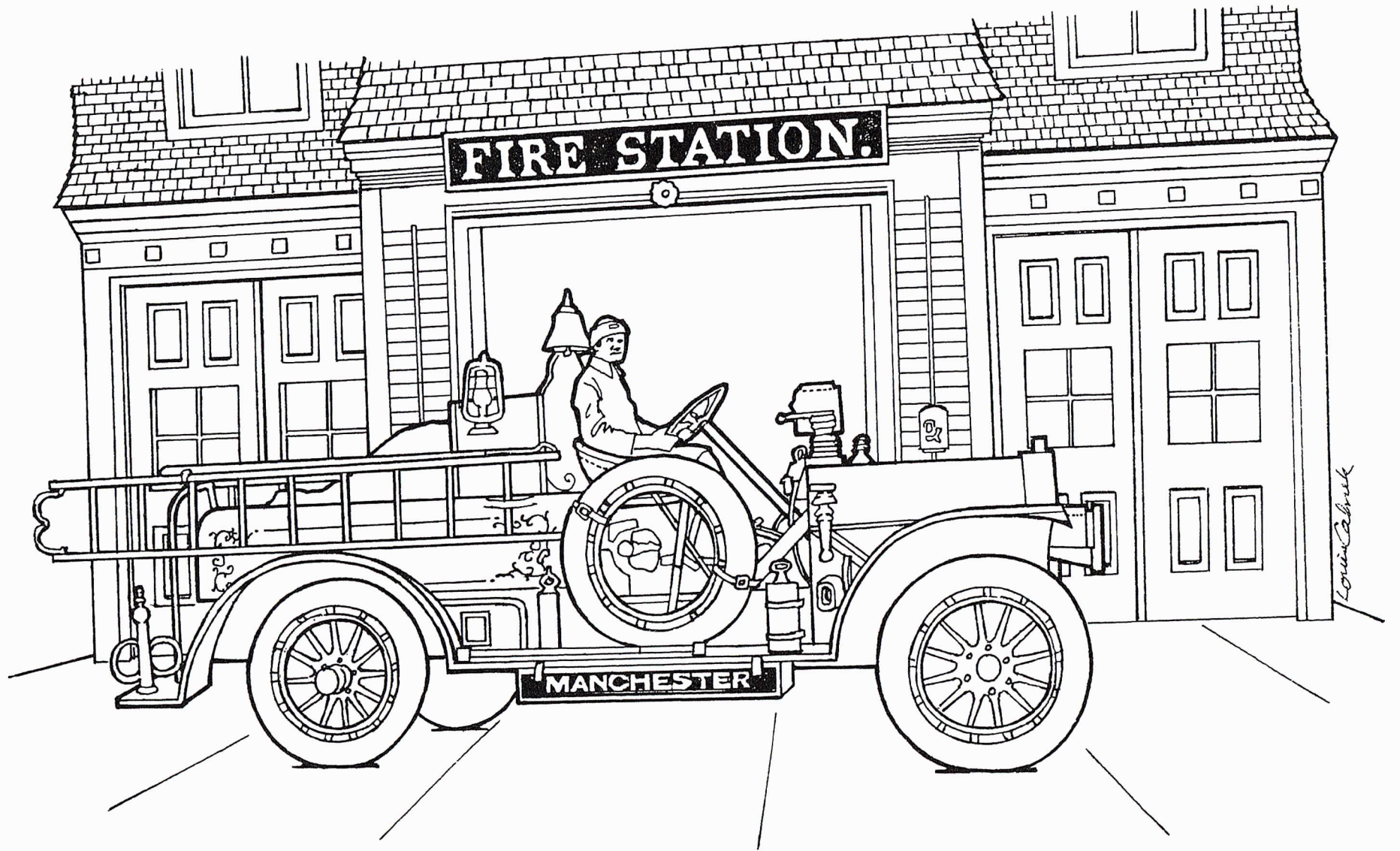
Firefighters of today use chemical-foam extinguishers, but in the early 1900s firefighters combined chemicals from this engine with water and pumped the combination to extinguish roaring blazes. The old fire station which housed this engine stood from 1892 to 1974, when it was replaced by our modern station.



The early American colonists fought fires by forming bucket brigades. Later firefighters used hand pumps. By the mid 1800's horse-drawn steam pumpers, such as this one owned by Manchester, enabled firefighters to deliver a much greater volume of water.



Manchester's current ladder truck has an extension of 75 feet in order to help firefighters get their extinguishers as close to the blaze as possible.



Fire Station

SINGING BEACH

Singing Beach attracted many visitors on this long ago summer day. The beachgoers pictured are drawn from a photo taken around 1900. Today Singing Beach draws people from all over the world. On any hot August day, you can overhear conversations in a number of different languages.



A woman's 1880s bathing suit contained 10 yards of material. Until the relatively recent invention of quick-drying fabrics, bathing suits were made of cotton or wool. Imagine what this one must have felt like when wet!

Singing Beach was acquired in 1892. The Town spent a total of about \$121,000 to buy the land and to pay for claims and litigation costs. The valuable acquisition gave Manchester its wonderful beach, which a visitor in 1915 described as follows:

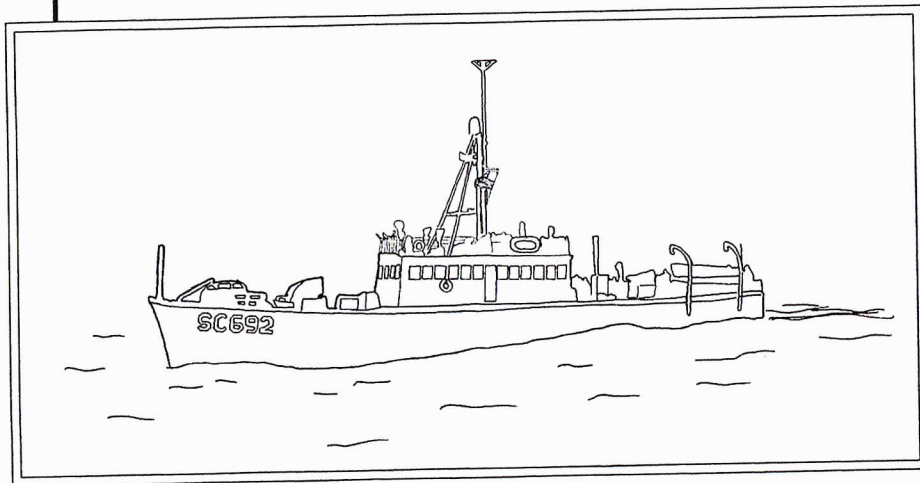
Manchester's peculiar attraction is that beach of ruddy sand—a warm tawny pink—which, when a carriage drives over it or people tread on it, gives forth a crisp note, something like snow under foot in dry cold weather. This odd formation of the atoms which makes them triturate (grind to a fine powder) together in keen musical vibration has poetically christened it the Singing Beach, a wonder of the world and a never failing source of entertainment. (Edwards, p. 79)



Singing Beach

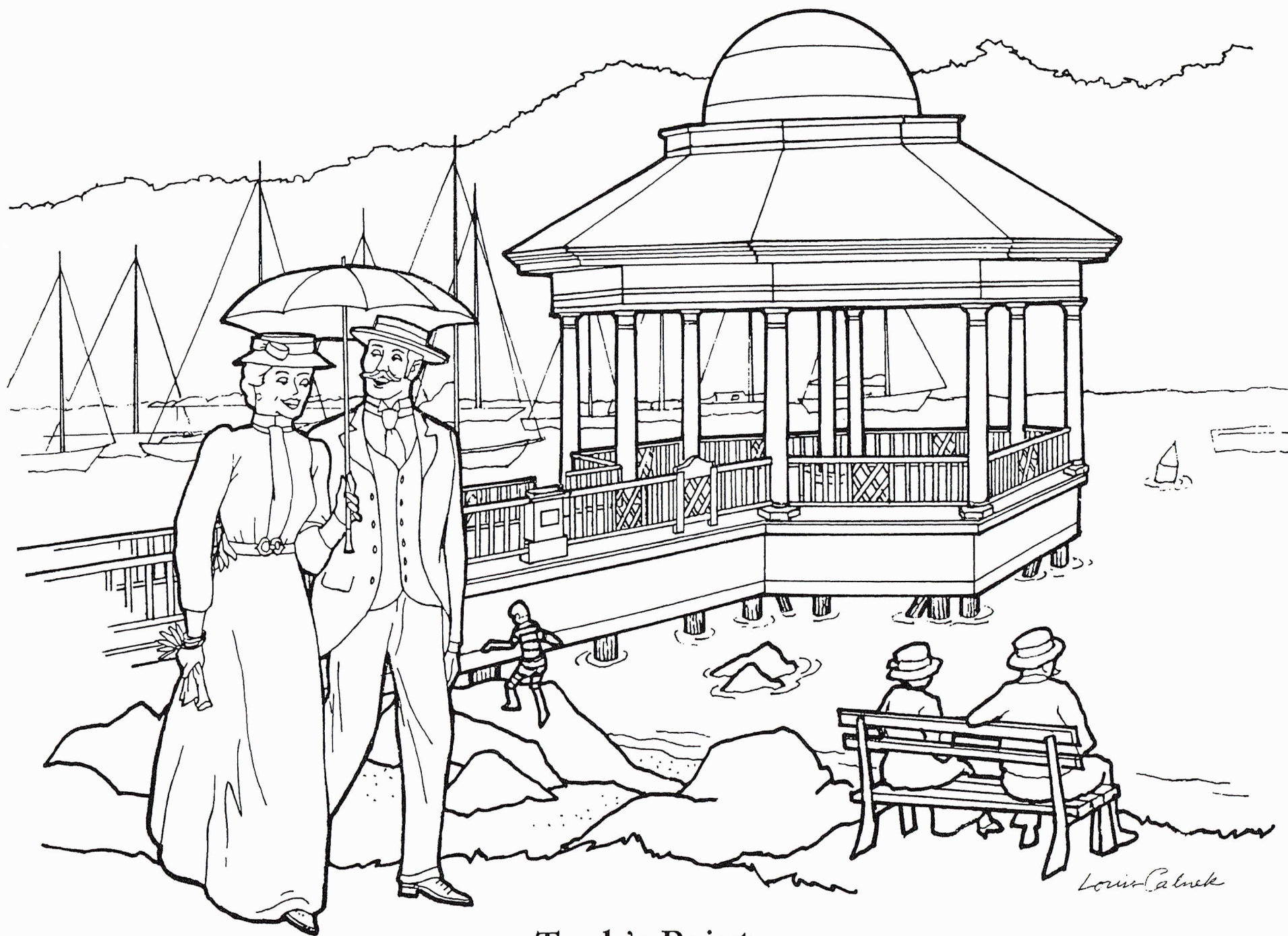
TUCK'S POINT

Have you ever stepped on the Tuck's Point rock in the picture? Notice the boy's striped bathing suit! The man and woman in the drawing wear clothing from about 1900.



Tuck's Point Rotunda, built in 1896, is a favorite place for viewing the traffic in the harbor. Sailboats, power boats, and fishing boats cruise in and out during the day. Every summer, young sailors, enrolled in the Manchester Sailing Association's classes, learn port from starboard as they set sail from the town dock at Tuck's Point.

If you had been at Tuck's Point in 1943, you might have seen a newly completed subchaser cruising out of the harbor. After America's entry into World War II, Nazi submarines (U-boats) freely destroyed Allied shipping off the United States coast. Many times, freighters were torpedoed within sight of the American shore. To combat the U-boat threat, the United States Navy entered into a crash production program to construct small, cheap subchasers. Eight of these 110-foot wooden ships were actually built in Manchester during World War II! The subchasers were very effective in curbing the U-boat menace to American shipping, since the U-boats dared not make careless attacks against ships escorted by subchasers. Small and low in the water, subchasers evaded detection by U-boat periscopes. To supplement the subchasers, the government also constructed submarine spotting towers, two of which still stand in Manchester.



Tuck's Point

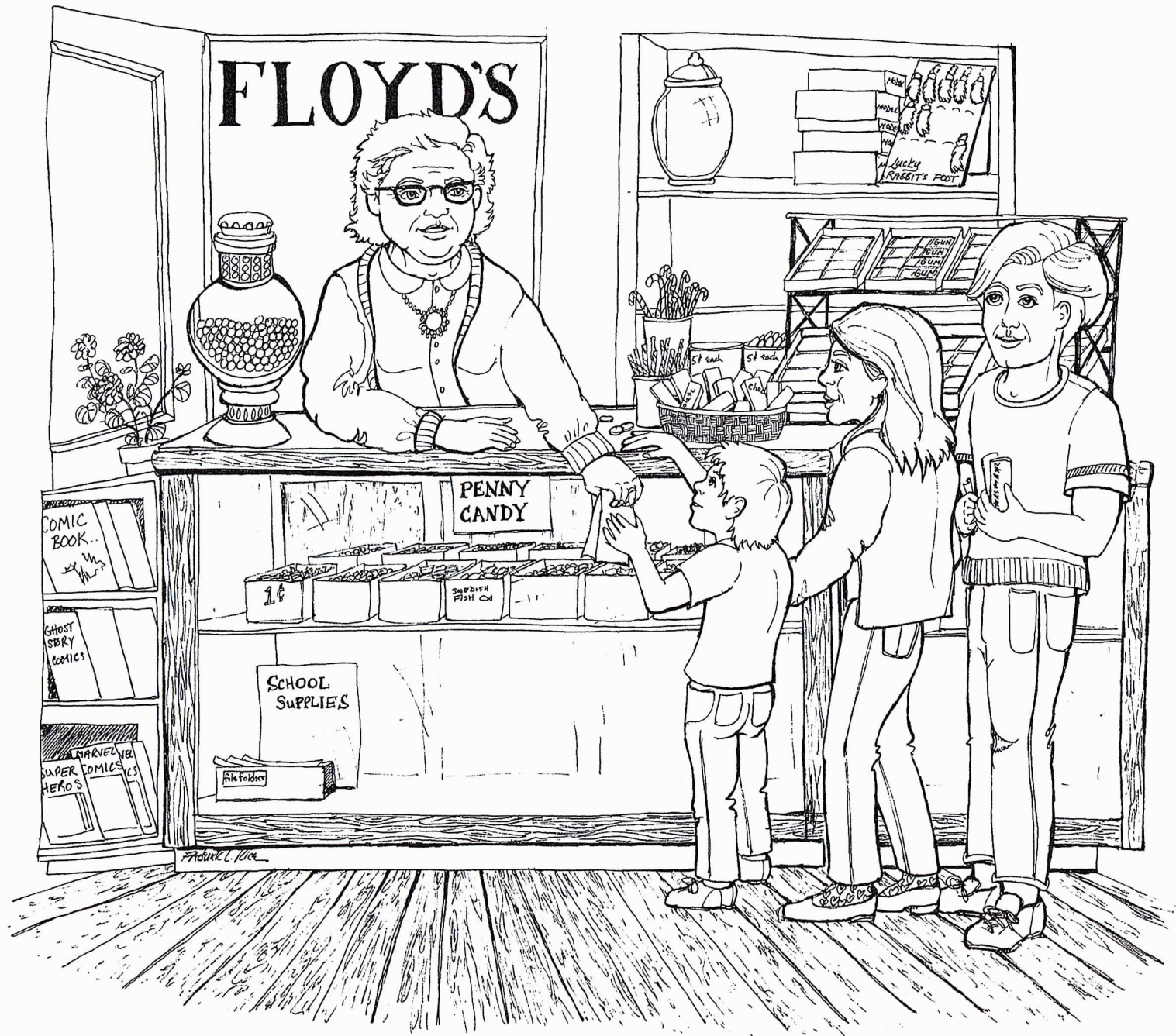
FLOYD'S

When you step into Floyd's Store to buy penny candy from Mrs. Rice, you enter a store that has always been run by her family. Alice Rice remembers her great-grandfather, who started the store, as an old man with a white beard down to his waist. For years, candy was actually made in the store by Lyman Floyd, Mrs. Rice's grandfather. Mr. Floyd's children helped him by twisting the ribbon candy while it was still warm.



Floyd's is part of the Rabardy Block, built in 1884 for Julius Rabardy. Rabardy, born in France in 1833, came to this country on his brother's ship. As a Union soldier, he lost a leg at the Battle of Antietam. Rabardy later opened the town's first telegraph office. His stepdaughter operated the telegraph key, and her husband, Lyman Floyd, began the famous candy making business. Though no candy is made on the premises now, much candy is sold!

Floyd's has been called one of the landmarks of the North Shore; it is one of the rare stores still in the hands of the family that began it over a century ago.



Floyd's

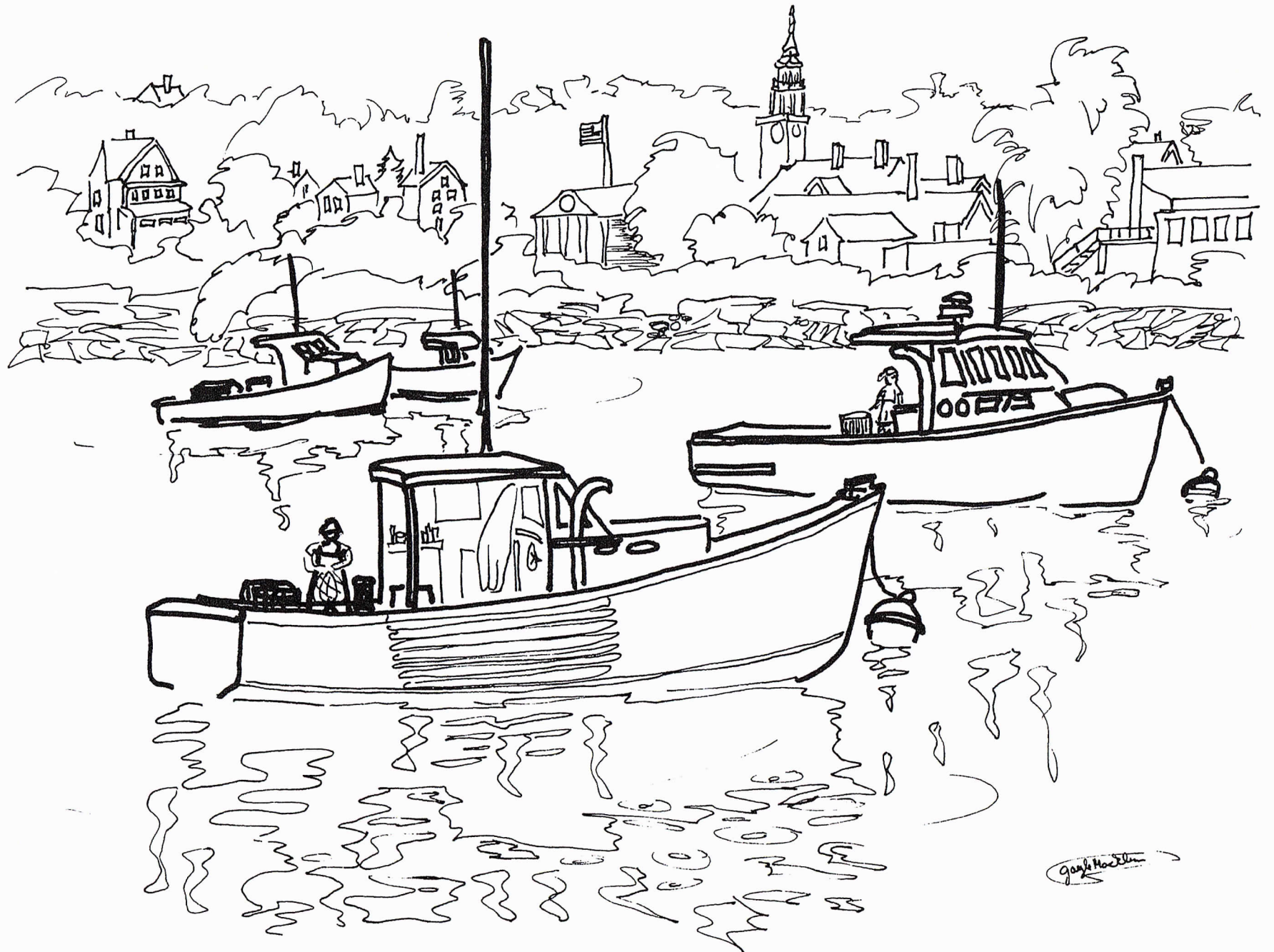
MANCHESTER HARBOR

Manchester Harbor is one of the loveliest and best protected harbors in New England. Beyond the lobster boats, you can see the American flag flying over Town Hall.



The parade of people walking to Singing Beach is a familiar summer sight. When the "beach train" disgorges its passengers, they sometimes form a wave of humans rolling to meet the waves of the ocean. One favorite site along the way is "Captain Dusty's" Lobster Shack. The real life Captain was Bruce Lesetine, who first came to Manchester as a porter on a private railroad car. When his employer died, and the Depression put an end to personal rail cars, Bruce Lesetine turned to fishing. He and his wife ran "Captain Dusty's" fish and lobster business until his death in 1990.

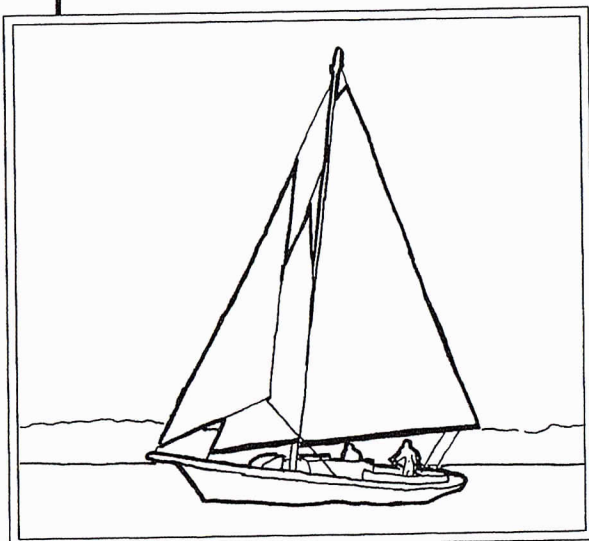
Manchester's commercial fleet consists of over 30 vessels, belonging to full and part-time fishermen. The fleet's catch is virtually all lobster. New England lobster, a delicacy today, was shunned as a food in colonial times; it was used mainly as a fertilizer. Lobsters are caught in the familiar netted crates, but you may see some ships unloading plastic barrels. The barrels trap slime eels. The eels, aptly named, are frozen and sold to Korea to be fabricated into leather-like items.



Lobster Boats in Harbor

MASCONOMO PARK

What's your favorite activity at Masconomo Park? Most likely you and your parents have fond memories of sunny hours spent at this seaside playground. You might recall climbing up and down the original equipment, donated by the Police Department, but surely you have scrambled around on the extensive new play structure, built in 1990 with money raised by a parents' group.



Across the harbor from the playground lie Manchester's boatyards. Many vessels were designed by the renowned Sam Crocker and built at Crocker's Boat Yard. This particular 26 foot sailboat was built for the designer's own use in 1950. He named her "The Masconomo."

Masconomo Park takes its name from the Agawam *sagamore* (leader) who lived in this area when the first European immigrants arrived. We know Masconomo visited Manchester Harbor in 1630 to meet the *Arbella*, a ship on its way from England to Salem. (On board the *Arbella* was John Winthrop, the "founder of Massachusetts", who had in his possession the charter for the Massachusetts Bay Colony.) Masconomo, who was called "Sagamore John" by the settlers, died in 1658. He is buried at Sagamore Hill in Hamilton.

Lands for the settlers were purchased from the Native Americans, who did not share the Europeans' ideas of land ownership. Though Masconomo was the leader of the tribe, he did not *own* the land the way people did in Europe. Nonetheless, in 1700, Masconomo's grandsons deeded to the Selectmen of Manchester, for the sum of 3 pounds 19 shillings (slightly more than the cost of one cow), their rights to the land. Part of the deed reads:

Whereas said townshipe quietly and peaceably and without molestation enjoyed the soil, &c. for more than sixty years—and that in the first place by the consent and approbation of our grandfather Sagamore John of Agawam—alias Masconomo, or Maquenomenit, and ever since by consent and approbation of his children, and by us his grandchildren, being now the surviving and proper heirs to our said grandfather Masquenomenit.



Masconomo Park

TRASK HOUSE

The Fourth of July brings the Manchester Parade with its antique cars, bagpipers, historical militia units, unicycles, town floats, ear-piercing fire sirens, and even 25 foot pythons. Here you see the band marching past the Trask House.



This chair from the Rufus Stanley cabinet shop sits in the Trask House. The cabinet trade was for a time a very large industry in Manchester. During this thriving manufacturing era, the Dodges, Allens, and Tappans, to name a few,

established mills in Manchester. Before the Civil War, fine furniture produced in Manchester found its way to markets in the deep South. The cabinet-making never recovered from the disruption of the war and the competition of large industrial furniture production. Nonetheless, as late as 1870, a Boston trade journal spoke of Manchester's "enviable reputation," commenting that "the class of work that is made in Manchester to-day is without doubt as fine as any work turned out in the United States, and it is retailed in the warerooms of the most fashionable furniture dealers in the country." (Lamson, p. 150)

"This pretty white house was built in 1823 by a most remarkable lady, Abigail Hooper. Abbie Hooper, like a proper little girl, should have married at eighteen or so and shown nothing but pretty confusion with the business world. [Instead] she was a businesswoman, treated the sick with homeopathic medicines, acted as an attorney by drawing up wills and deeds for other people, and took mortgages; her opinion, it is said, was sought by the Selectmen when they were drawing up the warrants for Town Meetings." (Red Book, p. 38)

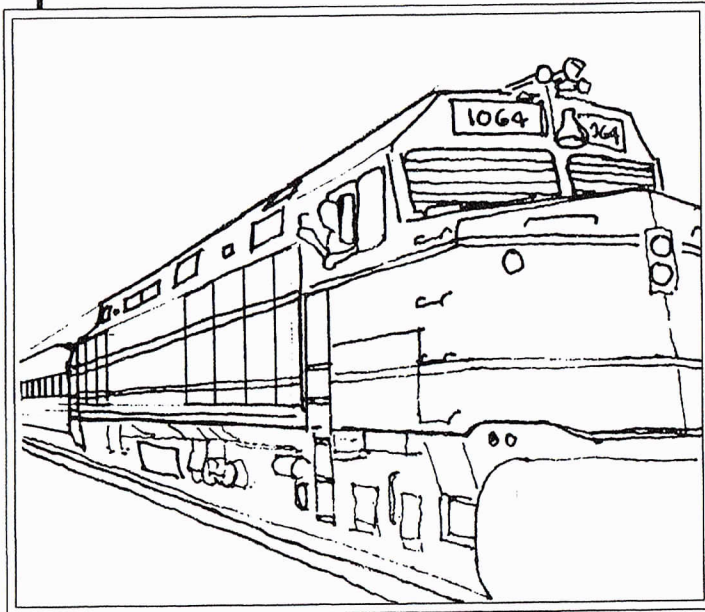
"On November 2, 1823, Abigail married a widower sea captain named Richard Tink. Abigail didn't like being 'Mistress Stink', and a year or so after the marriage Richard had his name changed by an act of the Legislature to Trask, his mother's maiden name." (Youngman, p. 65) Though Richard died in 1846, Abigail continued to live on in the house until she was a very old lady of 97. Today, the Trask House is the home of the Manchester Historical Society.



Parade/Trask House

THE TRAIN STATION

Have you ever noticed that diesel engines look like faces? The engineer's windows are the eyes and the headlight is the nose. Diesel engines such as the one pulling the commuter cars in this picture will fade into the past when electric-powered commuter cars begin running in the near future.

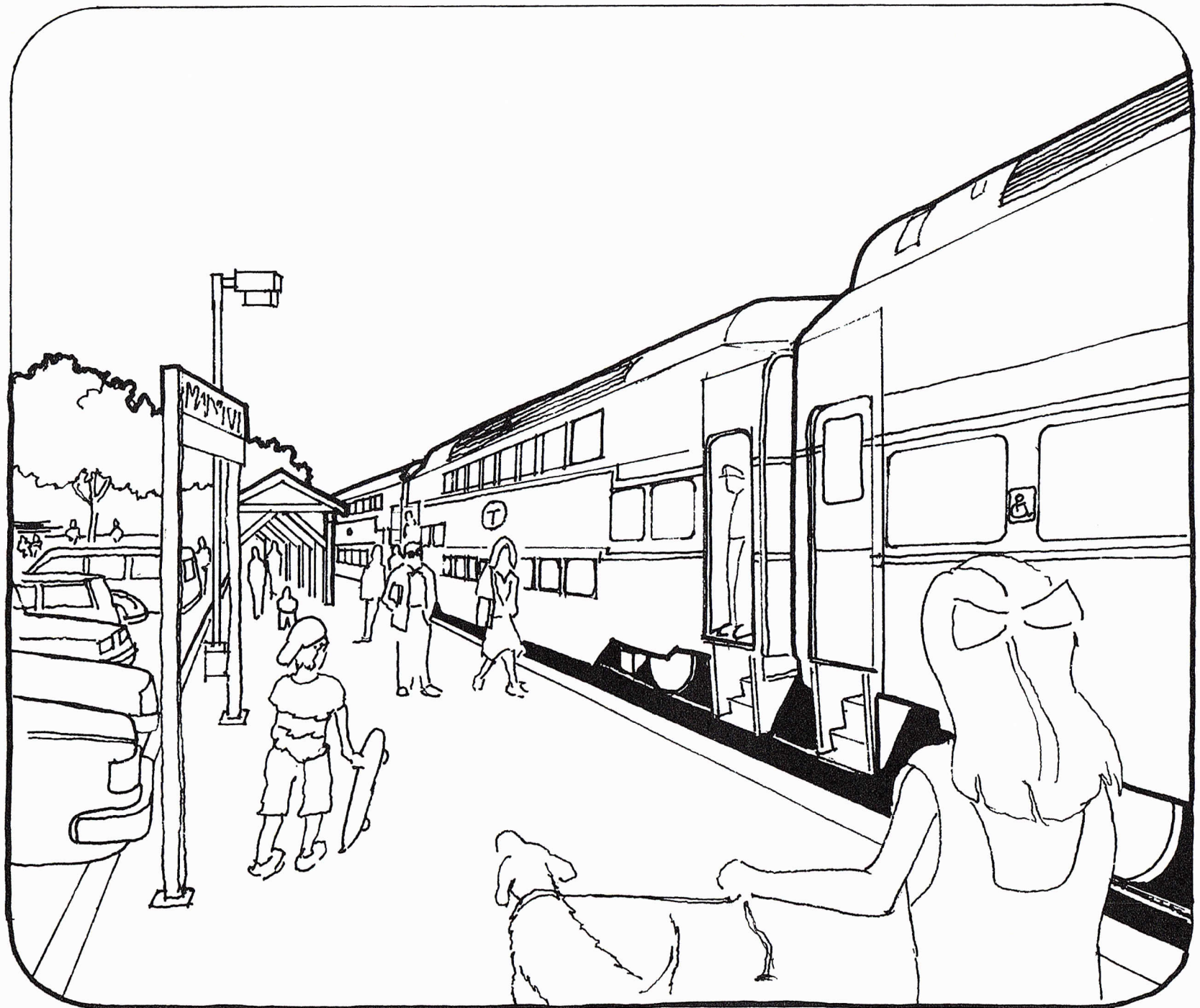


Coal-powered steam locomotives pulled the first trains. Over a hundred years later, the mighty steam engines were supplanted by diesels.

A century and a half ago, building the rail line through Manchester required much earth moving, filling and blasting. An observer in Lynn described the process in 1847:

“Gangs of Irish laborers were set to work in several sections of the town along the line of the road, and their work was watched with a high degree of interest by the boys, and with hardly less interest by the men of the largest size...The sight and operation of the gigantic drills; the immense quantities of powder used; the scampering away to a safe distance, when the signal was given that the fuse was about to be touched off; the moment of suspense while waiting for the charge to explode; the fragments of rocks flying into the air like rockets.” [Floyd, p. 113] Many of these same Irish laborers took up permanent residence in Manchester.

Manchester for many years had three depots: the main station downtown, West Manchester on Boardman Avenue, and Magnolia Station in the woods on Magnolia Avenue. Evidence of the defunct stations can still be seen. A few years ago, pressure for more parking space led the MBTA to consider re-opening Magnolia Station.



Trains

Introducing the Contributors to the Manchester Coloring Book

Lou Calnek is a graphic artist who worked for most of his professional career in New York. He has a preference for drawing, but enjoys watercolor as a hobby. A native of Manchester, he and his wife have always maintained a second home base here. (*Baker homestead, old fire station, pumper, Singing Beach, Tuck's Point*)

Sally Carson, a prolific painter and inveterate traveler, houses her continuous watercolor exhibit at Cristo's Coffee Cup. The cable show, Sail New England, devoted a segment to a demonstration of her technique. (*Library*)

Forrester Cole, a ninth grader, enjoys drawing subjects in fine detail, as well as sketching his dog, Milou. His favorite medium is colored pencil. (*Ladder truck, subchaser, Crocker sailboat*)

Bill Collins is a senior at Manchester High School and has been interested in art for a long time. Accomplished in drawing and painting, he recently switched his focus to sculpture and tenegrity sculpture. (*Dana House*)

Dick Emery is a graphic artist who has published several books, most recently *The Creative Stroke*, which celebrates the use of the human hand, rather than the computer, in generating design. He is writing an opera based on the life of Chief Joseph of the Nez Pierce Nation. (*Layout and typeface*)

Andrew Hardenbergh is an architect who does panoramic art pieces featuring mountains and buildings, as well as total abstractions in watercolor. (*Train station, diesel engine*)

Nicky Hardenbergh, Friends Board member in charge of production, thoroughly enjoyed this project. Her drawings appear here, she confesses, because she was available to meet last minute production deadlines. (*Map, horse chestnuts, Sacred Heart, Sargent girl, old bathing suit*)

Virginia Hughes taught drawing and perspective at William and Mary College before her retirement in 1979. Since then she devotes much time to her painting, pen and ink drawing, and lithography. She especially enjoys painting out of doors. (*Shallop, Masconomo Park*)

Mary Kirby grew up near Black Beach and is a self-taught artist. Since retiring from a long career as an airlines reservation agent, she devotes much time to the art she has always loved--oil painting. (*Black Beach, shellfish*)

Gayle Macklem is School Psychologist and Special Education Coordinator in the Manchester Schools. A painter all her life, she is a past president of the Guild of Beverly Artists. Watercolor is her primary interest. (*Harbor, Trask House, Captain Dusty's*)

Truth Nickerson taught art at the Music Theatre summer camp when she first moved to Manchester. For 27 years she was the head of the Creative Arts Department at Brookwood. Her preferred medium is watercolor. (*Congregational Church*)

Slim Proctor began her career as a book illustrator. A proficient watercolorist, she was active in the Manchester art community for many years. She looks forward to returning to her art when she retires from the Library. (*Artistic guidance, colored pencil on cover, historic documentation*)

Fred Rice is an 11th generation Manchester resident. A long-time contributor to Manchester projects, his art appeared in the 325th book and the Bicentennial book. He is also a professional actor and an "obsessive" gardener. (*Floyd's interior, Floyd's exterior, Baptist Church*)

Curtis Vouwie first presented the idea of a library coloring book to Sarah Collins, in gratitude for her wonderful children's library program. When the Friends took on the project, Curtis, a professional publisher, planned and managed the publishing of the Coloring Book.

Ellen Ward has been active in art and gardening since retiring as physical education teacher and past coach at Brookwood. An accomplished photographer, she also enjoys drawing, printmaking, and watercolor painting. (*Marble Palace, Golfer*)