FALL RIVER:

ITS

NEWSPAPERS AND STEAM MARINE.

OUR country had reached its semi-centennial before a newspaper was published in Fall River, and not until twenty-three years after the settlement of the town did any one have the courage to venture out upon the sea of journalism. The first number of the *Fall River Monitor* was issued January 6th, 1826, by Nathan Hall. The town was then under the corporate name of Troy, although the name of Fall River, by which it was first called and to which it was changed back in 1834, still existed as the name of the village, the place of the publication of the paper. The office of publication was in a brick building on Bedford Street, south side, about midway between Main and Second Streets. The size of the paper was 19 by 24 inches, four pages, and four columns to a page. The first post-office antedated the paper some fifteen years, and the first two cotton mills by thirteen years. The paper was printed on a Ramage press similar to the one used by Franklin. The ink was distributed upon the type by balls, the very ancient style of the art.

The following detailed history of Fall River journalism is part of an interesting contribution to the local annals from the pen of a veteran citizen, whose professional experience is older than that of any still living representative of the Massachusetts press. Of the *Monitor* he observes:

"The publisher in his opening article 'feels assured that it [the paper] will receive a liberal patronage, provided it be conducted on fair principles and contain that variety of intelligence which subscribers have a right to demand.' Still he adds, 'The number of patrons at present are not sufficient to warrant the undertaking. We hope, however, that our paper will not be found entirely without merits.' Even at this early period, he finds it necessary to add that among the obstacles to be met with is the fact that 'our country abounds in public journals, which are daily increasing; they are managed by able hands, and have opportunities of news which we cannot immediately possess.' He hopes that 'these difficulties may be obviated by an

extensive correspondence and increasing facilities of intercourse which pervade almost every part of our land.' He alludes to the 'genius and enterprise of the native citizens, and the knowledge and skill of strangers whom Providence has brought within its borders, which has raised it to a rank hardly second in the county of Bristol.'"

"The ludicrous side of life was then as apparent as now, for we find the veritable sea-serpent was seen in those days fully as large as these, besides it was the common practice of about all the dealers in groceries to dispense the ardent liquid which we fear has introduced a most dangerous serpent into many families, the fruits of which their descendants are still reaping to their sorrow and disgrace. The lottery was a fashionable institution, and some of our prominent citizens were agents for the same.

"At this time (1826) there were ten factories on the stream, six of which were in operation with 10,000 spindles, one iron and nail manufactory, a furnace, and a forge. The mills gave employment to about 1300 persons. There were only four churches in existence here. The Congregationalists, with Rev. Mr. Read pastor, worshipped in a house which stood where is now situated the Annawan Street school-house, and the Baptists still worshipped in the old meeting-house near the buttonwood-tree, with Rev. Job Borden pastor. The Methodists held meetings in the old school-house on the corner of South Main and Annawan Streets. Of the place of worship of the other religious society we are not advised. A writer who sailed up the river to Somerset speaks of Fall River as 'a city of the wilderness, rising in the midst of hills, trees, and water-falls and rural scenery.'

"It contained thirty-six stores, a tavern with a stone post thirty-six feet high, three physicians, one attorney, one brick-yard, and one bank with a capital of $100,000. This writer well says, 'Industry is the presiding goddess of Fall River; an idle man could no more live there than a beetle in a bee-hive.' Well has it maintained its reputation from that day to this.

"The number of advertisements, though quite limited, was respectable for this early period of our history as a town. Among these we note that John S. Cotton offers a variety of goods at his store, at the old stand at the corner formerly occupied by the Fall River manufactory, viz.: Dry goods, groceries, crockery, glassware, and hardware. John Southwick was also a dealer in the same articles. J. & D. Leonard supplied the people with paints and oils, but as nothing is said about paper hangings, we infer that Fall River people had not attained to the style necessary to make them a profitable commodity. Bennett & Jacobs were prominent dealers in West India goods and groceries, as also was Hiram Bliss. Enoch French & Sons supplied the people with boots, shoes, and leather, which, by the way, is the only store which has remained till this day, the same being continued by one of the sons, and a grandson, under the firm name of Job B. French & Son, at or near the old stand, but with greatly increased facilities. Samuel Shove & Son were engaged in the dry goods business, also including in their stock crockery, earthen and glass ware. Blake & Nichols were dealers in staple goods. Peleg H. Earl was the merchant tailor. James Ford dispensed the law. Joseph Luther and J. Ames taught private schools

Benj. Anthony and John Southwick were the auctioners. James G. Bowen was the Postmaster. Matthew C. Durfee was the only bank cashier. Susan Jennings was the tailoress, and Mrs. Hannah Allen the mantua-maker. David Anthony was agent for a Boston insurance company. John C. Borden and David Anthony were among the principal owners of real estate, and the former was Justice of the Peace, his name appearing occasionally as officiating at marriage ceremonies. A Masonic lodge was in being here at this early day, of which Rt. W. Leander P. Lovell was master, and John C. Borden was secretary and tyler, with Rev. A. B. Read as chaplain.

"Benjamin Earl entered the office of the *Monitor* as an apprentice late in the fall of 1826. After serving three years and continuing labor in the office some six months longer, he purchased the office with all its materials, including the good-will and list of subscribers, and commenced its publication on the 1st of July, 1830, continuing it until 1838, when the business was sold out to Tripp & Pearce. During the last year or two of Mr. Earl's connection with the office, J. S. Hammond was associated with him in that and other business.

"James Ford, Esq., officiated as editor of the *Monitor* during the most of the period of its publication by Mr. Earl.

"During the publication of the *Monitor* by Mr. Earl, the Morgan excitement on Masonry and anti-Masonry sprung up and waxed hot and bitter between the contending adherents on either side; and also the "great Hodges and Ruggles' contest," as it was afterward called, for Congressional appointment, which finally terminated in the election of Hodges on the *seventh* ballot. The *Monitor* took the Masonic side of the question in controversy, and this gave to its publisher the cognomen of 'Jack-mason.'

"In March, 1838, Earl & Hammond sold out their interest in the paper to Messrs. N. A. Tripp & Alfred Pearce. Their partnership continued but three months, when Mr. Henry Pratt assumed the obligations which Mr. Pearce had thrown off. Thus for many years the publishers were Messrs. Tripp & Pratt. In 1850 Mr. Tripp went out of the firm, and in 1857 engaged in the publication of the *Daily Star*, which soon after came into existence.

"For many years previous to the fire of 1843, the *Monitor* was published in the Exchange Building, which stood where the City Hall building is now located. After the fire it sought temporary quarters in the rear of Mrs. Young's residence, on North Main Street, until the Borden Block, which stood where the new one is now erected, was finished, when the office was removed thither. When the Pocasset House was rebuilt, the office was removed to its present quarters, where it has remained ever since.

"In 1841 Wm. S. Robertson, the present proprietor, entered the office to serve an apprenticeship, after concluding which he continued in the employ of Mr. Henry Pratt, the publisher, most of the time till about 1855, when he engaged in business himself. In December, 1868, he assumed the publication of the *Monitor*, which had been suspended for some months. For two years it was run as a free paper. January 1st, 1871, it was enlarged, a small subscription price charged, and it has undoubtedly now a far wider circula-

tion than at any period in its history. It has always been issued as a weekly paper. The names of those who at various times have wielded the editorial pen in its columns are in their order as follows: Joseph Hathaway, Esq., Charles F. Townsend, Matthew C. Durfee, James Ford, Esq., Hon. Joseph E. Dawley, and William. S. Robertson, the present publisher and proprietor.

Contemporary Papers.

"While the *Monitor* has lived through this long period, there have come into existence many newspapers, both daily and weekly. Some of them were short-lived, merely giving a flickering light and expiring, while others have continued until this day. The first of these was the *Moral Envoy* (anti-Masonic), which was started in 1830 by George Wheaton Allen, a native of Batavia, N. Y. This journal continued to be published about a year, when in 1831 it was succeeded by the *Village Recorder*, Noel A. Tripp publisher. This was issued once a fortnight from the same office as the *Monitor*, for a short time, until 1832, when it came out weekly. After running nearly three years, the *Recorder* was merged in the *Monitor*.

"In 1836 there was started the first Democratic paper, a weekly, called the *Patriot*. The publisher was William. N. Canfield. It was edited a few months by B. Ellery Hale, after which the editorial work was mostly performed by a coterie of writers, among whom were the late Dr. P. W. Leland, Dr. Foster Hooper, Jonathan Slade, and Louis Lapham, Esq. These were the "forty fathers," so termed by James Ford, Esq., who at this time edited the *Monitor*. The *Patriot* was a journal of considerable ability, and did good service for the Democracy. It lived four or five years, and was succeeded by the *Archetype*, which was started in 1841, under the management of Messrs. Thomas Almy and Louis Lapham. After one brief year's existence it succumbed to an inevitable fate, and was followed by the *Gazette*, published by Abraham Bowen, and edited by Stephen Hart. This was also short-lived, when the *Argus*, a new candidate for public favor, sprung up under the editorial supervision of Jonathan Slade, with Thomas Almy as publisher. The office being destroyed in the great fire of 1843, the paper was suspended. About this time was issued the *Flint and Steel*, a small weekly sheet edited by the late Dr. P. W. Leland. It was in the interest of the Democracy, and gave full scope to the talent possessed by the Doctor in making the sparks of criticism and sarcasm fly thick and fast.

"At its demise, various ventures in journalism were made, among them *The Mechanic*, by Mr. Thomas Almy, the *Wampanoag*, and some others we do not now recall. The *Weekly News* was started in 1845, with Messrs. Almy & Milne as publishers. The paper is still published in connection with the *Daily News* by Messrs. Almy, Milne & Co. Since the date of that publication we have had the *All Sorts*, by Abraham Bowen, published occasionally, *Journal*, weekly, by George Robertson, *People's Press*, tri-weekly, by Noel A. Tripp. The *All Sorts* and *Journal* lived for a season. The *Press* was published five years, and then, in 1865, was merged into the *Monitor*.

"The *Labor Journal*, published by Henry Seavey, was started in 1873, and is still in existence. The *L'Echo du Canada*, an organ of the French

Canadians, was started in 1873, and lived about two years. The *Saturday Morning Bulletin*, a free paper weekly, started in 1872, is still issued."

Daily Papers.

"The first daily paper was *The Spark*, published in 1848, a small campaign paper, under the editorial supervision of Louis Lapham, Esq., which lived but a few weeks. The first daily paper that survived was the *Daily Evening Star*, started in 1857, by Mr. Noel A. Tripp, afterward, in 1858, called *The Daily Beacon*, and edited by Louis Lapham, Esq. It continued one year, when it was purchased by Messrs. Almy & Milne, by whom it is still published under the firm name of Almy, Milne & Co. It is now called the *Fall River Daily Evening News*. The daily *Border City Herald* is now in the fourth year of its existence. Previous to this, the *Monitor* published a daily edition in 1865 for nine months, and in 1868 the *Daily Times* was published from the *Monitor* office for about eight months."

Journalism in Fall River cannot have lacked in variety, however unfruitful it has been in enriching the publishers. Certainly no class have labored with greater zeal to attain success. That they have not reached to the standard of metropolitan journalism is not their fault. Though the prophet might go to Mahomet, Mahomet could not go to the prophet. The tendency to monopolies has not left journalism untouched, and, outside of the great cities, there are few journals which attain sufficient patronage to cope with them. But that the citizens of Fall River have given some sort of support and encouragement to newspapers is manifest by the number and variety of undertakings in this line during the half century whose record is presented in these pages.

Mount Hope Bay and its Steam Marine.

This beautiful estuary, some nine to ten miles in length, and varying from three to five miles in breadth, is the right arm of the larger Narragansett, through which, on the west side of Rhode Island and the narrow and deep Seaconnet on the east, it empties into the Atlantic the combined tributes of the Taunton, Cole's, Lee's, and Kickamuit rivers. Among our Eastern bays there is certainly none more charming in situation and outline than Mount Hope, and had it the same surroundings of palm and flower-covered hills, the same city of centuries in the background, and an Italian sun in a concave of blue overhead, the comparison which returned tourists are fond of making for it with the Bay of Naples would not be unfair, or at all pretentious. The calm loveliness of this picturesque water, though recognized and

amply appreciated by the industrious communities upon its shores, is not the distinctive merit suggesting our present consideration. As a harbor or roadstead, easily made in whatever weather, broad enough to shelter navies upon its unbroken expanse, sufficiently deep for the passage of the largest ships, and by its landlocked position protected from storms in all directions, Mount Hope Bay is of the largest value to Fall River and its people.

In the course of the purely narrative part of this work, allusions have been made to the local advantages of Fall River, and in their proper connection brief notices incorporated of the means of communication with other business centres. The commercial facilities afforded by the situation of the city, upon so secure and spacious a sheet of water, are of inestimable account to its future. Between New York and Boston, with the possible exception of New Bedford, there is no harbor possessing the number and excellence of features that this landlocked bay can claim, all others either lacking in room, ease of access, or sufficient depth. The singular availability of Fall River as a location for bonded warehouses, its docks and piers possessing a draught of water adequate to the approach of the largest vessels, and its railroad and marine communication offering the best freight carriage north and south, has not infrequently drawn the attention of engineers and capitalists. The railroad features of the place may be said to be unique in one important respect—that the main line from Boston, following the shore of the bay, admits of dock connections at any desired point along the whole water-front, and the New Bedford line entering the very heart of the city, and landing goods almost at the doors of the mills, though constructed fifty years after the laying out of the highways, crosses but one public street. The exceptional advantages of the location as an industrial centre, due to the cheap transportation of coal, cotton, iron ores, and other raw material, at its command, constitute an important integer in the general enterprise and prosperity. Should foreign commerce, in some not far distant day, appropriate to its uses the remarkable advantages already largely enjoyed by domestic trade, such a result would be neither illogical nor surprising.

Occasional suggestions have been afforded in the preceding history of the early modes of travel and freight carriage established between Fall River and Boston, New York and Providence. A more complete record of the progress of communication in those directions, prepared by a careful hand, is embodied in the following pages.

Early communication with the neighboring places was limited to private conveyance, until the establishment in 1825 of a stage line for passengers between Fall River, Providence, and New Bedford, the terminus of each line being at Slade's Ferry, where the only means of crossing was by sail or row

boat. Isaac Fish, who also ran coaches to Boston, Bristol, and Newport, *viâ* Bristol Ferry, was the proprietor of the Providence line, and I. H. Bartlett had control of the New Bedford line. In 1826, a horse-boat was put on at Slade's Ferry, so that the stages could come over to the village. This simple craft ran satisfactorily for many years, but in January, 1847, was superseded by the steam ferry-boat Faith, which in turn made way for the Weetamoe, in March, 1859. The completion of the new iron railroad bridge in 1875, erected by the Old Colony Railroad Company at this point of the river, with carriage road included, rendered the ferry, which for generations had been a great public convenience, useless, and the boats were accordingly withdrawn.

As business advanced, and there came the necessity of more frequent intercourse with the neighboring towns and of transportation to and fro of merchandise, corn, grain, provisions, etc., the convenience of water communication was noted, and efforts made to realize the marine advantages of the locality. At first, sailing craft of greater or less capacity were employed, the Irene and Betsey, a two-masted lighter, and the sloops Fall River and Argonaut, each of thirty or forty tons, being the first to ply regularly on the waters of the Mount Hope and Narragansett bays. Soon sailing packets began stated trips to New York, Albany, Newport, and Providence; and then came the Eudora, a propeller built expressly to run between Fall River and New York as a freight boat. She was the first propeller in use here or on any of the adjoining waters, and was commanded by that veteran captain of the Sound boats, William Brown.

The Providence Line.

Shortly after the organization of the Fall River Iron Works Company, with Colonel Borden as managing agent and treasurer, a regular line of communication by water between Fall River and Providence was established under its auspices. The early experience of the Colonel in shipbuilding and boating well fitted him for further and more extensive enterprises in such direction, and, with the advent of steam-power in navigation, a steamer was purchased and placed upon the route. The first boat was the Hancock, built in Castine, Maine, in 1827, and brought to Boston, where she was purchased by Mr. Holder Borden, soon after her arrival. She measured 98 tons, was 89 feet long, 18 feet beam, and about 6 feet depth of hold. The Hancock was commanded by Captain Thomas Borden, who went to Boston to bring her to this port, and, in coming through the draw at Stone Bridge, encountered considerable difficulty on account of the width of the steamer and the narrow-

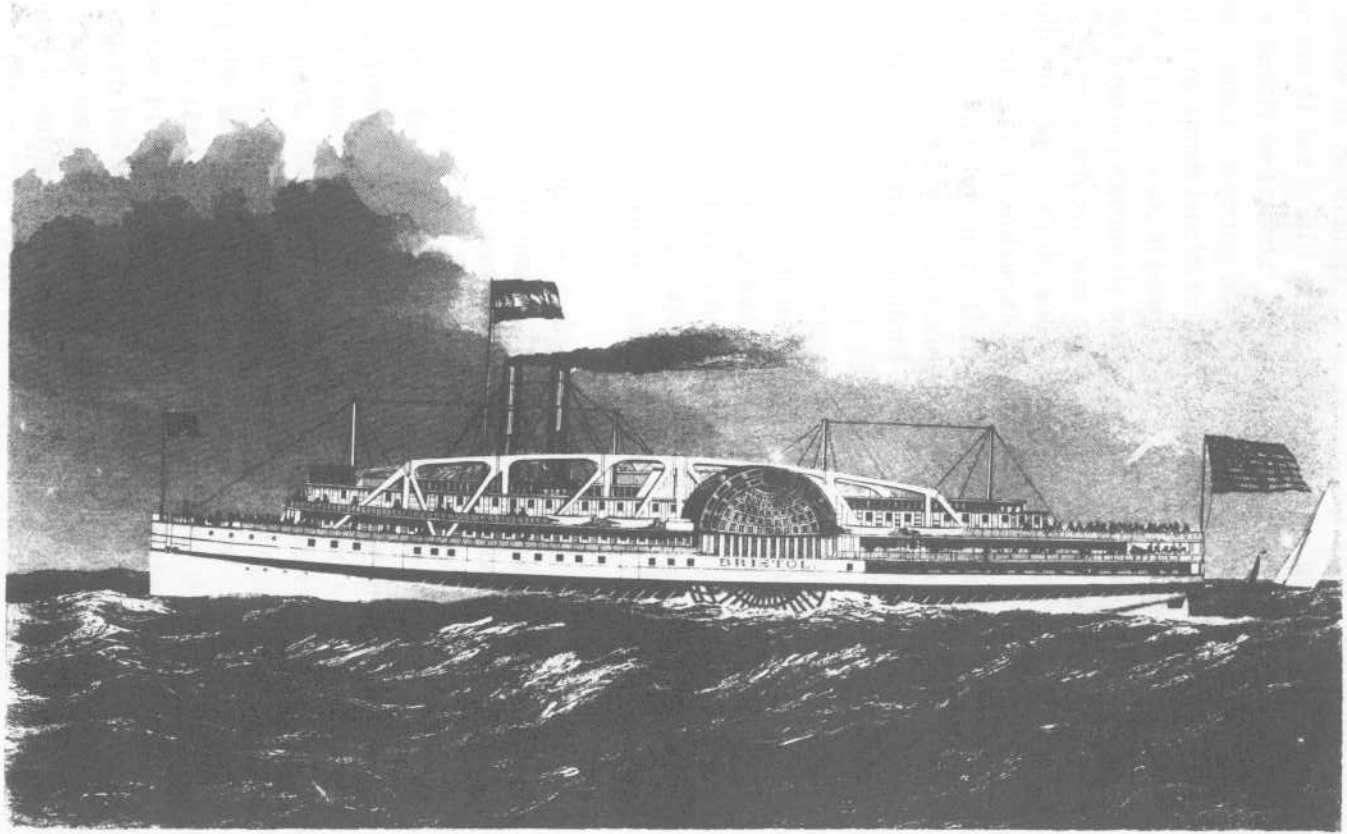
ness of the draw. She began running regularly between Fall River and Providence in September, 1828, occupying about three hours in the trip. A picture of her is still in existence, but so blackened that the outlines only can faintly be traced. The picture, which is a painting, was discovered a few years since covering a chimney flue, where it had been placed by one who failed to appreciate its value. A number of figures are to be seen on the open deck of the boat, appearing to an ordinary observer like very black gentlemen wearing extremely angular coats and enormous hats.

The Hancock was succeeded in 1832 by the King Philip. She was built in New York, and measured 169 tons. Her length was 120 feet, breadth 20 feet, and depth 7½ feet. She also was under the charge of Captain Borden, and for more than a dozen years made her trips regularly between the two ports, without accident or noticeable incident.

In 1845, the Bradford Durfee was placed upon the route, the King Philip being used as a supplementary boat. She was named for one of the most active and most energetic business men of his time, largely concerned in manufacturing pursuits, and having much to do with out-door affairs, especially in shaping and erecting the earlier docks and wharves of the city. The Bradford Durfee has been kept in good repair, is still in active service, and appears to be as strong and as safe as ever. She has a square engine—a style peculiar to the earlier New York boats—which has done excellent service.

The staunch and noble Canonicus was next added to the list of steamers owned by this company. Built in 1849, and commanded by Captain Benjamin Brayton, she was run for a few years between Newport and Providence, *viâ* Fall River and Bristol, and subsequently as an excursion boat to different points. In 1862, she was sold to the United States Government, to be used as a transport; in 1865, bought back again by the Iron Works Company, she is now employed for extra service and occasional trips to Rocky Point, Newport, Block Island, and other resorts during the summer months. "None know her but to love her," and she has ever proved one of the most popular and reliable boats on these waters.

In 1854, the Metacomet appeared in the bay, a very beautiful steamer, owned by the same company; she was built in New York, was 170 feet long, 26 feet beam, and 9 feet depth of hold, being about the same size as the Canonicus. She also was disposed of in the early days of the rebellion, transformed into a gunboat, named the Pulaski, and finally wrecked on the coast of Mexico. In 1874, the steamer Richard Borden was placed upon the route. She is one of the fastest, if not the fastest, boats in either Mount Hope or Narragansett bays, having travelled the distance, about thirty miles, in one



Fall River Line, New York & Boston.

hour and a half, including stoppages. She, with the Bradford Durfee, now forms a line of two boats, each day, one leaving either city in the morning and returning in the afternoon.

One of the peculiarities of this line is that it has been absolutely changeless. It was owned at the outset by the Fall River Iron Works Company, and they own it now. Security and stability have ever been its characteristics. There has never been any decided opposition. One or two boats have made a few trips between Providence and Fall River, but they were soon withdrawn. The boats have landed at their present wharves in Fall River and Providence for many years. The Iron Works Company own the wharf at which the boats land in Bristol, and they hold the wharf at Bristol Ferry almost in perpetuity. Even the running time has changed but little, about two hours being the average, summer and winter.

In the summer of 1829, a Liliputian steamer, called the Experiment, made occasional trips upon the Providence River and between Taunton and Newport, sending a boat ashore with passengers at Fall River. Other steamcraft, the Babcock, the Rushlight, and the Wadsworth, at sundry times attempted to establish communication between Fall River and neighboring ports, but with only partial or no success. In 1847, the Perry, a steamer looking much like the Canonicus, was built for Rufus B. Kinsley, to run between Newport and Fall River. She made three trips a week to Fall River, running alternate days to Providence. In June, 1848, she began running to Fall River in the morning, and to Providence in the afternoon, but, her owners soon finding that two trips daily to Providence would be more profitable, she was withdrawn entirely from the Fall River route.

In May, 1827, the Marco Bozzaris, a steamer, was advertised to run between Dighton and New York, stopping at Fall River—"Passengers to be taken by stage from Dighton to Boston." Whether any trips were ever made, cannot now be stated with certainty, but the project thus boldly put forth was realized twenty years later, with only this change—that Fall River became the grand centre of transfer from water to land transportation.

The New York Line.

In 1847, shortly after the completion of the Fall River Railroad opening direct railway communication with Boston, the Bay State Steamboat Company was formed with a capital of $300,000, and in the spring of that year, the steamer Bay State, built expressly for the line, commenced her regular trips between Fall River and New York. Many citizens will remember the May morning when she proudly entered the harbor, an event signalized by

the firing of guns, ringing of bells, and the, if possible, more demonstrative shouts and cheers of the excited people, who crowded the high bluffs along the shore, or pressed forward upon the wharf which was henceforth to be her point of arrival and departure. She was the pioneer of a noble and eminently successful enterprise.

The Bay State proved worthy of her name. She was commanded by Captain Joseph J. Comstock, who was subsequently captain of the ocean steamer Baltic, and always the same popular and gentlemanly commander. The length of the Bay State was 320 feet; her tonnage, 1600. Until the completion of the Empire State, of equal size and power, the steamer Massachusetts was chartered as alternate boat, and commanded by that long-experienced veteran, Captain William Brown. In 1854, the mammoth Metropolis, the most superb steamboat of her period, was added to the facilities of this admirably conducted line. Built and equipped solely from the profits of its business, she was as strong as wood and iron combined could make her, and elegantly furnished throughout, eliciting among the townspeople almost as much excitement and commotion on her arrival as was awakened by her predecessor, the Bay State. Her length was 350 feet, breadth of beam 82 feet, and depth of hold 15 feet. Her capacity was 2200 tons.

The conception of the organization of this favorite through route of travel between Boston and New York, *viâ* Fall River, was largely due to Colonel Richard Borden, by whom also the railroad was projected and mainly constructed. Other business men were interested in this latter movement and aided in its development, among whom were Andrew Robeson, Sr., who was its first president, his successor, Hon. Nathaniel B. Borden, and David Anthony, who was treasurer. Jefferson Borden was also most prominent in the management, and shared with his brother Richard in the organization of the steamboat line. Until 1846, there had been no communication direct from Fall River by steam or rail with either Boston or New York, although the traveller might, by going to Providence or Stonington, catch a train or boat.

The Bay State Steamboat Company in course of time passed into the control of the Boston, Newport and New York Steamboat Company, and, the Old Colony Railroad Company having in the meantime extended their road from Fall River to Newport, that city (1864) was made the eastern terminus for the boats of the line. Soon came another change, the steamers becoming the property of the Narragansett Steamship Company, then under the control of Messrs. Fisk and Gould, of New York, and the eastern terminus was re-established (1869) at Fall River, the conviction having forced

itself upon all, whether travellers or proprietors,—that there was the most convenient and popular point of ingress and egress.

A year or two more, and this favorite line of travel became the property of the Old Colony Steamboat Company, forming, in connection with the Old Colony Railroad, then running by a new and shorter line, *viâ* Taunton, to Boston, the safest, the most delightful in point of scenery, and by far the most comfortable route between the commercial centre of the nation and New England.

The older steamboats having had their day, including the Governor, the Senator, and the Katahdin, which were chartered from time to time and used as winter boats, as also the State of Maine, purchased about 1850 and proving one of the best sea boats ever in Eastern waters, the Old Colony Steamboat Company is now equipped with the staunch and beautiful steamers, Newport and Old Colony, as winter craft, and the truly magnificent floating palaces, Bristol and Providence, for the milder and pleasanter portions of the year. The latter steamers, built in 1867, each 373 feet long, 83 feet beam, 16½ feet draught, and 3000 tons measurement, excel all other steamers afloat in elegance of finish, furniture, and appointments. They each have 240 staterooms, and sleeping accommodations for 800 to 1000 passengers. The officers and crew of each comprise 130 persons. The most experienced and cautious pilots are employed, every precaution is taken to guard against casualties of all sorts, and ample provision is made for the welfare and safety of passengers should disaster occur. One of the later features of the line, of a rather æsthetic character, is an evening concert in the saloon by a fine band. It is so highly appreciated as to be considered now well-nigh indispensable.

This route, "The Old Fall River Line," has continued for thirty years *the* favorite of the travelling public, on account of its certainty, and its uniform speed and safety. Among the hundreds of thousands of people transported by this line during the Centennial year, not one received injury. That this route to New York, for comfort, convenience, and beauty of scenery, far excels all others, there is no question. Passengers leaving Boston in the early evening, have a delightful view of the harbor, with its islands, shipping, and way out to the sea; pass through numerous towns and villages, and an everchanging landscape; and then, for a score of miles, sweep along the banks of Taunton River to Fall River, a distance by rail of 48 miles, travelled in an hour and fifteen minutes, in spacious and elegant cars, over a road-bed smooth and even, laid with steel rails the entire distance. From the decks of the steamers, as they pass down the bay in the still hours of twilight, may be seen one of the finest and most varied panoramic views in New England, rich in historic and natural interest. At the start is Fall River, with its

church spires and mammoth manufactories, rising abruptly from the bay on the east; the bare, bald summit of Mount Hope, the seat of the Indian sachem King Philip, a little farther down on the west; while the islands and softly undulating waters of Mount Hope and Narragansett bays stretch away towards the south until Newport is reached. Passengers by this route secure a good night's rest, and arrive in New York or Boston in ample season for extended travel south, or north and east, and for all business purposes.

Freight Lines.

In 1866, the transportation of freight to and from Fall River had increased to such dimensions, that enterprising gentlemen obtained a charter and organized the "Fall River Steamboat Company." The propellers Albatross and United States, each between 400 and 500 tons measurement, were purchased and placed upon the route to New York, running two trips each, weekly, between the two ports. Upon the formation of the Old Colony Steamboat Company., comprising some of the gentlemen connected with this line, the boats were sold to the new company, and are now run in connection with the larger steamers for the transportation of freight.

In the spring of 1865, the Fall River and Warren Railroad, connecting with the Providence and Bristol line at Warren, being ready for travel, the steamer Oriole was put on as a ferry-boat, connecting this road at its eastern terminus, opposite the city, with the Old Colony Railroad at their depot on Ferry Street. On the completion of the new bridge at Slade's Ferry, the railroad, having in the meantime been purchased by the Old Colony Railroad Company, was extended and brought over the river into the city, thus dispensing with the ferry-boat and inaugurating a route for freight as well as for passengers between Fall River, Providence, and further west. Several large coal steamers, bringing 1000 tons of coal each trip, arrive weekly at this port, and there are besides other steam-craft used for freight, excursions, and tugboat purposes. A large fleet of tugs used in the fishing business are wholly or in part operated by citizens of Fall River, and belong to the steam marine of Mount Hope Bay.

The Clyde Line.

In March, 1876, the proprietors of the Clyde line of steamers, perceiving the natural advantages and facilities for business afforded by Fall River, determined to make that port the eastern terminus of a line of freight propellers to Philadelphia. They placed two boats upon the route, the Norfolk, of 411

tons burden, and the Defiance, of 381 tons, each capable of carrying the contents of thirty-five railway cars. Connections were made with the Old Colony Railroad, thus opening up a new and direct route from Boston to Philadelphia, and avoiding the perils of Cape Cod and Vineyard Sound on the one hand, or the intricate windings, shoals and shallows, rocks and sand-bars of inland river navigation on the other.

The venture proving unexpectedly successful, and verifying the wisdom of the movement, the next year the company added to the line the Vindicator, a propeller of 1021 tons burden, one of the largest on the coast, and capable of stowing 4000 bales of cotton, or the contents of one hundred cars.

Applying here the truth, "coming events cast their shadows before," it may not be too much to predict that active business men in Fall River of to-day will, in their time, witness the arrival and departure of steamships from their harbor on lines to be established direct between Fall River and foreign ports.