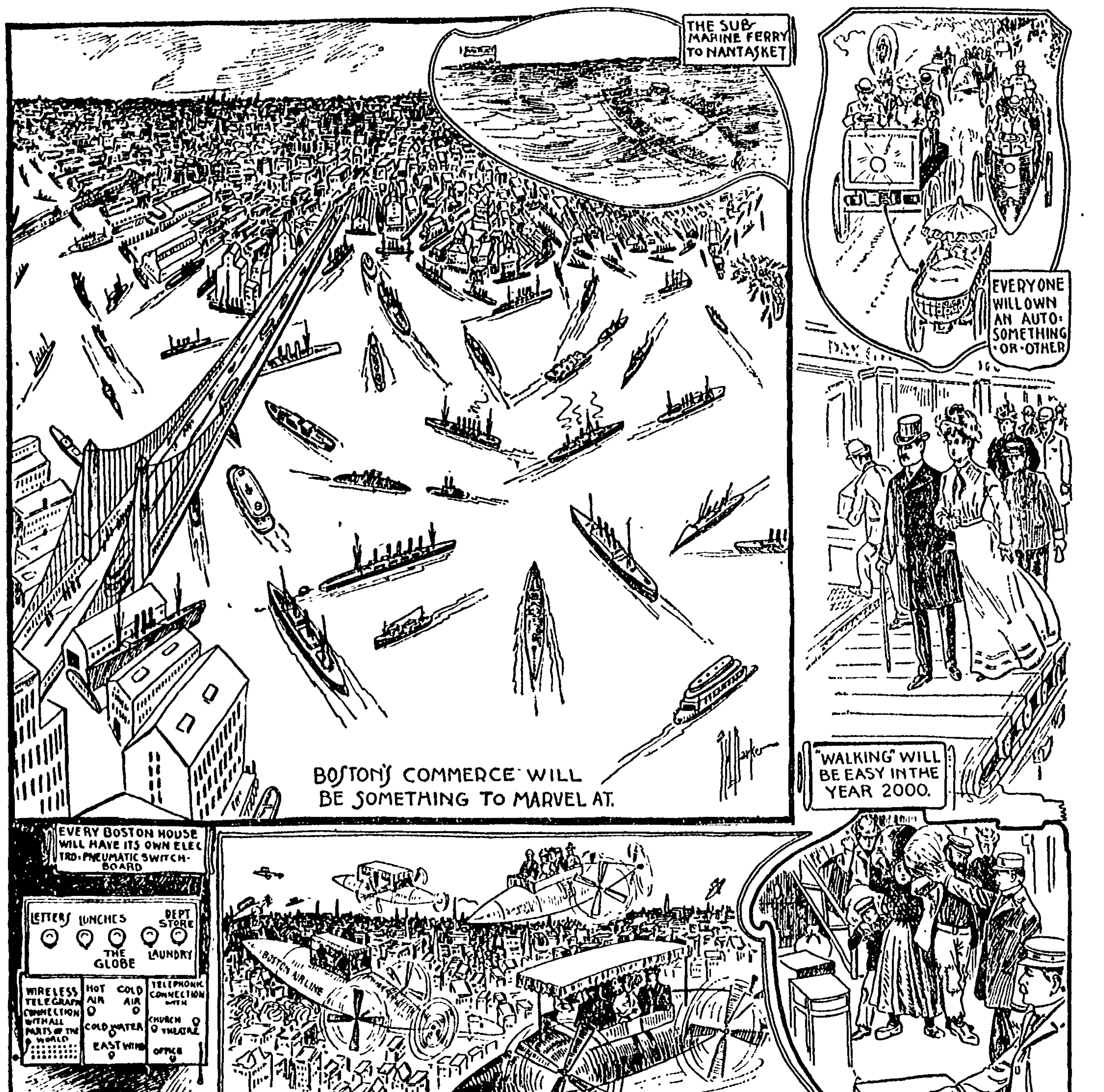
BOSTON AT THE END OF THE 20TH CENTURY.

A Glimpse Into the Distant Future, and What It Reveals to the Local Prophets.

Marvelous Changes That Are Destined to Take Place in the Days to Come—Population of the Greater City May be 8,000,000, and Our Architecture, Transportation Service, Business Methods and General Mode of Living Will be Radically Transformed—Our Commerce Will Have Expanded Enormously, and Ships 1000 Feet Long Will Carry Our People and Products to Europe in Four or Five Days.



SOME OF THE THINGS A RIP VAN WINKLE MIGHT SEE IN BOSTON A HUNDRED YEARS HENCE.

By THOMAS F. ANDERSON.

What will the city of Boston look like and be like at the close of the 20th century, just about to dawn upon the world?

How greatly will its present population have expanded, and what will be its relative rank commercially and financially in the great galaxy of American cities?

What changes will have taken place in the social, intellectual and industrial life of its people, in its methods of education, its municipal government, its architecture, its transportation facilities, its commerce, its amusements and its general system of living?

In short, predicated upon the history of the century just closing, how far is the ever-advancing wave of civilization destined to carry the modern Athens along all the latter-day lines of material progress and how different will be the life of the man or woman who crosses Boston common on Jan 1, 2000, compared with the life of the hundreds who will cross it today?

These are but a few of the countless questions that might be asked concerning a problem that no one who reads The Globe today will ever live to witness the final solution of.

There are in this city, however, many people gifted with the power of prophetic insight, and to some of these bright minds in different walks of life The Globe has appealed for a brief forecast of the future.

The subject is such a vast one and is linked so closely with the general progress of the entire world that only a few of its subdivisions may be included within this horoscope of greater Boston, however.

The three problems that bear the most important relation to the city's future growth are those which concern the increase in its population, the development of its commerce and the improvement of its transportation facilities.

Inseparably connected with the two latter questions are the development of the harbor and dock facilities and the rearrangement of our street system.

It might be easy to dismiss the transportation problem by saying that a century hence we will be moving over the housetops of Boston, a la Santa Claus, in airships, but even airships would not solve the transit question in a city like Boston, however practicable they may have become at that date.

One of the most fascinating questions is that relating to the city's probable increase in population and in this matter we have something more than the mere human imagination to aid us.

It so happens that the city of Boston itself has a department of municipal statistics, wherein, if you give them any tangible basis whatsoever to work upon, they can furnish you any statistical information bearing upon the future that you may desire.

To Dr Edward M. Hartwell, secretary of this department, The Globe is indebted for a computation from which it appears that the population of Boston is likely to have increased to more than 5,000,000 by the year 2000.

A Population of 8,000,000.

This population is estimated on the rate of increase of the last 20 years, and on the same basis (the population according to the census of 1900 being 560,892), the figures for consecutive 10-year periods will probably be as follows: 1910, 701,485; 1920, 877,318; 1930, 1,097,227; 1940, 1,372,256; 1950, 1,716,225; 1960, 2,146,412; 1970, 2,684,431; 1980, 3,357,308; 1990, 4,198,849; 2000, 5,251,330.

If the population of Boston itself stands at this astounding figure 100 years from now, it is safe to assume that what will then be the greater Boston in fact as well as in name will have a combined population of not less than 8,000,000, making it almost as large as two Londons.

How this great family is to be governed and housed and transported and amused raises a question at once fascinating and suggestive.

That each succeeding decade is going to bring its own changes in our methods of living can scarcely be doubted, in the light of what has taken place in the recent past, and when the 20th century comes to a close Boston will not only be a different looking city, but a different seeming city.

In the first place, when the year 2000 dawns there will be no more unoccupied land in Boston, save that reserved for public parks and playgrounds. The only "vacant lots" that will occur at that period will be those created by the tearing down of old buildings to make place for newer ones.

Stone, brick and steel will largely supersede wood in the construction of buildings, even in the residential districts, and if the hopes of some people living today are realized the whole architectural character of the city will have been changed and made to conform more nearly to accepted uniform standards.

In the business section, which will extend far into the South end and the Back bay, the Ames and Exchange and Tremont buildings will have scores of prototypes, and will be themselves almost as notable historic landmarks in their way as are the Old South church and the Corner bookstore today.

Washington st, after having been practically rebuilt, will have entirely changed its character, according to the local prophets and a new main business thoroughfare, wider and straighter than it—perhaps several such—will have been created in another part of the metropolis.

Entire blocks will have been demolished, at an expense of millions of dollars, for the purpose of widening other business streets, creating new avenues and open squares and otherwise making provision for the accommodation of the immensely augmented traffic that the coming years are to bring.

The man or woman who views from the state house dome the great city of Boston in that day will see many fine public buildings that do not exist now, including a new city hall and public libraries, and scores of attractive schoolhouses in which the scholars will neither grow blind as a result of insufficient light nor contract disease as from the effects of bad drainage.

Smoke and Noise Will Have Disappeared.

Although the atmosphere will be perfectly clear—for neither smoke nor steam will be rising from the buildings—the eye will not be able to see the limits of the thickly builded portion of the city in any direction, nor the end of the great array of shipping that will extend beyond the shores of Winthrop on the one hand and to Weymouth on the other.

It is possible that in place of smoke clouds and steam jets, both banished as a result of new methods of generating heat and power, the onlooker may descry airships great and small gracefully cleaving the air in all directions; and if he be one who has lived in the 19th century, and has just awakened from a 100 years' trance, he will be equally astonished at the utter absence of noise.

This will be because noise has ceased to be an element in city life, for even in the busiest centers of the city, where the congestion of traffic is greatest, there will be no commotion that can jar upon the most sensitive nerves. The noise and confusion of the 19th century city will have been relegated to the same limbo with the garish highway advertisement.

Moreover, it will be a more beautiful city, aside from its architecture, for every man or woman who owns even the smallest plot of land will have become a landscape gardener, and the public garden and the parks will have reached such a high state of perfection that Europe will have nothing to equal them.

So deeply will this new love of the beautiful be instilled into the minds of the school children in the early years of the century and transmitted in even higher form to their descendants, have become imbedded in the civic life, that the word "slum" will no longer have any place in the local dictionary, and the homes of the poorest classes will be as attractive in a way as are those of our middle classes in the suburbs today.

There will be no partisanship in municipal politics in those days, believe many students of these matters; hence the city will receive a better and more stable government, and the improved conditions of city administration will be reflected in absolutely clean and well paved streets, adequate police service for even the most remote districts and perfect transportation facilities.

Few of the prophets care to hazard a guess as to just what will be the form of city administration in the year 2000, for that is something that is so susceptible to a hundred other tendencies of the times that it can hardly be forecasted even 15 or 20 years ahead.

There are many, however, who firmly believe that there will be an entirely new center of municipal administration; or, failing in that, that each of the important departments of the city government will have branch offices at different parts of the city, after the principle of the police and fire stations and polling places.

This system, while entailing a large additional expense, will be of great convenience to the 8,000,000 inhabitants of the big city, and will have an important effect in relieving the congestion in the downtown center of administration, wherever that may happen to be located in that day.

A New City Hall, of Course.

A new city hall may be counted upon as a certainty, and the only alternative to the erection of another and a larger central public library will be the constant addition of branch libraries.

The important and long-existing question of local transportation is a problem that Boston may have to struggle with during every one of the succeeding decades. Just how long the projected elevated railway system and the proposed additions to the subway system will meet the needs of the rapidly increasing population it is impossible for any one to guess.

Just what the railroads hope to accomplish with their faster trains and safer rights of way, and what the surface-elevated company expects to achieve in its own particular domain, is interestingly set forth in some of the interviews which follow.

It looks as if trains on both these systems might have to run pretty much as an endless chain, and in the city itself no one need be surprised to wake up after a long sleep and find people being carried up and down Washington or Tremont sts on movable sidewalks, so that a man who does not care to ride in the cars or get shot through a compressed air tunnel may be transported from School st to Dudley st without effort of his own and be able to fill in the time by reading his morning paper.

Business methods will inevitably change with all other things, and business may become so far specialized that only one kind of a particular article may be kept in stock by merchants. On the other hand, the so-called department stores are likely to become even more comprehensive in their scope, and some of them will occupy entire blocks, with their employes all stockholders

One great bank with numerous branches may serve the needs of the entire city in that dustless and smokeless day, and it is likely that there will be fewer rather than more daily newspapers. The consolidation tendency that has already greatly reduced the number of local banks and other business enterprises will naturally overtake even the newspapers in due time, especially if the price of white paper continues in its present strenuous career.

Even the most imaginitive person in journalism itself can hardly picture the institution that The Globe will be at the end of the 20th century. If it has gathered together an army of 500 attaches during the past two decades, what will be the size of its staff in the year 2000, when its local field alone will be among 8,000,000 people.

Marvelous as has been the mechanical transformation in the modern newspaper office during the past quarter of a century, the inventive wonders that are to succeed the type-casting, stereotyping and printing appliances of the present day are undoubtedly destined to be even more amazing.

Globe Will Circulate Millions.

All this vast growth in circulation, keeping pace, as it always has done, with the natural increase of population, would seem to indicate for The Globe's future needs a home as large as Mechanic's building; but who knows but what, in the years to come, it will be possible to print and distribute a couple of million papers a day from quarters scarcely larger than those at present occupied by The Globe?

Newsboys, if they exist at all in that day, will be noiseless, strange as that may seem, and doubtless most of the work of circulating the newspapers will be accomplished by the aid of pneumatic tubes, which will carry a bundle of papers to the Canadian border in the time that it now requires to get one to Copley sq.

The pneumatic tube service, by the way, will have reached its perfection long before the first half of the new century has flown. It will have become a most important factor in the domestic life of the people, which also will have undergone great changes.

The servant girl problem will have been solved by the elimination of the servant girl system, and in its place will have come a special janitor service, supplemented by the pneumatic tube system aforesaid.

Through such tubes a householder will undoubtedly receive his letters, his readymade lunches, his laundry, his morning and evening paper, and even the things he may require from the department store, which will furnish at the touch of a button any essential solid or liquid that can be named.

By means of his electro-pneumatic switchboard, with which all well regulated houses will be equipped, he may sit in his comfortable arm chair and enjoy either the minister's sermon or the latest opera in the new Symphony hall of the vintage of 1960.

The telephone will have become a relic of the past, and by means of wireless telegraphy the citizen may communicate with any city or town in the land.

Not only will hot and cold water (the one furnished by a heating company and the other sterilized before being sent through the pipes), be constantly at his command, but hot and cold air and even liquid air will be available at all times; and it will be possible to turn on an imitation east wind at any time the outside temperature reaches an uncomfortable hight.

Whether or not wages will be much higher at that day, the average hours of labor will undoubtedly be shorter, more holidays will be observed and longer vacations will be taken. Both men and women will have so much time on their hands that they will pay greater attention to their intellectual development, and Boston will become more than ever a cultured city of clubs and associations and harmless isms.

Russell Sage, who is almost a human century plant himself, has recently expressed the opinion that, when the race reaches its highest mental development there will probably be no theaters; but the local amusement managers, while conceding that the intellectual status of the people of Boston will undoubtedly be pretty high a century from now, vigorously combat this statement about the theaters.

They contend that the hub will continue to be one of the greatest theater-going communities in the country, but admit that the character of the dramatic entertainments given is likely to undergo radical changes.

As to the religious life of the city, few people care to hazard a prediction as to just what will be the trend of progress along that line. There are some thoughtful laymen who believe that the very preservation of society depends upon a reawakening of the religious spirit during the first 50 years of the new century. Others are more optimistic and hold that the future of religion is assured.

In any event, there are likely to be relatively fewer churches in Boston in the year 2000, for the consolidation tendency will probably be felt in this field also, and the result will be larger individual congregations and more beautiful and substantial church edifices.

Boston Will be a Premier Port.

Boston's interest in things maritime, including yachting, will continue to wax rather than to wane, and her chief glory, after all, will be her harbor and her commerce.

Thoughtful men who know the city and its history agree that the chief duty of Boston's citizens for the future will be to stimulate in every possible way her commercial interests.

The expected action of congress in sanctioning an $8,000,000 scheme of harbor improvement has set in motion a sequence of events that 100 years from now will undoubtedly find a culmination in one of the most magnificent marine spectacles that could possibly be conjured up by the imagination.

What is to be seen today along the East and North rivers in New York will be practically duplicated on both sides of Boston harbor in the year 2000. A great succession of wharves, flanked by immense grain elevators and storehouses and crowded with odd looking ships from all quarters of the globe will stretch out on either hand almost as far as the eye can reach.

The shipping that enters our port today will seem but a barge tow compared with it, and in size most of the vessels of the present will appear as toys contrasted with the ones that will majestically move up the harbor or lie like leviathans in the great dry docks then.

The long talked of public docks on the unfilled East Boston water front will long have been in use, and others will stretch far beyond them to Deer island, where probably will be established a great receiving station for both immigrants and merchandise.

Steamers—if steam remains the marine motive power—from 800 to 1000 feet long, will be in the motley fleet that will crowd our channels, and trains will bring from New England, Canada and the west at 100 miles an hour thousands of people who will take passage on great vessels from Boston which will land them in Liverpool or Southampton in four and one-half days.

Where hundreds now travel back and forth over the Atlantic, thousands will then go on business or pleasure, and it is not impossible that season tickets between Boston and Europe may be sold at reduced rates at that day, with coupons attached, good for a week's board in London or Paris.

Some of those who can foresee all these desirable things are willing to go a step further, and predict that Boston, instead of being the second port of the United States, will at that day be easily the first.

It may seem a strong statement to make, but they are perfectly safe in making it, seeing that they run very little risk of being called to account if the lapse of 100 years finds their prophecy to be a false one.

In that golden age for Boston, when the population of the United States will be somewhere between 350,000,000 and 500,000,000, when the tides in the harbor will be made to furnish heat, light and power, when every person will own his own automobile, or whatever it may be called in that day; when people have learned how to live longer and suffer less from sickness; when sewage and garbage nuisances will no more exist; when the new Franklin institute will long have entered upon its career of usefulness, and when the great world's fair in Boston shall have become a pleasant memory of the past, it is not too much of a task on the imagination to believe that women will have taken a much more important position in business and political life than they hold today.

Whether the fin de siecle Boston woman of the future is going to cast her ballot for president, as well as for governor, mayor and school board, the end of the century alone can tell; but it seems a small risk of one's reputation as a prophet to assert that the woman of the 20th century is going to play a much more important part in the counting room, the state house and the city hall than she has occupied in the present century.

Living Must be Made Cheaper.

In the opinion of Dr Edward M. Hartwell, whose computations of the future population of Boston in a sense strikes the keynote for this article, the continued growth and success of our city depends in great measure upon the coming standard of cost of living.

"At present," says he, "the people of Boston are paying the heaviest fine for living of nearly any city in the country. What we must do is to cheapen the cost of transporting things from the outlying farms to our local markets, and of getting them from the markets to the homes of our citizens.

"The needless tax exacted in this way is a heavy burden upon the consumer, and if our facilities for getting things without paying so much extra for expressage are not improved the effect upon our growth may be somewhat serious.

"Boston also needs a decentralizing of its city bureaus. The various departments at city hall should have suboffices in different parts of the city, even if the officials were only in them a couple of hours a day, so that everybody would not be obliged to come to the center of the city every time there was need of getting a permit for something or making a payment for something else.

"Another thing that should be done at once is to bond sufficient land for the new public buildings that we are certain to need in the future. It is poor policy to wait until the last minute, and then be obliged to pay an excessive price for the land.

"The future is bound to bring about great changes in Boston, not only in point of population, but in its geographical makeup and the mode of life of its people. There is unquestionably to be a great development of our harbor and a resultant increase in our commerce, but I think that Boston is likely to remain the second port of the United States.

"There will also be very important changes in our educational methods. If industrial training does not progress we will be in a very bad way by and by. We can take a useful lesson from Germany along this line, for there are in the industrial training schools of Berlin today 32,000 pupils.

"As to our transportation problem, I don't know whether it will eventually be solved by tunnels or balloons. Like the question as to whether Brookline will ever consent to become politically a part of Greater Boston, it is a hard one to answer.

"I do think, however, that an expert commission should be appointed to study the future needs of the city with respect to street reforms, transportation facilities and new public buildings, and in a general way map out a comprehensive plan of improvements for the coming Boston."

Home Rule Must Return.

Said Mr C. W. Ernst, private secretary to Mayor Hart and student of social and economic questions:

"How will Boston look a century hence? Nobody knows. Perhaps it is not unreasonable to think that progress may be faster in the 20th than in the 19th century.

"The 19th century has destroyed local self-government, and the 20th century will do well to restore it, lest all public spirit be extinguished. Boston won worldwide fame in the 18th century, because it had home rule; in the 19th century Boston could not win such fame.

"In the year 1801 most men in Boston had religious convictions. It is not clear whether any religious convictions are bequeathed to the 20th century.

"Without home rule, no political community can be great, and without religious convictions, or ideals, or hopes, what is mankind?

"Give a city like Boston a chance, that is, do not suppress the spirit that is in us, and who can doubt that the future will be golden; that the business section will be compact, filled with beautiful buildings, well groomed, extremely neat, better appointed than now, enabling all to do business with greater efficiency; that homes more attractive will fill the suburbs, and that life itself will be an invitation to whatever is best and noblest? We see the dawn of the coming age. What will its full daylight reveal? Blessings far above our hope and expectation.

"It is likely that in 1999 we shall accommodate ten times the traffic we now have in our streets, and that order will be greater. Excepting passenger travel in street cars, have we really advanced in our street traffic?

"The future city will be quiet, clean and the center of all attractions. It will be sanitary, wholesome and very beautiful. It will banish the slums to the rural regions. Our best things intimate what the future will be.

"Men and women will be simpler, calmer, truer, stronger. They will speak better English than we. They will have wider sympathies. They will not be parochial. They will not worship fictions. They will honor truth and beauty everywhere.

"The political mistake of the 19th century is the destruction of local home rule, and very likely there is some mistake in matters religious. Restore home rule, let religious ideals live, and no power now known can prevent the 20th century from giving us a foretaste of the golden age. 'Rough ways shall be made smooth; and all flesh shall see the salvation of God.'"

Municipal Changes a Problem.

Ex Mayor Nathan Matthews Jr was disinclined to speak of the changes in municipal administration that the future will probably bring. "It is difficult," said he, "to foresee what is going to take place in this respect even during the next 10 years.

"The important question for Boston will be, as it always has been, its commercial growth. I can see no present tendency toward the decentralization of our municipal departments, and do not see that we would be any better off if such a movement should take place.

"The next century will probably bring about no radical changes in the administration of justice. The present jury system, which has been in force for 500 years, ought to last at least another hundred years, and I am hardly inclined to believe that the number will be reduced from 12 to six, as some people favor."

Architectural Standards Will Improve.

Mr Edwin D. Mead, editor of the New England magazine and a leading member of the Twentieth Century club, has many times given proof that he is an earnest believer in a more artistic environment in our cities

In discussing Boston's future from the aesthetic standpoint, Mr Mead spoke in a hopeful vein and expressed the opinion that the coming years will bring about a better appreciation of the function of beauty in education and in life and that this development will leave its impress upon the architecture of our city.

"Boston has reached a point," said Mr Mead, "where she can utilize or forever lose grand opportunities for her architectural improvement.

"What is most needed here is that which so many of the cities of Europe possess, an architectural center, from which will radiate a good influence that will affect every portion of the city. No American city is endowed with a more favorable natural center of this kind than that which the common furnishes for Boston.

"The state house, which in its original form was one of our finest examples of architecture, most appropriately situated, should be taken as the nucleus of such an architectural center, and by the addition of east and west wings and a larger dome, should be transformed from its present uncouth shape into a building that is really architectural and artistic.

"Whenever I look at it today, it reminds me of nothing so much as a train of cars, with the gilded dome for the smokestack of the locomotive. The whole subject of public buildings for our future public needs should be carefully considered, and especially should we cast about for another site for a city hall, and not make the unfortunate mistake of adding the proposed ten-story monstrosity to the present building.

"The matter of needed street improvements should also be looked into immediately, and in this matter as in many others along the line of Boston's general development, there is a field for very effective work on the part of a special commission appointed to consider the subject in its broadest sense.

"The appointment of such a commission is not only feasible, but I am inclined to think that it will become an actuality in the near future. There should also be a permanent commission—we might call it a board of beauty, for want of a better title—to see that no one does what is offensive to the artistic feelings of the community any more than one is nowadays allowed to do anything inimical to the health of his neighbor.

"This would only be carrying out the same principle that we now apply to the erection of statues in our public parks, and would be no more out of place than the institution of boards of health, which are themselves of comparatively recent creation.

"Among specific improvements I would recommend the utilizing of the Charles river basin as an artistic center and in this alone lie many possibilities along the lines I have indicated. In the central part of the city, the buildings now occupying the land bounded by Scollay sq, Brattle st, Cornhill and Washington st should be taken down and a splendid open square created, which in turn would be surrounded by some of

Continued on the Fifth Page.

BOSTON'S FIRST CHRISTMAS.

Puritans Forbade the Festival as Dangerous and Immoral, but Sir Edmund Andros in 1686 Compelled the Town to Observe It.

ANDROS ON HIS WAY TO CHRISTMAS SERVICE IN THE OLD TOWN HALL, BOSTON.

Christmas with all that it signifies today is largely the growth and development of the closing century. In fact, the Christmas day of 1800 received scarcely a passing notice in New England beyond a very limited circle.

But a Christmas impression was made here far back in the history of the bay colony. A royal governor at the point of the bayonet laid the foundation of the festival which today occupies the mind of every citizen.

When every shopkeeper in Boston offers wares, useful or ornamental, as a special gift for Christmas let us tip our hats to the first storekeeper who dared to advertise his goods as suitable for Christmas presents, and endeavor to allure the children into his shop.

While every clergyman regardless of creed or surplice, preaches a Christmas sermon let us remember the Boston minister who gave the first Christmas sermon to the western world.

To detach a fact from its surroundings is to rob it of its true meaning, so lest we lose the real significance of Boston's first Christmas let us take a glimpse at the circumstances attending it.

On Dec 19, 1686, Sir Edmund Andros arrived at Nantasket in the ship Kingfisher, a 50-gun ship, with a commission from the king for the future government of New England. To secure Andros in his government two companies of regular soldiers, chiefly Irish papists, were raised in London and placed under his orders.

With these soldiers in brilliant scarlet uniforms the new governor came up to Boston Dec 20 and began to assert his authority.

He spoke to the ministers about being accommodated in one of the existing meeting houses. He asked the puritan clergymen to so arrange their time of service as to admit of the two elements worshiping in the one house, but this request was denied.

Christmas was at hand, and the new governor was determined to keep the day after the customs of England; in fact he pretended to make it a matter of conscience with him. He gave out that he was to have a festival after the approved plan of England.

The puritans had boasted that none of the holidays of England had survived the passage of the Atlantic. When the dreaded monster Christmas had tried to lift its head they had smote at it with the law, and by imposing fines they had been fairly successful; but now an official was at the helm who was inclined to be a despot himself, and was backed up by the king, to whom even the clergymen were obliged to yield.

Andros, however, was not alone. He found some supporters in Boston who had Christmas ideas if they had not asserted them. These friends of the Christmas festival were the Huguenots, who had fled from France during the reign of Louis XIV. They had met with a cordial reception in Boston, and had refrained from introducing customs familiar and dear to themselves for fear of troubling the puritans.

But they longed to keep Christmas, and when Andros made known his intentions these Huguenots were ready to fall in. They had been admonished for keeping the day by Judge Sewall, who recorded in his famous diary: "This day I spoke with Mr Newman about his partaking with the French church on the 25th of December, on account of its being Christmas, as they abusively call it."

The governor proclaimed a Christmas festival in the town and at the town house. What consternation filled the town as the announcement was passed from home to home on the day preceding the first official Christmas in Boston! While some boldly denounced the plan as an infringement of the rights of the inhabitants, there were many who resorted to earnest prayer that the dread evil might be averted. The chief justice of the Bay colony withdrew to the seclusion of his study chamber and there prayed for the protection of God for the people of New England at that critical moment

But the morning dawned and the curious began to congregate about the town house when the procession approached, headed by Sir Edmund Andros, with a red-coated soldier of the king on one side and Capt George of the frigate "Rose" on the other, while close to them was the clergyman in full clerical attire.

Others of note followed and were conspicuous in that first Christmas gathering of a public nature in Boston, among whom was Andrew Faneuil, the Huguenot merchant, who had decided to settle in the town, and of whom Cotton Mather said: "'Tis my hope that the English churches will not fall in respect to any that have endured hard things for their faithfulness to the Son of God."

Most of the Boston people of 1686 had never seen a church of England assembly and were entertaining strange ideas of the service. They doubtless would have had less contempt for this first Christmas gathering had they not been so prejudiced against the greens.

They regarded the hanging of green as an indorsement of the old heathen custom of the Roman saturnalia, or of the old Teutonic practice of hanging the interior of dwellings with evergreen as a refuge for sylvan spirits from the inclemency of winter.

Long after this first celebration the opponents to Christmas still evinced their prejudice. In 17[illegible], when the Old South church of which Rev Joseph Sewall, son of the justice, was pastor, voted to allow the worshipers at King's chapel, whose house had been burned, to have their Christmas celebration in this meeting house, it was on the condition that they would not deck it with spruce or other green.

The Puritans had nothing but contempt for making presents at Christmas, and when it was intimated at the first observance that some of the people were bestowing gifts as a part of the celebration they were seized with a fresh attack of the fever that was on them, and lost all hope in the future of the settlement.

Early in the history of Boston entries appears the vender of books. No one was more persistent in advertising his wares than the book seller, J[illegible] Mein, when he made mention of Christmas gifts, lost some of his familiar customers.

Yet the excitement served to attract trade. It was his advertisement in bold type—"In King st, Books for Children for Christmas and New Year's Gifts"—that made the commotion. Many flocked to see what they could be, with an eye to putting a stop to the business. They believed that such books must be of seditious notions, and not to be allowed to fall into the hands of their children.

The Puritan church held its contempt for Christmas day long after the observance had become a fixture. One innocent woman attended the private observance held by some German employes on her husband's estate, being prompted by the Christmas spirit to give cheer to those people, so far from their native land, but was shunned, as though infected by a contagion, and at length excommunicated from the church.

It was in Boston that the first Christmas sermon in New England was preached. That was Dec 25, 1712, by Rev Cotton Mather. The curious were there to hear what this noted preacher was to say about the custom that was gaining ground despite all efforts to the contrary, and were gratified to listen to his bold denunciations of the habit introduced by Andros in 1686, and which was still being practiced in the town. He said:

"'Tis an evident affront unto the grace of God for men to make the birth of our Holy Savior an encouragement and an occasion for enormities. Can you in your consciences, think that our Holy Savior is honored by mirth, by long eating, by hard drinking, by lewd gaming by rude reveling, by a mass fit for none but a Saturn or a Baccus or the light Mahometan Ramadam?

"We take the time to please the hellish legions and to do actions that have much more of hell than of heaven in them."

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