

FALL RIVER'S PART IN THE REVOLUTIONARY WAR

How changed the scene around us today from what our ancestors, the early settlers of Fall River, beheld when, over 150 years ago, they were fixing their places of habitation.

The little river that rolls its rapid waters through the Center of the City no longer sparkles in the sunlight or moonbeams as it flows over rocks to its final ending in the bay, it is covered by massive buildings and ohly in scattered places does it show itself. Gone are the wild wolves, the timid deer and the untortured savage. The thick, dark forests have given place to streets populated by people who live in contentment and peace. Office Building and business establishment pour forth (at the end of day) happy, smiling workers. Indians that inhabited these hillsides and here kindled their council fires, and shouted war songs have passed away like the leaves of their native woods. Instead of the murky Indian we behold comfortable homes, instead of the Indian Canoe, our bay is dotted with sailboats here and there, and a stately steamer sails out into the night, and royal vessels sail into our port bringing cargoes from other lands. Instead of the war-whoop we hear all around us the voice of Peace and Comfort and listen to a song of Thanksgiving and praise rising from the hearts of thousands to the throne of the Living God.

We are surrounded by everything that makes life happy, our loved ones and friends, and we face the future with happy hearts.

And now let us go back in spirit today to the period in our history known as the Revolutionary War when on that memorable day, was fired the shot that was heard around the World.

Previous to the Commencement of the war of the Revolution and during that conflict, the people of the town of Freetown or Fall River and the people of Tiverton, in common with the rest of New England joined into an active and patriotic part. Although there were some individuals here who espoused the cause of the mother country.

During the early part of the war which followed the declaration of Independence, Freetown (especially the part we know as Fall River now) was constantly harassed and distressed by the enemy. Several of whose ships were frequently lying in the waters of the bay.

It was on a Sabbath morning, May 25, 1778, to be exact when a peaceful community inhabited by a mere handful of people who were at that moment contemplating the peace of the day were aroused by the landing of about 150 troops (British by the way) commanded by a Major Ayres. And these soldiers attacked the community. The men of the town realizing they were outnumbered (but possessing the courage that first prompted them settling this wilderness), determined that they would fight, and so they rallied to the command of Major Joseph Durfee and after a brave and spirited resistance which took place on the spot where our city hall now stands they repulsed the invaders and compelled them to retreat.

Picture if you will, my friends, Main Street of Fall River in the Month of May, 1778, and right in front of the city hall a rude bridge constructed and there on that memorable day was fought a battle which was victorious for our men of Fall River, see in fancy the invaders as they land setting fire to the house of Thomas Borden which was then located where the Iron Works Wharf is now and as they (the British) continue to advance to the center of the town they burn down the saw-mill and grist mill of Mr. Borden.

But now see a spartan Band of men who prepare to give them a warm reception, here they come up Pocasset Street and there stands the Valiant defenders intent upon saving themselves, their homes and their loved ones and this they did, and as the British soldiers retreat they leave one of their number dead and another mortally wounded.

As they flee in full retreat they set fire to the home of Richard Borden, then an aged man and taking him prisoner they reach their boats, with the men of Fall River and Tiverton firing upon them from the Hill-sides until they reach Bristol Ferry.

It is recorded that as the British were passing Bristol Ferry and the Americans were firing upon them they attempted to make Mr. Borden stand up in the boat hoping by this to escape the firing, but the aged Patriot refused and two soldiers who tried to drag him to his feet were killed by the Americans on shore. Soon after Mr. Borden was released on parole.

History tells us that few if any battles were fought during the Revolution wherein so large a force was repulsed by a small

number. Not a single defender was killed or wounded during the conflict. And credit was also given to Deacon Richard Durfee for his gallant defense. Deacon Durfee held a Captain's Commission at the time.

During a considerable part of the month of August which followed the battle I have just related, the soldiers were busy procuring arms and ammunition and in building flat bottom boats and scows, to transport troops across to the Island of Rhode Island which was then held by the British and the American Idea was to dislodge them. It was in the latter part of August when the American troops were able to embark in their scows crossing at about the spot where Stone Bridge is now. Landing on the Island they marched to a spot that was just north of Butts Hill in Portsmouth and there encamped for the night with only the canopy of heaven for a covering, and with hearts filled with the feeling they were fighting for a cause that was righteous and just.

It was the plan to wait for the French fleet to come up the bay from which assistance would be given to dislodge the British troops who greatly outnumbered the Americans. In a short time the French fleet came in sight and the British troops then set fire to everything they could lay their hands on. Not long after the arrival of the French the British fleet hove in sight and the French fleet tacked about and went out to attack the British, and here is the account of the months following that memorable Battle as written by Col. Joseph Durfee in 1833, who was a Major at the time in Col. Whitney's regiment. Col. Durfee wrote. A tremendous storm came up and the two fleets were separated during the heat of a bloody battle, and many who survived the cannons mouth were lost in a watery grave. After the storm our troops (and remember, we speak of Fall River troops) marched in three divisions toward Newport, one on the East Road so called, one on the West Road and Gen. Titeom's Brigade in the Center, until we came in sight of Newport, and we were ordered to halt and pitch tents. General Orders were issued for a detachment of 3,000 men from the Army as our numbers were too small to risk an engagement with the great force of British troops then located on the South End of the Island. Early on the next day Maj. Durfee was ordered with others to proceed forthwith and take possession of Hondymans Hill. The possession of this hill was disputed by the

British and only after a series of attacks were the Americans able to capture it after nightfall the next day.

Because of the fact that the French fleet which after its engagement with the British had gone to Boston for repairs and had not returned, on the 29th day of August the Americans were ordered to retreat. The British followed and a short distance south of Quaker Hill in Portsmouth a general engagement ensued in which many lives were lost. The Divisions in which were the Fall River men retreated through Fall River to Slade's Ferry, there crossed the river and marched through the towns to Pawtucket. The war now raged throughout the Country. Old and young, parents and children, all except Tories were engaged in the common cause of the Colonies, the breaking of the shackles of Colonial bondage in achieving liberty and independence.

Old England now began to examine the prospects before her. She had found after a bloody contest, what she should have known before, that her rebellious Colonies as she called them, could be ruled, but not ridden upon; that by mild and liberal measures she might have retained a valuable part of her kingdom. But England discovered her error too late. The Brave people of the Colonies were determined to throw off the Yoke themselves and be free. It was on the 29th day of October, 1779, that Col. Durfee whose time had expired returned to his home in Fall River, he writes of that day. This was the coldest winter known during the last century, the river and bay were frozen so thick, that people with loaded teams rode all the way from Fall River to Newport on the ice. The only fault your Historian can find with the History of the Revolution Days in Early Fall River is its brevity and lack of completeness, yet we know the sons of Fall River were there, as they have been since then, in the front lines giving their all for their country and their loved ones.

"THE NARRATOR"

A REVIEW OF THE YEARS 1800 TO 1843

The close of the Revolutionary War found the country at large impoverished. Money was lacking for the establishment of trade and for a number of years material progress was slow. There was little encouragement or opportunity for the people except in tilling the soil. The Fall River of today was called Freetown in the year 1800. Colonel Benjamin Church and John Borden were men of energy and vision and had prophesied to some extent the bright future of the locality as an industrial center. For many years Colonel Church operated his saw-mill, grist-mill, and fulling-mill on the south side of the Quequechan River, just about where the corner of Pocasset and Main Streets is now. The Granite Block is built over the stream now. But in the year 1800 the stream flowed its majestic way tumbling and tossing over rocks and falls to the Bay. A rude footbridge crossed the stream, just about where the front of the City Hall of today is.

During the years 1803 and 1804 there were but eighteen houses and only one hundred inhabitants in the town. If the rocky bluffs and the steep hillsides did not offer the most desirable building sites, the pioneer settlers were justified in their faith, that some day Fall River would stand forth, as a great industrial center, because of the enormous descent of water in the several falls of the Quequechan. In fact, thousands of horse power to be had without price.

Into this territory of hills and ledges came the hardy pioneers intent on tilling the soil and raising their children that in future years, they and their descendants might take their places in the great industrial community that was to be.

It was in the year 1811, that the first cotton mill in this vicinity was erected at what has been known in later years as Globe Corners. Two years later on the banks of the Quequechan were erected the Troy Cotton and Woolen Manufactory and the Fall River Manufactory. It was in the year 1817 that power weaving was introduced in Fall River.

The Fall River Manufactory and the Troy Cotton and Woolen Manufactory were running 1500 and 2000 spindles respectively. At first all these mills did in the line of manufacturing was the spinning of yarn. Of course, in those days, there were no elaborate cotton picking and carding machinery. All cotton being picked

open and graded in the homes of the workers, then taken to the mills to be spun; and after spinning, the yarn was returned to the homes of the weavers where it was hand woven. It was in the year 1817 that power weaving was introduced, and the practise of home weaving was practically discontinued except in a few cases where the home weaver, proud of her work, kept it up.

Here note some of the wages of the early cotton mill workers:— a Superintendent in 1830 was paid \$2.00 a day, an Overseer in 1830 was paid \$1.25 a day, and ordinary hands were paid from 83c to \$1.00 per day. Work began at 5 A. M. or as soon as daylight. At 8 A. M. thirty minutes were allowed for breakfast, thirty minutes at noon for dinner, and the day ended at 7:30 P. M. Up until the year 1827, men were given a potion of rum at eleven o'clock, each morning if they desired it. Calico Printing was started in Fall River in Robeson's Print Works in the year 1826. The mill being erected on the south side of the Quequechan gave employment to many of the town people. A Printing machine, possibly the first in the country, was set up in the year 1827. But block printing continued until 1847. When following a strike, it gave way to machine work and now, except in rare cases, is seldom used.

The years 1820 to 1830 showed a decided increase in the industrial activity of Fall River. The Pocasset and Iron Works' Mills were opened in the year 1821. Robeson's Print Works, the Massasoit Mill, and a Satinet Factory were products of the years 1823-1826. The Fall River Bank opened in 1825. The line of steamboats to Providence was running in 1827. The "Monitor", a newspaper, was published in 1826. The census of 1830 showed that the population of the town had increased from 1594 to 4159 souls. The Stage Coach lines were running to Providence, Newport and New Bedford. And Fall River was rapidly taking its place in the world of industry.

Andrew Robeson, proprietor of Robeson's Print Works, lived in New Bedford and journeyed here every day with a horse and buggy, a trip that consumed the greater part of three or four hours in good weather. Mr. Robeson was regarded highly by his employees for his kindly nature. He established a school at the works where his employees could make up the lack of education of their early years. During the years 1830 to 1840 the American

Print Works was established, and the population in the year 1840 had increased to 6738 inhabitants.

Fall River as a city has experienced many fires, and the earliest fire of any proportion occurred on Sunday, July 2, 1843. No rain had fallen for weeks, and the wooden business structures were very dry. The water in the stream had been held up to allow for mill repairs. A setting the Demon "Fire" found to his liking. Fanned by a high southwest wind, the fire started in the rear of a three-story warehouse, at the corner of South Main and Borden Streets, soon the entire business district was a mass of flames and an area of twenty acres or about the space bounded by South and North Main, Rock, Franklin and Borden Streets was destroyed. It was a change in the direction of the wind that saved the balance of the village from destruction. In all about 196 buildings were destroyed including the Old Bridge Mill which stood near. The site of the present Union Savings Bank, the Methodist and Christian Church also fell prey to the flames and a total of 1334 people were left homeless.

Thus as we review the years 1800 to 1843 we find a live, bustling, energetic community, whose residents were spurred on by the hope that theirs was the town that was to be the city of dreams. And undaunted by the disastrous fire of 1843, they set about rebuilding and soon the buildings were completed and facing the sun of a greater day.

"THE NARRATOR"

"THE STORY OF TOWN AVE."

Who can vision as they walk or drive down Central St. from Main, that in those Historical Early Days, Central St. was the Town Ave, and here were located the residences of some of the first families of the town and all of the better places of business.

Let us in fancy ramble down Town Ave. And I will point out to you as we go along, the residences, stores and their occupants. Here we are at the South West corner of Central and Main Streets, now we look back to an earlier day and here on the corner of Town Ave. is John S. Colton's store and we must add that the corner is known as Colton's Corner. John S. Colton had the leading store of the town and carried practically everything needed by the townsfolk and the neighbors from over the Pond at Copicut. Were you a resident in the early days, you would see the daily gathering of marketmen in front of Colton's Store, the same as they gather now on Plymouth Avenue.

On the opposite corner of Town Ave, you see the store of B. W. Chace, dealer in domestics of every description and it was here that the ladies of the Village came to buy a baking pan cover, should the old one be cracked. In those days a cracked bake pan cover or a leaky tea kettle were housekeeping evils.

Just below Chace's store on Town Ave. in the basement of a building was the Congregational Meeting Room, and next to this the Brick Front drug store of Dr. Nathan Durfee.

As we continue our journey down Town Ave., we come to the stately residence of Major Durfee, kept as the crack Hotel of the town, where the fastidious often sought a temporary home. Across the street is the residence of Esquire Ford, in which Aunt Dorcas kept a ladies' shop, where the ladies bought all their fine fixings.

Next door is the Paint Shop of I. D. Leonard, close by Wardwell and Wilcox conducted a tin-shop, and S. and J. Smith had a meat Market, where the best of steaks sold for 6 $\frac{1}{4}$ Cents a pound and this was considered high at that.

We continue our journey passing the Dunbar House and the shop of Mr. Horton where West India goods are sold and incidently we see the charming daughters of Mr. Horton who are the belles of the town. Now we come to Burroughs Boarding House where lived the overseers, engravers and clerks of Robesons Print

Works. The rate of board charged was \$2.00 weekly for Gentlemen and \$1.50 weekly for Ladies.

Crossing the street to the south side of Town Ave., we come to the entrance of Stone Lane, wherein we see the cottages housing the Workers of Sam Shove's Satinet Factory. Further West on Town Ave. is the pretty little Cottage of Aunt Hannah Durfee, who boarded several young men of the Village and like all the boys, they were apt to get boisterous. But Aunt Hannah controlled the boys by telling them she would report them to her Brother, Major Durfee.

Our journey continues and we pass another attractive cottage and here lives S. K. Crary, Esq., a prominent citizen, who was also town clerk and public instructor. Next is the Methodist Meeting house, and the Rev. Taylor is the Pastor, on the north side of the street was the dwelling and blacksmith shop of Father Healy.

Captain Sanford, a frank, open-hearted man, conducted his hotel on the Hill overlooking the harbor and Creek. Captain Sanford catered to the wants of man and beast, a large orchard next to the hotel afforded great enjoyment to the Captain's guests, and the Captain built a 10 Pin Bowling Alley under the trees for all to enjoy themselves.

The Marshall Warren house was located across the road from Captain Sanford's. And there you have a brief word picture of the Town Ave. of yesterday, the Central St. of today. — Gone the romance of the sailing masters who frequented Sanford's Hotel.— Gone Father Healy who between shoeing horses managed to carry the Words of God to his faithful.—Gone Town Ave. In its place Central St., with one or two business houses, but at its best running second to Town Ave.

If you were to stand on the hill on the west side of Central St. at about where Durfee meets it, your vision would be blocked by a building or two. In the early 1800, however, one could stand on this hill and look down into the flats and there was a beehive of activity for so small a town. As you cross over the Viaduct you can see the ruins of the old Railroad Round House, let your memory go back to those early days and you can see sailing ships anchored right there for that was part of a shipyard.

We turn now to another Historical Sketch as presented over Radio Station W.S.A.R.

"THE NARRATOR"

FALL RIVER IN THE FABULOUS FORTIES

(The Years 1840 to 1850)

My friends, as you sit around your radios and listen to my comment, peer as if through a magic Crystal back to those days of 4 score years ago and visualize the town of Fall River as it was in the latter part of the Fabulous Forties or during the years 1840 to 1850. As we look into the crystal we will see that Fall River was no mere hamlet then as we are prone to imagine, not a sleepy village clustered about the waters of the Quequechan. It was a bustling, energetic enterprising town, one of the foremost in Massachusetts. The population was about 11,000 and there were substantial factories and business blocks.

Journalism was abundant in the Fall River of that era. On Wednesday morning Sept. 20th, 1848, the first number of the Daily Spark was issued from 37 Mechanics Hall and Bedford St. and Court Square, this location is now the corner of Purchase St. Two other papers were flourishing also on a weekly circulation at the time, the News, and the Monitor so called. There was also a paper printed occasionally called The All Sorts and it is said that its editor conducted a store in his printing office and its stock was like his paper all sorts. It is believed that the Daily Spark was printed at the all sorts office as they were both of the same address. Intense rivalry prevailed during the printing of The Daily Spark and the News.

In presenting his first issue the Editor of the Daily Spark wrote "Historical Quotations". The Daily Spark is presented to the Community to aid in illuminating the path of personal and political liberty, and to be a faithful sentinel at the threshold of Freedom.

The next issue of the News carried what newspaper men would call a blast: and here are a few of the News Editorial paragraphs: quotations: The Illuminating Daily Spark passed across the heavens yesterday morning, shedding in its path a vast flood of personal and political Liberty, intended for the inhabitants of Fall River and surrounding Country. Its Editor has discovered a whole nest of moral, social and political evils, which he is determined to tear up by the roots.

We should not wonder if the Spark turned our great big factory wheels without one particle of aid from steam or water, per-

haps, too, the steamers in the bay may feel the impulse of the Spark and move through the Sound without so much as greeting our ears with the familiar puff-puff.

Some sarcasm, but such was the competing method of the gentlemen of the 4th Estate in early Fall River days. And this Editorial Banter carried on in succeeding issues or as we might say proverbially, "On and on into the night."

Let us at this time picture in our mind the geographical layout of the town in the year 1848. On the north end there are practically no houses beyond French and Turner Sts., only open lots and green fields stretching away into the country towards Steep Brook. On the south end the village ran into Tiverton, the actual settlement, extending across the state line, but not beyond a point, considerably north of the South Park. Rodman St. which is now one of Fall River's business thoroughfares was at that time called South Bank St. and was in Rhode Island. The Union Bank was located at the north east corner of So. Main and So. Bank Sts. (Rodman) and History records that is why the street was named So. Bank. I think it would be well at this point to acquaint you with the boundary line in that vicinity that is the Rhode Island-Massachusetts Line, called the "Line of present occupation" because of disputes arising from its location.

It started at a point on the shore near William St., ran at an angle with Columbia St. and crossed Columbia near Union St., passing through the Flint Exchange which many older residents will recall was located on So. Main St. Continuing east it crossed Hartwell St. near the junction of Borden St. and then proceeded northeast, crossing Quarry St. near Bedford. On the Boundary Line on the east side of So. Main St. and just north of Columbia, we would say midway between Spring and Columbia, was the store of Jeremiah Brown, a landmark for a score of years. Here also was the famous buttonwood tree, which tradition tells us grew from a stake placed in the ground by a surveyor while running the line. Eastward the village extended to about where Stafford Square is, and Highland Avenue was not even laid out.

Thus we have the picture of our geographical area, very small but thriving. Here the wheels of textile mills were spinning merrily and our magic eye unfolds a vista of the Quequechan west of Main St. in the rear of the Granite Block. Here were operating

the Pocasset, Watuppa, and Quequechan Mills, the Fall River Manufactory (known to many as the White Mill), Robeson's Print Works, the Metacomet Mill and the American Print Works, all using of course the water power of the Quequechan. Near the waterfront is the Fall River Iron Works devoted to the Iron Industry; east of Main the Troy Cotton and Wool Manufactory stood up near its present location.

The Wamsutta Mill, a woolen mill, was just over the line in Rhode Island standing on a peninsula jutting out into the Quequechan south of the present Union Mills.

The Massasoit Steam Mill was at the foot of Cherry St. on Davol St. Thus we have the textile industry of the town of Fall River in 1848.

The town possessed other industries too. French's Leather factory was located with his Tan Yard on the east side of No. Main St. between Prospect and Turner Sts. on what is now known as French's Hill. Another Tan Yard stood on Bedford St at the foot of Rock St. Third St. was not cut through at that time.

There was a brass foundry on Second St. near what was later known as the "Ye Tavern" and is now the location of our new Post Office. Thus, my friends, you can see that though small in area, Fall River was as it had been justly termed by a newspaper man many years before "A Bee Hive of Industry."

The streets in the Center were laid out much the same as they are at present. Bank St. started at No. Main and ran east instead of starting at Green. What is now west Bank St. was named Borden Ave. and it started about where the B. M. C. Durfee Trust Co. stands. The corner now occupied by the bank was the location of the Union Hall Building. Stores were in the ground floor and above was used for dances and public entertainments. At this point we will dwell upon the social side of the period. Dancing was then as it is now a popular form of entertainment, and just as the Hot Cha dancing of today is criticized, the Polka and the Waltz were then criticized. A Book of Etiquette of that day reads regarding the Waltz: "Unmarried Ladies should refrain from Waltzing at all times, both in public and private."

"Very young married ladies, may be allowed to Waltz at private dance, provided they are only occasional and then only with persons of their acquaintances." Another guide to the young beau brummel of that day said:

"If a young lady waltzes with you, beware not to press her waist; you must only lightly touch it with the open palm of your hand." It can be seen that the Carioca dancing of today would have called for public censure in the days of the Fabulous Forties.

The Market Building, the walls of which are the present City Hall, was built in 1845. It had a public meat market on the first floor, together with vegetable stalls, a fish market was located in the east end of the building. The Granite Block, which had been erected in 1843 after the fire, was used as a building for lawyers' offices with tenants on the top floor.

The town's water supply was the town pump at the south east corner of the City Hall, the water coming from the stream.

On the site of the Fall River National Bank was the Fall River Bank, a store building. Historians relate that when this bank was erected many years before, Mathew C. Durfee, the cashier, took the money home and locked it in a trunk which he kept under his bed. -

Where the Pocasset Mills cotton storehouse is now was the location of a graveyard.

At the southwest corner of No. Main and Elm Sts. was a large brick building of four stories, called the Slade House, and afterwards the home of William Bowers Brayton.

Between this and Borden Ave., now West Bank St., and right on the site of where the Public Library is now were two houses, one the home of Mrs. Mary Brayton Durfee whose husband, Major Bradford Durfee, had died in 1843 after the big fire, which was responsible for an injury that killed him.

Were you a resident at that time, you would have seen a young lad of about 5 years of age running and playing on the lawns of the Durfee home, a lad whose name in later years was to be on the tongue of every schoolboy and girl of his native city. This lad was "Bradford Mathew Chaloner Durfee" and after him was named the B. M. C. Durfee high school.

On the west side of No. Main St., a short distance from Elm, was the home of Oliver S. Hawes. Stephen Davol who was a mill agent and Capt. Thomas Borden occupied the two houses on North Main St. between the First Baptist Church and Cherry St.

"THE NARRATOR"

JUST RAMBLING AROUND OLD FALL RIVER

As we ramble around old Fall River, we see many old residences that bring back interesting stories. Now in the year 1848 on Prospect Street, then located at the top of Rock Street, was the home of Dr. Nathan Durfee who was called, the Great Durfee.

There is a story told that where he erected his home it was suggested that he should not place it in a line with Rock Street. Dr. Durfee said that he did not think there would ever be any necessity for the street being extended and if there was he wanted to prevent it. Sufficient to say Dr. Durfee's home remained where he built it until after his death.

The Congressman for this district at that time was the Rev. Orrin Fowler who lived in a house at the south east corner of High and Cherry Streets.

An interesting tale is told of the residence of Horatio Nelson Gunn. A huge rambling structure of wood which in the year 1848 was located on the east side of Rock Street where the present District Court Building is. Previous to Mr. Gunn's occupancy it has been the Exchange Hotel, the town's principal hostelry. It was evidently named Exchange because it was located on Exchange Street as Rock Street of today was then known.

In the year 1850 there was an Exchange Hotel located at the corner of Central and North Main Streets. The late Benjamin Buffinton told the following story of the "Gunn Mansion."

From William M. Emory to Fall River Historical Society. "It has been erected in 1827 as the residence of John C. Borden and was surrounded by his grounds, which ran from Bedford Street to Franklin Street and nearly to North Main Street, or an area as large as the area outlined in streets. The house was a remarkable structure in its day, having 55 rooms, hand carved mantles and window casings, and the walls had been decorated by a landscape artist. After Mr. Borden's death in 1833, it was converted into an hotel and conducted successively by James Valentine, John D. Thornton, and a stock Company of which Horatio N. Gunn secured control and used it as his residence."

Many old residents will remember the old stable which stood across the road from the Gunn house. Therein were stabled the stages of that day and the horses of the hotel's guests. The stable was later used by Charles S. Kirby for his horses. In 1848 "Ben

Buffinton", then a lad of fourteen years, lived with his father, **Israel**, in a house on the west side of **Rock Street**, just south of the **Ascension Church Rectory**. One of the finest residences in **Fall River** in the year 1848 was the home of **Colonel Richard Borden**, head of the **Fall River Iron Works**. This house was located on the east side of **Canal Street**, at the corner of **Anawan**. **Colonel Borden** owned the whole square, bounded by **Spring**, **Canal**, **Anawan** and **Summer Streets**. **Jefferson Borden**, a brother of the **Colonel**, lived on the west side of **Canal Street** and his garden was a show place.

The **Fall River** of 1848 had only **Railroad** connections with **Boston** but not directly with **Providence**, **New Bedford** or **Newport**. If you were going to **Providence** or **Newport** you could use the steamboats, or to **New Bedford** the **Coach** lines. **Trains** ran to **Myricks** and you changed there for points beyond. The only **Railroad** station in town was located near the **Fall River Line Docks**, near where the line of steamers started from on their way to **New York**.

Illuminating gas was introduced in the year 1842, through the enterprise of the **Fall River Iron Works**, on whose grounds the plant was located. **Candles** and **whale oil** were the principal means of lighting prior to this. The late **Clark Shove** said his was the first home in **Fall River** to be lit with gas.

"THE NARRATOR"

"SHOP AT TESSIER'S AND SAVE"

For Over 33 Years

"THE ORIGINAL HOUSE OF SQUARE DEAL"

AN HISTORICAL SKETCH OF THE FALL RIVER IRON WORKS

It was in the year 1820 that Richard Borden, David Anthony and Holden Borden of Troy (Fall River) and others met in Conference in the company store of the Fall River manufactory at the south west corner of Main and Central, now the location of Granite Block. The result of the conference was a decision to proceed with the building and equipping of a plant to be known as the Iron Works. Abraham Wilkinson, one of the group, was chosen as agent to purchase the land from Thos. Borden, father of Richard Borden.

Thus was laid the foundation of the "Fall River Iron Works", a firm that was destined later to carry the name to great heights in the industrial world all over the country.

The company did almost everything, manufacturing iron, nails, making and selling gas, ran steamboats, built boilers and machinery, owned vessels, tenement houses, stores, granite ledges, and water rights, and made castings both of iron and brass.

The Iron Works was started in a small way in 1821, chiefly as manufacturer of iron work to be used here at home in ship building for which there was quite a demand, and hoop. Iron found a ready market in New Bedford where large quantities were used by the whaling ship masters in the construction of casks or barrels for storing whale oil.

Then came the making of nails, crude at first but with increased production came better machinery and higher grade nails, until the products of the Iron Works were being sold in Providence and New Haven and afterwards because of better stock than New York made nails they were shipped to parties in that state.

For experiment a few kegs were shipped to Mobile, Alabama, and there they found a ready sale and in a short time shipments of full cargoes were being made. And soon Fall River Iron Works nails were being used in large quantities in all sections of the country.

It was in the year 1831 that work was begun on the dam which was to change Long Pond into what has been known in later years as Crab Pond. This dam was afterwards used as a road to the Iron Works at the south end of the Print Works buildings. It is

interesting to note here the reason for the change of name from Long Pond to Crab Pond. Long Pond was originally called such to distinguish it from Round Pond which was opposite the American Linen Co. Mills and which is now the site of Mill No. 1 of the American Printing Company. Crab Pond was so called because it was a favorite spot for boys living in that section of the city to fish for crabs; the boys would wade into the pond and seeing the crab holes in the mud, would dig out the crabs with a shingle or other piece of wood.

Live Fried Crabs were a favorite delicacy with the boys of 1831.

A Marine railway was built on the site of the present New York boat wharf in 1834, the first of its kind in this section but it was removed in 1846 to a location on the High hill.

There were a large building for the ship carpenters and two cradles on which vessels were drawn out of the water.

On the side of High Hill was an ice house and vessels came in here to be iced for a fishing trip or for ice in which to pack fish for the markets of Philadelphia or New York. Large quantities of "Scup" were shipped from this section to Philadelphia and other ports. The ice house was owned by (Robert Cook and William Durfee). There was also a powder house on the hill in which was stored powder for use in the Iron Works. "High Hill" was originally 50 feet above the level of the river and from it most of the Patriotic Salutes of that day were fired. High Hill was levelled to make land on which No. 2 Mill of the American Print Works now stands.

In 1834 the ownership of the Iron Works was somewhat changed, and came under the management of Holden Borden-Richard Borden and Bradford Durfee. Richard Borden was agent and treasurer and Bradford Durfee Superintendent.

Holden Borden was a far-sighted man and fearless and many were the offers made by owners of other properties for his services. He worked with reckless speed but with Richard Borden and Bradford Durfee acting as his balance wheel, he was the most successful man in this section.

Holden Borden died September 11, 1837 at the age of 38 years and his loss was deeply felt both here and in Rhode Island where he held positions of great responsibility and trust. He is buried in Oak Grove Cemetery.

Additions were made to the Iron Works buildings in 1835 and 1839 and it was supposed that the machines would be good for the next 50 years. But a disastrous fire soon after midnight, June 9th, 1843, burned the rolling mill to the ground. Before the ashes were cold John Borden and a gang of men was over the pond at Copieut getting out the timber for a newer and bigger Iron Works.

Major Bradford Durfee, Supt. of the Iron Works, died in 1843. Also his death it was felt was due to the shock of the two fires, the Iron Works in June, 1843, and the fire that destroyed a large portion of the town in July, 1843

Philip D. Borden was appointed to Major Durfee's position as he had been his secretary for years. He held the position 32 years and saw the Iron Works grow to be a great power in the city, but he also saw that as Iron Works it was soon to be beaten out by other plants which were nearer the raw product in other sections of the country

When Col. Richard Borden died Philip D. Borden was elected treasurer. Now fully convinced that the making of Iron was fast declining he wanted to close up the foundry, but others in authority thought otherwise and in 1875 he resigned from the Company. Rather than see the spending of large sums of money on what he felt (and rightfully so) was a hopeless task. Others who succeeded him were unable to stem the tide of adversity and a short time later Philip D. Borden's prophecy came true. The Iron Works was out of business. Philip D. Borden knew his business and was always on the job, he was at the works at 6:30 A. M. when work started and stayed till 6:30 P. M., closing time, and often went there during the night hours between 9 P. M. and 3 A. M. to see that all was right. Mr. Borden was a fearless talker and handled a rough set of men, but the men praised him for his righteous manner.

A story published in 1850 said that the Iron Works Company was incorporated in 1825 with a capital of \$200,000 and was increased (without paying in one cent of new capital) in 1845 to \$1,000,000. It is one of the most extensive plants in the country.

During most of the time of its activity the Iron Works was a money maker for its owners but toward the end it could not compete; it had to bring the goods here in the rough, manufacture them and then carry them back for sale, when Iron Works were

operating and multiplying in sections where the ore and iron and coal were to be found almost on their premises.

The Iron Works was torn down in 1888 and the property sold to Mathew C. D. Borden, the youngest son of Col. Richard Borden, who had so much to do with the foundry of the Fall River Iron Works.

It was on January 26, 1887, that the last piece of iron passed through the rollers.

Probably the first piece of a water works in this city was that laid on Pine Street from the Railroad to a spring near Durfee St. It consisted of logs with a hole about 4 inches in diameter bored through the center. These logs were laid end to end, through which the water ran freely night and day. Vessels used to fill their water casks here when bound for a voyage; they would roll the cask under the logs and fill them through a keg with a hold in the bottom to stop the spilling.

The water had a drop of about 50 feet. The Source of the supply of water was a spring that was about midway between Elm and Pine Sts. and Main and Durfee Streets.

"THE NARRATOR"

"Narrator's Note"

Information regarding dates and historical matter is taken from the files of Fall River Public Library, the books and letters of members of the Fall River Historical Society, for which we extend our thanks.

"THE NARRATOR"

"THE TROY MANUFACTORY"

There are many interesting stories connected with the opening of the early cotton spinning mills in old Fall River and time allowed for presenting these stories does not permit me to go into the detail of all the mills, so today I am to tell you some interesting bits about the Troy Manufacturing Co. which as the articles of association, was approved March 8, 1813, over 120 years ago. And one of the first Cotton Spinning Mills in F. R. a charter of incorporation was granted by the Legislature February 22, 1814 and on July 25, 1814, a meeting of organization was held and the name of the Company changed to Troy Cotton and Woolen Manufactory.

There is on record a meeting held during the same month at which time it was voted to increase the amount of capital to \$16,000 assessing each share \$40.00 payable quarterly during the ensuing year.

So much for the organizing of the Troy Co. Now let us turn History's pages and see what were the highlights in the career of the company.

Think of the elaborate plans made for construction projects of today. Pressed brick from one state, steel and iron from another, large derricks used to raise and place in position girders and beams. Modern transportation methods to haul to the job all the building materials necessary. And now let your mind travel back to a day in 1813 when these modern inventions were but children of imagination, see the hardy artisans of that day, scouring the neighboring fields for stone, loading it on carts and hauling and pulling it to the site of the building. Of such was the Troy Mill built, — stone from the neighboring fields and designed at that time to run 2,000 spindles.

The mill was located at the foot of the fall on the site of one of the old saw mills, near its present location. Work was started in the mill about the middle of March, 1814. Construction having been completed in September the year previous.

I present here an interesting extract from a meeting held March 19, 1813, where it seems the company effected an arrangement with Oliver Chace as agent.

It is hereby "Agreed with Oliver Chace to Superintend the Company's business as agent for and on behalf of the committee

until the annual meeting in the 6th month next at a payment of \$2.50 Cents a day, He to find himself a horse and do the Company's riding: said company to pay his board and expenses and also feed for the horse, when in the Company's service". End of Extract. Thus in brief we have the story of how Oliver Chace was hired as agent. Who was Oliver Chace and what type of man. — Let me turn another page of History.

Oliver Chace, the Originator and first agent of the Troy Mill, had been brought up as a carpenter and millwright, and could often be seen in his early days with his broad axe on his shoulder around among the farmers repairing their carts and farming utensils. His was an active, restless nature, with a keen eye for business and not disposed to settle down in one place or occupation.

He was progressive and energetic and always ready to look into and entertain new propositions. And while seemingly going on his way day by day fixing this farmer's cart and that, his keen, intuitive mind was always alert, and when the comparatively new enterprise of cotton spinning was attracting his attention, he was immediately observant, and was soon induced to start in the business in the neighboring town of Dighton. With experience gained there he came to Fall River equipped to start right, and it is said of the entire list of stock holders in the First Troy Mill, he was the only one having a practical acquaintance with the cotton spinning industry.

The spinning of cotton in Fall River was started at a time when the markets were closed to foreign production thus giving an inflated encouragement to local enterprises.

The mills were hardly started, however, when foreign trade was again opened and cotton cloth dropped fifty per cent in price and a general depression struck the country, so that the factory's stocks were not worth more than half their original investment.

The depression was but temporary, but its effect was felt for some time and for the first few years, because it was a new business. The Troy Mill did not seem to make any profit. This led to an economizing disposition on the part of the committee on management of the Troy Mill and on December 30, 1816, a new contract was made with Oliver Chace which read:

"Agreed with Oliver Chace to transact the business of the Company in behalf of the Directors, and to give him \$2.00 per day

and find him sufficient house room for his family and provide a garden. The said Oliver to board the Directors at these meetings as before, without making any charge to the Company. This agreement to be accepted until further change.

Whatever may have been thought of the smallness of the Agent's salary it seems rather large compared to the Treasurer Eber Slade who was annually voted "Ten shillings per day, but he must pay his own board."

The first power weaving was done in Fall River in 1817—Sarah Winters starting the first loom—Mary Healy the second and Hannah Borden (later Mrs. William Cook) the third.

Due to competition the Troy Mill found it hard to maintain a market for their product, and so they added the merchandising of goods to producing and a resolution passed at a meeting of Directors October 18, 1819 gives us an insight into this procedure.

"Voted and agreed to establish a store at Hallowell — in the state of Maine for the purpose of selling (Vending, they called it) cotton and other goods, for and on account of the Troy Cotton and Woolen Manufactory, and that Harvey Chace (a son of Oliver) be chosen to conduct the business there, to be paid for his service at and after the rate of \$300.00 per year, his board to be paid by the Company."

The Company's agent was also instructed (if he think it expedient) to ship a load of cotton and other goods to the state of Georgia in the Fall for the purpose of purchasing cotton and other kinds of Southern produce on account of the Company. The Harvey Chace mentioned here was later proprietor of the Albion Mills in Valley Falls, R. I.

During the years 1813-14 the Troy Manufactory and Fall River Manufactory Co. erected several tenement houses at a cost of \$1500 each, for their workers, the agents also lived in these houses. The capacity of these the first tenement houses in the town was about 4 families.

The operatives of the mills in those early days were (with rare exceptions of an occasional Englishman) all native-born.

Very many of them and nearly all the overseers were men whose previous occupation had been seafaring, the suspension of commerce during the War of 1812 made it necessary for them to seek a new means of livelihood. Capable and good men could be hired

in those days as overseers at wages from 4 S. 6 D. to 7 shillings 6 pence a day, payable mostly from factory stores. Female operatives were paid 2.75 to 3.25 a week but had to pay 1.75 a week for board. Let us for a moment glance at the cost of groceries in the days of 1813-14-15. We find Tea exceedingly high, 10 shillings 6 pence 2 lbs. We find Sugar 25 cents a lb. Coffee 33 cents a lb., Molasses 100 to 125 a gallon and Flour \$17.00 a barrel. Fuel and wood were low priced and on an average the people lived comfortably.

An extract from a directors' meeting of September 5, 1820 reads:

Resolved: To have the night watch stop the practise of making fires in the vicinity of the mill for boiling clothes." This Resolve seemed almost prophetic as it was made to relieve the danger of fire. But fire did come and in October, 1820 or 1821, the mill was burned down so completely that only a portion of the walls were left standing.

Plans were made immediately for rebuilding and after several setbacks a new mill was completed and ready for operating in the Fall of 1823.

Oliver Chace remained with the Troy Mill until 1822, when he accepted the Agent's position of the Pocasset Mill. And that, my friends, is in brief the story in part of the early days of the Troy Cotton and Woolen Manufactory.

I would like to point here, that where the present location of the Troy Mill is and the Central Fire Station, was located in the early days a large hill and quite a good sized Pond. Later the hill was levelled and the filled in land used for the purpose you see it today.

Livery street and old building fills a place in the Early History of Fall River, read the complete History by Henry M. Earl, now on file at the Fall River Public Library.

"THE NARRATOR"

EARLY STEAMBOATS OF FALL RIVER AND VICINITY

"CHERRY PARTIES"

In one of my last week's talks, I told you something of the History of the sailing vessels leaving the port of Fall River if we could call it such. I am going to tell you of some of the early steamboats leaving Fall River, and while the early steamboat days of this section of New England all make interesting history, I will of necessity be forced to leave out details of all except actual Fall River ships or steamers.

The first experiment on steamboats in this vicinity, we can trace is one credited to a carpenter, one Elyah Ormsbee by name, who in the year 1792, was at work in the vicinity of Providence on a steamboat which was very suitably named "Experiment". Ormsbee's theory when placed in operation was found practical, and was termed a success. But Ormsbee, like many other brilliant men of his day and ours, had no money with which he could continue his "Experiment" and so his invention was dismantled and the component parts returned to the people from whom he borrowed them. Ormsbee continued his inventive career, however, and specialized in less expensive machinery providing himself and family with a comfortable home until he died.

On the 26th of May, 1817, a sensation was caused in this section of the country by the news that a steamboat named the Firefly had made a trip from New York to Newport, R. I., in 28 hours.

This was the first time that a steamboat ever made the trip between the two places. It is said that as the Firefly came around Point Judith, she rode the waves like a bottle and upon arrival at Newport, she was proclaimed a wonderful boat.

The Firefly was built as an inland water boat and sailing around Point Judith was going to sea in those days. It was intended the Firefly should run between Newport and Providence. Commanded by Capt. Smith who was also her agent on the ground, the Firefly met with great opposition from the packet men, and the packetmen or sail boat masters often carried passengers to the end of the same routes as the Firefly for 25 cents, or if they were beaten on the trip by this "ugly little thing filled with machinery and ungainly in motion," as they said, "they would carry the passengers for nothing." The Firefly carried a large square sail to

accelerate her speed when the wind was fair, but even at such times the sailing sloops would often come into port first. The sloop masters succeeded in driving the Firefly off the line as a regular passenger steamer, after about 4 months and she started as an excursion steamer to nearby parts, including Fall River or Troy, as it was then called. But this also failed. The Firefly is said to have been the first steamboat to visit Fall River.

After her ill luck as a passenger carrying steamer on regular schedule in 1817, the Firefly was thought to be of use as an excursion steamer and so on July 26, 1817, a Cherry Party or excursion was advertised to be run from Newport to Troy (or Fall River) at a charge of \$2.00 per person for Fare and Dinner.

Now about 75 or 80 years ago Troy or Fall River was just a rural community, not the bustling city it is today, and down on North Main St., in the vicinity of Steep Brook, was located the Farm of the Barnaby Family. Well this section from the Barnaby Farm on the North to Bowenville out to the south was famous for a very delicious, sweet, black cherry, which excursion parties like to eat and pick. A cherry picking excursion would be landed at Durfee's Wharf (Steep Brook) and for a few cents per quart the farmers permitted them to pick all they wanted. Thus originated Cherry Parties of 75 years ago and they were as popular as present day excursions to amusement resorts giving the young folks of that day a pleasant sail, a fine dinner, a lot of fun picking the cherries and back home at the end of the day, a happy, healthy party.

By 1826 a line of steamers were running from Providence to New York, stopping at Newport to accommodate passengers from Troy or Fall River.

Traveling from Troy to Newport one could either go by horse and buggy or take a steamboat called the Babcock, which was running between the two places, "Troy and Newport".

The Babcock was expected to prove a success but after running part of one season she was taken off because of lack of patronage. People feared the danger of boiler explosions and although it was advertised that the Babcock couldn't have a boiler explosion because she didn't have a boiler, "patronage" was lacking.

It was true that the Babcock had no boiler, steam was generated on what engineers know as the Herreshoff principle, or somewhat like that principle, viz:

"Water passing through a perforated piece of iron, dropped on a red hot pan and was converted into steam. The Babcock was a slow boat making the run from Troy to Newport in three hours. After she was dismantled she was made into a schooner.

During the year 1828, due to the fact that steamboats were found to be reliable, the Fall River Iron Works Company decided to look for a steamer to replace the Argonaut, a sail ship they were using.

Holden Borden was the man delegated for the job of finding it. Mr. Borden found a steamer in the port of Boston and decided it was the best in sight and bought it in his name, putting it on the line September, 1828, and he transferred it to the F. R. Iron Works Co. one year later.

An interesting story is told of the first trip to Fall River by the "Hancock" as the boat was named. Capt. Thomas Borden 2nd was notified to proceed to Boston and bring the boat around to Troy (Fall River). He proceeded to Boston by stage coach, and taking command, started the boat on its journey. He was obliged to return to port twice because of breakdown in the machinery and Capt. Borden came back to Troy on both occasions to await the repairing of the boat at Boston. Finally on the third attempt, the boat arrived, but it took so long the family became alarmed (there were no wireless messages in those days to tell the folks at home about your trip.)

At midnight on the 7th day after leaving Boston the Borden family were awakened by someone knocking at the door. It proved to be Capt. Borden. Upon inquiring about the steamboat, he informed the family she was in the Seaconnet River below Stone Bridge, and was too wide to come through the draw. Another reason for his delay was that wood was used as a fuel and it was necessary to stop and wood up several times during the passage. Arriving at the mouth of the Seaconnet, his fuel was exhausted and he was forced to rig a large square sail. Capt. Borden after resting returned to his vessel and being somewhat of a ship builder, proceeded to hew several inches off the guard rails and after this was done, he passed through the Bridge and on to Troy.

The Hancock remained on the run between Troy and Providence for nearly 5 years stopping each way at Bristol Ferry and Bristol, leaving Troy at 8 a. m. and leaving Providence at 2:30 p. m. Sundays excepted.

During this time she proved a success, but also proved too small for the business of the line which was the carrying of passengers and freight. In winter months the Hancock ran to Providence from here one day and returned the next, as there was too much ice to plow through for the round trip each day.

To the credit of the Hancock and her officers it must be said there was never a life lost on her, or on account of her while she was owned here. She was sold to Boston parties June 12, 1833, and was running between Boston and Nahant in 1835-36 and later reported sunk and abandoned on Nyatt Point in 1858. Thus ended the Hancock, a steamer built in 1827.

The Taunton Manufacturing Co. with others endeavored to run the steamer "Experiment" (which had been built in New York in 1824 and was 73 ft. in length) between Taunton and Providence. Thinking they could get business (in addition to their own shipments) from Dighton-Berkley-Somerset and Troy (F. R.). But they soon found that they could get no business from Troy, as our citizens were proud to patronize their own boat, and besides there was no available dock for the "Experiment".

The successor of the Hancock was the King Philip, which arrived in our harbor from New York where she was built in 1832. Coming here in command of Capt. Thomas Borden 2nd, she was registered at the Custom House for this District which was then in Dighton April 26, 1832, in the name of the F. R. Iron Works and Anawan Manufactory by Agent Bradford Durfee of the Anawan with Capt. Thomas Borden 2nd in command. Historians relate how in June, 1838, the King Philip took a large party of excursionists to Newport to view the French Fleet which was paying a friendly visit to the United States. As the party neared the Fleet, they noticed great preparations being made to receive them. They were welcomed and treated in gracious manner and practically owned the Fleet while they were there. It was found out afterwards that the French sailors and commanders supposed the "King Philip" had been named in honor of the French King Philip.

Captain Thomas Borden was punctual in all things and it is said he had no patience with anyone who was not, and the result was that many would be passengers who were 2 or 3 minutes late for sailing postponed their trip for 24 hours.

Capt. Borden on one occasion left the dock in Providence while his own wife was coming towards the boat. Mrs. Borden rode home in a carriage from Providence to Troy as Capt. Borden was paying her fare, his only comment was, "If you are coming with me you must be on time." And that closed the incident for all time.

It is claimed that the first steamer whistle put on a steamboat in this country was attached to the boiler of the King Philip by Stephen D. Collins, its engineer, who commenced work for the Company in 1837 and resigned on account of ill health in 1881.

Mr. Collins related the following story regarding his experience in introducing the novelty. "The manager of the company was present, and at the first shriek everybody jumped and Capt. Thos. Borden whose ire was aroused, declared emphatically, that it be removed at once.

But Jefferson Borden, brother of Thomas and part owner of the boat, was rather pleased with the little thing. Pull it again, Steve, he called, and the way that screed owl screeded was a caution. Jefferson Borden said it should remain and that settled it. The first time the whistle was blown in Bristol Harbor everyone was filled with fear and all left work and ran to their doors, certain that something had happened or was going to happen. For a long time the first steamboat whistle was called "The Devil's Fiddle."

Another steamer arrived in 1845 and the King Philip was run to Newport, Warren and Providence as a spare boat, and in 1846 she ran for a time as an afternoon boat to Providence under command of Captain Seth R. Durfee and Benjamin Brayton.

Early in December, 1848 she broke her shaft while running through the ice, making it necessary to substitute the steamer Perry of Newport.

After repairs were made, and as there was a new boat nearly ready to take her place on the line, her owner accepted the opportunity to sell the King Philip, and so after 17 years in service she was sold to New York interests to be used as a tow boat in and around New York Harbor. Before the end of the year she was running between Boston and Nahant. Later the King Philip was in New York waters towing, and the last heard of her was that she was struck by a sudden squall of wind, capsized and sunk. Thereby she fulfilled the prophecies of many Fall River seamen of that day. That, would be her end.

I would like to tell you at this point of the method of lighting used on these early boats. The light was furnished by tallow candles, which were placed at convenient points to light the passages, for instance at the gang plank, on the stairs, between the decks and at other places that seemed dangerous to passengers, but on most of the boats it was dark and once a person was seated he or she was supposed to make themselves comfortable and stay there.

The Captain and other officers were supplied with square lanterns with a pane of glass set in each side and lit with a burning candle. They carried this lantern wherever they went.

The engine room had 2 lanterns with glass sides and front, and they were screwd into the wall. Other lights were placed where actually necessary and the owners of the boat were the judges of the necessity and not the passengers.

"THE NARRATOR"

"A Policy of Square Deal For Over 33 Years

Is Your Guarantee — That —

YOU SHOULD BUY ALL YOUR

FURNITURE AT N. P. TESSIER'S."

HISTORY OF THE AMERICAN PRINT WORKS

The pioneer in calico-printing in Fall River was Andrew Robeson of New Bedford who began this industry in a small way in 1826 in the north end of a mill owned by the Pocasset Mfg., the other portion of the building being occupied by E. and V. Eddy in the manufacturing of satinets.

In 1827 he (Robeson) erected works especially for this business the capacity of which was increased from time to time until 1836, when new buildings were erected and the business continued until 1848 when trouble developed among the workers, notwithstanding the fact that Mr. Robeson was always very liberal with his workers, other troubles of a financial nature overtook him and Mr. Robeson was compelled to close his plant. Later, in 1860 to be exact, this print works was converted into a cotton mill. It was located on property now owned by the Massasoit Mfg. Co., just north of Pocasset St. and east of Camden St. Another pioneer in the printing of calico in Fall River was Job Eddy, who had a small business in 1824 in the West Ell of the Bridge Mill. The Old Bridge Mill was erected in 1821 on the spot where the Citizen and Union Banks are now, because it projected over the stream or Quequechan at the foot bridge it was called the Bridge Mill. He moved to New Bedford in a short time and Edmond and Oliver Hawes took up the same line in the same mill and continued it for a short while. Thus we have a short story of the early pioneers of calico printing which was in later years to develop into one of Fall River's major industries.

And now we come to the story of the American Printing Co., a concern that has carried the name of Fall River to all parts of the world, a concern whose opening or closing has always been awaited with fear or gladness by the thousands of workers who would daily trudge their way from all sections of the city to work in its magnificent plants. It was once a common expression and still is, for that matter, to say things will be O. K. when the "Iron Works" (as the cotton division of the Am. Print Works is known) starts up. Many are the homes throughout Fall River where more than 1 person depended for their livelihood on the operation of these great plants. Today with slight exception they are idle, but as your Historian (I might add for the future history) I believe that within a very short time the wheels of these mills will start

turning and a ray of sunshine will be cast on pages of History that have been darkened by industrial depression for a long time. The Fall River Iron Works and American Printing Co. has been the fountain of financial supplies for thousands of Fall River workers and its continued expansion under capable management will be outlined as we turn History pages.

It was in the year 1811 that Col. Joseph Durfee started his cotton mill at what we now call Globe Corners but which in 1811 was Tiverton. It was a small wooden structure and attained prominence because of it being the first cotton mill in this vicinity, and in the late part of the year 1820 it was changed into a print works for the printing of cotton cloth.

It had changed hands several times and finally came under the management of Holden Borden and as the saying goes, "it fell into his lot to see what he could do with it."

Holden Borden superintended the operation of the Print Works at Globe Corners, which was known as the Bay State Print Works from 1833 to 1835.

Holden Borden was perhaps one of the shrewdest young men of Fall River's History, and while he died at an early age, about 38 years, he had demonstrated an ability that stamps him as one of the greatest industrial leaders of all time in Fall River. There have been others but Holden Borden grappled not with problems solved by past examples for guidance, his was the necessity of doing as experiment and it is truly said that in all things Holden Borden showed all characteristic of an industrial genius. Had he lived to latter years unquestionably History's pages would teem with his industrial accomplishments. A throat ailment was responsible for his death.

The Fall River Iron Works Company encouraged by Holden Borden Report of the Earnings of the Bay State Print Works during his tenure of management (earnings of about \$30,000 for the year), decided to add the printing of calico to their business. This move was first disapproved of by Richard Borden and Bradford Durfee, but in the end as he usually did, in all things Holden Borden carried his point and at a Meeting held in August, 1833, it was voted to erect a building near the "New Dam" for the printing of Calicoes. Work was begun immediately and in 1834 the Print Works was ready to begin operation. No money was paid

in for capital, the Iron Works paid for everything until the year 1876.

The Iron Works of course received all the earnings, the Print Works being run as a Copartnership until 1857. With the same owners, owning the same proportionate share of Print Works and Iron Works stock.

In 1840 the Print Works was enlarged and the production of the plant about doubled. In 1857 Col. Richard Borden was elected President of the Company and continued so until his death in February, 1874.

Holden Borden managed the Print Works until Feb., 1837, and ill health forced him to resign. Jefferson Borden was elected agent and principal manager and continued so until 1876, a period of thirty-nine years.

In 1858 the Bay State Print Works at the 4 Corners or Globe Corners (or as the records state, Col. Durfee's old Mill) was purchased from Thomas Borden and by the American Print Works this increasing production and Jefferson Borden was head of both plants.

In 1867 a portion of the buildings were taken off the Print Works and a new structure of Fall River Granite was commenced, but on the 15th day of December in that year, when the new building was just about completed and in appearance much like the Tower Bldg. of the Print Works of today, a fire broke out in one of the old buildings, which regardless of the efforts of the firemen destroyed the whole new part of the Works, and about half of the old and their contents. This ill luck seemed part of destiny for on the 6th day of the same month, a disastrous fire had laid waste a large portion of the plant of the Bay State Print Works.

Great sympathy was felt for the company, and capitalists abroad offered their financial assistance but the company decided that they would reconstruct the whole business on a broader foundation.

To the front now comes the dynamic personality of Jefferson Borden, one of thirteen children of Thomas Borden in the fourth generation of John Borden, the founder of the family in Fall River.

Of Jefferson Borden Historians say:

For thirty-nine years Mr. Borden was the executive officer and manager of the Print Works. He assumed the position at a period which will not be forgotten in our financial annals as the extreme test of industrial and commercial endurance, because all business was new and immature, the country itself lacked the great elasticity it now possesses in productive and natural resources. The panic of 1837 was a terrible trial for any man and a test of his ability yet it was felt that inasmuch as Holden Borden was not there to guide, an all-wise Providence had sent the only man fitted, by approved financial ability and estimation among capitalists to carry on the work and that was Jefferson Borden.

His long life was full from the start of honest purpose, intense application, constantly hopeful, he lived to enjoy the serene happiness of a beautiful home and the affectionate esteem of the entire community. Under his wise and capable management the American Print Works enjoyed an era of exceptional prosperity. Jefferson Borden retired from active management of the Print Works in 1876 and Thomas Borden succeeded him. M. C. D. Borden who directed the New York end of the business for the disposal of the products acquired Thomas Borden's interest in 1886 and became the sole owner. In 1889 M. C. D. Borden purchased the Iros Works Co. and started construction of the vast cotton mill division of the American Print Works—which mills have been known for years as the Iron Works Mills. A second mill was built in 1892, another in 1893 and in 1895 mill No. 4 was erected. Its starting was the occasion of a notable dinner given aboard the Steamer Priscilla on October 17 at which Mr. Borden announced a gift of \$100,000 to charities of the City.

From our chronological history we glean that in 1844 an office suitable for the needs of the Iron Works and Print Works was needed. So the Iron Works Co., the parent company, as it were, proceeded to build a brick building 2 stories high. The second story for offices, the east side for Iron Works and the west side for the Print Works so that the Borden Brothers could consult at any time. This was at the southeast corner of Anawan and Water Sts.

The Weekly "News" of 1845 said: "The finest Counting House in the world is that erected by the Fall River Iron Works and American Print Works below the Hill."

The brick building on the east side of Water Street was built to accommodate the Bay State Steamboat Company in 1849, the second floor from 1853 to 1876 was occupied by the Metacomet Bank.

The U. S. Custom House was located on the third floor for years.

On the south side of Mill Street from Pond nearly to Metacomet was the Brick Row, a one-story and a half of brick, having eleven tenements for use by teamers and others employed by the Iron Works. There were at the southwest corner of Mill St. 2 cottages having one tenement each. In these the overseers lived and theirs was the work to keep the peace among the tenants of the Brick Row and settle their disputes, which occurred on pay day.

Andrew Borden, late of Andrew Borden and Son, tells this of his experience with Jefferson Borden. He said: I was engaged as office boy by my uncle Jefferson in the American Print Works office.

"The first morning I was down ahead of him, he simply said Good Morning! The next morning I was there somewhat earlier, but he was ahead of me. So I gave it up and thereafter arrived at a reasonable hour, but always after him. This was one of Jefferson Borden's characteristics and one of the reasons for his success in life.

"First in the morning and last out at night."

Col. Richard Borden made it a rule to be at the wharf in the morning when the boat sailed for Providence and to be there when she returned at night. And so, my friends, I have tried to give you a word picture of the men who were responsible for the success of Fall River's greatest industrial enterprises, the Fall River Iron Works and its successor, the American Print Works.

And at this point in our Historical Sketches we wish to give "Credit where Credit is due". In preparing our series of Radio talks and Historical Old Fall River, we were guided by stories gleaned from the pages of the Fall River Historical Society Booklet in which are papers by many old residents. We extend thanks to the able assistance of Miss Weatherbec, Librarian of the Fall River Public Library, and all others whose help we hope has helped you to a better knowledge of Early Fall River Days.

"THE NARRATOR".