



# The Newetowne Chronicle

Winter 2011  
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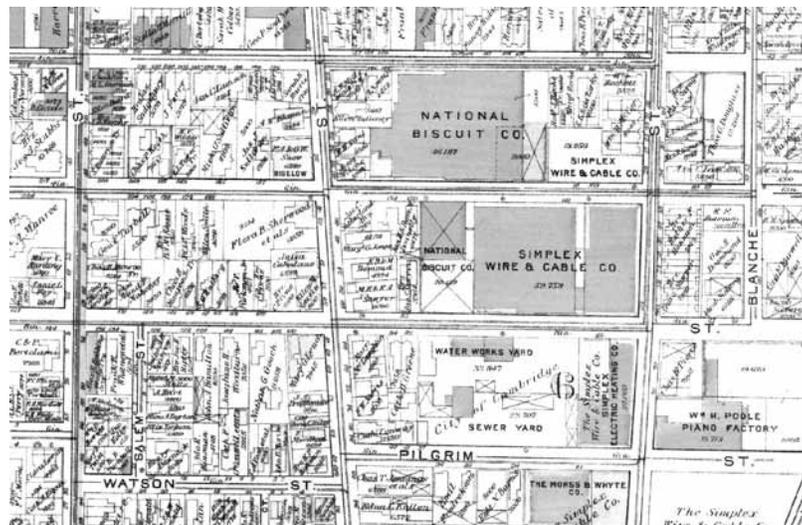
## Cambridgeport: Its People and Their Stories

By Michael Kenney

Cambridgeport stands, geographically and socially, midway between East Cambridge and Old Cambridge, neither a traditional southern European enclave nor the remnants of Puritan New England. This issue of the *Newetowne Chronicle* focuses on Cambridgeport and its vibrant past through a collection of articles and a report on the celebration of that past on Cambridgeport History Day.

In the years before the First World War, the neighborhood was dominated by migrants from northern New England, “provincials” from Canada, and second-generation Irish. In the following years, the population growth leveled off before gradually rebounding. New national and ethnic groups arrived and, perhaps most significant, well-educated professionals moved into the traditional working-class neighborhood.

A look at the decline and regrowth of the area’s population is a useful starting point. The 1920 census counted 26,875 persons in the present Cambridgeport, plus much of what is now considered Area Four. The count was taken after major land-use changes had already occurred east of Brookline Street, where Simplex Wire & Cable Co. and the National Biscuit Co. had razed some houses during the previous decade. Along the neighborhood edges lay the Necco candy factory, the Riverside Press, and a Ford Motor Co. assembly plant.



The G.W. Bromley map of 1916 shows the division between residential and industrial Cambridgeport along Brookline Street. (Courtesy, WardMaps)

Most useful for tracking the population change is the 1940 census count of 12,858 persons in an area closer to the neighborhood’s present boundaries. After declining into the 1960s, the population leveled off at 8,670 in 1980. It has climbed back with the construction of housing in the old industrial area and

three public housing projects in the 1950s. The continuing replacement of industrial and commercial sites along the eastern edge by housing resulted in a count of 10,052 in 2000.

The 2010 census reflected the continuing infill of high-end residential construction with a count of 12,220. While a 21.6 percent increase from 2000, the number of children and teenagers declined by 6.5 percent. Further reflecting the neighborhood’s gentrification, the median household income increased from 1979 to 1999 by 66.4 percent while the citywide increase was 40.4 percent.

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Ideas Take to the Streets for a History Day

By Michael Kenney

There was a raft of ideas floated at the first meeting, in December 2008, of the group that calls itself the Cambridgeport History Project.

“Put out something enigmatic that arouses curiosity,” suggested artist Ross Miller. “How about a walking tour?” asked Vice-Mayor Henrietta Davis. “And couldn’t we mark the ‘1812 streets’?” this writer asked.

Nothing was settled, but there was enough enthusiasm to hold a second meeting two months later with a group, now including Jason Weeks from the Arts Council, Bill August of the Cambridgeport Neighborhood Association, and Gavin Kleespies from the Historical Society – all coordinated by Davis’s aide, Penny Peters.



“Pop-Up” history performance by Melissa Nussbaum Freeman portraying the protest over the proposed Inner Belt highway

Also present was neighborhood activist Cathie Zusy, who determined the project’s future with one simple suggestion: What about signs that neighbors could put up at their houses describing their history?

By the next meeting, a date in the fall of 2009 was set for the first Cambridgeport History Day in Dana Park, with a Neighborhood Association Potluck supper to follow.

And Zusy’s idea had acquired a name: “If This House Could Talk.” The goal, she said

in an article for *History News* magazine, was “to strengthen people’s connection to our community and to the continuum of its history.” A more specific goal was “connecting neighbors to neighbors, people to places, and current residents to past residents.”

Those goals were realized, Zusy wrote, “with handwritten storyboards about a structure’s history posted at over 70 homes and storefronts.” It was a strictly volunteer effort, and with many donated supplies, it cost less than \$100.

The effort expanded for the 2010 History Day, with a group of “ITHCT Insiders” preparing “curated” signs for neighborhood business locations. “I love how the event brings the past to life,” commented Davis. “I find myself imagining the workers’ village that was Cambridgeport at the turn of the last century.”

In 2011 Zusy proposed a more ambitious project, a series of “vignettes” based on local events to be developed by Michael Schaffer, a veteran producer of historical pageants.

That project required far more funding than the two volunteer-driven History Days. Local banks were solicited with the help of Ping Wong of the Cambridge Trust Co. Richard Garver of the Riverside Boat Club offered a donation from that organization.



If This House Could Talk” sign posted at 65 Chestnut Street, discussing a 1960s cooperative that started Tot Lot.

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And Zusy went after – and secured – a grant from Mass Humanities.

The five vignettes – dubbed “Pop-Ups” by Davis – brought to life a long-forgotten romantic scandal, Irish rowers at the boat club, the fight over the proposed Inner Belt highway, the Ford assembly plant, and the telescope lens made by Alvan Clark & Sons.

Meanwhile, the ideas that had originally sparked Discovery Day flourished in Dana Park. There were walking tours led by Kit Rawlins of the Historical Commission, a photo identification quiz and a display on Cambridgeport industry by the Historical Society, a scull and rowing machine brought by Garver from the boat club, and photographs and maps brought by Alyssa Pacy from the Public Library’s Cambridge Room collection. And 1812 street markers are promised for the war’s anniversary year of 2012.

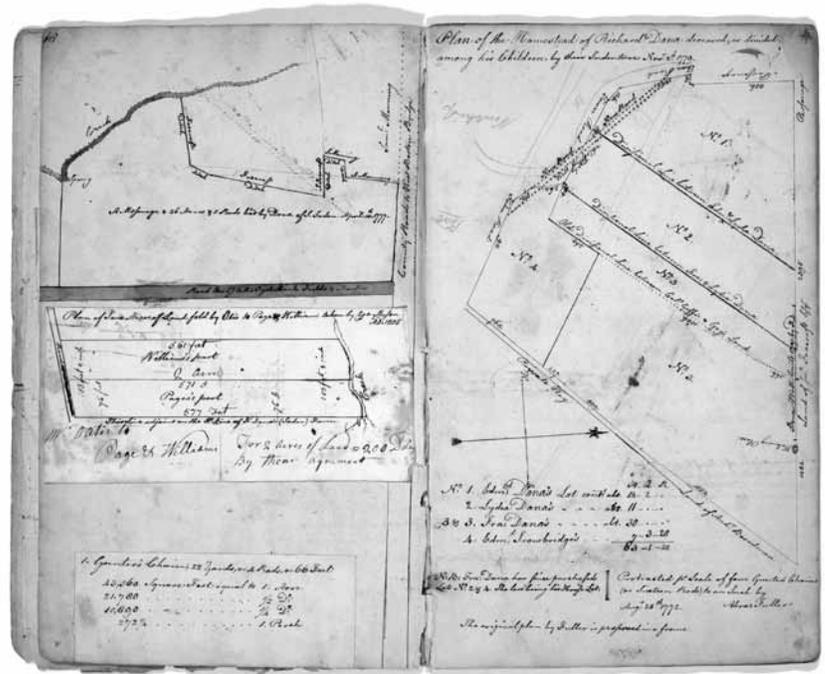
## War, Financial Ruin, and Cambridgeport By Gavin W. Kleespies

For the first 150 years of Cambridge’s history, Cambridgeport was a sparsely populated agricultural area. It was probably best known as a site for harvesting salt hay and oysters from the marshes that lined the Charles River. This area developed thanks to a member of the Continental Congress and the speculative construction of bridges and roads. However, the fortunes of the developers were ruined by embargo and war.

In 1777 Francis Dana purchased the Soden Farm and began assembling the titles to most of the land in Cambridgeport. Coming of age just before the Revolutionary War, he became involved in politics and was introduced to George Washington in 1776 by John Adams. He was appointed to the Continental Congress and, as a representative, visited Washington at Valley Forge, traveled with John Adams to Europe to seek funds and alliances, and represented America to Catherine the Great of Russia. After the war, he was appointed the Chief Justice of the Massachusetts Supreme Judicial Court.

While Dana was a man of significant stature in Massachusetts, he was of unrivaled importance in Cambridgeport. He organized a group of private investors and was the primary force behind the construction of the West Boston Bridge, which stood where the Longfellow Bridge is today. Before this bridge, the route to Boston from Cambridge involved traveling across the Great Bridge (today’s Anderson Bridge) and then along the Great Neck through Brookline and Roxbury. The West Boston Bridge took travelers along what is today Mass. Ave. to a causeway to the bridge itself. This cut the distance from Harvard Square to Boston from eight miles to just over two and opened Cambridgeport to development.

Dana and his partners planned to make their fortunes on the real estate around the bridge. Dana owned most of the land south of Mass. Ave. while a number of partners owned the land to the north. They subdivided the property, as can be seen in Dana’s ledger, and built roads. To bring traffic to the



Pages from Francis Dana’s real estate ledgers at the Cambridge Historical Society

area, they constructed many of the main roads in the city (Broadway, Hampshire, Harvard, and Mount Auburn streets) to funnel traffic to their bridge.

Two of the landholders, Rufus Davenport and Royal Makepeace, championed the idea of the area’s becoming a shipping port. Their development was centered near the intersection of Broadway and Hampshire Street, and they dug a series of canals, including the still-existing Broad Canal, to this end. They had some success. Cambridgeport was declared a U.S. port of delivery in 1805 and the name Cambridgeport stuck. However, the embargo of 1807 and the War of 1812 ruined their plans. The port collapsed, and the value of the land plummeted.

By the end of the war in 1815, Davenport and Makepeace were ruined. Lots they had offered at \$1,000 sold for \$10. Dana was more financially secure and held on to most of his land. When he died in 1811, he passed most of Cambridgeport on to his heirs, empty and undeveloped. They did not sell this land until the second quarter of the century.

# New Assistant Director

## Islanda Khau



Islanda Khau was born in a refugee camp in Kao-I-Dang, Thailand, after her parents escaped the Killing Fields in Cambodia. With her family, she came to the United States in 1980. She graduated from the University of Washington with a B.A. in Interdisciplinary Arts. After working for a few years as a graphic designer, Islanda took a position in the education department at the Wing Luke Museum of the Asian Pacific American Experience, the only pan-Asian American museum in the country. In 2008, she graduated from the University of the Arts in Philadelphia with an M.A. in Museum Communication. She has served as the national traveling curator for Legacies of War, a nonprofit organization that raises awareness of the Vietnam-era bombing of Laos, and as the gallery designer for ArtXchange Gallery, a contemporary international art gallery. Currently, Islanda is the principal of artSEA, which creates designs for nonprofits, museums, and small businesses, and sits on the board of the Nisei Student Relocation Commemorative Fund. New to the area, Islanda is eager to learn the rich history of Cambridge and hopes to make the CHS more accessible to diverse audiences. Her goals for next year are to help launch the new website, create a consistent branding identity, and build innovative public programs that attract new members.

# Brookline Street Rail Line By Gavin W. Kleespies

Cambridge was once crisscrossed by miles of rail lines, most of which were laid for horse-drawn railcars. Almost all of them have been paved over, and while we walk and drive over them daily, we have no idea they are there. Brookline Street in Cambridgeport is an interesting example of this hidden history.

The lines on Brookline Street were laid in 1881 by the Charles River Railway and were meant to connect Inman and Central squares to Boston by traveling over what is today called the BU Bridge and then up Commonwealth Avenue. However, this was a contentious time, and not everyone supported every rail line; getting permission to start a

The Charles River Railway took its case to the legislature. In the end, it was given the right to lay tracks to the Boston and Albany Railroad's station at Cottage Farm, at the end of the bridge.

This got it across the river, but left it well shy of a connection to downtown Boston.

While the Brookline Street rail line's ambitions may have been stifled, the Charles River Railway went on to have a circuitous impact on all of our lives. The CRR was absorbed by the Cambridge Railroad in 1886, and the Cambridge Railroad was absorbed into the West End Street Railway in 1887. This

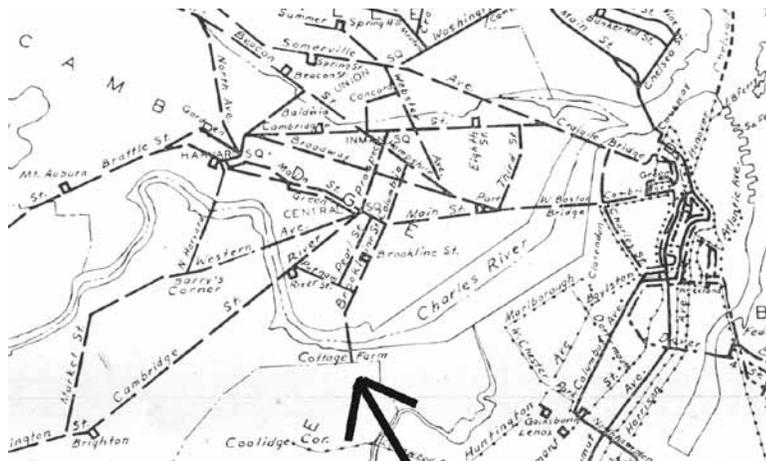
larger company pushed to update the rail lines from horse-drawn railways to an electric street railway. The first

electric cars began running on the Brookline and Allston lines on New Year's Day, 1889. The first electric cars in Cambridge ran on February 16, 1889, between Bowdoin Square in Boston and Harvard Square. In 1897, the West End Street Railway was

leased to the Boston Elevated Railway, which built the Red Line extension into Cambridge. So while the Charles River Railway and the legal fight over the Brookline Street rails may have been a distant memory, it was a small part of the company that connected Cambridge to the first subway in America.



Rail lines under Brookline Street near Putnam, May 2010. (Photo courtesy of Charles Sullivan)



Section of a map of "Tracks of the Four Street Railways in Boston and Suburban Cities and Towns 1887" in *Metropolitan Transit Authority Co-operation*, vol. 27 no. 3, October 1948

project didn't always mean that you would be able to finish it. This is what happened to the Brookline Street rail line. Cambridge gave permission for its construction and the Charles River Railway laid tracks to the bridge, but when they got to the other side, Brookline refused to let them continue.

## Velodrome: A Racing Track for Bicyclists By Richard Garver

At the turn of the 19th century, an outdoor bicycle racing track known as Charles River Park stood on a twenty-acre site bounded by Massachusetts Avenue and Albany, Landsdowne, and Pacific streets, now the headquarters of Novartis Institute. Nearby was the headquarters of the Cambridgeport Cycle Club and a concentration of bicycle shops on Massachusetts Avenue and Main Street, which included the Waltham Manufacturing Company, a maker of top racing bikes.

One of three velodromes in the metropolitan area, the park was constructed in 1896, at the peak of public enthusiasm for bicycling and bicycle racing. Its original track was a concrete oval, which was replaced by an elliptical wooden version in 1902. There was a dressing room for up to 150 competitors. Overflow crowds of 16,000 were accommodated in a covered grandstand and bleachers,



Charles River Park (Courtesy C. M. Sullivan Collection, Cambridge Historical Commission)

making it one of the top sporting venues in the region.

Spectators came to watch and bet on the era's professional racers competing in accident-filled events ranging from mile sprints to nearly nonstop six-day races. Among them was Worcester's internationally famous black racer Major Taylor, who defied the prejudice of the era to become the national champion and world record holder in the mile race.

In addition to bicycle racing, the facility hosted outdoor sports such as football and tennis. In 1898 it was the site of an automobile speed and hill-climbing trial, where a Stanley Steamer set an unofficial world speed record of 27 miles an hour. Charles River Park remained in operation at least until 1905, but it was sold for industrial uses, becoming the site of the Necco candy factory.

## Riverside: A Rowing Club for Workers By Richard Garver

Riverside Boat Club was founded in 1869 as a trade-based rowing club by workers, predominantly Irish, from The Riverside Press, which was located between River Street and Western Avenue. Its first boathouse was a disused press building.

Rowing was one of America's most popular sports at the time. Boston's July 4 regatta in 1869 attracted 40,000 spectators. During the decade that followed, working men from waterfront neighborhoods formed a profusion of rowing clubs. A competing Cambridgeport club, the Bradford Boat Club, located at the foot of the Brookline Bridge in 1875. Riverside soon began accepting members from outside the print works, but it continued to consist of working and middle class men and its leadership remained consistently Irish. It competed with great success not only in rowing but boxing, track and field and other sports.

Its membership growing, Riverside built a new boathouse on a site wedged between the press and the Cambridge Electric Company in 1891. Its rowing facilities were on the first floor. The second was a hall for entertainments of all kinds. A neighborhood social institution, it was also a political club. In 1902, its president, Cambridge's



Riverside Boat Club, ca. 1892 (Courtesy, Cambridge Historical Commission)

Democratic Party chairman, registered so many immigrants that John H. H. McNamee, the club's treasurer, was elected the city's first Irish mayor.

The 1891 boathouse burned in 1911. The club replaced it with its present facility, built on parkland leased from the City, in 1912. Riverside entered a period of

decline following WWI, but it has recovered to become a vibrant institution with 200 active members, roughly half of them women, making it the only one of the Boston area's many neighborhood-based workingmen's rowing clubs still in business. A training center for United States Rowing, it contributed four women, each of whom medaled, and three men and to this year's World Championships team, as well as two to the U.S. Under-23 team.

## New Digital Archives Assistant

Shanna Strunk



Originally from Arizona, Shanna Strunk is working on our IMLS project to digitize the collections of two groundbreaking women. She has an M.L.S. from Simmons, with a concentration in archives management, and a B.A. in art history from the University of Arizona. She also has a job at the MIT Museum, where she is working on a digitization project for the Bauhaus Archive and assisting curators with upcoming exhibitions in the new Kurtz Gallery of Photography.

## Eagle Scout Documents Cambridgeport

Ricky (second from right), an Eagle Scout candidate, organized a team of friends, scouts, and adult helpers to document upper Cambridgeport. After being trained in photography by Derrick Jackson of the *Boston Globe*, the group photographed every building and recorded the address and a few simple facts. This is part of a larger project to create a snapshot of the city in the 21st century.



## A Powder Magazine for Swimmers

By Cathie Zusy

In 1817 the heirs of Judge Francis Dana sold Captain's Island to the Commonwealth of Massachusetts to erect "a public magazine" for the secure storage of gunpowder.

The island was separated from Cambridgeport by a small channel and was named for Daniel Patrick, a militia captain who owned it in the 1630s. Peter Tufts, Jr., who owned an estate nearby and had had experience keeping the powder house in Charlestown, became its keeper, and Cambridge purchased the rights to construct a street from the "Great Road" to Captain's Island. This road soon was named Magazine Street.

In 1845 the adjutant general's report listed 290,000 cartridges stored at the magazine. During the Civil War it was guarded by the First Company of Cadets, composed of Harvard University volunteers.

By the early 1890s, the City of Cambridge had purchased the land between the Cottage Farm Bridge (now the BU Bridge) and Pleasant Street to create a park along the river that soon became a popular swimming destination. When the city could not raise \$30,000 to build a grand wooden bathhouse, they hired the firm of Olmsted, Olmsted & Eliot to adapt the powder magazine to this use. The firm also developed a plan for the larger site.

In July 1899, the locker room for men and boys opened; women and girls changed in a separate wooden building nearby. On hot summer days, electric railcars on Pearl Street transported swimmers to the beach. In July 1900, the *Cambridge Chronicle* reported that a record 2,500 persons had bathed in the water



Magazine Beach, 1900 (Courtesy, Cambridge Historical Commission)

on a recent Sunday. The following month, the *Chronicle* celebrated new improvements: three arc lights spaced 200 feet apart in the water to provide light, an iron springboard for divers, and even a phone number for the bathhouse.

After the Charles River was dammed in 1910, the river became fresh water and the number of swimmers declined dramatically, but Magazine Beach remained a swimming destination until the early 1950s. In the 1940s, after a new bathhouse was built, the Metropolitan District Commission, now guardians of the property, began to use the old powder house as a storage facility, then, in the 1950s, as a garage. Since then, the building has deteriorated to its current state.

In September, the City Council approved the Community Preservation Act Committee's recommendation to allocate \$25,000 toward the preservation of the powder house. The Cambridgeport Neighborhood Association, which has spearheaded the effort to restore the powder house and revitalize Magazine Beach, has submitted an application to the DCR (Department of Conservation and Recreation) to match these funds and for an additional \$3,000 from private donors. Structural repairs to the roof could happen as early as the spring of 2012. This would be the first step toward restoring and adapting the powder house to a modern use and a major step toward revitalizing this derelict part of Magazine Beach.

# African American Heritage Alliance

## Calendar Highlights Accomplishments By Daphne Abeel

The Cambridge African American Heritage Alliance's mission is to "illuminate the unique history and vital contributions of African Americans in Cambridge." The Alliance's new calendar, officially launched in a ceremony on October 24 at Cambridge City Hall, does just that.



The concept took shape in 2009 when a committee was formed, chaired by Takako Salvi, to make the idea a reality. Flora Lewis, a calendar committee member who also designed the layout, said that "we wanted the people chosen to represent different areas of interest and activity, including the arts and sports."

The calendar cover features the map of Cambridge superimposed on the

map of Africa. Each page features a photograph and biography of an accomplished African American citizen of Cambridge. The list includes artist Barbara Ward Armstrong, attorney Lisa Burgo, minister Cheryl Townsend Gilkes, entrepreneur and musician Marvin Gilmore, political activist Sandra Graham, coach Mike Jarvis, and educators Wendell Bourne, Elizabeth Rawlins, Robert "Bobby" Tynes, and Kathleen Walcott, as well as two former mayors and city councilors, Ken Reeves and E. Denise Simmons.

With the exception of Ken Reeves, who came here to attend Harvard, all were born in Cambridge. Several attended the Houghton elementary school, and many graduated from Cambridge Rindge and Latin High School. To read their life stories is to be impressed by their diverse paths to achievement and excellence.

The Alliance is offering the calendar for sale at \$10. Order forms are available at the Senior Center in Central Square and the various African American churches. The Cambridge African American Heritage Alliance holds monthly meetings at City Hall, at 3 p.m. on the second Tuesday of each month. For more information about the Alliance, contact [caaha@cambridgehistory.org](mailto:caaha@cambridgehistory.org).

## CHS Wins Second IMLS Grant

The Cambridge Historical Society is excited to announce that we have won a second grant from the Institute for Museum and Library Services. We will use this grant to digitize the collections of two pioneering American women who lived in Cambridge, Sarah Bull and Lois Lilley Howe.

Sarah Bull was the wife of Norwegian violin virtuoso Ole Bull. At the end of the 19th century she hosted the Cambridge Conferences, which brought together intellectual and cultural experts for lectures on philosophical, social, and religious topics. She was one of the first Americans to discuss Hinduism and is credited as being influential in the introduction of yoga to America.

Lois Lilley Howe was the first successful female architect in America. Although not the first female graduate from MIT's School of Architecture, she was the first woman to go on to a successful career in design. She opened Boston's only all-female architecture firm, which operated for 40 years with over 400 commissions.

We are grateful to Hammond Realty, Irving House, Cambridge Trust Company, Hunt Alternative Fund, Simeon Bruner, Luise Erdmann, and Beth Meyer for donating the matching funds for this grant.

## 2012 Calendar

### January 29, 2012

Annual meeting - The team that produced *From the Heart of Cambridge: A Neighborhood Profile*  
The Hooper-Lee-Nichols House

### February 23, 2012

Joint program - Sydney Nathans, author of *To Free a Family: The Journey of Mary Walker*  
The Cambridge Center for Adult Education

### March

The Inner Beltway: The Road That Almost Divided Cambridge

### April

Dana Fellows Reception

### May

Spring Benefit - Innovation in Cambridge: How Our City Changed America

### June

*The Poorhouses of Massachusetts*, with author Heli Meltsner  
The Hooper-Lee-Nichols House

### July

Open Archives Tour - A chance to look behind the scenes in the private, public, and academic collections in Cambridge

### August

Cambridge Discovery Days - Free walking tours by the Cambridge History Collaborative

### September

Historic Boat Cruise Up the Charles

### October

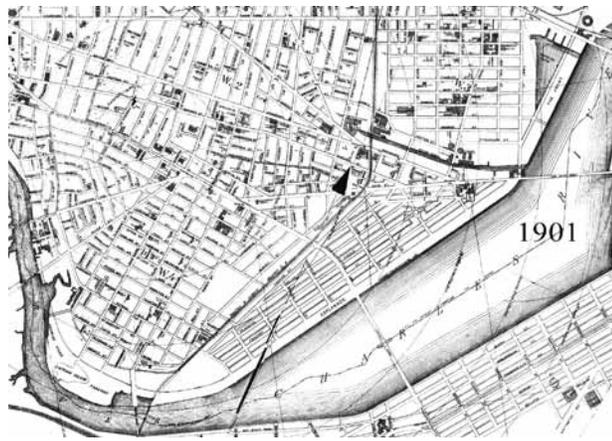
Cambridgeport History Day  
Dana Park

### December

CHS Holiday Party  
The Hooper-Lee-Nichols House

# The Evolution of Cambridgeport

Much of what is Cambridgeport today has been reclaimed from the Charles River. As can be seen in these maps, it was a gradual process that involved the filling in of marshes and mud flats, reclaiming land from the river, and damming the Charles in 1910. These are details of maps made by Jonathan Hales (1830), W. A. Mason and Son (1878), and W. A. Greenough and Co. (1892 and 1901). (CHS map collection)



## CAMBRIDGE HISTORICAL SOCIETY

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## Did you know?

The Harvard Bridge, often called the Mass. Ave. Bridge and most famous for its measurement in Smoots, was built in 1891. One lesser-known fact about this bridge is its connection to Houdini. In an effort to outdo himself, he shifted from escaping onstage to arranging dramatic escapes from perilous situations. One of the early examples of this came in 1908 when he jumped off the Harvard Bridge in manacles. Of course he escaped and swam to shore.

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January 2012

Dear Cambridgeport Neighbor,

I hope you enjoy this copy of the Cambridge Historical Society newsletter, which focuses on Cambridgeport history. In 2012 we are making a concerted effort to increase the CHS's membership throughout the whole city with special editions of our newsletter to three neighborhoods. We're starting with our vibrant Cambridgeport.

I say "our" because many of us here at the CHS are your neighbors: the executive director, Gavin Kleespies, our editor, Michael Kenney, advisor, Daphne Abeel, and myself the CHS president-elect all live in Cambridgeport. Michael and Gavin are founding members of the Cambridgeport History Group and worked on the Cambridgeport History Day for the last three years in conjunction with the popular "If This House Could Talk..." program. (If you are not familiar with this project, check out our website, [www.cambridgehistory.org/ifthishousecouldtalk](http://www.cambridgehistory.org/ifthishousecouldtalk).) I own a business on River Street, Charlie Allen Restorations, and live in an 1839 Greek Revival house on Cottage Street.

I believe we are one of Cambridge's best-kept secrets. One part of our mission is to "**inspire interest in and enthusiasm for the Cambridge experience: its changing landscapes and neighborhoods, its workers and thinkers, and its daily life and innovative contributions to the nation.**" In 2011 we produced 21 programs at 16 locations around the city; membership supports these events, keeps you informed, and enables you to attend these events at no or a reduced cost.

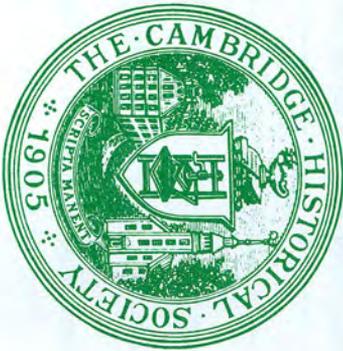
**We collect and preserve Cambridge history in many forms and make it widely available through exhibits, online communities, access to our archives and collections, vibrant public programs, and publications.** Last year the CHS worked with a local Eagle Scout candidate on a project to photograph every building in Cambridgeport so we would have a record of what the neighborhood looked like in the early 21<sup>st</sup> century.

Join us in February, for a private reception with Sidney Nathans, Professor Emeritus of History at Duke University and author of *To Free a Family: The Journey of Mary Walker*, the amazing story of an escaped slave who worked to free her family and, with the help of Cambridge families, was able to bring them all to Cambridge to live with her in the Dexter Pratt House in Harvard Square.

I urge you to join the CHS and experience firsthand our commitment to making your membership a real value and representative of the entire city.

Sincerely,

Charlie Allen, President Elect



THE CAMBRIDGE HISTORICAL SOCIETY

The Hooper-Lee-Nichols House  
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We would like to improve our service to our members. Please help us by telling us why you joined and what CHS programs, publications or resources you hope to enjoy.

| Membership Category       | <input type="checkbox"/> | Benefits  |
|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---|
| \$1,000 - Benefactor      | <input type="checkbox"/> | Subscription to CHS publications<br>Discounted admission to programs<br>Free Hooper-Lee-Nichols House tours |
| \$500 - Patron            | <input type="checkbox"/> | Invitations to Dana Fellows events<br>Free admission to CHS programs*                                       |
| \$250 - Sponsor           | <input type="checkbox"/> | Free walking tour by CHS staff*   |
| \$150 - Dana Fellow       | <input type="checkbox"/> | Free use of H.L.-N House for a private event*   |
| \$75 - Family             | <input type="checkbox"/> |   |
| \$35 - Individual         | <input type="checkbox"/> |   |
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*Thank you for supporting local history.*