

Mills and Muskrats on the Monatiquot



The Story of Braintree's River

by Abigail E. Franklin

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Braintree Historical Society

Braintree, MA

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Have you ever wondered why those huge puddles form in the Southeast Expressway Rotary when it rains? Or why the golf course floods every spring? The answers to these questions lie in the story of the Monatiquot River. The history of Braintree's transformation from a Native American agricultural area, to a colonial settlement, to a thriving industrial town, to a highly populated suburb of Boston can actually be told by examining the role of the Monatiquot River in the town's life. Over the years the Monatiquot River has supported the people that live along it with food and waterpower and often produced conflicts over how best to use its waters. This essay tells the story of how the use of the river's water has changed from the time of the Native Americans to the present day.

The birth of the Monatiquot took place ten thousand years ago, at the end of the last major ice age. A massive glacial ice sheet had covered New England for 4,500 years during the last stage of the Pleistocene Epoch (Horner 1985, 3). When the ice melted, it left behind a wide, shallow lake that covered Hingham, Weymouth, Braintree, and parts of Quincy, Randolph, Holbrook, and Rockland. Geologists called it "Glacial Lake Bouve" after geologist Thomas Bouve (Skehan 2001, 189). As the lake slowly drained into the ocean and cut through the layers of sand and rock left by the glaciers, it created the three existing major

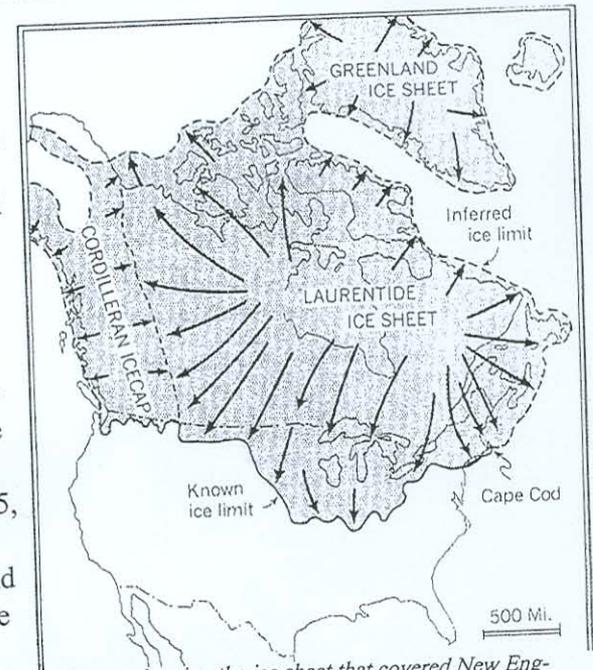


Diagram showing the ice sheet that covered New England from the book "A Geologist's View of Cape Cod."

ivers in Braintree - the Moore's Farm, Cochato, and Monatiquot (Horner 1985, 4).

Today, the Monatiquot River flows under, around, and through a sea of asphalt, green lawns, and commercial establishments, for four and a half miles with a total elevation drop of one hundred and twenty feet. Its two sources, the Cochato River from the southwest and the Moore's Farm River from the northwest, each run about two miles in Braintree before joining in the middle of the Braintree Municipal Golf Course to form the Monatiquot. The golf course lies in the floodplain of these three rivers and floods every spring after heavy rains. From the golf course, the Monatiquot River flows over a deserted industrial mill dam, a supermarket, the former town landfill, along the Southeast Expressway, and then behind houses, businesses, and several apartment complexes, before emptying into the tidal Fore River. The Fore River then flows through the towns of Braintree, Weymouth, and Quincy on its way to Hingham Bay and Boston Harbor.

Before the Europeans arrived in New England, the scenery along the river was much different. Native Americans lived in three major settlement areas along the river - the east bank of the lower Monatiquot River, the upper Monatiquot beginning at the Moore's Farm and Blue Hill Rivers, and the Upper Cochato River on the west side of the ancient glacial lake Bouve. Twenty documented campsites exist along the Monatiquot and Cochato Rivers (Horner 1985,6). The Native Americans used the river for transportation and as a place to gather food such as fish and shellfish.

The river's name comes from the Native Americans that lived on its shores. Some believe the name is a combination of three words, "mo-natic-et", and translates to "the river of many villages" (Horner). The book "Indian Place Names of New England" translates "monatiquot" as "at the deep tidal stream", or "lookout place" while others believe it means "Abundance" (Huden 1962, 121 and General & Historical Information on the Town of Braintree, Massachusetts 1970).

The early English settlers of Braintree came from the Shawmut peninsula, also known as Boston. Because land for farming was becoming scarce, on May 14, 1634 the Massachusetts General Court declared, "Furthermore, the Court hath ordered that Boston shall have a convenient enlargement at Mount Wooliston..." (Holly 1985, 23). What was then known as Mount Woolistin was renamed and incorporated as the town of Braintree in 1640, and is now the three separate towns of Braintree, Quincy, and Randolph. It is unclear why the inhabitants chose Braintree as a name, but the fact that the Monatiquot ran through the town might have influenced their decision. One theory is that Braintree, England arrived at its name from the old Saxon name, "Branchetreu" which means "Town near a stream" (Millward 1957, 53).

In the 1600's, the portion of the town we now know as "Braintree" was referred to as either the "Middle Precinct", or "Monotocot" after the river. The people in this precinct lived in small clusters along the Monatiquot River where the first two industrial operations arose. These early settlers were self sufficient, feeding themselves from their farms and fish from the river. They exchanged goods with their neighbors, and often firewood was used as payment for services rendered (Holly 1985, 41). Braintree's only export was firewood to Boston (Holly 1985, 28). In years to come, the strong flow of the Monatiquot would be responsible for changing this lifestyle.

This strong flow attracted the English settlers to the Monatiquot's banks early on where they established the first iron works in the "New World". In 1642, John Winthrop Jr., the son of the first governor of Massachusetts, convinced prominent



Site of Winthrop bog iron forge near Furnace Brook Parkway in Quincy.

men in England to establish and invest in “The Company of the Undertakers of the Iron Works in America” (Braintree Observer (Braintree) 18 May 1940). He conducted a search from Maine to Massachusetts for the most suitable place for an Iron Works and decided upon Braintree due to the quality and quantity of bog iron ore and availability of labor (Pattee 1878). The bog

iron that attracted him was found in the bogs and marshes of present-day Quincy and Braintree. In 1643 the Selectmen of Boston granted the Company 3,000 acres in the Massachusetts Bay Colony to begin operations in Brain-



Middle Street bridge in 2002.

tree. An iron forge was built on what is now known as Furnace Brook, but the water flow was insufficient. (Pattee 1878). The swift flow of the Monatiquot attracted Winthrop in 1644 and the forge was built near present-day Middle and Adams Streets (Braintree Observer (Braintree) 18 May 1940). In later years the company ran into financial difficulty and the forge ceased to operate in 1653 (Braintree Observer (Braintree) 18 May 1940). The Company also owned and operated a forge site in Saugus, Massachusetts that is now the site of a national park.



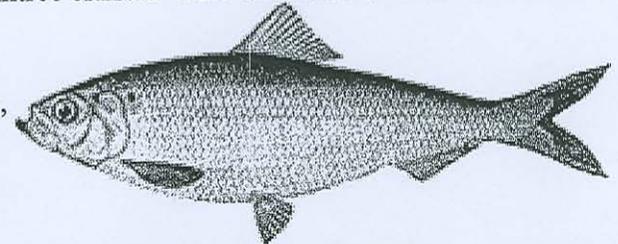
View of the river looking upstream from the Shaw Street bridge. The Vinton Iron Works was located along this portion of the Monatiquot.

The second early industrial operation on the river was located further downstream near present day Mill Lane. A second iron works was established in 1682 under the ownership

of a man named John Hubbard. The operation was so large that that the surrounding area became known as the “Iron Works District” until the early 1900’s, and town meeting records of the 1700’s referred to the Monatiquot River as the “Iron Works River”. In 1720 the property was sold to Thomas Vinton, who continued the business although the townspeople complained that the dam blocked the passage of fish running upstream (Town meeting Records). For three years the obstruction of the fish was discussed at town meeting. Finally in June of 1736 the town appointed a committee to discover on what terms Mr. Vinton would “quit his claim” to the River. When he refused, town meeting voted to defend their rights to pull down the dam. We will never know exactly what took place on the river that day near present day Mill Lane, but by September town meeting empowered a committee to defend any people who pulled down the dam if Mr. Vinton brought any charges against them. In October town meeting voted to pay Mr. Vinton 300 pounds as long as he agreed to release all claims to the river and agreed not to prosecute anyone. Mr. Vinton agreed and Braintree presumably bought its iron from Saugus.

This episode was one of the first conflicts that arose over differing ideas about how to utilize the Monatiquot River. The fish that Braintree citizens were willing to pull down a dam for are called

alewives. Also known as herring, they are anadromous, which means they live most of their adult life in the ocean,



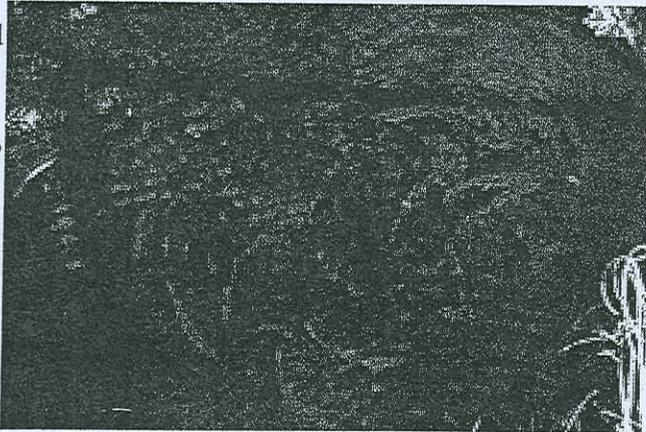
Alewife, Alosa pseudoharengus.

but return every spring to the freshwater pond where they were born to lay their eggs. Thousands of these eight to ten ounce fish swim to the coast every year around April or May. When the temperature of brackish water at the mouth of freshwater streams and rivers is warmer than the ocean, they begin their journey upstream. Alewife provided a perennial harvest of food and revenue for

the early settlers. The fish are not wonderful eating as they are extremely bony, but may have been used to fertilize fields (Hay 1979, 27). In the often told story in which Squanto showed the Pilgrims how to fertilize their corn with fish, he used alewife (Hay 1979, 32). The fish were also salted, dried, and then smoked for men to use as food when they went out to sea. In the triangle trade of colonial New England smoked and pickled alewife were traded for molasses in the West Indies that was then made into rum (Hay 1979, 28).

Some of the earliest town records deal with ensuring that industrial operations did not block the fish from running upstream, and regulating the taking of fish. After the Iron Works affair,

the town voted in 1736 to remove all obstructions to the fish in the "Monaticut River." A committee was appointed every year to do such things as keeping a

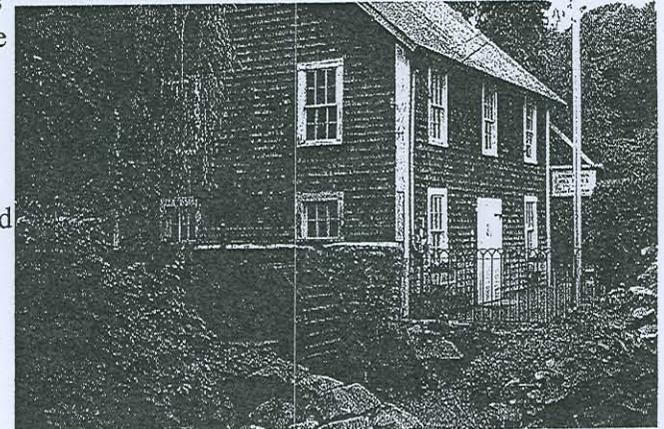


River herring swimming upstream at the Shaws Supermarket bridge.

passage clear, choosing where along the river the fish could be taken, and on what days. In 1736, in order to regulate the fishery, the town also voted to "let a parte" of the privilege of taking fish to raise money to be "brought into ye Town's Stock." This means that the town allowed only a certain number of people to have access to the fish and granted this right to the highest bidders. A provision was added to allow Braintree citizens to take fish for their families' use. Auctioning off the fishery raised so much money that when part of Braintree split off to form the town of Randolph in 1793, Randolph brought the town of Braintree to court to claim a share of it!

The strong flow of the Monaticquot River was also used to power mills. A river furnishes power by turning a water wheel connected to gears and belts inside a mill building.

The first mills built along the Monaticquot were grist, saw, and fulling mills to grind flour and corn, cut wood, and process wool. These mills fulfilled the citizens' immediate needs for

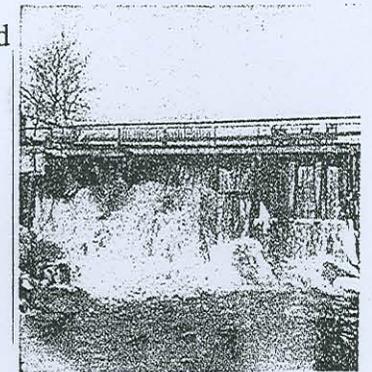


Stony Brook grist mill in Brewster, MA. Although no pictures exist, the mills along the Monaticquot probably looked similar.

food, shelter, and clothing, and operated for the benefit of the townspeople, rather than producing products for export.

Mills changed the landscape of Braintree along the river, especially as the town became more industrial. Waterwheels turn faster and operate more efficiently if the river's water falls from a height, also known as "head."

If a waterfall was not accessible, citizens built dams and ponds to create their own waterfalls, and then channeled the water to the wheel along open wooden tunnels called "races." Instead of flowing directly to the ocean, the course of the Monaticquot River began to resemble a snake digesting its prey - thin stretches interspersed with thick

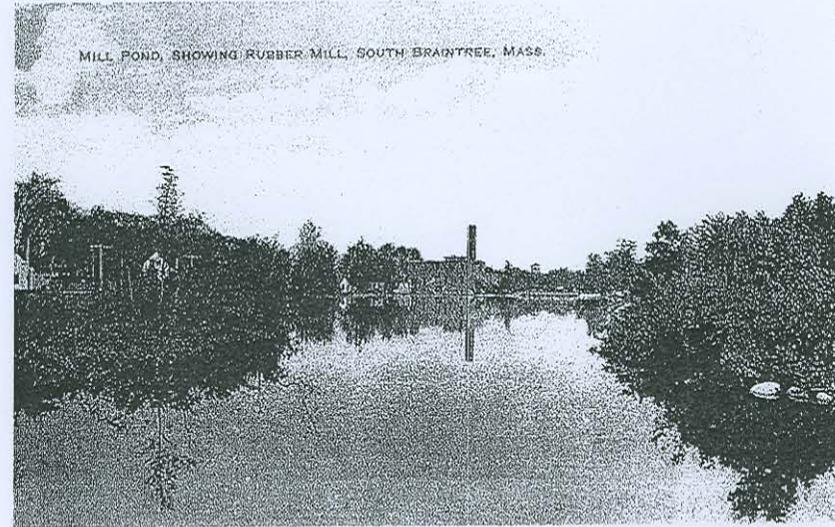


Newspaper clipping from the 1930's showing a dam and fish ladder on the Monaticquot near Weymouth Landing.

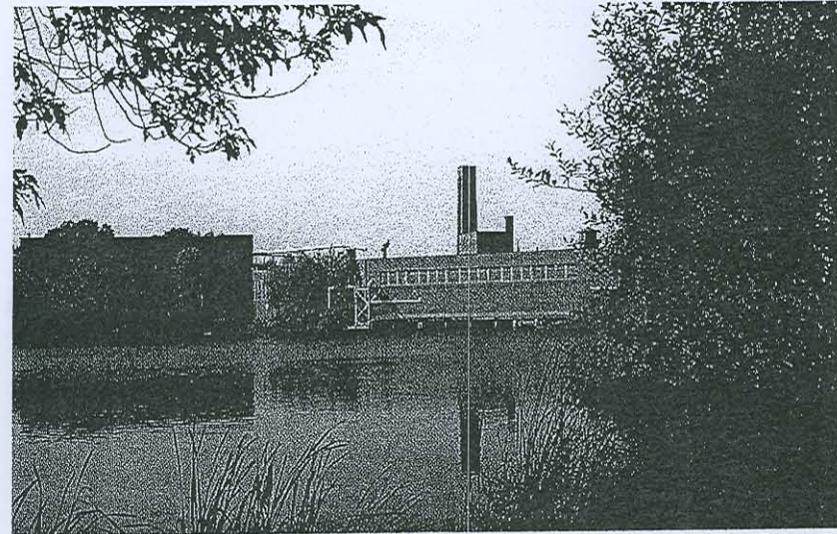
bulges. These dams often prevented alewives from running upstream. The Massachusetts Legislature passed a statute in 1817 that required the owners of the dams to keep a passage open for the fish to go through during spawning (Statute 1817, Chapter 151).

Braintree's economy depended on the flow of the Monatiquot River in the nineteenth and part of the twentieth century. Gradually, the use of the river's flow began to change and larger operations sprung up next to and sometimes replaced the old mills. Some of the new industries were formed by residents of Braintree, others by people from Boston and surrounding areas attracted to the Monatiquot's strong flow (Frazier 1985, 158). Slowly, Braintree citizens moved away from using the river's power to fulfill basic needs and began to produce products for export. Nine major mill dam sites existed on the Monatiquot River over the town's history.

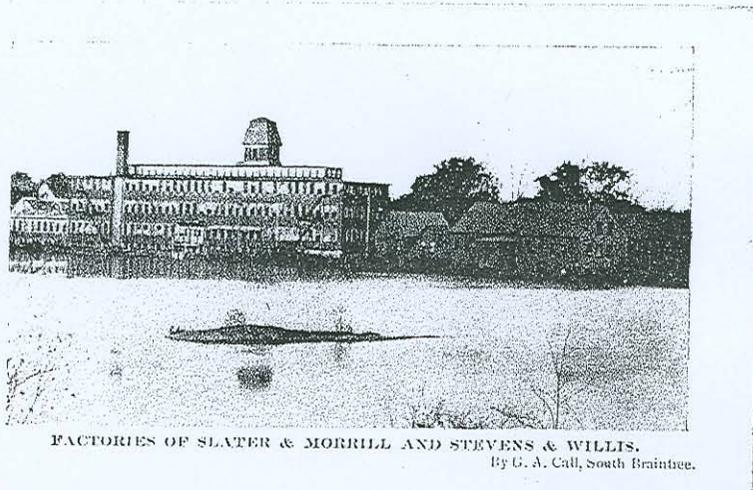
The history of the mill pond now located between Grove and Washington Streets illustrates how the use of the river's water changed over time. The site first held a saw mill and grist mill in the 1700's. In 1823 a group of men, including the son of Paul Revere, bought the land and water rights and operated the Boston and Braintree Copper and Brass Manufactory. (Frazier 1985, 161). In 1832 they sold their property to the Hollingsworth interests for paper manufacturing (Frazier 1985, 161). Manilla paper, a very strong and water resistant paper that used old ropes as a base was invented there in 1841 (Frazier 1985, 161). In 1901 the site was sold to the Monatiquot Rubber Works which later became the Stedman Rubber Flooring Company (Frazier 1985, 154). In 1936 Armstrong Cork Company took over the site and eventually became known as Armstrong World Industries (AWI) in the 1950's (Frazier 1995, 162). AWI manufactured linoleum flooring and used the river water only for industrial cooling. The company closed in the early 1990's and the building is now partially abandoned. Today the pond is the only remaining mill dam on the Monatiquot River and can be seen from the AWI parking lot.



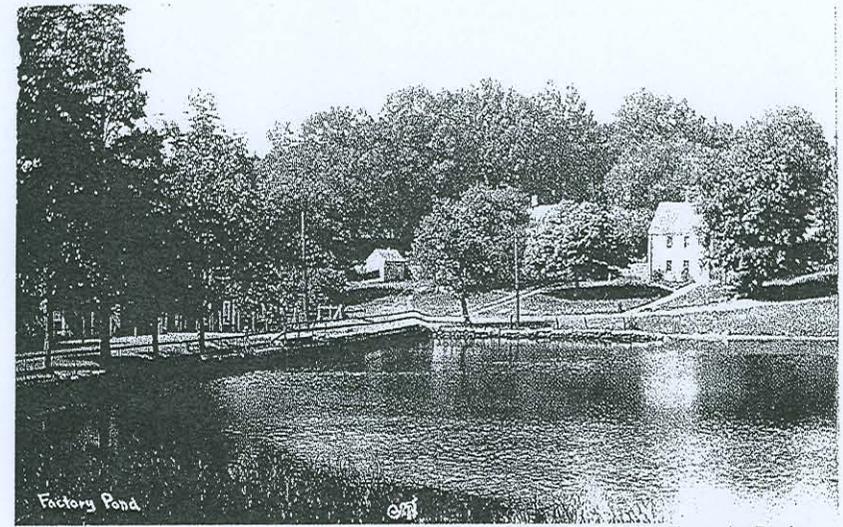
Postcard of Hollingsworth Pond circa 1901.



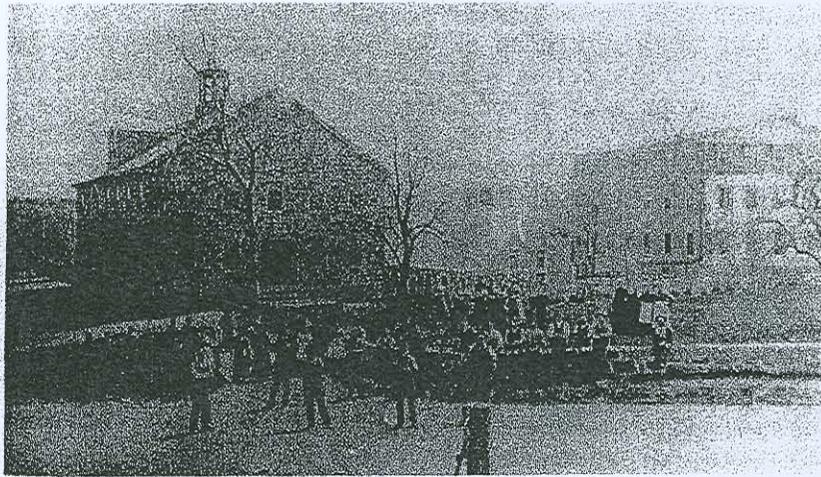
Present day view of Hollingsworth Pond and the Armstrong World Industries Buildings, site of the last remaining mill pond on the Monatiquot.



Postcard from the early 1900's of Slater and Morrill shoe factory and Stevens and Willis tack factory near present-day Pearl Street.



Photograph of the East Braintree Factory Pond from the early 1900's where the Braintree Village apartments are now located.



Photograph taken in the mid to late 1800's of Morrison's textile mills near present-day Middle and Adams Streets.

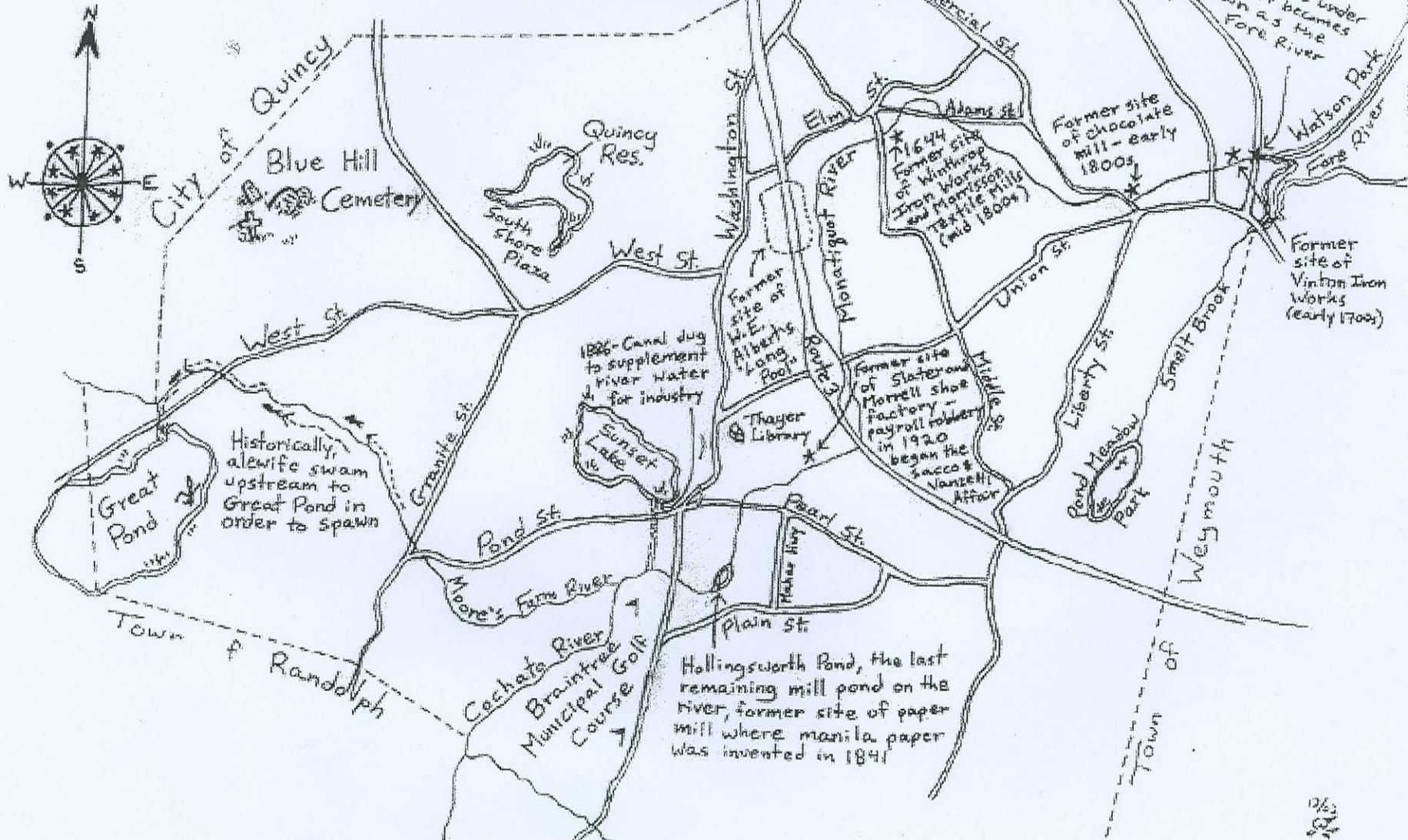
Many different types of goods were produced using the power of the Monaticquot River. Along present day Pearl Street two different operations produced shovels and tacks. Near present day Middle and Adams Streets, textiles such as satinnet, men's underwear, and woolen goods such as yarn were manufactured (Frazier 1985, 159). On the present day site of the Monaticquot Village apartments, cotton gins, cotton cloth, shoelaces, twill and linen goods were made. (Frazier 1985, 160). A chocolate factory operated near the present-day location of the Commercial Street bridge over the Monaticquot! In 1810 Jonas Welch of Boston bought the site and water rights and started a chocolate and spice mill whose products were known throughout the country (Frazier 1985, 157). At an unknown date Welch sold the property, but not his secret chocolate recipe, to a man named John Vickery (Frazier 1985, 158). Vickery sued Welch for the recipe in 1837 and the court ordered that Welch hand it over (Frazier 1985, 158).

Despite the amount of industrial activity located on the river, Braintree citizens still seemed to regard the Monaticquot as one of the town's most beautiful features. Mrs. Avery, a Braintree

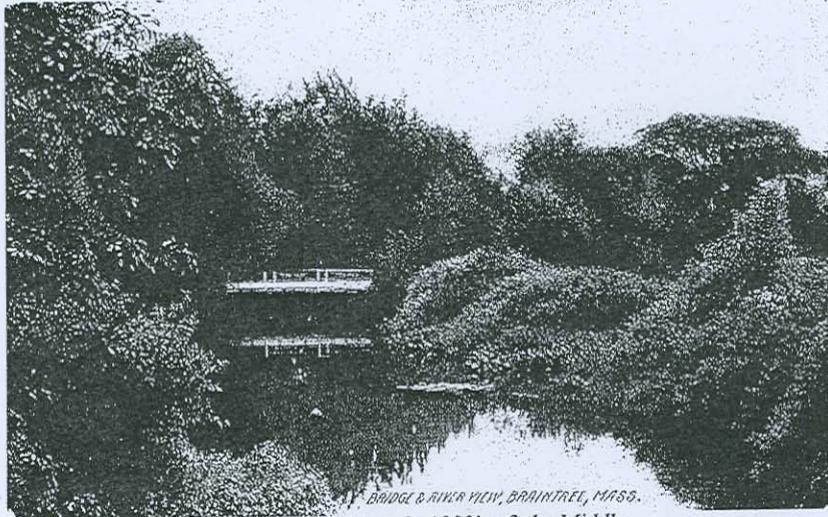
THE COURSE OF THE MONATQUOT RIVER

Through Braintree, MA

Containing Features of the Past and Present



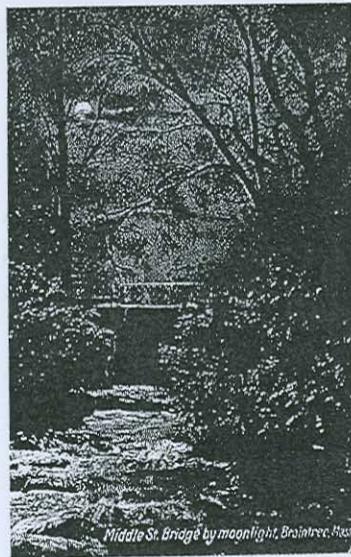
resident in the late nineteenth century, writes in her account of the Monatiquot that she enjoys listening, “to its murmurings and tossing over rocks so noisily at night” (Avery 1). Postcards printed in the early 1900’s depict the river with titles such as “Middle Street Bridge by Moonlight.” Some postcards highlight both



BRIDGE & RIVER VIEW, BRAINTREE, MASS.
 Postcard from the early 1900’s of the Middle Street bridge.



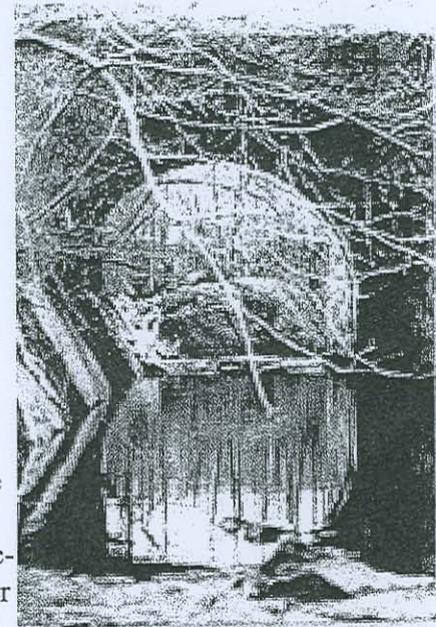
MONATIQUOT RIVER
 BRAINTREE, MASS.
 Postcard of the Monatiquot at River St. bridge looking upstream circa 1930.



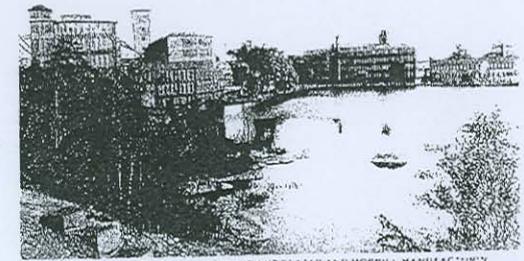
Middle St. Bridge by moonlight, Braintree, Mass.
 Postcard from the early 1900’s titled “Middle Street Bridge by Moonlight.”

the beauty of the river and its industrial nature by depicting mill ponds with placid water and trees in the foreground and mill buildings in the background.

River-oriented industry began to decline by the early 1900’s due to several factors (Frazier 1985, 167). First, the railroad came to Braintree in 1845, and because it ran through the town on its way to other destinations, Braintree became a service center (Frazier 1985, 162). Train repair and maintenance shops were established and became a large part of the economic life of Braintree, replacing the production oriented industries (Frazier 1985, 165). Second, Braintree had been slowly becoming a shoe manufacturing town since the 1830’s. Eleven different boot and shoe operations established themselves in Braintree from the 1830’s to the 1950’s, the most famous being Slater and Morrell whose weekly payroll was large enough to spark the Sacco and Vanzetti incident in 1920. The shoe manufacturers chose to locate themselves in the South Braintree Square area along Pearl Street rather than the river because of its proximity to the railroad for materials and commuting workers (Frazier 1985, 162).



Photograph of railroad bridge over the Monatiquot built prior to 1893. It is still in use today by the MBTA commuter rail.



GENERAL VIEW OF RICE AND MITCHELL AND SLATER AND MORRELL MANUFACTURING
 POSTCARD FROM THE EARLY 1900'S OF THE MILL POND CREATED BY
 industrial operations near Pearl Street.

Third, other sources of power such as steam and electricity were less expensive than maintaining a dam for waterpower. In 1892 Braintree built its first electric plant with two steam driven generators to power the street lights at night (Town Meeting Records). The river was still utilized for power in a way. The plant was located next to the river on Allen St. so coal could be delivered easily and so the water could be used for cooling purposes (Town Meeting Records).

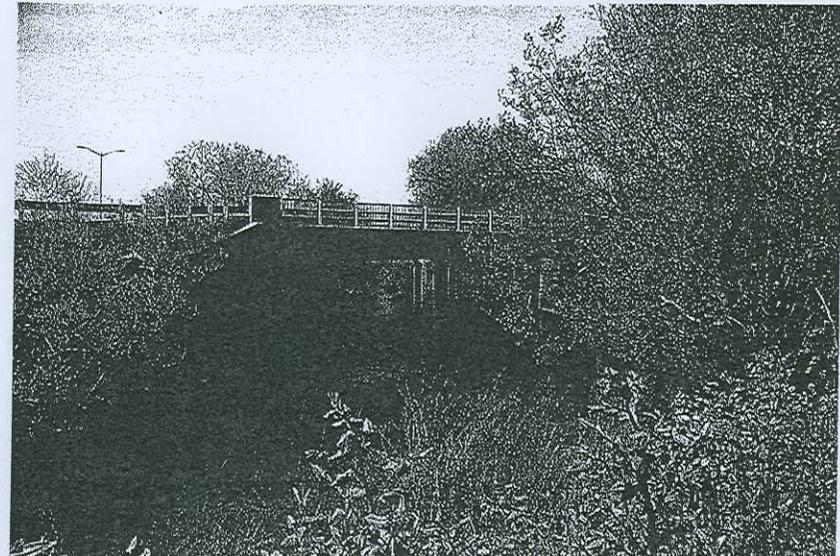


Photograph of Braintree citizen W.E. Albert on the Monatiquot with his dog Sandy in 1941. A steam shovel unloading garbage can be seen in the background.

In the 1930's and 40's the Monatiquot River served as a popular, informal place for recreation. Children regularly boated, fished, and skated on a portion of the Monatiquot called the "Long Pool", a narrow, slow flowing, three quarters of a mile section of the river that was created by a natural dike at the foot of Hunt Avenue. The area was about fifty feet in width at low flow, five to six feet at its deepest, and surrounded by floodplain to the east and west (Albert 1993, 4). In a contemporary memoir the above pictured W.E. Albert writes about seeing catfish, pike, a variety of birds, muskrats, and even river otters on this stretch of the river, despite the pollution from industry!

In the twentieth century, instead of alewife versus industry, the conflict over the use of the river involved recreation versus waste disposal. The town dump was located just under the Union St. bridge and covered about three to four acres of the river's floodplain (Albert 1993, 9). Drums of chemicals from the Armstrong Cork Company were deposited on the edge of the dump and leaked substances into the water (Albert 1993, 10). When the river flooded, oil sheen was seen on its surface (Albert 1993, 24). The worst danger to the Monatiquot River was the New York, New Haven, and Hartford Railroad that ran along the west side of the floodplain. A steam shovel regularly unloaded trash from the railroad cars and dumped it onto the floodplain as part of swamp reclamation (Albert 1993, 10).

The explosion of development after World War II conflicted with the recreational use of the river as well. The most destructive aspect of this development was the construction of the Southeast Expressway - a six lane highway from Boston to Cape Cod. The highway was built along the path of the swamp reclaiming railroad, and directly on top of the Long Pool (Albert 1993, 24). The natural dike at the foot of the pool was removed to allow the water to



Photograph of the Monatiquot looking downstream as it flows underneath the Rt 3 Rotary.

drain out, and a straight channel was dug east of the pool along the Expressway for the river to flow into (Albert 1993, 24). The new highway cut the town in half. The only reminder of the Monatiquot River's "Long Pool" are the pond sized puddles that form in the middle of the rotary when it rains.

The landscape of Braintree changed dramatically after World War II. With the opening of the Southeast Expressway in 1959 and the resumption of automobile production, Braintree became a suburb of Boston (Patriot Ledger (Quincy), 20 March 2001). G. I. Bill mortgages allowed veterans to buy "starter homes" that construction companies were building across the South Shore. The highway replaced the Monatiquot River and the railroad as Braintree's major business artery. Distribution and service industries became the dominant business in Braintree rather than production (Frazier 1985, 167). Since businesses no longer had to locate operations by the railroad or river, the unused land became open to commercial and residential interests.

Dam site number six was one such location. In 1975 the old mill buildings were demolished, the mill pond was drained and filled, and an entire stretch of the Monatiquot River was lined with rip rap slopes in order to build the housing development, "Monatiquot Village." However, at this time, the Commonwealth slowly began to recognize the importance of rivers and other wetlands to wildlife and for flood control. In order to build "Monatiquot Village", the developer was



View of the river looking upstream at McCusker Drive near the Braintree Village apartments.

required to file a notice under Chapter 131, section 40 of the Massachusetts General Laws (Conservation Commission File). A provision called the "Hatch Act" stated that it was unlawful to, "fill, dredge, remove any marsh, bank, flat, meadow, or swamp bordering any inland water without filing a written notice of intent and plan with the Massachusetts Department of Natural Resources, Massachusetts Department of Public Works and the Board of Selectman." (Conservation Commission File). The Hatch Act was added to and expanded upon until it became what is known as the Wetlands Protection Act, first established in the early 1970's.

The Monatiquot is protected to some degree by the Wetlands Protection Act (Massachusetts General Laws Chapter 131, Section 40) and the Rivers Protection Act (Chapter 258). Members of Conservation Commissions are responsible for inspecting any activity along wetlands, including rivers. The act stipulates that any property owner proposing to expand commercial facilities, or do construction of any kind along a wetland, must file his or her intent with the commission, with a description of the activity and the impact it will have on the surrounding area. Conservation Commission officers look for any activity which would endanger a public or private water supply, interfere with flood control or storm damage prevention, cause pollution, or endanger wildlife habitat, fisheries, or land containing shellfish. "Swamp reclamation" is no longer allowed.

Despite this protection, Braintree residents of today have little opportunity to connect with the Monatiquot River. The needs that were once fulfilled by the Monatiquot are now met by a myriad of retail stores that dominate the landscape. Fishing for alewives for food and fertilizer is unnecessary because a supermarket is located directly next to the river. Waterpower for fulling mills, tack factories, and paper companies is unneeded because clothes, office supplies, and notebooks are made in foreign countries using fossil fuels, and can be bought at stores located on what used to be the Long Pool.

The Monatiquot River could be used for recreation once again, but this will require the cooperation of many property owners. Finding one's way down to the water's edge is difficult because many businesses are located on the old industrial sites directly next to the Monatiquot. The river's floodplain lies between the old, unlined, now capped landfill and the Southeast Expressway. The only safely navigable section of the river that does not flow under low clearance bridges is alongside the noisy and debris laden Expressway. Citizens whose residences are located next to the river spend time exploring its banks like kids did in the 1930's, but no public access exists. In an ironic twist, the highway that obliterated the diverse habitat of Long Pool which provided a place for kids to explore and connect to the natural world in their own town, now transports Braintree families to the beaches of Cape Cod where many south of Boston kids get their dose of the outdoors.

The Monatiquot River is Braintree's liquid connection to the past, and it has the potential to re-emerge in the life of the town. River herring are beginning to make a comeback after a long hiatus due to impediments to swimming upstream and industrial pollution. Sites such as the area alongside the Pearl Plaza Shopping Center, one of the most beautiful stretches of the river, could be made more accessible to the public. The Monatiquot is no longer essential to the material livelihood of Braintree's citizens, but with a little attention it could become the beauty and pride of the town!



A kayaker paddling down the Monatiquot River.

For more information on some of the topics addressed in this booklet, try the following sources:

Changes in the Land: Indians, Colonists, and the Ecology of New England by William Cronin, Hill and Wang, New York, 1983.

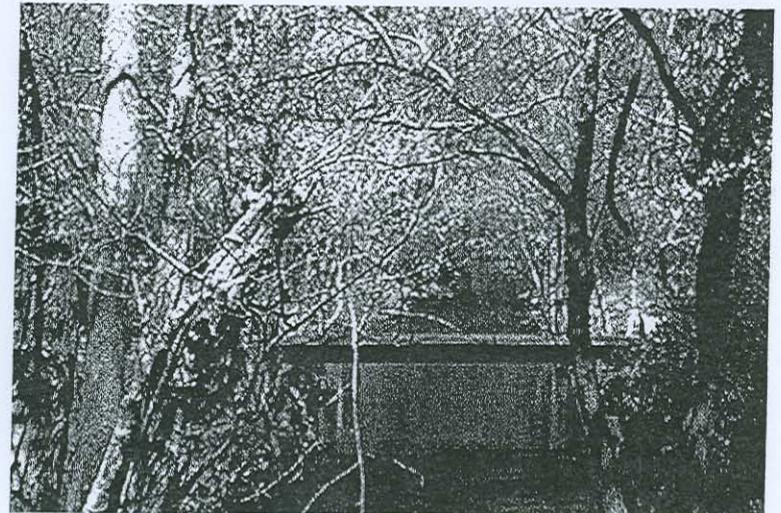
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View of the Monatiquot looking upstream from the Braintree golf course.

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A Driving Tour of the Monatiquot River

The history of Braintree can be told through the history of the Monatiquot River, but unfortunately most of the river is inaccessible as it flows behind businesses and residences. These directions will guide you to the places in town where you can catch a glimpse of our river. Please remember to respect private property as you follow the tour.

Begin, if you can, by walking at the Braintree Municipal Golf Course where the Cochato and Farm Rivers join to create the Monatiquot River. The driving tour begins on Jefferson St, off Washington St. on the way to the golf course. Look over the bridge to catch your first glimpse of the river. This is an exciting place to check out in the spring when the river floods.

From the bridge, take a left onto Shepard St. The Monatiquot flows behind the houses on your left. At the end of Shepard St. take a left and follow the road until it intersects Route 37. Take a left into the parking lot of the Café 1209 building. The Monatiquot runs between the restaurant and Mento's.

From Café 1209, cross the intersection and railroad tracks onto Plain St. Take a quick right onto Garden St. and park on the right hand side of the road. Here you can see the river as it flows underneath Route 37 and the railroad tracks. Look for turtles and sunfish!

From Garden St. drive straight across Plain St. into the parking lot of the old Armstrong World Industries building. Park and walk over to Hollingsworth Pond – the last remaining mill dam on the Monatiquot. Look for muskrats and great blue herons along the bank. From here you can walk back to Plain St. for a scenic view of the pond from the bridge.

Drive across the Armstrong parking lot until it meets with the John Mahar highway. Take a left onto Mahar highway and then a left onto Pearl St. at the lights. You will cross a bridge over the Monatiquot on the way. Continue along Pearl St. and take a left into Pearl Plaza. Park and walk to the left of Shaw's Supermarket as you face the building. The Monatiquot runs behind and alongside this shopping complex. Check out

the water on either side of the bridge – but watch out for cars! From the bridge you have two options.

1. Walk upstream, behind the Horizon Bank building, and take a right through the cluster of small trees. This land is owned by F.X. Messina and this path was cut while the shopping complex was being built in the mid 1990's. The path provides views of granite bedrock and a stone railroad bridge that was built prior to 1893. Watch out for poison ivy.

2. Take a left, walk to the Mahar highway, take a left onto the sidewalk and walk to the bridge over the river. If you want to see the other side, or the Pearl St. bridge over the river, make sure you cross at the traffic lights.

After flowing under Pearl St. the river runs behind the former landfill and underneath Route 3. From the Shaw's parking lot, take a right onto Pearl St. and then a left onto Ivory St. You can meet up with the river again at the Route 3 rotary. Drive around the rotary, and get off at the Union St. East Braintree exit. Take an immediate right into the Braintree Highway Dept. area, behind the gas station. The Monatiquot can be seen next to the highway building. Look for painted turtles! The river then flows under the Route 3 off ramp.

The area that Route 3 now occupies used to be the floodplain of the Monatiquot, called the "Long Pool" by the kids that fished, ice skated, and floated their boats on it. The "Long Pool" was drained and filled in to make way for the Southeast Expressway in the 1950's.

From the Highway Dept, drive across Union St. to Cleveland Ave. The river runs parallel to Route 3 and Cleveland Ave. Continue onto Middle St. Take a left onto River St. and drive down the hill to the bridge.

Turn around and drive back up River St. and take a left onto Middle St. You will cross the Monatiquot on your way. The first Iron