

## Charitably



## Speaking

353 Southern Artery

Quincy, MA 02169

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### President's Message

I would like to thank Tony Scalse and his function committee for their great work arranging and executing our July Quarterly meeting at the Adams Inn in Quincy ... Great Job!! It also occurred to me what a great venue and opportunity the July Quarterly presents for socializing and fellowship, as our other quarterlies tend to be more time-constrained. Personally I very much enjoyed the casual nature, friendship, and interaction with all who attended. I would, though, like to flex my presidential muscle (a little) and request that members please return their response cards promptly, as it will really assist Tony and his committee with their planning.

Also, I would like to extend my appreciation to Paul Lohnes and the entire Planning Committee for their diligent work and dedication in planning and executing their difficult task ... Great and impressive job by all! And lastly, I look forward to our October Quarterly at Montvale Plaza in Stoneham, and hope to see all of you there. Thanks. – **Rich Adams**

### Recent Happenings

Once again, our July Quarterly was held at the Best Western Adams Inn in Quincy, where we enjoyed the fine day and a barbecue meal in the outdoor rotunda on the Neponset River. After President Adams called the business portion of the meeting to order, he asked for a moment of silence for member and trustee Carl Wold, who passed away shortly after our April Quarterly. The president also announced that he had appointed Tom Crowdis III to complete Carl's term as trustee. Copies of our 2012 Annual Report were distributed and discussed. (The report contains a selection of photos from our Triennial, and extra copies are available at the office.) Also, the president informed everyone that our trustees met in May with SSGA to

review the performance of our investment portfolio, after which we sought, through treasurer Kurt Hanson, an outside professional opinion as to the portfolio's makeup and performance; the opinion was positive on both counts.

During this past quarter, our Planning Committee met to evaluate all grant requests received for 2013, conducted member visits to those organizations in consideration, and re-met to report on their visits and make their decisions. Approximately \$100,000 in approved grants will be distributed, and that process is currently under way. As always, we appreciate the seriousness with which this committee takes its responsibilities, and the efficiency with which it addresses them.



## Helping Others

We have had a long relationship with the organization formerly named North Shore Arc but now known as **Northeast Arc**, whose straightforward mission is to help people with disabilities become full participants in the community. Founded in 1954 by parents of children with developmental disabilities, its programs over the years have expanded to support children and adults with a broader range of disabilities, including autism and physical disabilities. Today, Northeast Arc serves nearly 7000 people annually and is one of the largest employers on the North Shore, with nearly 500 full-time and 100 part-time employees.

While Northeast Arc, based in Danvers, offers a wide variety of services at multiple locations, MCMA's support has been directed toward its Heritage Industries subsidiary, through which it provides employment training, education, and supported employment opportunities. Some of these opportunities take place in the community, as 22 individuals are currently placed in competitive jobs with private employers, but most involve working for the several subcontracting services offered by Heritage (many of which have received past MCMA support). Some of these are based in Northeast Arc's Foster Street, Peabody location, and include, among other services, a fairly unique caning operation and a quite successful document destruction business. It is this latter business for which they sought our support in 2012, and we were able to provide three Powershred shredders to replace worn out equipment.

Heritage's document destruction business involves delivering locked bins to businesses throughout the North Shore, collecting and shredding the documents, compressing the scraps into 2000 lb. bales, and delivering those bales to a recycler to be processed into pulp. (Heritage presently has 146 of these "Barrel" customers on consistent pick-up and switch-out schedules, plus another 266 "Clean-out"

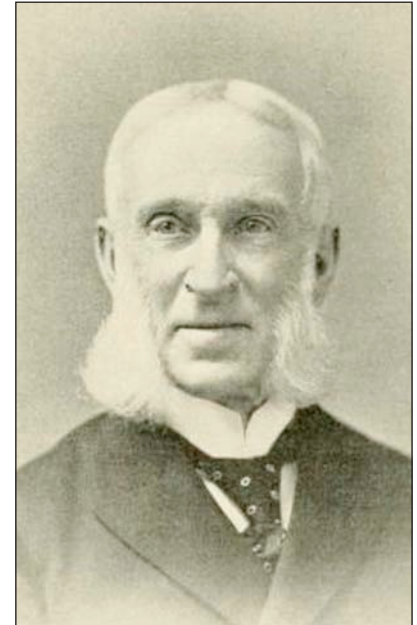
**NortheastArc**  
*Lifelong support for people with disabilities*

customers whose needs range from monthly or quarterly to yearly service.) It is an obviously well-run operation that has been growing at over 30% annually for the past five years, and now provides employment for eight full-time and several part-time individuals. A second staff person was hired recently to help further that growth, and this summer MCMA approved a 2013 grant for three additional shredders that will translate to another full-time and two part-time positions.



## MCMA Past ...

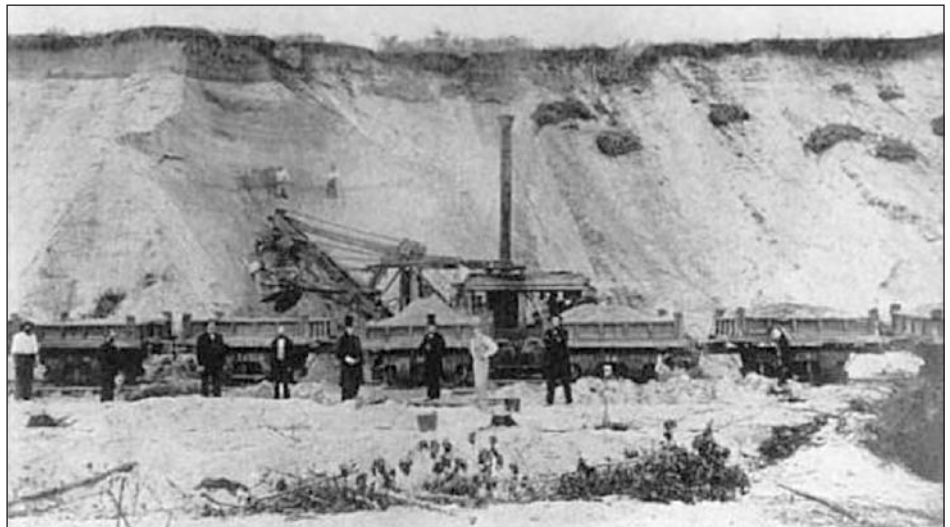
We were treated a few years ago to a presentation by Mr. (*now Honorary Member*) Anthony Sammarco on the development of Boston's Back Bay, during which the contributions of **John Souther** were touched upon. Now we'd like to explain a little more about this man's career and accomplishments. Born in Boston in 1816, Souther began his apprenticeship as a carpenter at age 14, but gravitated toward pattern-making, and was soon working in that capacity in the foundry of **Cyrus Alger** (*as always, the names of MCMA members are in boldface*), where one of his early projects was making the patterns for the fence that would surround Boston Common. From 1837-1839 he worked at a foundry in Cuba as draftsman and pattern-maker for sugar mill machinery. Returning to Boston, he was hired by the Hinkley and Drury Locomotive Works (owned by **Holmes Hinkley** and **Gardner Drury**) as draftsman and pattern-maker for various classes of locomotives.



Souther left Hinkley in 1846 to found what would become the Globe Works, and later Globe Locomotive Works, on A Street in South Boston, and was soon a successful manufacturer of locomotives, stationary and portable steam engines, sugar mill machinery, and general machinery. (*A Globe locomotive, shipped around Cape Horn in 1849, was the first to operate on the West Coast. Another pulled Leland Stanford's private parlor car to Promontory Point, Utah for the "driving of the golden spike" ceremony heralding the completion of the trans-continental railroad.*) His connection to the filling of the Back Bay was that he built the "steam shovels" that would load the railroad cars that literally moved hills of gravel from Needham to accomplish that massive project. Though Souther did invent a steam-powered dredger, he did not actually invent the steam shovel. (*That achievement belonged to William Otis, who patented his invention in 1839 but unfortunately died that same year, at age 26; his company closed down a few years later.*) But Souther was

approached in the 1850s by Oliver Chapman, Otis' cousin and close friend, who had gained control of Otis' patent, and was asked to strengthen the numerous weak areas in the original design. The "improved" version weighed an additional 10 tons, but was now capable of excavating hard and compact material. Souther began producing them in 1859, and they would soon supersede his production of locomotives.

[*During the Civil War the shop was given over to the needs of the government, and produced the machinery for several Union ships. One of those was the USS Housatonic, which achieved the dubious distinction of being the first ship sunk by a submarine (the Confederates' H. L. Hunley, which itself sank following the attack.)*]



John Souther, who joined MCMA in 1865, married the former Olive Ramsdell Weare and was survived by only two of their four children. He died at age 95 in his home in Newton, and is buried in Forest Hills Cemetery.

**... and MCMA Present**

As we have noted numerous times, past members of MCMA were involved, as designers, builders, subcontractors, and craftsmen, in the original construction of many acclaimed historical buildings and structures in our area. What we have overlooked is the continuing connection both past and current members have had in maintaining, updating, refurbishing, or otherwise sustaining those same structures. One such is **William Scott**, who owns and runs New England Mechanical Co., Inc., which, for example,



renovated the ground floor of Faneuil Hall, a museum at the Bunker Hill Monument, and the historic Parkman House on Beacon Hill.

Born, raised, and schooled in Weymouth, Bill took a somewhat indirect path to his profession. Following high school, he went to work for a mechanical supply house, where one of his early responsibilities was manning the company's booth at the Home Show in, prophetically, Mechanics Hall in Boston. Before long though, he went into mechanical contracting, initially with a partner, as Scott-Prescott, and in 1970 established New England Mechanical Co., Inc. (*Bill also managed to serve several years in the National Guard, attaining the rank of sergeant.*) He currently maintains offices for NEMC in both Boston and Onset. Over his career he has completed many hundreds of projects, often as the prime contractor, working primarily in existing buildings as opposed to new construction.

Since joining MCMA in 1972, Bill has been active in many ways, serving on our bylaws committee, finance committee, board of government, and for a long time on our planning committee. In that latter role, Bill and fellow

committee member Charlie Gale received the 2008 Gold Leaf Award from Life, Inc. in appreciation for MCMA's long-term support of that organization. Though both men were embarrassed that the award was directed to them rather than MCMA as a whole, it in reality illustrated how the organizations we support know us through our representatives, and Life, Inc. surely recognized how genuinely and wholeheartedly these men supported its work.

Bill is a father of four, grandfather to nine, and lives now in Onset, though he enjoys travel, and spends time in Key West whenever he can get away. He is an avid baseball fan (and member of the BoSox Club), a life member of the Ancient and Honorable Artillery Company of Massachusetts, is active with the Aleppo Shriners, and personally supports charities such as The Bridge Center (formerly Handi-Kids) and the Jimmy Fund. We at MCMA are indebted to Bill not only for his active participation and willing service, but also for the large 1795 map of Boston which he donated to us and now hangs on our conference room wall. When we speak about MCMA's need for more good members, it is men like Bill Scott that we're hoping for.

**... and MCMA Miscellany:**

We're adding this new "mini-section" to feature tidbits that have yet to, or may never, find their way into full-length articles. This first one concerns **Edmund Hartt**, in whose shipyard, as we all know, the USS *Constitution* was built. But Hartt was also builder in 1803 of the brig USS *Argus*, which, serving off the Barbary Coast in 1805, bombarded and helped secure the capture of the port of Derna, a battle immortalized in the Marine Corps Hymn with the words "... to the shores of Tripoli."