

### ANNUAL MEETING

This will be the twentieth year for D.H.S. and we hope it will be even better than the previous years. Gail Hart, Phyllis Horton and Pam Fitch will present a slate of officers, and we will hear brief reports from committees and officers. After business is concluded, we will have the joy of hearing Jack Bragington-Smith speak, and will share simple refreshments. Past officers of D.H.S. are especially invited to attend and will be recognized. Board members and officers, please note: You will be asked to stay for a VERY BRIEF time afterwards, primarily to set a date for a board meeting. See you all there. (Don't forget your dues!) That's September 19, 7:30 P.M. at Liberty Hall.

### HORSEFOOT COVE

The Special Town Meeting of Thursday, September 29, will consider the purchase of a parcel of land on Horsefoot Cove in West Dennis. Knowing my interest in place names, several people have asked how this cove came to be so-called. I have been told, but have never seen for myself, that the cove is shaped like a horse's hoof when seen from the air. But the name is much older than the age of flight. More likely, it comes from the early name for the horseshoe crab, which was introduced to the colonists by the Indians as a source of fertilizer. In an age when iron kettles were willed as a precious legacy, the few horses in this area probably went unshod, over the soft sand paths. The farmers might have thought that the creature resembled the hoof of the work horse with which they were familiar. At any rate, long before they had a name, these ancient animals had developed the habit of waddling up onto the shore in early spring to deposit up to a thousand eggs, many of which were destroyed by predators. Those which survived live in and around the area of their birth, until mature at age nine years or so, and they in turn lay their thousand eggs per season. Probably this sheltered inlet was a place where the horsefoot crab was found in abundance. This quiet cove has seen much of the economic history of our town take place near its shore. The early colonists used the river freely, mostly as a highway to reach the homesteads along Follands Pond and Kelley's Bay. They transported salt hay from the marshes, bringing down stone to improve the harbor. Soon they ventured out of the river, to develop fishing and trading. They had no need for a bridge for the land in South Yarmouth was reserved for the Indians. When the last natives died of a Smallpox epidemic in 1777, the Kelley family instituted ferry service with what became a thriving Quaker community. Soon the unspoiled river began to change. Salt works, wharves and fish flakes dotted its banks and sloops and schooners carried surplus salt and fish to Southern ports, in exchange for cotton and other goods. A drawbridge was built in 1832 from Horsefoot Cove "Poynt" as it was called to South Yarmouth and the two riverside communities prospered together. Just below the bridge a shipyard built small vessels, and at least one sizeable brig. Today comfortable residences, small businesses and tourist attractions are the neighbors of Little Horsefoot Cove. Does anyone know if the horseshoe crab still deposits its eggs on its shore?

Here is a strange coincidence which I found when researching the name. I found mention of Horsefoot Cove as the western bound in a grant of salt marsh and upland which surrounds it, from the proprietors of the town to John Berry. The grant was recorded on September 29, 1684, 299 years to the day from the town meeting which will consider its purchase. Too bad our ancestors didn't have a crystal ball. They might not have given the land away in the first place.

### HURRAH FOR DENNIS FESTIVAL DAYS!

Hats off to Bob Stone, and Bob Briggs, originators, Dennis Chamber of Commerce, sponsors, Sue Cheilinski, coordinator, and to all of the merchants, business people, members of D.H.S. and friends of Dennis who made this such a great week. All events went well, and were appreciated by a goodly number of people. And we had a lot of fun. Now, rest up, and come up with some good ideas for next year!

### THANKS TO EARLY DUES PAYERS.....

.....From Membership Chairman Isabel Flynn, who will start billing those whose dues have not been received. We would still appreciate it if you would enclose a stamped, self-addressed envelope with your dues, for Mrs. Flynn to use to send your membership card. Better still, pay them at the annual meeting, Sept. 19.

### WHAT IS A MOSES BOAT?

No sooner had the August newsletter "hit the streets", than I had the answer. Mr. Alfred Kelley, "Laird of Academy Hill", (and that's another interesting place name I'll tell you about sometime), called and asked, "Have you found out what a Moses boat is yet?" Mr. Kelley is a man of few words, but when he has something to say, it's sure to be interesting. He told me that a Moses boat is or was a small boat with a round bottom and a blunt bow used to load molasses barrels onto larger vessels, in the West India trade. No doubt in 1814 this type of boat was used here for that very purpose as West India Goods were in great demand. Now we know what it is, I wonder how it got its name? Thanks, Mr. Kelley, for your call.

## CALENDAR

September 19 7:30 P.M. Liberty Hall, So. Dennis Annual Meeting, Election of officers. Program - Jack Bragington-Smith "Taverns and Ordinaries of the Old King's Highway."

September 29 Wixon Middle School Special Town Meeting

COMING IN OCTOBER the first of five afternoons, called Memory Days, with reminiscence of the Good Old Days in each village. Date and place will be announced at the Annual Meeting.

Josiah Dennis Manse will be open Tues. and Thurs. 2-4 through September.

### NOW.....WHAT IN THE WORLD IS AN "ORDINARY"?

I know, but I'm not going to tell you. Instead, I urge you to come and hear Mr. Jack Bragington-Smith, better known to many as "Jack of OutBack", who will speak on "Taverns and Ordinaries of the Old King's Highway" after the annual business meeting at Liberty Hall on Monday, September 19. I know you'll enjoy his talk. Instead of previewing his remarks, let me tell you an interesting tale about Old King's Highway. "They Say" that in early colonial days present Route 6A was known as "The King's Road." I've never found that in early records, but in 1920 some romantic legislator got a bill passed designating it as "The King's Highway," and signs were placed all along its length. It being only 150 years since that famous quarrel with the king, patriotic Cape Codders took exception - remonstrated, so to speak - wrote letters to the editor, signed petitions, passed resolutions in town meeting, etc., against the use of this name. Also, all those little signs disappeared. So, in 1937 the governor signed a new bill designating the highway as Grand Army of the Republic Highway, and the new signs remained in place. Then, in 1973 the legislature created the Old King's Highway Regional Historic District - and while a few folks might object to the district, nary a patriot has protested the use of the King's name. How quickly we forget.

### PORTRAIT OF A BELLE

Our model of the Belle of the West was on display during Dennis Festival Week at Jericho, and was admired by all. I have had the pleasure this summer of visiting with Mrs. Mary Fischler, granddaughter of Asa F. Shiverick, and have learned from her a great deal about the Belle. I had been told, or had read, that Capt. William Frederick Howes, first Master of the Belle of the West, would not allow a picture or painting of his vessel, for fear that someone would copy her lines. I had therefore assumed that no painting of the ship existed, but I was wrong. Mrs. Fischler has in per possession a painting by the well-known marine artist, Ralph E. Power, who spent four years between 1925 and 1929 perfecting his work. Yet Mr. Powers never saw that beautiful vessel, as the Belle had foundered in the Bay of Bengal in 1864. Nevertheless, I would dare say it is the most accurate of any reproduction of a Shiverick vessel. This is its story. Mrs. Fischler's grandfather was anxious to have a picture of this the most beautiful ship to come from the Shiverick yard. He wrote to Capt. Thomas Franklin Hall, who had sailed on her maiden voyage and many subsequent voyages, then a man in his 80's living in Omaha. Capt. Hall replied that although he did not have an actual picture of the Belle, he had in his mind a picture of every mast and spar, and were he an artist, he could draw her from memory. He proceeded to describe her in minute detail. His description was given to the artist, and over the next four years, Mr. Shiverick and Capt. Hall corresponded, exchanging sketches of the artist's conception and changes by Capt. Hall. The Chicago Daily News of Aug. 7, 1929, announces that the painting has been completed and that Capt. Hall has said, "She's O.K. to the life." Thus, we have a picture of a Shiverick vessel which one who knew and loved her stamps as authentic. Mrs. Fischler has kindly let us copy the correspondence and a photograph of her painting to add to our file of information about this vessel. We deeply appreciate her allowing us to do this. The portrait hangs in her winter home in New Jersey, but on some subsequent visit she will bring it with her and allow us to have it on display.

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