

CHAPTER V

INCORPORATED A CITY

The First Government. The Civil War and the Period of Rapid Growth to 1880

Fall River became a city, the eleventh in the Commonwealth, in 1854, when its population of 12,000 had grown too large for the old town system of government. This was the outgrowth of a town meeting held January 28, 1854, "to see what action, if any, the town will take in relation to obtaining a city charter." Chester W. Greene was moderator, and on motion of Josiah C. Blaisdell, amended by Richmond Davol, a committee was appointed consisting of John Westall, Foster Hooper, Nathaniel B. Borden, Israel Buffinton, Eliab Williams, Samuel L. Thaxter and Louis Lapham, to prepare a charter to be reported at an adjourned meeting and petition the Legislature, on behalf of the citizens, for its passage. On motion of Dr. Robert T. Davis the committee was instructed to report in print.

Dr. Hooper was chairman of the committee, and at the adjourned meeting, four weeks later, its report, with a few amendments, was accepted. The charter, under the title "An act establishing the City of Fall River" passed the Legislature without opposition and was approved by the Governor April 12, 1854. It was accepted at a town meeting April 22 by a vote of 529 to 247, and with few changes was the instrument under which the city was governed till the adoption of a new charter in 1902.

The first city election was held May 6, 1854, and resulted in the selection of James Buffinton as Mayor by 796 votes, to 387 for Foster Hooper, 64 for Nathan Durfee and 14 scattering. A City Council of six Aldermen and 18 Councilmen was also elected, with James Henry, Edward P. Buffinton, Oliver H. Hathaway, Alvin S. Ballard, Edwin P. Shaw and Julius P. Champney the first members of the upper Board. The new government was inaugurated at the City Hall May 15, with prayer, followed by the administering of the oath to the new officers and an address by

Chester W. Greene, chairman of the selectmen, after which Mayor Buffinton delivered his inaugural address. The Mayor's salary was \$500 a year, and each Alderman received \$50.

Mayor James Buffinton served two full years, and was succeeded late in 1856 by Edward P. Buffinton, who had been appointed to fill out a vacancy caused by the Mayor's election to Congress; in 1857 by Nathaniel B. Borden; in 1858 and 1859 by Josiah C. Blaisdell, and in 1860 again by Edward P. Buffinton, who remained in office till 1867.

During the summer of 1854 this city, as well as many others throughout the country, suffered from the cholera. Though it did not reach here till the latter part of August, there had been two isolated cases prior to the general outbreak, but it was not till Thursday, August 24, that other cases resulted. Jeremiah Holland died of the disease on that day, and in spite of the advice of Father Murphy to the contrary, a "wake" was held in the evening. On Saturday a number of those who had attended were taken ill, and by Sunday evening 15 had died, not one of whom had survived the attack 24 hours.

A wedding was another source of contagion and by Wednesday night there had been 36 deaths, mostly among the Irish. The following week there were 32 more, including three Americans, and before the disease was stamped out early in October a total of about 130 persons had succumbed, including the wife and daughter of Hon. N. B. Borden.

In 1855 the city acquired 47 acres of land as the beginning of Oak Grove Cemetery, giving in part exchange 32 acres in the "hill" section, extending from Main street east to the Highland road, on both sides of Lincoln avenue, which had been bought by the town for park purposes in 1853. The sale of the land was in accordance with a recommenda-

tion of Mayor Buffinton, who had said in his inaugural that it was not what the citizens desired for a park. The tract was disposed of at cost—\$15,000—and the cemetery land acquired at \$200 an acre.

The widespread financial stringency of 1857 made itself greatly felt here. Nearly all the mills were stopped and the men and women thus thrown out of work were forced to endure severe privations. On recommendation of Mayor N. B. Borden the city inaugurated additional public works, at a cost of \$9,475.80, on the poor farm, cemetery and highways, mainly to give employment to the poor, at 10 cents an hour, and the community was divided into districts to be under the care of committees of the citizens, a plan which worked well in relieving distress. Toward the end of the year conditions improved, and the hard times soon became little more than a memory.

About this time some of the inhabitants became dissatisfied with the form of government, and a petition signed by 56 influential citizens was presented to the authorities in January, 1858, asking that the charter be surrendered. A meeting to consider the proposition was held, with an attendance of about 400, but on the taking of a vote it was shown that the majority in favor of continuing under the city form of government was about two to one, and the matter was dropped. Two years later, in 1860, the date of the annual municipal election was changed from the first Monday in March, the time set in the charter, to the first Monday in December, and the municipal year was also modified so that it began the first Monday in January, as at present, instead of the first Monday in April. The date of the election was later changed to the Tuesday after the first Monday in December. The year 1860 also saw the establishment of the public library.

The period just prior to the war was notable for the erection of the Union mill, in 1859, largely through the efforts of Hale Remington and David Anthony. This was the first corporation for the manufacture of cotton to be formed here, by men not closely allied with the older companies, like the Fall River Iron Works, the Manufactory and the Troy, and its success led to the starting of numerous new mills within a few years and the rapid growth in the importance of the city. The Granite followed, in 1863; the Robeson, Tecumseh, Merchants and Durfee in 1866; the Davol in 1867; the Mechanics

in 1868, and many others within the next decade, including the King Philip, the first fine goods mill, in 1871.

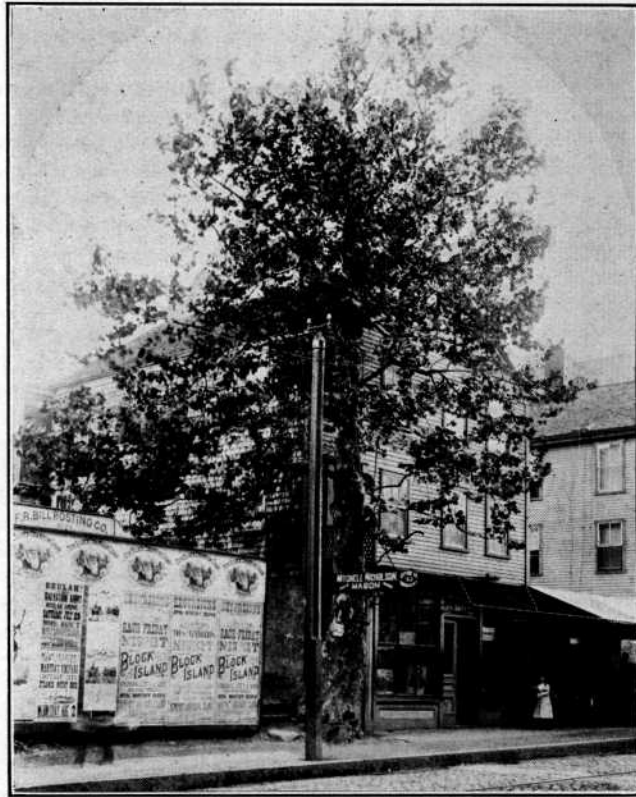
The steam railroad was extended to Newport in 1863. The first train ran through to Stone Bridge on November 15, and on the 26th the first trip was made to Newport. In the same year the railroad from Warren to South Somerset, where it connected with a ferryboat which crossed to this city, was begun, but owing to the scarcity of labor, the high cost of materials and a severe winter, the first train was not run until May 22, 1865. Surveys for a road to Providence had been made as early as 1835, but abandoned. A charter was secured prior to 1850, but allowed to lapse.

In March, 1862, the boundary question, the subject of controversy for almost two hundred years, was finally settled by the action of the United States Supreme Court. The early history of the matter, including the laying out in 1746 of the line that crossed South Main street between Spring and Columbia and the attempt in 1791 to settle the disagreement between Massachusetts and Rhode Island, has already been traced. Following the effort made in the last-named year no action was taken, though the matter was almost constantly agitated, until 1844, when six commissioners, three from each State, were appointed, whose report was presented to the Legislature in 1848. Meantime, the town had in 1847 appointed a committee consisting of Orin Fowler, P. W. Leland and Foster Hooper, to present the town's side of the matter to the Legislature. It was argued that the line should have been started from a point 440 rods south of the Quequechan, measured in a straight line rather than around coves, as had formerly been done, and further, that the need of an undivided jurisdiction over the thickly settled part of the community was urgent. The Legislature refused to ratify the report, and in 1852 the States filed bills in equity in the Supreme Court. An act of Congress was secured, providing for the establishment of a conventional line between the States, and in 1860 the Supreme Court appointed engineers to mark a described line. This line was established by the Court the following year, to go into effect in March, 1862. The State line was moved to its present location, and about two square miles were taken from Tiverton and added to Westport. In return the State of Massachusetts ceded to Rhode

Island Pawtucket and that part of Seekonk now known as East Providence.

The new boundary brought into the city of Fall River the town of Fall River, R. I., of about nine square miles, with a population of 3,593 and taxable property of \$1,948,378. That town had been set apart from Tiverton at the request of its inhabitants, who could easily outvote the other sections of Tiverton, by the Rhode Island General Assembly, October 6, 1856. The benefit of the annexation to the city was immediate and important, and the remarkable development of the section since 1870 has shown the wisdom of those who brought about its addition to the city and the debt the municipality owes to

started from Twelfth street and continued into Westport to near the dwelling house of Charles H. Macomber, with a toll-house in Fall River near Quarry street. It was made a public thoroughfare by the County Commissioners in 1865, on the payment of \$7,000 to the owners. Of this sum \$1,333.33 was paid by the city by order of the Aldermen November 30, 1865, and \$1,000 by Westport. The turnpike had been built in 1827 at a cost about equal to what the county paid, by the Fall River and Watuppa Turnpike Corporation, and paid well till the opening of the railroad. N. B. Borden was president and James Ford secretary, from 1829 until it was made public.



The Old Buttonwood Tree

them. The old buttonwood tree on South Main street that long marked the boundary, and on which Avery was hung in effigy, was cut down by the city April 9, 1896.

The change in the boundary also brought into the city two turnpikes, which were soon after made public. One of these was the Watuppa Turnpike, owned by a stock company, now known as Pleasant street. It

Another toll road ran from the corner of Chace and Bay streets, where the first toll house was located, nearly to Stone Bridge. It was discontinued on the building of the steam railroad to Newport, and by vote of the Aldermen March 2, 1863, so much of it as lay within the limits of the city was made a public highway "so long as for public travel its free use is allowed."

The news of the firing on Fort Sumter, April 12, 1861, was quickly followed by the issuing of a call for a public meeting of citizens, which was held in the City Hall on April 19, with a large and enthusiastic attendance. Hon. N. B. Borden, who read the call, was elected chairman and made the opening address, followed by Daniel Anthony, James Buffinton, Drs. Foster Hooper and Robert T. Davis, John Westall, Walter C. Durfee and others. Resolutions offered by Dr. Hooper were adopted, declaring that "the government of the Union shall be sustained" and requesting the City Council to appropriate \$10,000 for the aid of volunteers and their families. Five days later the Council made the appropriation requested, providing that \$15 for an outfit should be paid to each volunteer and \$15 a month for not more than three months for the support of his dependents.

Enlistments were meantime going on, and application was made to Governor Andrew, the third in the Commonwealth, for permission to form military companies. The first two were Companies A and B of the 7th Massachusetts, which were mustered in June 11. A third company was formed, but it was decided not to muster it in at that time, and it was disbanded. The first Fall River soldier to fall was Nathaniel S. Gerry, a private in Company A; the first commissioned officer, Lieutenant Jesse D. Bullock, of the same regiment, from wounds received at Fair Oaks.

When the President called for 300,000 more men, in 1862, another public meeting was held, July 11, at which a bounty of \$100 for three years' enlistment was recommended, and at a meeting August 14, 1862, it was resolved that "the patriotism of Massachusetts will sustain the government in putting down the rebellion at any cost of men and money." It was voted to raise money by subscription to add \$100 to each soldier's bounty and to assist Rev. Elihu Grant in raising a company. September 1, 1862, the city government voted a bounty of \$200 for each volunteer for nine months' service. Rev. Mr. Grant, who was pastor of the Brayton M. E. Church, had formerly been a student at West Point, and had little difficulty in getting the men to form Company C, of the Third Regiment, of which he was elected Captain. Andrew R. Wright was captain of Company D, also raised here at this time, and to these officers swords were presented at a meeting in City Hall Septem-

ber 9, 1862, to Mr. Grant by Rev. Thomas Holmes, and to Mr. Wright by Rev. Charles A. Snow, afterward chaplain of the regiment.

The two companies were escorted to the train by many citizens, and, as usual, there were tearful eyes and hasty farewells on the part of those left behind, but the men went away cheerfully and gladly. On their return June 17, 1863, they were greeted by a big crowd and escorted by the city government and fire department through decorated streets to the City Hall, where a formal welcome was given, followed by a collation.

The draft was several times delayed, but finally took place in New Bedford July 22, 1863, when 1,404 names of Fall River citizens were placed in a box and 405 drawn, of which John Sullivan was the first. The men drawn included both members of one firm here, Shaw & Hoag, painters, on Second street; three members of the Baptist Temple choir, two stewards and two class leaders of the First Methodist Church, and one lawyer, Simeon Borden. Holder B. Durfee, a son of Dr. Nathan Durfee, then a student at Yale, and William H. H. Borden, a son of Colonel Richard Borden, were also drawn, and 22 of the 26 men enrolled from Steep Brook. The names for this city were drawn first, by request, and were brought here by John C. Milne and Rev. Charles A. Snow in a carriage and rushed into print as promptly as possible to relieve the anxiety of the crowd that surrounded the newspaper office. Substitutes were furnished in many cases, secured at varying prices—\$800 in one instance.

A second draft occurred on May 19, 1864, when 82 men were drawn. It was followed by three supplementary drafts—on June 13, July 6 and July 27, when 63, 24 and 20 names were drawn.

The return of Company G, 58th Massachusetts, under Captain Brady, on furlough, April 5, 1864, was celebrated by a parade of the fire companies and militia, with the city government and a brass band. The bells were rung, buildings decorated and formal exercises held in the City Hall, followed by a dinner. Companies A and B, of the Seventh Regiment, on their return June 20 with 58 men, were also honored with a parade, decoration of buildings and a clam-bake.

The news of the fall of Richmond was greeted by the ringing of bells, and on Lee's surrender there was more bell ringing, including that of the Central Church by two

young women; the firing of cannon, the parade of the Light Infantry, which had returned from a brief period of duty; the dismissing of the schools and the general suspension of work. In the evening a meeting was held in City Hall, presided over by the Mayor, at which addresses were made and "America," "John Brown's Body" and "Old Hundred" were sung.

The assassination of Lincoln became known generally through the tolling of the City Hall bell, and was learned with unspeakable sorrow and indignation. While the crowd was gathered about the bulletin "a notorious copperhead, secesh sympathizer . . ." was heard to say that it was the best news he had heard in many years. He was at once set upon by the bystanders and kicked and punched till he procured a flag, unfurled and saluted it. The Mayor and City Marshal then came up and assisted him to his store at 5 Bedford street, where he locked himself in, but as the crowd continued to gather and show signs of hostility, he was glad to escape by a rear window and take refuge in the strongest cell in the lockup. The crowd broke the windows in his store and demolished things generally, after which they requested several persons who had not displayed the colors to do so. Their request was promptly complied with.

The city furnished a total of 1,770 men for the United States forces during the war, comprising 497 for the navy, 17 regulars, 820 three-year men, 207 nine-months men, 192 three-months men and 37 one-year men. These included Companies A and B of the Seventh Regiment, Company G of the 26th, a large portion of Companies F and G of the 58th, in addition to men in many other regiments that enlisted for three years. It also sent out Companies C and D, of the Third Regiment, for nine months, and numbers for other regiments, while local men entered the regular army and regiments from other States. The city government appropriated on account of the war a total of \$107,828.03, and for aid to soldiers' families, which was repaid by the State, \$127,510.

Hon. E. P. Buffinton, the Mayor during the period of war, and the other members of the city government, as well as Congressman James Buffinton, the clergy and the private citizens, were untiring in their efforts to preserve the Union and to aid and encourage the soldiers. Congressman Buffinton enlisted as a private in Company A, Seventh Regiment, at the be-

ginning of the conflict and served till the opening of the fall term of Congress, when he resumed his seat at the demand of his constituents, and there was of great assistance to the soldiers from this district in camp, hospital and field. Among the clergy there was equal patriotism. Messrs. Grant and Snow went to the front, while Rev. Eli Thurston, Rev. P. B. Haughwout, Rev. Mr. Chapman, Dr. Adams and Rev. Edward Murphy, the latter of St. Mary's, preached loyalty to the Union and devotion to her cause, both in and out of the pulpit. The women formed a sewing society April 27, 1861, which was continued till July, 1865, with Mrs. Richard Borden as president throughout, and which sent to the soldiers a large number of shirts, socks, blankets and other articles, in addition to jellies, newspapers, books, etc. A children's lint society was also kept up during the war. The soldiers' monument in Oak Grove Cemetery, was the gift of Colonel Richard Borden, and bears the names of 163 of the fallen.

The premium on gold during the war and the consequent hoarding of currency led to such a scarcity of small coins that, by 1862, a number of storekeepers issued due bills of 50, 25, 10 and 5 cents each, which were redeemed in current money when presented in amounts of one or more dollars. At least two vessels owned in this port, the schooner Norman and the bark Lenox, were captured by the Confederates.

The first French-Canadian families to come here in any numbers arrived soon after the close of the Civil War and found employment in the American Linen mills, near which they resided. All the industries of the city were then prosperous. There was a demand for labor, and it was not long before the first arrivals sent for their parents and friends, and the French population grew rapidly. The newcomers were unfamiliar with the work expected of them, and with the language and customs of this country, but they persisted, and soon largely overcame these obstacles. The first French priest to come here was Fr. A. J. Derbuel, who was a curate at St. Mary's Church in 1867-1868. There were then about 100 French families in the city. Fr. Verdier came here the next year, and in 1869 when the number of families was about 600. The first French parish, that of Ste. Anne, was formed and erected a church. In 1874, when the number of French inhabitants had considerably increased, in consequence of the building of mills in the eastern section, the

parish of Ste. Anne was divided and that of Notre Dame le Loudres was founded by Fr. Pierre J. Bte. Bedard, who also founded the first Catholic orphanage. He was greatly beloved by those of his own nationality and highly regarded by all. St. Mathieu's parish in the northern section of the city was founded December 3, 1887, and erected its church the following year. French Protestants also formed a church, the French Congregational, which erected an edifice on Harrison street in 1888. The French population had by 1888 increased to 15,500, as reported by the three Catholic churches of that nationality—nearly one-fourth of the entire population of the city. To-day the total of French residents is probably between 30,000 and 35,000, constituting nearly a third of the city's inhabitants.

George O. Fairbanks was Mayor in 1867 and 1868, succeeding Mayor Buffinton, who had served during the civil war, and was followed in 1869 by Samuel M. Brown, who was to remain in office till 1872. During Mayor Fairbanks' administration the Morgan street school, now the N. B. Borden, the first of the large buildings for educational purposes here, was erected, the South park purchased and Highland Road laid out and worked.

In this period, 1867-70, the city steadily advanced in population, wealth and amount of business done. The population in 1865 had been 17,525; in 1870 it had reached 27,191. The valuation in the meantime had grown from \$12,134,990 to \$23,612,214, and the number of spindles in the chief industry had increased from 265,328 to 544,606. The dawn of 1870 saw a busy and thriving city, well equipped for the marvelous progress that was so soon to follow.

The years of 1871 and 1872 are marked in red letters in the story of the city's growth, for they saw the beginning of the rapid building of mills that were to mean an immense step forward toward industrial eminence. The mills already in operation had prospered exceedingly, confidence was strong, and Fall River boomed as few other cities have done. In the period named fifteen new corporations were formed, and began the erection of large factories, eleven of which were built in a single year—1872. Others followed, and the number of inhabitants which in 1871 had been 28,291, advanced to 34,835 in 1872, 38,464 in 1873, and 43,289 in 1874. From that time it grew less rapidly for a period, but yet substantially, and in 1880 had reached 47,883.

Meantime the city government had been busy with the providing of better highways, schools, sewers and fire protection for the growing community. Mayor Brown's inaugurals in 1870 and 1871 had both urged the necessity of a public water works system, and in 1871 the first steps were taken toward its construction. This was carried on with energy, and in 1873 the works began operation, thus relieving a situation which had been growing most unsatisfactory. Mayor Brown also turned his attention to the widening of the streets, and North Main was widened from Prospect to Turner, South Main from William to Globe, Globe itself, and Pleasant from Third to Sixth.

The water works were practically completed in 1873, under the administration of Robert T. Davis, and the first water pumped through the pipes. A large amount of highway work was carried on, including the widening and straightening of North Main, to avoid the grade, from Stewart street to Wilson road (1½ miles), the widening of Pleasant from Sixth to the Narrows ordered, and completed as far as Quarry, and of South Main from Division street to the South Park, the laying out of Durfee avenue from South Main to Broadway, Tucker street from South Main to Plymouth avenue, and the widening of Plymouth avenue at its junction with Pleasant and Twelfth streets. Columbia street was also widened, and the betterment law applied for the first time, though the assessments were refunded by a later administration. In all, 21 streets were either widened, laid out, or laid out and worked. An engineer was employed to prepare a sewer system, three auxiliary police and fire stations were begun, and three large school buildings ordered, the Slade, Davis and Davenport, two of which were begun. The city adopted the free schoolbook system, with free supplies, thus becoming the first in the Commonwealth to make its schools entirely without cost to the pupils. Dr. Davis retired at the end of the year, as he had announced he would do upon consenting to take the office, and donated his salary to the Children's Home.

James F. Davenport was Mayor from 1874-77. In this period the Slade's Ferry bridge was completed and opened to highway travel, January 4, 1876; the New Bedford railroad was built and the first passenger train run over it December 9, 1875. The Academy of Music was opened January 6, 1876, by Theodore Thomas and a concert company of

sixty members. Meantime public works were pushed forward. The water works system was now in operation, the three auxiliary police and fire stations were occupied, in 1875, and the department reorganized. Pleasant street was graded from Quarry to the Narrows, and the large Davenport school completed. The following year, 1876, a total of \$99,645 was expended for the extension of sewers, including that in Pleasant street, from Fourth to Ninth, and amounting in all to 4.38 miles. A new city hospital was also constructed. In 1877 nearly three miles of additional sewers were built at a cost of \$60,054, including the extension of the Pleasant street main from Ninth to Twelfth. Fire insurance districts were established, and an engine house on Plymouth avenue erected, partly from the proceeds of the sale of the Pleasant street house.

Crawford E. Lindsey succeeded Mr. Davenport as Mayor, for two years, 1878 and 1879, and under his guidance the important work of sewer and highway construction was pushed forward. Eighty thousand dollars was expended for highways in 1878, and \$44,000 for sewers, sums larger than expected, but made necessary to give employment to men made idle by the stopping of the mills. The first steam road roller was purchased this year, and a Board of Health established by the acceptance of the State law, with B. F. Winslow, J. S. Anthony and C. W. Copeland the first members. In 1879 \$45,000 was expended on sewer extension, 1.22 miles of streets worked and the city barn removed from the present central police station to Cherry street, allowing important improvements to be made in the former building. The post office building had been begun in 1875, and was completed in June, 1880.

The decade from 1870 to 1880 was a notable one for the city, not only for the great advance in manufacturing, wealth and population, the construction of the water works, the custom house, the New Bedford railroad, the Slade's Ferry bridge, the widening and improvement of streets, the erection of new public buildings for school, fire and police purposes, and the real beginning of sewer work—matters in most instances described at length elsewhere—but also for less favoring occurrences, the strikes of 1870, 1875—perhaps better known as "The Vacation"—and 1879. There had also been the dull times beginning late in 1873, and what was far more disastrous for this community,

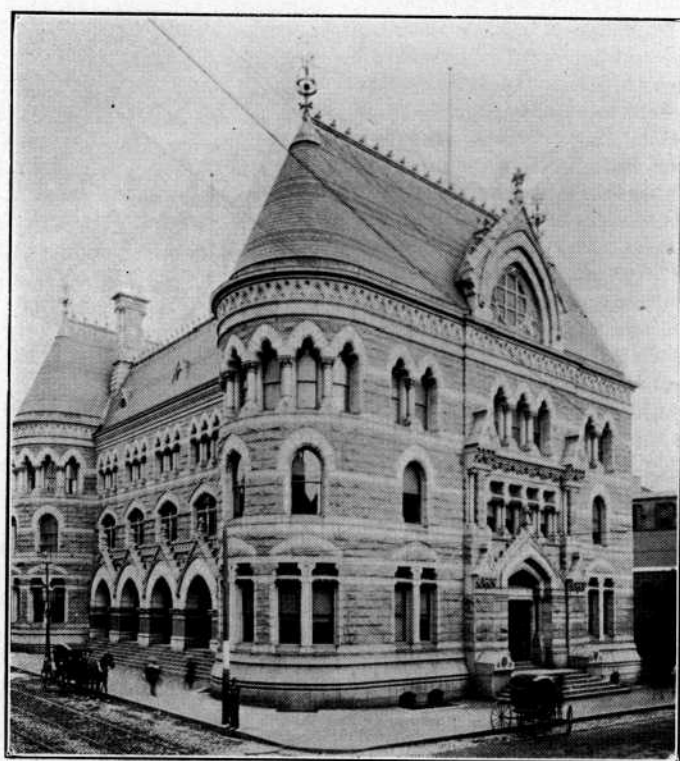
the financial irregularities that came to light in 1878 and 1879, and that caused scores of bankruptcies and brought many residents who had been in prosperous circumstances down to straitened conditions.

At least two of the local savings banks, the Union and the Fall River, were restrained from paying more than ten per cent on deposits within six months, and suspended dividends for a time, while their deposit books sold as low as 70 cents on a dollar. The credit of other manufacturing corporations suffered a severe blow from the general suspicion that had been aroused.

Some events of minor interest at this period recorded in a memorandum book kept by one of the old residents are worthy of note: September 8, 1869, occurred a storm which blew down the Central Church spire, chimneys and trees, and drove several vessels ashore; November 24, 1873, the city clock was first illuminated; June 27, 1874, steamer Richard Borden arrived here, and made an excursion to Block Island July 1; the beacon was first lighted October 1, 1881, on Borden Flats, "which there is no one in Fall River ever heard of that name previous to this light being built." Remarkably heavy rainfalls took place August 9, 1874, October 15, 1877, and February 12, 1886.

The opening of the new Post Office Building in 1876 makes the insertion of a sketch of the local postal service at this time appropriate:

The first Post Office in this city was established in 1811, with Charles Pittman, postmaster. Two years later the office was removed to Steep Brook, then of greater importance than the village of Fall River, but was re-established at Fall River in 1816. The office has been successively situated at the northeast corner of Main and Bedford streets, the City Hall, the corner of Pleasant and South Main, and the present Custom House building. The free delivery system was inaugurated July 1, 1863. The postmasters have been: Abraham Bowen, 1816-24; James G. Bowen, 1824-31; Benjamin Anthony, 1831-36; Caleb B. Vickery, 1836-49; James Ford, 1849-53; James M. Morton, 1853-57; Ebenezer Slocum, 1857-61; Edwin Shaw, 1861-75; Chester W. Greene, 1875-81; William S. Greene, 1881-85; Nicholas Hatheway, 1885-89; John Whitehead, 1889-94; Daniel D. Sullivan, 1894-98; William S. Greene (appointed April 1, 1898, but soon resigned to take his seat in Congress); George A. Ballard, 1898 to the present time.



Post Office

The Custom House located in the same building, was established here in 1834, having been transferred from Dighton, which had been the port of entry for this district since the forming of the Federal government. Various rented rooms were used for offices until about 1875, when the increased business of both the Custom House and Post Office made better quarters imperative. Construction of the present building was begun in September, 1875, and in June, 1880, it was sufficiently completed to allow the custom office to be moved to its new home. The Post Office was removed to the new building a few months later. The total cost was \$518,000, of which \$132,000 was for land.

In aggregate tonnage of vessels enrolled, Fall River is seventh among the ports on the Atlantic Coast, and is excelled only by New York, Boston, Philadelphia, Baltimore, Perth Amboy and Bath. In steamers alone she stands sixth, but falls behind in sailing vessels. This port, according to the last annual report of the Commissioner of Navigation, has 71 sailing vessels of 51,623 tons, 36 steam vessels of 33,147 tons, and five barges of 1,306 tons, a total enrollment of 86,076 tons. The census of 1905 showed 1,417,533 tons of freight and 355,873 passengers carried during the last fiscal year.

The collectors of customs have been: P. W. Leland, 1834-42; Charles J. Holmes, 1842-45; P. W. Leland, 1845-49; Samuel

L. Thaxter, 1849-53; P. W. Leland, 1853-61; Charles Almy, 1861-65; James Brady, 1865-95; John Desmond, 1895-1900; James Brady, 1900 to the present time.

Slade's Ferry bridge was opened to the public January 4, 1876, when John S. Brayton and his son, John S. Brayton, Jr., were the first persons to drive across. It had been authorized by the Legislature May 2, 1872, and was begun October 8, 1874. It was completed except for the approaches November 9, 1875, when it was tested by running 300 tons of stone upon it. It is 20 feet wide and 955 feet in length, and rests on six piers made of pneumatic tubes, built on a solid stratum 30 to 35 feet below the level of the water. During its construction five men were killed by the bursting of the air chamber of an engine, December 4, 1874. The trains began running regularly over it Monday, December 6, 1875, the ferryboat Oriole having made her last trip the previous Saturday. The first electric car crossed the bridge September 4, 1897. The total cost of construction was \$305,444.82, of which the county paid \$41,361.20, the City of Fall River \$26,000; Somerset \$5,200; Swansea \$3,200, and the Old Colony Railroad Company \$229,083.62. The cost of maintenance of the highway part of the structure was apportioned as follows: Fall River, 74 per cent; Somerset, 15; Swansea, 11.

