



THE PHILLIPS
HISTORY OF FALL RIVER

✧ *Fascicle III* ✧

Physiography and Natural Resources
Early Life of Inhabitants
Civic and Political Developments
Judicatures Calamities
War Times

by
ARTHUR SHERMAN PHILLIPS
With additions and interpolations
1941

PRIVATELY PRINTED DOVER PRESS FALL RIVER, MASS.
1946



Contents

| | | |
|------|---|-----|
| I | THE FALL RIVER DOMAIN | 3 |
| II | LOCAL INDIANS – LIFE OF EARLY INHABITANTS | 9 |
| III | A RECAPITULATION – ORIGINAL AND PRESENT BOUNDARIES | 17 |
| IV | POST ROADS – STAGE LINES – TAVERNS | 23 |
| V | THE TOWN OF FALL RIVER, 1803 – THE TOWN OF TROY, 1804 – THE TOWN OF FALL RIVER, 1834 | 35 |
| VI | FALL RIVER A CITY 1854 – 1902 THE LIQUOR PROBLEM | 43 |
| VII | THE CITY OF FALL RIVER – POLITICAL AND FINANCIAL PHASES – 1902-1941 THE UNI-CAMERAL CHARTER PLAN D CHARTER | 55 |
| VIII | TOWN HOUSES AND CITY HALL | 65 |
| IX | HIGHWAYS | 69 |
| X | HIGHWAY APPURTENANCES – SIDEWALKS – SEWERS | 79 |
| XI | JUDICATURES – EARLY JUDICIAL PROCEDURES | 87 |
| XII | NOTORIOUS LOCAL MURDERS | 95 |
| XIII | FIRE PROTECTION – CONFLAGRATIONS – STORMS | 111 |
| XIV | THE REVOLUTIONARY WAR – THE WAR OF 1812 – THE MEXICAN WAR | 125 |
| XV | SLAVERY – ANTI-SLAVERY – THE UNDERGROUND RAILROAD | 131 |
| XVI | THE CIVIL WAR – SPANISH-AMERICAN WAR – WORLD WAR I | 135 |
| | IMPORTANT EVENTS | 145 |
| | BIBLIOGRAPHY | 147 |
| | APPENDIX | 157 |
| | FALL RIVER AUTHORS | 169 |
| | FALL RIVER PUBLIC SCHOOLS | 179 |

Illustrations

| | |
|---|-----|
| HON. JAMES BUFFINGTON | xv |
| GEOLOGICAL CROSS SECTIONS | 6 |
| INDIAN RELICS FOUND IN OR NEAR FALL RIVER | 10 |
| MAP OF FALL RIVER – 1812 | 16 |
| SLADE'S FERRY | 22 |
| TOLL HOUSE | 26 |
| PROPERTY BOUNDARIES | 38 |
| VIEW SO. EASTERLY FROM OPPOSITE TOWN HALL VIEW NORTH FROM CITY HALL | 39 |
| WILLIAM H. JENNINGS RESIDENCE FALL RIVER HISTORICAL SOCIETY BUILDING | 42 |
| MAIN STREET, LOOKING SOUTH FROM COURT SQUARE – ABOUT 1857 | 43 |
| HON. NATHANIEL BRIGGS BORDEN | 44 |
| HON. WILLIAM STEDMAN GREENE | 52 |
| COTTON CENTENNIAL ARCH | 60 |
| TOWN HALL AND MARKET BUILDING 1845-1873 CITY HALL 1873-1886 | 68 |
| FALL RIVER BUSINESS CENTER – 1880 | 76 |
| EVOLUTION OF THE FALL RIVER MILL PATTERN 1850-1920 | 77 |
| STREET WATERING | 80 |
| ICE DELIVERY – HEAVY TEAMING | 81 |
| JAMES MADISON MORTON | 85 |
| JAMES MADISON MORTON, JR. | 85 |
| OLD COURT HOUSE – SECOND DISTRICT COURT HOUSE – SUPERIOR COURT HOUSE | 92 |
| THE DISTRICT COURT IN SESSION | 93 |
| THE BORDEN MURDER | 96 |
| ANAWAN STEAM FIRE ENGINE, 1874-1879 ANAWAN HOSE REEL | 112 |
| CASCADE NO. 1 – PUMPER NO. 6 – 1941 | 113 |
| JOHN J. DORAN | 140 |

Foreword

The author had outlined the subjects to be considered in the first two fascicles. He died while his plans for the third volume were under consideration. He left completed manuscripts, which are here presented along with chapters prepared largely from his notes or a knowledge of his intentions. Charles D. Davol, at the request of the editor has contributed the chapter on "Post Roads, Stage Lines and Taverns."

It has been said, "every history we read is perhaps a better history of the historian than of the subjects he has chosen to tell about." If this be true, it will enable mutual acquaintances of the author and the editor to distinguish the contributions of each.

In addition to those previously mentioned, the editor is indebted to the librarian and employees of the public library for their courteous services and to H. J. Harvey, George W. Rigby and R. F. Haffenreffer, Jr. for their assistance in preparing illustrative material. To George Dover and Miss Ethel M. Thomas of the Dover Press, for their patience with an inexperienced writer and editor and for their painstaking review of manuscripts and proof sheets, the editor is indeed grateful. Acknowledgments will be found in the text for many other favors received.

The third fascicle is the last of the series and covers all but two or three of the topics which the author had evidently planned to discuss.

NORMAN S. EASTON,
Joint Author and Editor

November 14, 1945.

The author had intended the volume to be devoted to the study of the history of the English language, but the scope of the work was enlarged to include the study of the history of the English literature. The book is a valuable contribution to the study of the English language and literature.

The author has done a very good job of presenting the material in a clear and concise manner. The book is well organized and easy to read. It is a valuable resource for students and scholars alike.

The book is a very good introduction to the study of the English language and literature. It is well written and easy to read. It is a valuable resource for students and scholars alike.

FASCICLE III

THIS PART TRACES THE GROWTH OF FALL RIVER AND DEALS WITH RESULTANT GOVERNMENTAL CHANGES. IT NARRATES VARIOUS INCIDENTS OF HISTORIC INTEREST

It includes chapters on the physiographic features and natural resources which affected the life of local inhabitants. It traces governmental processes from the incorporation of Fall River as a town to the present time and reviews briefly the history of various municipal departments. It considers the origin and organization of courts of law and reviews notable murder cases. It gives accounts of the great conflagrations and storms which have devastated the community and portrays the reactions of the citizenry in war times.

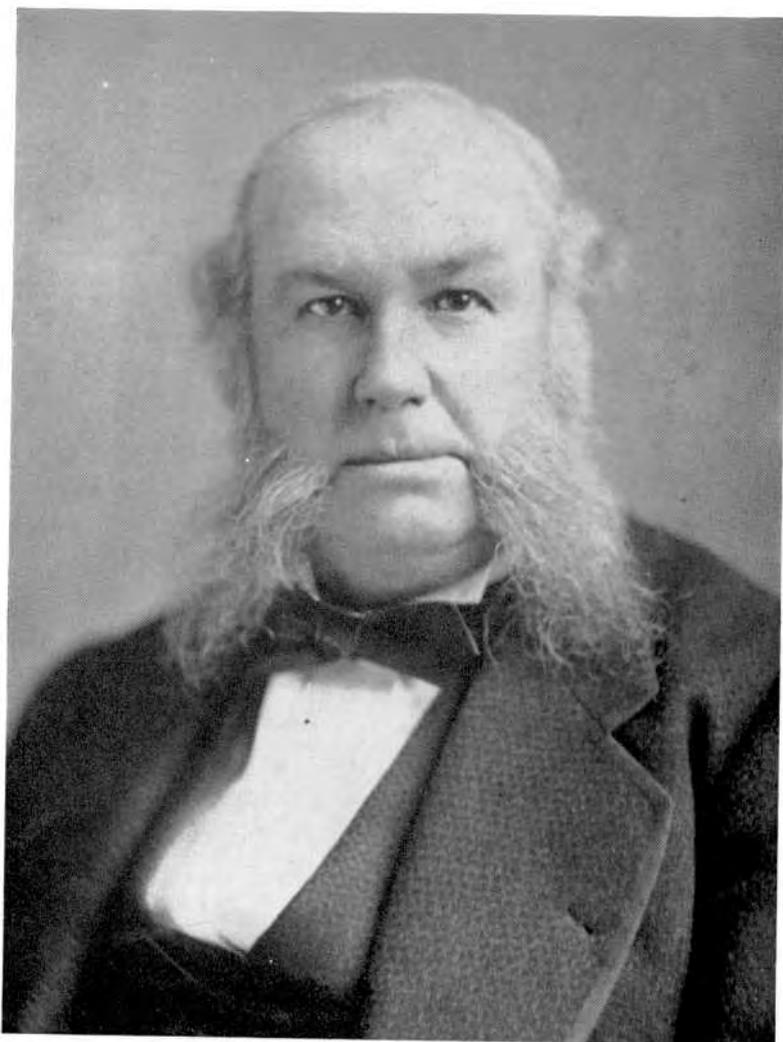


The author first outlined the subject in the introduction to the first two chapters. He then dealt with the history of the subject in the third and fourth chapters. The fifth chapter dealt with the present status of the subject and the sixth chapter dealt with the future prospects of the subject.

It has been pointed out that the subject is a very broad one and that it covers a wide range of subjects. The author has tried to cover as much of the ground as possible in this book. It is hoped that this book will be of some use to the students of the subject.

The author has tried to make the book as simple and as easy to read as possible. He has avoided technical terms wherever possible and has explained the terms that he has used. He has also given many examples to illustrate the points that he has made. It is hoped that this book will be of some use to the students of the subject.

The author is indebted to many people for their help and assistance in the preparation of this book. He is particularly indebted to the following people:



HON. JAMES BUFFINGTON
1817 - 1874

HON. JAMES BUFFINGTON

The First Mayor of Fall River

The "Friend's Meeting House" on North Main Street was dedicated December 12, 1836. On the morning of its dedication, a large gathering listened to the preaching of a minister of the denomination. As one historian relates, the afternoon session was "enhanced" by the funeral of John Buffington, a member of the "Society of Friends." Mrs. Buffington was also a member of the "Society" and an approved minister.

The Hon. James Buffington,¹ the son of John and Mary Buffington, was born on Chaloner Hill, in the town of Troy, on March 16, 1817. The family moved to Swansea, where he spent his early childhood and attended school. The family returned to his native town and James continued his studies until he was fifteen, finishing his schooling at the Friend's Boarding School (Moses Brown School) in Providence. He was a skilled athlete, fond of out-of-door sports, popular with and a leader of his companions.

After leaving school, he studied medicine with Doctor Thomas Wilbur, a prominent physician of his home town, but lacking funds to continue towards a degree, he obtained a position as a teacher. He taught in Westport and Dartmouth and while employed in Padanaram, he became interested in navigation and went on a successful whaling voyage as ship's doctor.

On his return, he settled in Fall River and engaged for a time in the drug business; then established a drygoods and millinery store.

Mr. Buffington was early interested and active in public affairs and was as popular with his fellow townsmen as he had been with his boyhood companions. His abilities as an organizer and manager were recognized and he received appointments to positions of importance and trust.

Previous to the granting of the first city charter, he was the chairman of the Board of Selectmen and on May 6, 1854 was chosen the first mayor of the city. He was re-elected in 1855 but resigned before the expiration of his second term to represent his district in Congress.

¹ Mr. Buffington evidently signed his name at times with and at times without the letter "g". It is said that when he used the "g", it had a special significance, which his political followers understood. His descendants have always included the letter which is good evidence of the correct spelling.

Benjamin Cook, father of the present Judge of the "District Court", was for a time the private secretary of Congressman Buffington. Mr. Cook was later a member of the Fall River School Committee and at the time of his death was principal of the George B. Stone School.

Valuable as were Mr. Buffington's services to the city as mayor, they were of even greater value to the community as a member of the National House of Representatives. When he returned home from Washington in 1861, he helped organize a company of volunteers. He himself enlisted as a private in the Seventh Massachusetts Regiment and while in camp near Washington became the regimental adjutant. His constituents insisted that he return to Congress and his resignation from the army was approved.

Mr. Buffington was not an orator but he had great influence with his fellow members in Congress and his advice was often sought by ranking executive officials. There were many enlisted men in the army from his congressional district. He gave no thought to his own welfare whenever he could render assistance to them or their families.

Mr. Buffington married Miss Sarah Perkins of Taunton. Their daughter Sarah married Charles M. Horton for a number of years employed in the local Post Office. Their daughter married Frank B. Williams and they now occupy the former residence of Mr. Buffington, on the northeasterly corner of June and Locust Streets. Mr. Buffington's daughter Mary married Charles H. Robbins, an accomplished organist and music teacher. His son Joseph L. Buffington was a prominent mill supply man and religious worker. He married Sarah Louise Davol, daughter of Stephen Davol. Their son, James Buffington, president of the Fall River Trust Company, erected the Buffington Building on Purchase Street.

One of the authors of "Fall River and Its Industries", published in 1877 knew James Buffington intimately. His tribute will be a true summary of his character for posterity. He was "dignified, affable, of commanding presence." He "seldom failed in accomplishing the things he undertook. Quick to discern, he was prompt to act. He had a quiet persistency, the calm self-possession, that achieves success."

Mr. Buffington declined a renomination for Congress in 1864. In 1870, he was again elected, served two terms and was elected for a third term when death intervened. He returned home after the adjournment of Congress in 1874 and died a few hours after his arrival on March sixth.

THE PHILLIPS HISTORY
OF FALL RIVER

Chapter I

THE FALL RIVER DOMAIN

PHYSIOGRAPHY

NATURAL RESOURCES

From north to south, not distant from and paralleling the estuarian waters of Mount Hope Bay and the Taunton River, runs the escarpment formed by the contact between hard granitic rocks and the softer sediments of the Rhode Island coal measures. A mile and a half or more to the eastward lies two of a chain of lakes, extending nearly the length of the area, the waters of which find their outlet by the Quequechan River, westward, over the escarpment, to the bay. East and northeast of the North Watuppa Lake lies the Watuppa Reservation, and Indian Town,¹ with acres of swamps and woodlands, with settlements near the Westport line and a few homes near the Doctor's Mill and in Copicut.

The basal granitic rock, outcropping in numerous localities, is for the most part overlain by glacial sand, gravel and hardpan, intermixed with innumerable boulders above and below the surface.

The principal constituent minerals of the granite are quartz, feldspar and hornblende. In the processes of decay, the hornblende is the first to disintegrate; the feldspar turns to clay, leaving the quartz only with its original chemical composition. The result is what is known locally by excavators as "rotten rock," scientifically arkose clay. It occurs at Steep Brook (Fascicle I, p. 90) and in thinner layers at other localities on the western hillside. In some places, notably, in Metacomet ledge and east of the southern reaches of Bay Street, it occurs in the solid state, interbedded with the carbonaceous and ferruginous slates, grauwackers and conglomerates of the coal measures.

The rock in the Assonet ledge, in Freetown, which was worked in past years by local contractors (See Fascicle I, p. 96) may be classified as "arkose granite". Here the original granite was evidently subjected to

¹ One half of the original Indian reservation is now a part of Watuppa Reservation.

some decay before the glacial period and the remaining mineral constituents consolidated. There is no evidence of interstratification with rocks of the carboniferous period. It seems likely however, that there may be deposits, similar to those at Steep Brook to the west, which are now covered by glacial gravels.

Fossil ferns² have been found at Steep Brook and indication of impressions of plant tissues at other localities.

Until 1659, all the territory lying along the easterly shore of Narragansett Bay was part of a beautiful and wild area which was broken only by a path or trail which passed along its shores and connected the settled towns of Plymouth colony with Newport and Portsmouth settlements, on the Island of Rhode Island. To reach these settlements, the Sakonet River was crossed by a ferry operated by hand, from a shore that is now submerged but was located a hundred yards or more northerly from the present "Stone Bridge" in Tiverton.

The most scenic spot along the path was at the location of our City Hall under which the Quequechan or "falls river" formerly flowed.³ There the waters of the river, which is the outlet of the Watuppa Ponds, collected in a pool, the banks of which were adjacent to the north line of what is now Pleasant Street and south of Bedford Street and extending from Troy Street on the east, to the fording place and the stepping stones which crossed the river at the easterly side of Main Street. From this point the waters dashed over the hillside, from a height of one hundred and fifty feet, to the lower basin at the foot of Central Street. Among the lily pads, in this upper pool was a resting place where game birds found a hiding place in the reeds and bushes along the banks and in the spring, the fish could be seen leaping up the falls. Indeed the Indian word quequechan conveys the meaning of "leaping waters" or "flying fish".

The land described above, covered by the primeval forest, occupied by wild beasts and none too friendly Indians, did not attract early settlers whose chief occupation was farming. The more fertile and level areas to the west and south, with soil overlaying the softer carboniferous rocks of the Narragansett Basin, provided far better opportunities for agricultural development. The Fall River region did however provide an abundance of fish and game, for which nature had provided mast in abundance and

² "Of all the plant bearing fossiliferous areas in North America, the region of Henry County, Missouri, presents the most points of interest to students of the coal flora of Rhode Island." Edna M. Rounds in *Botanical Gazette* for March, 1927.

³ When City Hall was reconstructed in 1886, the stream was diverted through a sluiceway under Market Street.

an ideal environment. Very early also there was a demand for wood and tanbark which could be easily obtained and shipped.

The life of the early settlers of this region, we must surmise, was one of uninterrupted toil and hardship. They had to clear and prepare the rugged soil for planting and pasturage. The town records of nearby settlements indicate that wolves were a constant menace to livestock. Some food and materials were undoubtedly obtainable from the older settlements.

The diet of the settlers was supplemented by fresh meat, fish and berries. The red deer, black bears, raccoons, hares and rabbits together with wild turkeys, ruffed grouse, and the smaller game birds were abundant. Prodigious flocks of swans, geese and ducks visited the swamps, ponds and estuarian waters. To this day, the followers of Izaak Walton need go no farther than the South Watuppa Pond to enjoy excellent sport and "oldtimers" remember hours of enjoyment spent on "North Pond" before it was "closed", to protect the water supply. About seventy-five years ago the local lakes were stocked with small-mouthed black bass, pound for pound the gamiest of fish for light tackle. In more recent years pike-perch and crapies, (an excellent pan-fish) have been introduced. The landlocked white perch, the yellow perch, pickerel and horned pout were native.

The shores of Mount Hope Bay formerly abounded in shell-fish. Here as elsewhere along the coast, the menhaden, sometimes called pogies, were the most abundant of salt water fish.⁴ Trawlers from fish works located on Long Island, Portsmouth near Common Fence Point and Swansea on the Cole's River shore (Fascicle II, p. 168) visited Mount Hope Bay following the schools of fish. Dr. Goode, in describing the habits of the fish wrote, "The menhaden's place in nature is not hard to surmise; swarming our waters in closely packed, unwieldy masses, helpless as a flock of sheep, near to the surface and at the mercy of every enemy, destitute of means of defence and offence their mission is unmistakably to be eaten." As food for man, menhaden are of little use, although the local residents, during the period when there was trade with the West Indies, dressed, salted and shipped them in considerable quantities. The schools were frequently followed by the carnivorous bluefish and squeteague.

In 1878, the firm of Joseph Church and Sons built a factory at Common Fence Point, to manufacture menhaden oil and fertilizer. The business

⁴ "Several hundred thousand have been taken in a single draft of a purse-sein". "American Food and Game Fishes", Jordan & Evermann.

prospered and for a time employed two hundred and fifty men during the fishing season. Since 1900 the menhaden have forsaken local waters. The fish works have ceased operation. "It's an ill wind that blows no one some good"; the people who dwelt to the wind-ward no longer have to endure the foul odors from the factories when in operation.

Before dams barred the upper reaches and factory debris and city sewage discouraged fish from entering the lower reaches of the Taunton and Assonet rivers, there were yearly runs of shad and herring so abundant, that the herring (alewives) were used for fertilizer. The fishing privileges⁵ were sold at auction by the towns, bringing in considerable revenue. Few of the herring were eaten fresh but were corned for future use. During the "herring-run" every grocery and general store had outside the doorway, a rack of corned herring, which were hung from sticks thrust through the eyes and were sold for a few pennies each. Scup, tautog, striped bass and frost-fish (tomcods) were abundant in season, before the traps of commercial fishermen were so numerous in Seaconnet River and the lower reaches of Narragansett Bay.

In the early days, the common sturgeon which at times weighed several hundred pounds, ran up the bays and inlets to brackish or fresh water to spawn and were speared by torch light, by the settlers. The meat was not highly valued and the roe which now becomes the caviar of commerce was used only for bait or to feed the hogs.

Eels unlike andromous⁶ fishes work their way up the rivers to feed, not to spawn. They have remained fairly abundant. They are caught by hook and line during the warm season and when the river above Steep Brook freezes over in the winter, by spearing through holes in the ice. They are occasionally shipped to the New York market.

Fish has supplied the protein for many a family, who could not obtain it otherwise. Struggling against what would seem to be overwhelming odds, the first settlers, from the Pilgrims on, were able to supplement their diet and at times were saved from starvation, because they were living in proximity of the shore.⁷

As a means of gaining a livelihood, neither fishing nor whaling ever became of industrial importance in Fall River, but we should bear in mind,

⁵ There seems to have developed a necessity for conservation or control of the oyster beds in the harbor, for in 1849, B. W. Miller, Horace French and Samuel V. Bliffins were appointed "Oyster Wardens." Oyster privileges were granted and brought additional revenue to the town.

⁶ Eels are catadromous. Their natural habitat is fresh water and they seek the ocean to spawn.

⁷ Cotton Mather wrote:—"And how content they were when an Honest Man, as I have heard, inviting his friends to a Dish of Clams, at the Table gave Thanks to Heaven, who hath given them to suck the abundance of the Seas, and of the Treasures hid in the Sands" "Magnalia," book 1, chap. 5.

-  GRANITE.
-  ARKOSE.
-  CONGLOM.
-  SLATE & CLAY.
-  GRAVEL.

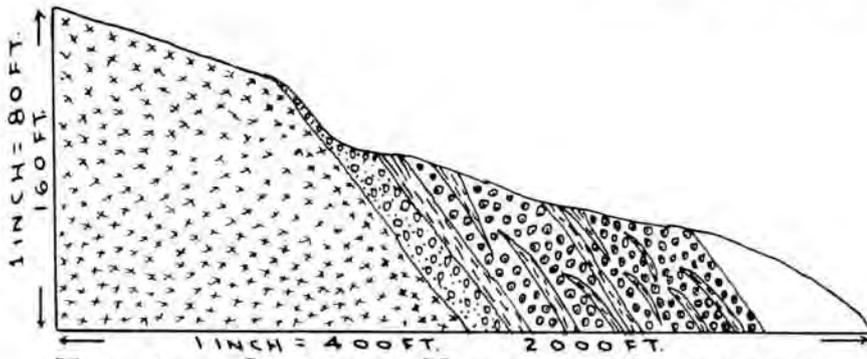


FIG. 1. STEEP BROOK SECTION.

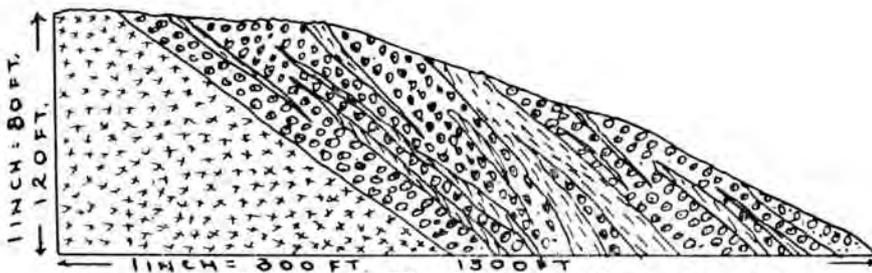


FIG. 2. FALL RIVER SECTION.

GEOLOGICAL CROSS SECTIONS

the profits from both in neighboring communities supplied considerable capital for textile manufacturing.

The physiographic feature which contributed most to the growth and development of this community was the contact-escarpment which gave rise to water power, as streams from the east flowed over the steep incline to tide-water. (Fascicle II, pp. 117-118.)

When the mills on the "Quequechan" used water power, there were eight falls and the following facts compiled by the former city engineer Philip D. Borden apply to them.

"Troy Cotton & Woolen Manufactory:—Fall, 10-15 feet (depending upon the height of the pond). Horse Power 150.6.

Pocasset Manufacturing Co.:—Fall, 21.67 feet. Horse Power, 225.4.

Quequechan Mill: Fall, 21 feet. Horse Power, 218.4.

Watuppa Mill:—Fall 15.38 feet. Horse Power, 160.

Fall River Print Works:—Fall, 10 feet. Horse Power, 104.

Fall River Manufactory:—Fall, 14.46 feet. Horse Power 150.4.

Anawan Manufactory:—Fall, 14.46 feet. Horse Power 153.2.

Metacomet Manufacturing Co.:—Fall 16-18 feet (depending upon the tide). Horse Power, 148.2."

Total Minimum Fall:—129.24 feet. Total Horse Power, 1310.2.

The power used by the mills on the Fall River stream, which at first was derived entirely from the waterfalls was later supplemented by steam power. The Metacomet *Steam Cotton Mill* was erected just north of the outlet of the "Quequechan" in 1843. The first Corliss engine was operated in 1859 and from then on, the use of steam power rapidly increased.

The first *compound* condensing engine was installed in the Globe Yarn Mill No. 2 in 1887, with high and low pressure cylinders. This type of engine has since been in common use, requiring approximately two thirds of the steam by single cylinders. Electricity, when first introduced was produced by direct connection between the steam engine and generator and from the generator, the current was sent over the wires or cables to motors in various parts of the mill. When the low pressure turbine was connected with the compound engine, a further economy of nearly 20% was realized. In the modern factories as much as three thousand horse power is developed, whereas in the earlier factories which relied on the fall of the water, not much more than two hundred horse power was used.

Geologists maintain that the Taunton River because of its "marked adjustment to the stratigraphy" had a well developed pre-glacial channel. We can assume that the river was a branch of a larger stream, the mouth of which was well south of Block Island. Since that period, the land area

has sunk and the tides have entered the lower reaches, giving to Fall River the material advantage of an excellent harbor. Physiographers would classify all the streams between Fall River and Providence as "drowned rivers".

In the "Memoirs of Samuel Slater"⁸ is a description of the village of Fall River as it appeared to outsiders in 1833. Passages are here reprinted.

"Situated on a rather abrupt elevation of land rising from the northeast side of Mount Hope bay, distant about eighteen miles from Newport and nine from Bristol, R. I., stands the beautiful and flourishing village of Fall River, so called from the river, which, taking its rise about four miles east, runs through the place, and after many a fantastic turn, is hurried to the bay over beds of rock, where, before the scene was changed by the hand of cultivation and improvement, it formed several beautiful cascades, and had a fine imposing effect. The village is now only picturesque from the variety of delightful landscapes by which it is surrounded; the background presenting a variety in rural scenery — where neat farms and fertile fields show themselves here and there between hill and dale, and rock and wood."

"The fall originally was through a deep black gulf, with high rocky sides. Across this gulf most of the manufactories are built."

"There are besides a number of machine shops, &c., which, stuck about on the jutting rocks, many of them in the very bed of the stream, have a most singular appearance."

"The number of inhabitants in 1833 exceeded five thousand. It is to be supposed, that among the heterogeneous variety of character, as well as of creeds; occasionally some difference of opinion as well as clashing of interests will be found; yet for the most part crime has been unknown there. It has often been the boast among the inhabitants that, living as they do, on the borders of two states, (part, and by far the greater part, is in Troy, Mass., the other in Tiverton, R. I.) the laws of either were seldom called to punish anything except venial transgressions."

⁸ "Memoirs of Samuel Slater, The Father of American Manufacturers, Connected with a History of the Rise and Progress of Cotton Manufacturing in England and America." Philadelphia, 1836.

Chapter II

LOCAL INDIANS

LIFE OF EARLY INHABITANTS
INDIANS

The Indian tribes and their various subdivisions occupying southeastern Massachusetts and Rhode Island have been treated in Fascicle I. That they occupied this region for a long time and in considerable numbers is evidenced by the numerous stone implements that have been found scattered about. They roamed the countryside hunting and fishing and also occupied more or less permanent camping places where they raised their corn, beans, pumpkins and squashes. Each of our Indian tribes seems to have occupied a permanent or principal camping site, with seasonal camping places in other portions of their territory, nearer to their gardens, hunting places and fords. Weetamoe's main camp was along the banks of the Quequechan River, presumably near Hartwell Street where the skeleton in armour was found. Several other camps have been rather definitely located near the Brightman Street bridge, on the land now occupied by the Firestone Rubber and Latex Products Company, along the shore of South Watuppa Pond near its outlet, in the vicinity of Ruggles Park where at one time there was a sizable spring on the hillside, at the "Wigwam Lot" mentioned in Fascicle I, page 94, in the Blossom Road section near King Philip's Brook also mentioned in Fascicle I, page 87 and over the line in Tiverton at Eagleville.

The main camp was usually in a spot of rare beauty. No vestige now remains of our river camp, due to changes in the level of the stream and the use of the land for business purposes. The Sakonet main camping place at Wilbur Woods in Little Compton is in its original state of preservation. (See Fascicle I, pp. 54-55.)

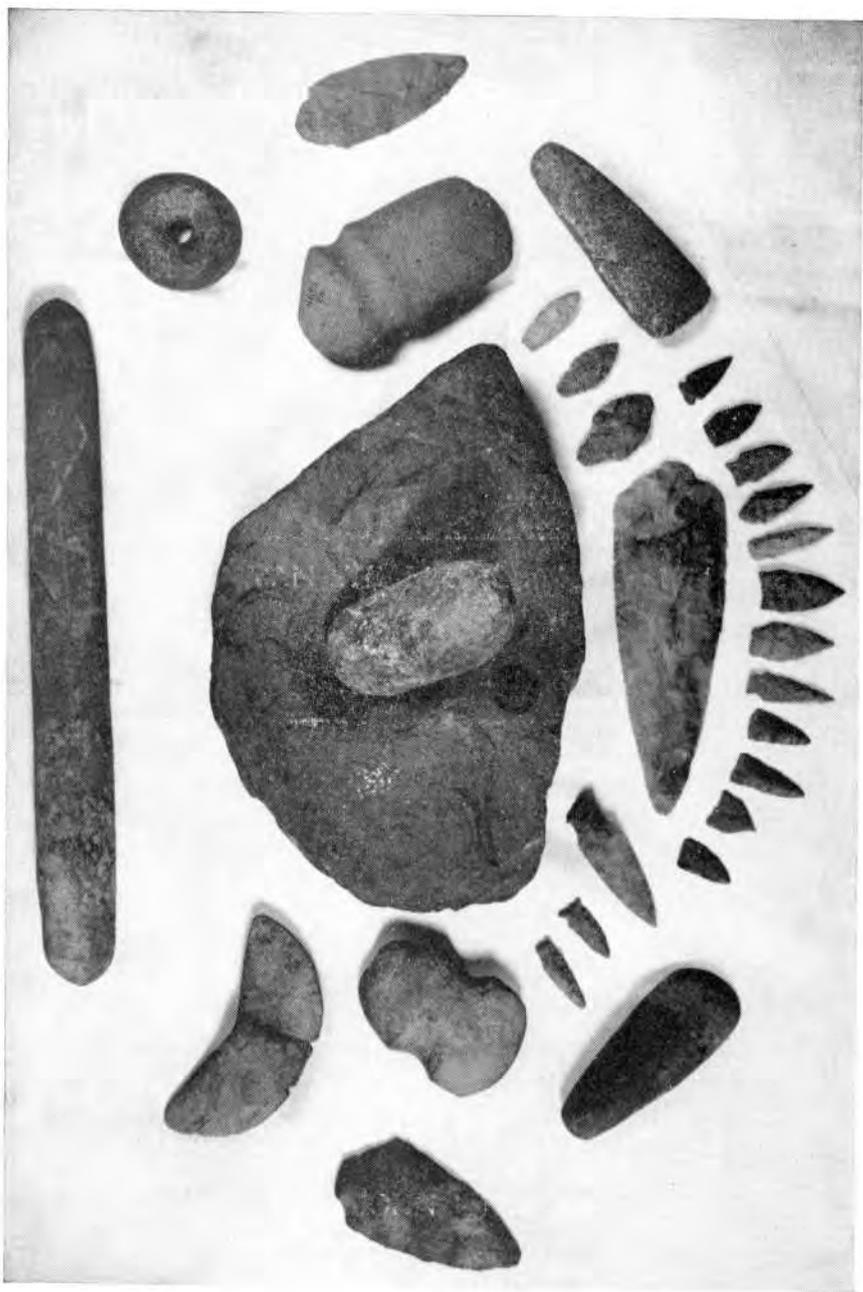
Fall River was a part of Plymouth Colony. If we consider what happened in Plymouth before the date of Freeman's Purchase and later when the northern part of Fall River was a part of Freetown, we must remember

that there were no white men living in that part of Fall River, which is south of the mill stream, until after the Indian war.

There was evidently not the same effort of the ecclesiastics to teach the few English children in Freetown that there was to convert and educate the Indians in Freetown and the Pocasset lands.

John Eliot, pastor and teacher in Roxbury, was very active in extending Christianity among the Indians and incidental to that, the Indians received considerable schooling. He and Mr. John Cotton frequently travelled among and preached to the Indians, and set up a project of translating the Bible and other works, such as the grammar, primer and singing psalms, into the Indian language. He taught the Indians who were gathered together in the English towns (then called praying Indians) to read, to attend school under English schoolmasters and to learn not only English but Latin and Greek, to the end that they might preach to their countrymen. Several attended the Indian college at Cambridge which was authorized in 1651. The college building was a strong, substantial, though not capacious building, costing approximately four hundred pounds, and large enough to receive and accommodate about twenty scholars, with convenient lodgings and recitation rooms. It was built and finished at the expense of the "Corporation for the Propagating of the Gospel in New England". It was a part of the Harvard Corporation.

It seemed easier to enable the Indians to acquire an education than to make them sincere converts to Christianity. However friendly Massasoit may have been to the colonists at Plymouth, he consistently opposed the adoption of Christianity by the Indians. He had an inner conscience comparable to the inner light of the Friends, not a "light of convenience" but one of pure love, and he seemed to do justice to his tribe and to his associates. He seemed to see this spirit of love in everything in nature, believing that the things which he could not understand were the God-like spirit to which he paid homage. It has been said that Indians worshiped the roar of the running brook, the rustling of the leaves in the forest and the seasons of the year. It is hard to believe that they idolized these particular things, but it is clear that they would be to them the revelation of some Power which they could not understand. It is more natural to believe that they were inclined to revere the causation of the things which they could see, rather than to believe that they should worship a spirit which could not be clearly evidenced to their senses, and so it was that the leading Indians were never converted to Christianity and that the "praying Indians" followed Christianity as a convenience to their liveli-



INDIAN RELICS FOUND IN OR NEAR FALL RIVER

From the Athearn Collection

hood and their associations with the English. Most of them were still loyal to their Indian chiefs and if they were disloyal, they expected punishment.¹

At the close of King Philip's War, only friendly or supposedly friendly Indians were allowed liberty within the Old Colony. Land was set aside for those who remained in this area, in what is now the Stafford Road section, in 1704. Later, at their request, they were transferred to land on the east side of North Watuppa Pond. (See Fascicle I, p. 84.)

Life of Early Settlers

The purchase of Freetown in 1659 seems to have been a speculative enterprise, for not one of the original purchasers became a settler. Some of their heirs however established homes within the present boundaries of Fall River. The settlements along the Quequechan and of the Pocasset lands have been considered in Chapters XI and XII of Fascicle I and in connection with several topics in Fascicle II.

Many of the early settlers were direct or indirect descendants of the Mayflower passengers or of those, who at a very early period joined the Plymouth or Massachusetts Bay colonies. A considerable number were Quakers or Baptists; demanding the separation of church and state.

Little is known and there was probably very little to record about community action during the first one hundred years. It was a period of toil and adventure. Neighborliness was essential in the thinly settled region and bigotry and intolerance were not developed, as in the larger settlements of the Massachusetts Bay Colonies.

Mediums of Exchange

The colonists were not treated as loyal subjects of England. Little assistance was afforded them in establishing commercial relations and insufficient currency was available. Inasmuch as it would be treason to coin money, they were dependent on barter as a means for exchange. In Virginia, tobacco would purchase any valuable commodity. One hundred fifty pounds of it bought many a good wife. In rural New England pelfry, (chiefly obtained from the Indians for mere trifles), wampum and farm products were accepted in payment of taxes. By order of the General Court, "muskett bullets of a full boare" passed currently for farthing pieces.

¹ Timothy Dwight, president of Yale College from 1795 to 1817, in an analysis of the religion of the Indians wrote,—"Their religion was a compound of a few truths, traditionally received, and the dictates of ignorance and superstition." He said they believed in two spirits, one good, the other evil. Most of their prayers and petitions were directed to the evil one they feared, although the good spirit was considered superior. They had a low scale of morals. They were insincere, treacherous and lewd. "Travels in New England and New York". London, 1823. Vol. I, pp. 93-95.

Massachusetts, in 1642, was the first to coin money and it was done in defiance of the royal treasury. The only markings on the crude coins first issued consisted of N. E., for New England on one side and Roman numerals on the reverse, to indicate the value in pence. These markings were placed as near the edge as possible, to prevent paring. The coins were soon followed by those of a more elaborate design known as "Pine-tree" money. This money was issued until 1686, when the colony was forced to desist by order of the Royal Exchequer. There was no further coinage in Massachusetts until one cent and half cent copper coins were minted by authorization of the Colonial Congress. The order for the establishment of a national mint was approved by George Washington, President of the United States, on March 3, 1791.

The mother country discouraged the establishment of industries. The colonies were planted to provide markets for English manufactured goods in return for such commodities as the homeland might need. Because this section of New England could not supply desirable return cargoes, there were times when the early settlers suffered not a little, from want of proper clothing and other necessities of life. Yankee ingenuity developed early and gradually overcame many difficulties. New settlers brought sheep with them. The spinning wheel and hand loom were found in nearly every home and in spite of all objections and difficulties, manufacturing plants were established in colonial times and after the Revolution rapid progress was made.

The trees of the forest in this section provided hard and soft woods from which many of the household and farm utensils were improvised. Two species of trees, the canoe birch with its waterproof bark and the sugar maple² with its yield of sugar, lumber and firewood which were of great value to the settlers to the north and west were evidently not indigenous.

Red maples must have been abundant for they are now one of the more common forest trees; although not as valuable as the sugar maples, the wood was suitable for cabinet work and the fabrication of household utensils such as spoons, ladles, bowls, rolling pins, dolly pins and scrubbing sticks. The abundance of white oak and white pine was in a large measure accountable for the establishment of the ship building industry, in this community, particularly in Somerset.³ In the late summer and fall, hard or pitch pine knobs were collected to be used for lighting out of doors. The

² We cannot be sure there were no sugar maple trees in the primeval forest hereabouts. If there were, they became extinct years ago. There is a very large sugar maple tree near Steep Brook Corners which old settlers once claimed was a seedling of a native tree.

³ See William A. Hart's "History of Somerset," pp. 81-106 and 225-244.

flaming knobs, in round iron baskets on poles were used to attract deer and fish. The settlers learned from the Indians how to prepare ash and hickory for the weaving of baskets of required size and shape. The trees were cut in the spring when the wood was porous and full of sap; cut lengthwise, into four or more parts, then pounded with a mallet called a beetle. The lengths were then cut in strips and placed in water generally in a brook and when needed taken from the water and cut in desirable sizes. Many a farmer added to his scant income by making hoops for barrels and kegs.

*"The Age of Homespun"*⁴

During the eighteenth and well into the nineteenth centuries, most of the necessities of life were produced in the home. "The butcher, the baker and the candlestick maker" were to be found only in the larger towns. The shoemaker travelled from village to village and from house to house. Pardon, "the progenitor of the Fall River Branch"⁵ of the Davol family was a cordwainer as was his great-grandfather, who settled on his large "holdings in the vicinity of the lower end of South Watuppa and the Davol and Sawdy Ponds", now a part of the town of Westport. Pardon, soon after his marriage to a Freetown lady built a home and a shoe shop on North Main Street in the vicinity of the present North Burial Grounds. He employed several workers in addition to his sons and not only supplied the local trade but shipped shoes "South" and to the West Indies. Pardon's son Abner, who was the father of Stephen and William C. Davol prominent cotton manufacturers was one of the six householders, on North Main Street, in "the village", in 1803. (Fascicle I, p. 73.) Abner was also a shoemaker. His home and shop were burned in the fire of 1843. He spent the closing years of his life with his son Stephen in the house now standing, next north of the First Baptist Church.⁶

Where there was water-power, saw, grist and fulling mills were operated. Individuals, here and there carried on their trades. The sound of the fishmonger's horn and the jingle of the bell on the peddler's cart could be heard on the highways and byways.

With the advent of cotton manufacturing, a market was opened for farm products and larger opportunities for merchandising arose.

In 1789, Massachusetts authorized the establishment of school districts (Fascicle II, p. 48). When spelling books became available spelling bees

⁴ The editor borrowed the phrase from a scholarly article by the late Eric P. Jackson of Fall River published in a bulletin of the Geographical Society of Philadelphia.

⁵ "The Davol Genealogy" by William M. Emery.

⁶ See footnote, Fascicle II, p. 11.

were popular and these mental contests largely took the place of the athletic contests of today. It is almost exactly one hundred years ago when my father began his schooling in a district school, attending from the age of five, whenever the weather and transportation allowed. From his description of early schooling, it seems that many social functions were held in the district school houses, which were a sort of a "civic center" for the farm people who composed the inhabitants at that time.

Farming life was then very monotonous, especially in the winter time. When supper dishes were cleaned away, grandmother would take her place on one side of a little square table on which was an oil lamp and would take up her knitting, while grandfather would take his seat on the other side of the table and attend the fireplace, which was fitted to burn cord wood and supplied, except for the kitchen stove, the heat for the house. Children, servants and guests would complete a circle around the fireplace, with the grandchildren at one end of the line in the corner. Almost exactly as the clock struck nine, grandmother would rise and take her lamp into her own chamber; grandfather would, as soon as the wood had burned to charcoal, gather the coals together and cover them with ashes for the night, after which he and the other members of the household retired to their rooms, in order that the master of the house might have six hours of needed rest, the lady of the house seven hours and the children eight. All except the one who was to sleep in the little kitchen bedroom would go "up stairs", undress quickly and snuggle into the feather bed until morning. Somewhere between three and four o'clock grandfather having completed his six hours of rest would take his lantern to the barn to see that the stock were safe, call the hired man, rake the ashes from the fireplace and start a new fire from the old live coals. An hour later grandmother would appear and begin preparations for breakfast. We children would jump out of bed in our flannel nightgowns and run for the fireplace with our clothes in one hand, our shoes in the other, though if I occupied the kitchen bedroom, grandmother would let me sleep until the rooms were warm. With milking completed, a hot breakfast stowed away, the working guests would begin their day's work which lasted from sunup to sundown, with the dinner period out. The cobbler would be the guest on some occasions and he would measure the master for his boots, the mistress for her shoes, sew the tops and peg the soles, as the different branches of the trade were reached and when the work on the family shoes was completed his yearly visit to the farm would be ended.

The hired man took care of the barn and the poultry. Grandfather would repair to his workshop where he would perhaps be making new wheels for the wagons and carts and repairing farm tools and barn equipment during the winter, so that an extra supply would be available for summer use. If he had to go to the blacksmith for a new tire or for the sharpening or repairing of tools, the children would bundle in with him on their way to school. Grandmother had her spinning wheel, spun her own yarn, dipped her own candles and at the proper season dried or preserved her own fruits and vegetables. In the fall, a tierce of mackerel and other salt fish would be placed in the cellar; a beeve would be killed and the beef salted. The pork barrel would be replenished with new brine and refilled with pork. The winter days were very dreary; the evenings very long. Politics and social questions were discussed around the fire.

Social and business trips were infrequent during the winter but in the milder seasons and on holidays and special occasions there were days and evenings of relaxation away from home. Then it was the district schoolhouse came prominently into use. The advanced scholars and the graduates of the school gathered there for spelling bees, debates and oratorical efforts. I am told that my father (Mark Phillips) and his cousins were proficient in individual and social sketches and that they were invited to furnish entertainments in other districts. At the end of these entertainments, a collection was sometimes taken to defray expenses. One of my father's cousins, Nathaniel Porter⁷ by name, is mentioned and his portrait published in the history of Freetown because he was the dancing teacher of the town. At periodical times, he would walk from East Bridgewater to Freetown, teach the dancing classes there during the evening and walk back to East Bridgewater the following day, a distance each way of approximately twenty-five miles. Square dances were then in vogue and they were ordinarily held in the district schoolhouses.

Men of prominence addressed their constituency in these places, sometimes political rallies were held and there the district members met to vote on district policies, including the election of teachers and officials to care for the public property. It is therefore small wonder that when the legislature at the urgency of the educators, who felt that the district schools interfered with their program, passed a law abolishing the district system in 1850, the farmers objected so strenuously, that the abolition was repealed during the same year. Ten years later the system was finally abolished.

⁷ See Fascicle I, p. 90.

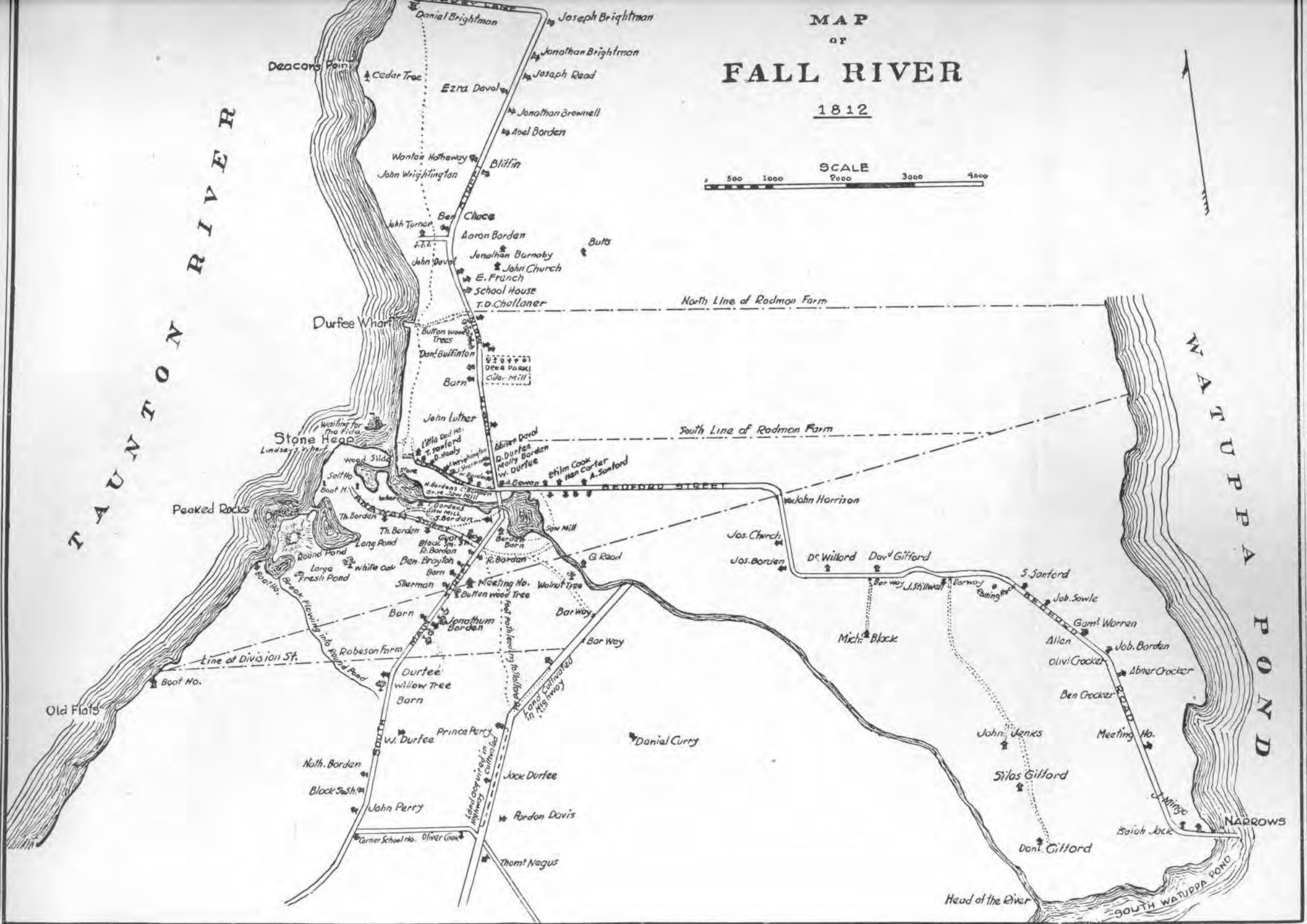
MAP OF FALL RIVER

1812



TAUNTON RIVER

WATUPPA POND



Chapter III

A RECAPITULATION
ORIGINAL AND PRESENT BOUNDARIES
FALL RIVER, RHODE ISLAND

It will be advisable, before considering the corporate development of Fall River, to review briefly the dates and events leading up to the establishment of our present boundary lines with those of our neighboring cities and towns.

When, in 1685, Plymouth, Barnstable and Bristol Counties were established and in 1692 became united with the Massachusetts Bay Colonies, what is now the town of Bristol, Rhode Island was the shire town of Bristol County, Massachusetts and so remained until 1747, when it became a part of Rhode Island, and Taunton became the shire town of Bristol County, Massachusetts. It was on September 14, 1680 that Bristol was deeded to four merchants of Boston for 1100 pounds and described under the names of Mt. Hope and Poppasquash Neck. Bristol was incorporated in 1681.

Little Compton incorporated June 6, 1682 and Tiverton incorporated March 2, 1692, both included in the Pocasset Purchase (Fascicle I, p. 109), also became a part of Rhode Island in 1747. Only that part of the Pocasset Purchase north of the "Buttonwood Line" remained in Massachusetts. See 1812 map of Fall River.

Fall River, Rhode Island

In May, 1856, the General Assembly of Rhode Island passed an act dividing the town of Tiverton and incorporating the northerly portion as the town of Fall River, Rhode Island. This act became effective in October, 1856. This new town was bounded northerly by Fall River, Massachusetts; westerly by Mt. Hope Bay and southerly by what is now State Avenue, that being the line which separated the eleventh from the twelfth great lot in the first division of the Pocasset purchase. This line extended easterly across the south Watuppa Pond until it met the old Dartmouth town line.

This division was brought about by two separate causes, — first because the northerly portion of the town of Tiverton had grown so rapidly and the expense of maintaining its streets and buildings was so great that unfair taxation on those who lived in the southern portion of the town was imminent; secondly because those who lived at Globe Corners wished to be separated from the parent town.

The first town meeting of Fall River, Rhode Island was held in the hall of the Cascade Engine house on October 21, 1856, with one hundred and fifty-five voters present. Frederic A. Boomer was the moderator and the town council and probate court were a single body composed of Gardner T. Dean, Ucal Woodman and Jirah B. Pettey. Elihu Grant was the town clerk, treasurer and collector, and the town sergeant was Joseph R. Plummer. The school committee was composed of Elihu Grant, Nathan N. Buffinton and Frederic A. Boomer. Prelet D. Conant became the justice of the peace.

A listing of the property owned by the new town showed that its real estate consisted of the town farm, the town house and the engine house, which included the engine and the lock-up. There were six school buildings owned by the town; — The Jenck's School, a one room building afterwards known as the Turnpike School (Fascicle II, p. 60) where Thomas A. Francis taught; the Third Street School where William Williams taught the grammar pupils. George W. Locke (Fascicle II, p. 75) was first employed by Fall River, R. I. to be principal of the Osborn Street School with Mary S. Osborn as his assistant. Ariadne J. Borden taught District School No. 3 and Angeretta Schemerhorn District School No. 6 in Globe Village. At the time these schools were incorporated in the Fall River, Massachusetts system, William Connell, Jr., later to be elected Superintendent of Schools was principal of the Mt. Hope Village School in District No. 5. Susan A. Waterman was his assistant.

At the first town meeting, money was appropriated for the support of the engine and Cascade Hall and a separate committee was authorized to purchase a town farm and to put the farm and buildings in suitable repair, the cost not to exceed \$2,000.

In 1858 an appropriation to construct sidewalks on Main Street from state line to Cascade Hall and on South Bank Street from Main Street to Fourth Street was defeated. In 1859, a single street light was authorized at the corner of Main and Tasker Streets. The members of the school committee were voted \$25.00 a year and the salary of each assessor was increased from \$10.00 to \$15.00 a year. There were forty members of the

Cascade Hand-engine Company and these were to receive \$5.00 each per year.

At the beginning of the Civil War in April 1861, the town voted a bounty of \$10.00 per month to such residents as would voluntarily enlist for service but seven months later (in November), the monthly allowance was withdrawn and a flat bounty of \$20.00 was substituted.

The last town meeting of the town of Fall River, Rhode Island was held November 2, 1861. The town was in existence for practically five years and much trouble arose from the fact that the two Fall River towns were closely allied and the boundary line so confused that separate policing of the two towns was ineffective.

There had been some industrial developments, along or near the outlet stream of Cook Pond (Fascicle II, pp. 151-153) in those sections of Fall River, Rhode Island known as Globe Village and Mt. Hope Village. The Bay State Print Works was located in Globe Village and in Mt. Hope Village there were three small thread mills; — the Fall River Thread Company, Oliver Chace's Thread Mill and one operated by Joseph M. Davis. Chace and Trafford operated a mill manufacturing cotton batting, yarn and twine, James Winward's glue factory and A. G. Thurston's machine shop were in the same neighborhood. Jephtha Walon kept the general store.

There was in 1872 when the author first moved to Fall River, no physical point of separation of these two municipalities, except the old buttonwood tree which stood in a narrow lot of vacant land on the easterly side of South Main Street, just north of the head of Columbia Street. At that time the structures on each side of South Main Street were mostly single dwellings with stores underneath and rented tenements above. None of the buildings seemed less than ten years old and therefore must have been in existence at the time the two towns were consolidated. At the northeast corner of Rodman and South Main Streets was the Philander Borden Building, a brick structure with an outside stairway on the south side. In a corner store, one Fearnley conducted a stationery and newspaper store which was much frequented.

The largest store in this locality was that of John D. Flint, later known as "Flint's Exchange". It was a furniture store carrying general equipment, situate on the westerly side of South Main Street diagonally across from the boundary tree. Flint's tin-peddler carts journeyed throughout the suburbs and adjoining towns and for miles around were signs, on fences, old buildings and trees calling upon the public to trade at "Flint's".

Adjoining the line tree was a liquor store kept by Jeremiah Brown in an old building which had formerly been the "Old Line Meeting House",¹ with a covered veranda reaching from the store front to the sidewalk.

Fall River, Mass. and Fall River, R. I. were united on March 1, 1862 which was the effective date on which the southerly line of Massachusetts was moved from Columbia Street to State Avenue at the southerly line of the town of Fall River, R. I. Fall River, R. I. added a population of 593, an area of nine square miles and a value in taxable property of \$1,948,378 to Fall River, Massachusetts. Acts which were necessary to adjust the government of Fall River, Rhode Island to its new surroundings included a revision of the lot lines, provision for the care of the Cascade engine and engine house, a transfer of schoolhouses and school obligations and the taking over of the town farm. The acquisition of new territory was hailed with deep gratification on both sides of the line. A record indicates that it "meant the protection of moral and social improvement and the enhancing of material interests".

A celebration to commemorate the union was held in Fall River on Saturday, March 1, 1862, to begin when the city hall bell struck the noon hour. In spite of the distractions due to the Civil War, there was an enthusiastic assemblage in the city hall in the evening. A general committee in charge of this celebration was Robert Adams, Weaver Osborn and George O. Fairbanks, to which each town added a committee. A procession was formed on the former Rhode Island side of the line, in front of National Hall, which was a building erected by the town on land leased for school purposes from private owners, at the northeasterly corner of South Main and Morgan Streets. National Hall was maintained by the city of Fall River as a primary school after the union.

The procession was escorted by the National Guard and this contingent and a large concourse of other people occupied every seat in the city hall auditorium. The assembly was addressed by Mayor Edward P. Buffinton. During the service, patriotic songs were rendered under the direction of Parker Borden, with the members of his singing classes. At this assembly there was a formal presentation to the city of Fall River of all the records of the Rhode Island town by Joseph Healy, then town clerk. The records were received by Frederick A. Boomer on behalf of the city. An address was made by Rev. Elihu Grant in behalf of Rhode Island to which Hon. Foster Hooper responded for Fall River. He stated that the

¹ See illustration, Fascicle II.

union of the towns was the fruit of his labors for the "last seventeen years". A written communication was read from State Senator Robert T. Davis. Congratulatory addresses were made by Prelet D. Conant, J. G. Sargent² and C. R. Goodman all of whom were prominent men.

It was in honor of this event that the city authorized a new map to be prepared and the issue of a second edition of Fowler's History of Fall River, with special reference to the boundary controversy (Fascicle I, Chapter XIV) which was now at an end.

The city government directed that the committee having charge of the town farm in Fall River should assume charge of the town farm formerly in Rhode Island and that the fire engineers take charge of the Cascade engine and engine house. At that time the city had begun to purchase steam fire engines and the "Old Cascade" was the last hand engine to see service in the department. There was evidently no post office in Fall River, Rhode Island.

Readjustments to the North

Concerning the settlements of Pilgrim families southward, the Massachusetts Historical Society (Coll. Mass. Hist. Soc., Vol. III) reports that "Nemasket is that part of Middleborough where the English began their plantation and increased to about sixteen families before Philip began his war, in June, 1675".

The first acquisition of land from the Indians in Taunton, known as the Titiquet Purchase (Titiquet being the Indian name for Taunton River) was made in 1637. Dighton and Berkley were formerly a part of Taunton. Dighton was incorporated in 1712 and Berkley became a township in 1735.

Somerset previous to its incorporation in 1790 was a part of Swansea incorporated in 1667, after its separation from Rehoboth established in 1645, which included at first, Swansea, Seekonk, Attleboro and all or parts of Pawtucket, Warren, Barrington and Cumberland.

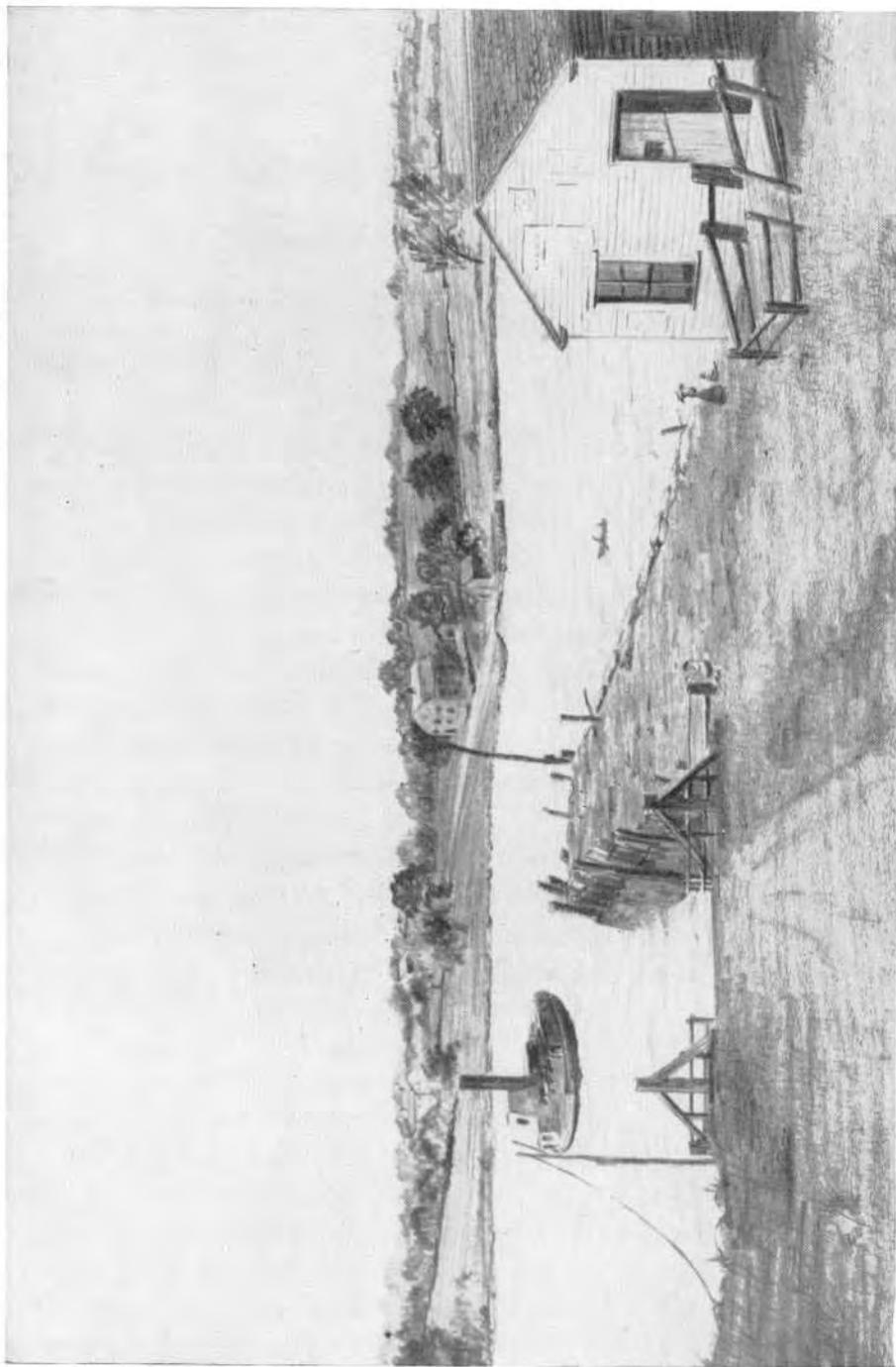
Westport, previous to 1787 a part of Dartmouth, was set apart in 1664. Dartmouth then also included New Bedford and Fairhaven. "The Indian name for New Bedford was Acchusnutt or Achusnet." It became a separate town in 1787.

Freetown, which at first included that part of Fall River north of Bedford Street and the lower reaches of the "Quequechan" was settled in

² Mr. Sargent kept a store at No. 4, Granite Block for many years where the finest dress goods were sold. The Sargent Building built by his brother Frank for their increased business is still standing on North Main Street.

1659 and incorporated in 1683. Fall River was set off from Freetown in 1803.

Before, and for a time after Fall River or Troy became a town, there were three localities of special interest, Assonet, now a part of Freetown, Steep Brook and the village of Fallsriver, near the falls of the "Quequechan". The neighborhood where the dwelling of the first settler, Matthew Boomer (1675) was located, assumed some importance. (Fascicle I, pp. 85 and 86.) Assonet Village continued to be of importance and steadily increased in population until about 1830 but when rail transportation opened, freight traffic was diverted from the small rivers and the exports from Freetown became very small. The Steep Brook and Brownell Street neighborhoods became overshadowed by the development of industry in the village of Fallsriver.



*From dam'ing made under supervision of
George A. Griffiths*

SLADE'S FERRY

Courtesy Hotel Mellon

Chapter IV

POST ROADS – STAGE LINES – TAVERNS

Post Roads

Before 1800, the roads were hardly more than rough ways used by horseback riders and crude carts. A New Bedford history states that when the stage line to Taunton was started at the turn of the century, the lower branches of the trees had to be cut off before the coaches could use the roadway previously used only by riders and pedestrians.

Fall River's (then Freetown) most travelled road was the Assonet-Tiverton Post Road, with the branch to the Slade-Brightman Ferry. Travellers from Providence to New Bedford or from the "Four Corners" (Main and Central Streets) went via North Main Street to Steep Brook Corners turned east at Wilson Road then over the Yellow Hill Road (then called Wilson Road) to Hixville and beyond. The North-South traffic on Main Street was most important as most of the town's business was done with Newport, Assonet and Taunton the shire town.

Another through way was the Copicut Road, which was the shortest route for citizens of Russells Mills and South Dartmouth to reach the Court of General Sessions at Taunton. After Fall River was set off as a town, the records were filled with petitions in the warrants for repairs of this road but the town fathers were evidently frugal in their appropriations as the same request appeared year after year.

Another road out of town, which might be classified as a post road inasmuch as it was later traversed by stage coaches, was known as the Back Way or Back Road to Adamsville. At first traffic travelled south on Main Street to Stafford Street (Hamlet Street), east, across Eight Rod Way and south by Stafford and Crandall Roads. This route was used to avoid the hill on Second Street.

At first Fish and Fighting Rock, now Bell Rock Roads, were mere cart paths.

Fall River and Watuppa Turnpike Corporation

The road to New Bedford from the "Four Corners" was by way of Bedford Street (then Central Street) to "Quarry", south to "County", easterly and again southerly to the Narrows. Although it was called the King's Highway and later the Old New Bedford Road, it was in such a deplorable condition that in 1827 a group of Troy citizens applied to the Rhode Island Assembly for a charter to operate a turnpike along the present line of Pleasant Street starting approximately at the present corner of Thirteenth Street across a ford at the Narrows, to the Westport line opposite the house of Charles H. Macomber. The old boundary line was then in effect so the corporation operated wholly in Rhode Island.

The charter was granted to Nathaniel B. Borden, Simeon Borden, James Ford and others. Nathaniel B. Borden was president, Simeon Borden was secretary and Abner Green Davol collector. All three served the twenty-nine years the company operated.

The turnpike was to be 49½ feet wide and the company was instructed to erect a sign board with the rates of toll fairly and legibly written or printed thereon. This toll board is still in the possession of the Langley family, descendants of Abner Green Davol, the collector of tolls. The tolls were as follows and surely are of a forgotten era. For every "waggon", cart, truck or sled drawn by two horses or oxen, six and a quarter cents, with two cents for every additional beast; for every mail stage, coach chariot, phaeton or curricule, twelve and a half cents; for every chaise, chair, "sulkey", sleigh, calash or other pleasure carriage, drawn by one horse, six and a quarter cents, and for every additional horse three cents; for horse cart or wagon, with one horse, four cents; for a person and horse, two cents; neat cattle in droves, per head one cent; horses and mules, in droves, two cents; and for every swine and sheep in droves, half a cent. There were the following exceptions:—Toll shall not be exacted from any person or persons passing said toll gate for the purpose of attending town councils, town meetings, funerals or those going to or from performance of military duty, or the express purpose of agriculture or after a physician. The exceptions would seem to cover most all foot travel. Individuals afoot could easily avoid the collector at the toll house.

The proprietors could lower but not raise the tolls at any time. Shares were to be \$50.00 each and the amount of the capital stock was not stated in the charter but \$7000 in all was raised and the turnpike built. In 1838 the Rhode Island Assembly amended the charter to force the company to

erect and maintain a bridge across the Narrows in Tiverton. The company was allowed to pay up to 12% yearly under its charter and paid liberal dividends.

In 1865, after the boundary line had been changed, the Bristol County Commissioners made it a public thoroughfare and the county, City of Fall River and the Town of Westport refunded to the stockholders the \$7000 originally invested.

The toll house was on the south side of the "pike" where Stafford Square is now. The stream at this place then reached the roadway and the toll house overhung the water. Here Mr. Davol, the collector lived, hung out the toll sign, collected the tolls, received a monthly wage and in addition all collections after 10 p. m. The old toll house, after many movings and changes still stands north of Bedford Street between Robeson and Tremont Streets.

The pictures of the toll house and of Slade's Ferry were reproduced under the careful supervision of Mr. George Griffiths; one well versed in local facts and traditions.

The Stone Bridge and Fall River Turnpike

The Stone Bridge and Fall River Turnpike was also wholly in Rhode Island and the charter was granted by the Rhode Island Assembly.

The petition to incorporate was presented in October, 1837 by Nathaniel S. Ruggles, Thomas Tasker and Harvey Chace who became the incorporators. The first meeting was held at the home of Oliver Chace, Jr. and the charter was granted in January, 1838.

The tolls and general wording of the act followed closely the phrasing of the "Watuppa Company" but the tolls were almost twice as high. Thomas Tucker, Harvey Chace and William Canedy were the first directors.

The turnpike started at the Massachusetts-Rhode Island boundary line on land of Andrew Robeson, at the corner of what is now Bay and William Streets and ran southerly and westerly by the most convenient route to the Stone Bridge at Tiverton. The company was allowed to extend the roadway to Ferry Street in Massachusetts. Although this road would have "cut out" Townsend and Anthony's Hills in Tiverton, it was never used by the stage lines.

Construction was slow, for not until June, 1839 did "The Assembly" grant the right to erect a toll gate on Bay Street. In the meantime, a branch

road to the Tiverton (Globe) Print Works and Earl B. Anthony's store¹ on the Post Road had been completed. This branch is now Globe Street and from the wording of the Act probably existed as a lane previous to 1839. The Tiverton map of 1854 locates a toll house south of the one mentioned in histories which was at the corner of Chace and Bay Streets.

The line of the turnpike was Bay Street to the present state line, the right of way of the railroad to the "Stills" near Osborn's Wharf (Sinclair Oil Company) and from there to the foot of Anthony's Hill, the old road still parallels the railroad.

The Fall River and Newport Railroad took over the "Turnpike Company" in 1862; the same year the state boundary line was changed. A Fall River city record of March 2, 1863 shows a peculiar disposition of Bay Street stating "That so much of the road known as the Fall River and Stone Bridge Turnpike as is within the limits of the city be regarded as a Public Highway so long as for public traffic, its free use is allowed and that it be in charge of the Supt. of Streets and Highways and repaired as are others of the city." This makes Bay Street interesting as a street which is regarded as a public highway without definitely being so laid out.

The "Company" was not as prosperous as the "Fall River and Watappa Company" but when the "Railroad" took it over the stockholders received a part of their original investment.

Stage Lines

The first stage line from Boston to Newport which passed through the village of Fall River was started in 1797, by James Hidden of Newport, who called himself a "Stagedriver". It was short lived; Hidden stating, that just when the stage line was becoming prosperous, the destruction of the bridge at Howland's Ferry (Stone Bridge), in November, 1797 ruined his business and he lost his life savings and herewith applied for old age assistance.

In 1808, a line was placed on the road to run via Taunton, Berkley, Dighton² and Troy which used the bridge at Tiverton when rebuilt in 1810. A stage left Worthington's Tavern, Bromfield Street, Boston every day except Sunday at 5 a. m. and arrived at Newport at 6 p. m. if not delayed. The line was known as "the Newport Commercial".

Previous to 1808, the stages from Boston to Newport ran via Attleborough, East Providence and Bristol Ferry. By the new route the bridge

¹ E. B. Anthony's store was at Globe Corners, south west.

² Dighton passengers probably connected with the stage by ferry.



*From drawing made under supervision of
George A. Griffiths*

TOLL HOUSE

Courtesy Hotel Mellen

at Tiverton dispensed with the undependable sail ferry at Bristol and saved a day on the trip. It was used by passengers to New York who, when they reached Newport boarded a fast sailing packet and thus saving two or three days over the shore stage line which took from four to six days depending on the season and road conditions.

Most of the glamour of stage coach travel is found in books and pictures for the roads were in dreadful condition. The stretch from Boston to Providence was called "tolerable" but west of Providence, the "pike" was always in a deplorable condition. For comfort and dependability, the stage line to Newport and the fast packet to New York were the predecessors of the "Boat Train" and the Fall River Line to New York.

The stage business became so prosperous that a holding company for the lines running out of Boston was formed which included "The Newport Commercial." The holding company thrived until the advent of the railroads when it vanished almost over night.

The stages of the Newport line carried six passengers and often a baggage wagon followed. The fare from Boston to Fall River village was \$4.00, later \$2.00. Stage line terminals were much sought after by taverns. Trask's, Boyden's and the Indian Tavern on Bromfield Street in Boston were the starting points in succession. This side of Taunton, stops were made at The French Tavern in Berkley, the Green Dragon³ at Steep Brook and Crump's Tavern at Tiverton. That part of the line from Boston to Taunton was discontinued when the railroad was finished to Taunton. The last stage from Fall River to Taunton ran July 1, 1849, four years after the Fall River branch via Myricks was opened.

Lest we think travel was luxurious, we note that two stage drivers were frozen to death on the local route and one of our citizens, living at the foot of Townsend Hill, day or night, winter or summer, when the stage horn sounded, stopped his work or jumped out of bed, harnessed a pair of horses and helped pull the stage over the hill, while men passengers plodded up the hill.

A stage line from Fall River to Newport was in operation until 1877; thirteen years after the railroad to Newport was completed. Passengers from Little Compton connected with the line at Tiverton which continued along the east road on the "Island"; a section distant from the railroad.

The Fall River-Providence line was started in 1825 by Isaac Fish. The first year, passengers only could be accommodated on the ferry. In 1826,

³ Fascicle I, p. 89.

a horse boat was first used and the coaches were transported. In bad weather, the boats often could not make the slip but they were equipped with aprons which allowed vehicles to be run ashore. Steam ferry boats came in 1847 and carried the stages until 1876, when the Slade Ferry Bridge was built and the stage line discontinued.

The Fall River-New Bedford line was also started in 1825. The first owner was I. H. Bartlett. It ran north on the Post Road to Steep Brook, then east on Wilson Road⁴ and Copicut Road to Hicksville and New Bedford. In 1838, a bridge was built at the South Narrows of Watuppa Pond and the line used the "Turnpike" and the Old New Bedford Road. In 1839, stages ran three times a week. In 1844, they ran every week day; three days via Hicks Meeting House, three days via Westport. A stage ran from Fall River to New Bedford daily on the arrival of the Providence boat. The regular New Bedford line was in operation as late as 1880 with A. Richards as proprietor. The Providence, Warren and Bristol coaches "intersected" the New Bedford lines. The Warren and Bristol line provided transportation every week day while at the same time stages to Providence via Swansea and Barneyville were available only three times a week.

In 1878, S. A. and J. C. Peckham started a stage line to Adamsville and Westport Harbor. Arthur C. Macomber took over in 1892 and his brother Charles D. Macomber five years later. This was a summer line and continued until 1925.

The longest lived of all was the Little Compton line. In the early days, it ran via Tiverton Four Corners and Adamsville. Later it dropped the Adamsville detour. T. K. Perry was the proprietor for many years. Church & Gifford were the last owners and they continued to operate until about 1915. In later years, the northern terminal was the Tiverton railroad station.

Rufus B. Kinsley was the guiding spirit of the important lines. At one time he was proprietor of all of them. His headquarters, at first at the Exchange Hotel on Rock Street moved to the Manufacturers' Hotel and as time went on, to the Pocasset House. After the fire of 1843, headquarters were established at the Slade House and finally at the Mt. Hope House. His office continued in the express business until absorbed by Earl & Prew.

Post Houses, Taverns and Hotels

In colonial days, the keeper of a post house, ordinary, tavern, inn or public house by whatever name it was called, was always a person of con-

⁴ Yellow Hill Road at that time was called Wilson Road.

sequence. They alone were allowed to sell victuals and liquor and as men of distinction in their community were generally public officials.

Court orders of the Plymouth and later Massachusetts Colonies were needed for the earliest public houses. Later (1786), the Court of Sessions of the Peace, composed of Justices of the Peace in the district and then (1827), the County Commissioners granted licenses.

The colonists brought with them English common law and customs. The "Ordinary" was the town's house of public entertainment and the village club house, providing food, drink and lodging. Some were victualers only; some vintners, dispensing wine, beer and cider or wine and strong liquor. Sometimes an ordinary, falling into disrepute, was restricted or closed.

Before the establishment of the first stage line, public houses of any sort were scarce within the Fall River area. Robert Miller had kept a tavern on the Post Road just north of the North Christian Church. It was destroyed by fire in 1775. Another tavern in the same locality was of short life.

Before Fall River became a town in 1803, Joseph and Stephen Borden were innholders at the village "Four Corners". In 1806, Phebe Borden, widow of George and niece of Stephen, moved from "over the pond" and opened the Mansion House on West Central Street near the Central Street entrance of the Durfee Theatre. In 1807, she married Major Bradford Durfee and together they conducted the inn until 1828. In its day it was the "genteel" hostel of the village and the only one. It had a very high stone post in front serving as a hitching and sign post.

The Brightman family at the Fall River end of the Slade-Brightman Ferry accommodated travellers as did the Slades and Preserved Brayton on the Somerset side.

The Green Dragon Inn which was located at the southwesterly corner of North Main Street and Wilson Road was, until stages ran from Providence and New Bedford, our only real post house. It still stands although much altered. It was there the stage horses were changed and travellers obtained victuals and liquor. The inn was run by Orin Eddy and the swinging sign over the door read—"Beer and Oysters and Horsekeeping". It was closed as an inn in the early eighteen thirties.

In 1825, Sabin Blake was running a public house at what is now the corner of North Main and Bedford Streets. It must have been of some importance for other businesses stated in advertisements that they were

opposite or next to Blake's Hotel. In 1827, Robert Cooke had an oyster house in the basement.

In 1829, James G. Bowen advertised in "The Monitor" the opening of an inn at Bowenville.

The Manufacturers' Hotel, which opened before 1832 was on the north side of Main Street just north of Central Street. It was owned by S. Sanford and a stage stable and booking office was opposite at the corner of Granite Street. It was destroyed in the fire of 1843.

In 1832, the "Pocasset Company" voted to erect a building and operate a hotel at the corner of the "Post Road and the Turnpike" (Pleasant Street). The stone building used for a stable still stands on the northeasterly corner of Pleasant and Second Streets. John Wilder was the first manager; followed the next year by Moses Lawton. It was a temperance inn; one of the few that were successful. It operated until destroyed by the fire of 1843. It had been a money maker and the shrewd Pocasset Company sold it in 1839 to Nathaniel B. Borden who maintained its popularity until the fire. Mr. Borden suffered the largest loss of any individual in the village by the fire. Twenty-six thousand dollars was a tremendous amount in those days. Neither the Pocasset House nor the Manufacturers' Hotel (the only inns in the village), were rebuilt.

There have been two "Exchange Hotels". The one on Rock was built by John C. Borden in 1827 as his private residence. In 1833, Mr. Borden died and the house became a hotel. A stock company was formed. The first proprietor was James Valentine, to be followed somewhat later by John D. Thornton. The hotel, situate where the Second District Court-house now stands, was the center of a large estate extending from Bedford Street to the Rodman Farm (See map of 1812) and from Purchase Street nearly to Oak Street. In 1840, the hotel was closed and the property acquired by Horatio N. Gunn. It was used by his family as a residence until torn down in 1910. The stone stable which was opposite on Rock Street was a stage headquarters operated by Rufus B. Kinsley. Later it was Kirby's Stable and was not demolished until 1904. The late Benjamin Buffinton stated that the "Gunn House", so called, was a remarkable structure in its day, with fifty-five rooms, hand carved mantels and window casings, with floors, ceilings and doors of hard pine and walls decorated by landscape artists.

We now start a new era after the great fire. In 1844, three hotels were opened, The "Massasoit" on North Main Street which lasted but a year,

The Union House on South Main Street kept by Sabin Blake, the former proprietor of Blake's Hotel. He sold it the next year to Charles Proctor. It soon closed.

The Slade House (See illustration Fascicle II) at the southwest corner of North Main and Elm Streets was a four story brick house, one of the largest and most pretentious in town. It had been the private residence of Nathan Slade. After the fire, Mr. Slade opened it as a hotel. At the opening, the thanks of a gathering of citizens were tendered Mr. Slade for his generous philanthropy and kindness in the hour of need. The residence was discontinued as a hotel about 1852.

In 1845, The Mt. Hope House, on the east side of Main Street between "Franklin" and "Bank" was erected by Dr. Nathan Durfee, Dr. Jason H. Archer and Mrs. Fidelia B. Durfee and was opened as a hotel under the management of William A. Waite. In 1863, Salmon Hooper was the proprietor who, with his son Charles E. ran the hotel until 1878, when it changed its name and management. From 1878 to 1902 it was the Narragansett Hotel. There were many managers. In 1895, John B. Porter was in charge and remained until it closed. The Bristol House, in the same location lasted until 1915. In the early years it was a stage headquarters with a stable in the rear.

The Evans House opened in the old Fall River National Bank Building⁶ and remained there for three years. In 1890, the hotel moved into the north end of the Mt. Hope Block where it took over the business of the "Norwood". William C. Evans, George K. Saville and Mark Samways were the managers. The south end of the block was torn down. The name Evans House is still readable on the north end.

Samuel Sanford of Boston opened the second Exchange Hotel in a brick block erected on the site of the Manufacturers' Hotel, in 1846. The first managers were Chamberlain and Jewett who came from the Broomfield House in Boston. Mr. Sanford also purchased the stone stable which was across Main Street south of "Granite", for the use of the hotel. Blake and Kirby ran the stable in 1855. This was the Kirby family that later ran Kirby's stable on Rock Street until 1904. In the December thirtieth edition of the "Weekly News" B. Hawkins announced that he would manage the Exchange Hotel beginning January 1, 1853.

In 1847, Mr. Sanford built a brick block on Central Street which housed eating and lodging rooms for seventy years. Dr. S. D. Richardson

⁶ See illustration Fascicle II.

of Boston acquired, in 1858, the brick buildings on Main and Central Streets from the estate of Samuel Sanford and the name of the hotel was changed to Richardson House. William Hodges was the first proprietor followed by William B. Niles in 1866. For eighteen years it continued as a lodging house under many different managers. In 1884, A. S. Tripp advertised one hundred twenty-five nicely furnished rooms, with a first class restaurant attached. There were entrances to the hotel on both Main and Central Streets. In 1905, the name was changed to Central House and Charles S. Hawes became manager. Thomas J. Marr followed him.

By 1914, William Durfee, whose father had acquired the property, remodeled the building and under his management, the Mohican Hotel became the city's largest hostelry, accommodating five hundred guests. It was destroyed in the fire of 1928.

Darius Wilbur, long known as King Wilbur (a most majestic man he was) opened a small restaurant in 1869, on the ground floor of a building on the northeasterly corner of North Main and Granite Streets.

The upper floors were first rented as tenements, then as the tenants moved out, Mr. Wilbur refurnished the rooms, finally converting the entire building into the Wilbur House, a hotel. There was no well on the premises. Before the introduction of city water it was obtained from a well on Bank Street and wheeled to the hotel in barrels. "King" Wilbur died in 1883 and his son George K. Wilbur operated the hotel until 1898, when he sold it to Marsden and Eagan. In 1902, William A. Leary acquired an interest and later became the sole owner. The building was destroyed by the fire of 1928. In the seventies and eighties it was Fall River's leading hotel.

From 1850 to 1880, a number of small hotels operated, for short periods on Bedford Street. Some carried most imposing advertisements in the newspapers; the largest and most impressive being Perry Davis' Oyster House. Mr. Davis was later known to the world as the originator of his famous "Pain Killer".

Many eating and lodging quarters were established in the old Richardson House on Main and Central Streets.

The most famous and perhaps the most infamous of the outlying hostels was the Union House at the "Narrows". Opened in 1864, it was said to be evening headquarters for the returning Union veterans. It had a varied career, under many proprietors. The name was changed to "The Waptappa" in 1882. Thirty-two years of continued operation, at the eastern entrance to the city made it well known.

The Hotel Mellen built by the Border City Hotel Company, with George F. Mellen as president and chief promoter, was opened October 18, 1888, by a grand reception, at which over six hundred of Fall River's social citizenry were present.

The company was capitalized at \$150,000.00. Mr. Mellen did not manage the hotel himself. The first lessees were the Bowker Brothers and George W. Bowker was the manager. Through fifty odd years there has been a procession of owners and managers, until Eugene J. Pontiff acquired control in 1936.⁶ For years the chief competitors of "The Mellen" were "The Wilbur" and "The Mohican", both destroyed in the fire of 1928.

⁶ A fire gutted the Hotel Mellen, Sept. 27, 1943. It has been rebuilt by Mr. Pontiff and now has a capacity of one hundred and forty guests in comparison with fifty-four when opened. "The Mellen" is now (1946) our leading hotel.

Chapter V

THE TOWN OF FALLRIVER, 1803

THE TOWN OF TROY, 1804

THE TOWN OF FALL RIVER, 1834

It was twenty-four years after the Freeman's Purchase that Freetown was incorporated; eighty-eight years before the line was extended south to the "buttonwood tree" and one hundred forty-four years, when the town of Fallriver was separated from Freetown and incorporated.

"1802, CHAPTER 89 OF THE ACTS OF 1802. JANUARY SESSION CHAPTER 51, AN ACT TO DIVIDE THE TOWN OF FREETOWN AND TO INCORPORATE THE SOUTHERLY PART THEREOF INTO A SEPARATE TOWN BY THE NAME OF FALLRIVER."

"Section 1. Be it enacted by the Senate and House of Representatives in General Court assembly and by the authority of the same, that the southerly part of Freetown in the County of Bristol as described within the following bounds, that the inhabitants thereof, be and they are hereby incorporated into a separate town by the name of Fallriver, viz: beginning on the Taunton Great River so-called and thence running southerly 70° east on the line dividing the lands belonging to the heirs of William Valentine and so continuing the same course about 1860 rods till it intersects a line running from the town of Dartmouth North 12° East at the east end of the twenty acre lot owned by Thomas Borden and Richard Borden; thence on the line last mentioned to Dartmouth line; thence by the line of the towns to Dartmouth and Westport to the State of Rhode Island; thence on the line of last state into said river; thence by the channel of said river to the bounds first mentioned. And the said town of Fallriver is hereby vested with all the powers and privileges, rights and immunities to which other towns are entitled by the constitution and laws of the Commonwealth.

"Section 2. Be it further enacted that the said town of Fallriver shall pay all arrears of taxes, which have been assessed upon them, together with their proportion of all debts owed by said town of Freetown prior to the date of this act, and all questions relative to property already existing shall be assessed and settled in the same manner as though this act has not been made; and that all property rights and credits of said town of Freetown be received and enjoyed by the town of Fallriver according to their proportion of the taxes of said Freetown, assessed in the last tax bill.

"Section 3. Be it further enacted, that the said town of Fallriver shall take upon itself and support one-half of all the poor now entirely chargeable to said town of Freetown and shall also bear and pay one-half of the expense of supporting such poor persons as may be sent back upon said town of Freetown from other towns who removed from said town of Freetown prior to the passing of this act.

"Section 4. Be it further enacted that all state county taxes which shall be levied and required of said town previous to a new valuation, the said town of Fall river shall pay four-tenths.

"Section 5. Be it further enacted that Charles Durfee, Esq. be and he hereby is authorized to issue his warrant, directed to some suitable inhabitant of the said town of Fallriver, requiring him to notify and warrant the inhabitants of the said town, qualified by law to vote in town affairs, to meet at such time and place as shall be expressed in the said warrant to choose all such officers as other towns within this Commonwealth are required by law to chose in the months of March or April only, and the officers so chosen shall be qualified as other town officers are."

"Approved February 26, 1803."

The meeting was duly called by Charles Durfee for April 4, 1803 and was held at the home of widow Louisa Borden.¹ Here, in town meeting, the nearest possible approach to a true democracy, the few citizens qualified to vote constituted the legislative branch and proceeded to choose three selectmen as the chief executives. Thomas Borden, Benjamin Durfee and Robert Miller were the first to be so honored. Seemingly each section of the town, with the exception of the region east of the pond was represented on the board. The first general school committee was not elected until 1826. It is interesting to note that during the first ten years, nineteen of the voters of the town were given an opportunity to serve on the board of selectmen. Beginning in 1824, the members were more frequently re-elected. William Read, Enoch French and Hezekiah Wilson each served comparatively long terms. The following minor town officers were elected at the first town meeting: — Surveyors of Highways, — Simeon Borden, Pardon Davol, Capt. Luther Winslow, Jonathan Dodson, Aaron Davis, Jr., Nathaniel Boomer, David Miller, Philip Lee, George Snell and Gardner Thurston. Surveyors of Lumber, — Robert Miller and Thomas Borden. Fence Viewers, — Charles Durfee, Elijah Blossom and Jonathan Dodson. Tithingmen, — Norton Brightman and Cornelius Davis. Hog Reeves, — Simeon Borden, Jonathan Read, Ephraim Boomer and Elijah Blossom, Jr. Pound Keeper, — Edson Valentine. The list is given, not because of its importance but to present a mental picture of the first town meeting where so many familiar Fall River names are recorded. Walter D. Chaloner was the first town clerk.

How long it was necessary to appoint hog reeves, we cannot say. Fence viewers and pound keepers had duties to perform even in the present century. There was a pound on Town Avenue in 1849 and the estate of Clark Shove was paid ten dollars for the use of a yard for a pound. The writer remembers when the boys of his neighborhood found a stray horse or cow, they proceeded with great pride to lead or drive the animal to a pound kept by John R. Sullivan in the rear of C. V. S. Remington's residence on

¹ Fascicle I, p. 88.

North Street. For many years it was requisite to properly enclose property to protect lawns and gardens and to keep domestic animals from going astray.

Rock was always available and many substantial walls made of cemented roughly cut stones were erected. A number of these, such as are shown in the illustrations continue to mark boundaries. Foundries were near at hand and cast iron fences, some of elaborate design were used to enclose building lots and family burial grounds. At the same time that iron fences were in style, public buildings and houses were made ornate by the use of cast iron filigree work.

The family stable was never complete without its weather vane. Even if neighbors built their barns side by side, each must support its vane. One of the most elaborate of these weather-vanes, now the property of Mrs. E. K. Thompson, formerly stood atop the cupola of Spencer Borden's stable when he resided at the corner of Rock and Maple Streets. This gilded weather-cock, with crimson wattles and flexible tail continues to show the neighbors the wind direction, from its present position on the garage of Maxwell Turner at 511 Rock Street.

The Town of Troy

When Fallriver was incorporated, there were approximately one thousand inhabitants and less than a tenth of these lived near the "Four Corners". It was not strange that the majority of the voters were dissatisfied, when their town was given the same name as the rather insignificant little village near the falls of the "Quequechan". Consequently in a little over a year's time, by petitioning the General Court, the name was changed to Troy.

"CHAPTER 2 OF THE YEAR 1804. MAY SESSION.
AN ACT TO CHANGE THE NAME OF THE TOWN OF FALLRIVER
IN THE COUNTY OF BRISTOL."

"Be it enacted by the Senate and House of Representatives of the General Court Assembly and the authority of the same, that from and after the passing of this act the name of the said town of Fallriver shall cease, and the said town shall hereafter be called and known by the town of Troy—any law to the contrary notwithstanding—and nothing in this act contained shall be construed to impair any rights of the said corporation, but the inhabitants of the said town shall have, enjoy and exercise all the powers, privileges and immunities as a corporation by the name of Troy, in as full and ample a manner as though the name of said town had not been changed."

"Approved June 18, 1804."

The trying times of the reconstruction period had passed. Conditions were approaching normalcy when the town of Troy came into existence. The chief occupations of the inhabitants of Mt. Hope Bay and Taunton

Valley settlements were farming and the building of small ships, frequently privately owned, to transport farm and forest products. From North Tiverton, along the shore to Steep Brook, there were few spots which were not directly exposed to the prevailing winds, so that, for the most part, ship building and shipping were carried on by the localities upstream.

Slade's Ferry was the chief connection with the towns on the other side of the water way. The Post Road from Boston to Newport ran through the town. Wilson and Yellow Hill Roads were the direct arteries from the hinterland to the east. These conditions made Steep Brook the center of business, social and political activities.²

The Town of Fall River

"FEBRUARY 12, 1834. CHAPTER 14 OF THE ACTS OF 1834
AN ACT TO CHANGE THE NAME OF TROY TO FALL RIVER.

"Be it enacted by the Senate and House of Representatives in the General Court Assembly and by the authority of the same, that from and after the passage of this act, the name of the town of Troy in the County of Bristol, shall cease and the said town shall hereafter be called and known by the name of Fall River, and by this name shall be entitled to all rights and privileges, and subject to all the duties and obligations to which it would have been entitled and subject if the name had not been changed as aforesaid."

"Approved by the governor February 12, 1834."

The introduction and continued growth in the manufacturing and finishing of textiles and to a considerable extent, the organization of the "Iron Works" in 1821 gave impetus to the town's growth and changed the mode of life of many of its inhabitants. This growth is verified by the figures of the federal decennial censuses.

| | |
|----------------|-------|
| 1810 | 1,296 |
| 1820 | 1,594 |
| 1830 | 4,158 |

The dominant center of the town shifted from Steep Brook to the village and the name Fallriver was probably better known to outside business and financial interests than was the name Troy. The petition of the voters of the town to the General Court was granted and the original name was restored with a change in orthography.

In spite of the financial panic of 1837 and the disastrous fire of 1843, the town continued to prosper and grow. Churches and schools were organized; commercial and savings banks established; police and fire protection provided and new streets laid out.

² See Chapter IV.

PROPERTY BOUNDARIES



STONE WALL



CAST IRON FENCE



1850

VIEW SO. EASTERLY FROM OPPOSITE TOWN HALL



VIEW NORTH FROM CITY HALL
About 1880

At first only native help were employed in the mills but new and larger establishments brought help from abroad and by 1850 the population had increased to 11,170. Before Fall River became a city, regular trips by steam boats between Fall River, Newport and New York and between Fall River, Bristol Ferry, Bristol and Providence were in operation. The Fall River Railroad (Fascicle II, p. 176) was running scheduled trips by 1845.

William M. Emery's paper, filed with the Fall River Historical Society, gives a picture of the center of the town after it had been substantially rebuilt after the fire. In 1845, the Market Building, described in a later chapter was built. The site of the present Borden Block³ was then occupied by a long wooden building bearing the same name, two stories in height. Granite Block, erected in 1843, was used for law offices and tenements on the second and third floors, with stores on the first floor. Pocasset Block was occupied by stores and offices. At the southeast corner of Town Hall was the town's water supply, consisting of a pump and watering trough. At the northeast corner of Borden and Second Streets was Columbian Hall, and on the southeast corner of Bank and North Main Streets there was a brick building which housed the Fall River Bank,³ it being said that Matthew C. Durfee, the cashier of the bank, kept the bank's money in a trunk under his bed.

South of this building was Borland Block, which in later years housed the Wilbur House and across Granite Street from this block was Anthony's Block. At the northwest corner of Central and Main Streets was Daniel Stillwell's hardware store and next north of that was the Exchange Hotel, later called the Richardson House. Next north was the block of Job B. French, which was built in 1843. West on Central Street and next to Stillwell's store was the National House, afterwards called the Central House and west from that the grave yard.

The Mount Hope House which still stands between Franklin and Bank Streets was a hotel, part of which was torn down when the "Five Cents Savings Bank" was built. The opposite side of Main Street between Elm and Bank Streets has been described in Fascicle I, p. 77.

Some Early Dwellings on "The Hill"

In the middle of the last century the New Boston Road and Meridian Street area was comparatively well populated by the forebears of well known Fall River families. In the intervening area, southwesterly to Cherry

³ See illustrations, Fascicle II.

Street few homes had been established. In 1853, John B. Hathaway lived in the house at the southwest corner of Rock and Cherry Streets. Across the street lived William C. Davol and the entire block now occupied by the B. M. C. Durfee High School was the estate of Walter Paine, 3rd.

In the early eighteen forties, Holder Borden built three houses, one for each of his sisters. Sylvia married Joseph Durfee. Their daughter married William Carr and the residence has long been known as the "Carr House". Fidelia married Matthew Durfee and their son, George B. Durfee married a daughter of Jefferson Borden. Not satisfied with the mansion built for his mother, he tore it down and erected the residence now occupied by St. Helena's Convent. The third sister Delane married Dr. Nathan Durfee. Rock Street ended at Prospect Street where was located the Dr. Nathan Durfee estate, occupying a greater part of the land within the bounds of the present Prospect, High, French and June Streets.⁴

On the east side of Rock Street at the corner of Prospect Street was the property of William B. Durfee (Gas Bill Durfee). The house now faces Prospect Street. Next south of this house, then facing Rock Street, was the handsome residence of Benjamin Wardwell which now faces High Street. Among other dwelling places in the neighborhood was that of Hale Remington, on the northeast corner of Rock and Maple Streets which was later occupied and remodeled by Spencer Borden, who, when he moved to Interlachen sold it to Justice James M. Morton. The house and barn have been demolished and grounds divided into house lots. William H. Hawkins, who owned considerable property in the vicinity, built his house and stable on the lot on Maple Street which faces Durfee Green. Mrs. O. K. Hawes, his granddaughter now resides in the modern residence erected on the site. Judge Josiah C. Blaisdell's house, now facing on Highland Avenue, formerly was the only house on the three cornered lot bounded by Maple Street, Winter Street and Highland Avenue. One of the oldest houses on "The Hill" is the John Jencks house on the corner of Highland Avenue and Maple Street.

In the early part of the nineteenth century, the finer residences were west of Main Street. Some of the handsome doorways, in which architects and builders once took great pride remain intact. Two of the larger residences which were moved are standing today. The William H. Jennings house now at the corner of High and Walnut Streets was erected on the corner of Canal and Anawan Streets with grounds extending to Crab Pond and was the home of Jefferson Borden.

⁴ See illustrated article prepared by Miss Alice Brayton in "Gardens of Colony and State," pp. 244 to 250.

The Fall River Historical Society Building

Andrew Robeson who came to Fall River, then Troy, in 1824 and established a calico printing factory purchased the tract now enclosed by Columbia, Washington, Hope and Mulberry Streets, a portion of which was then in the town of Tiverton. He erected thereon, where the Robeson School now stands, in 1842, a mansion of Fall River granite. Three-fourths of this house was in Massachusetts and one-fourth in Rhode Island.

In 1848, an assignment of the property was made to Thomas D. Eliot, et al and in 1849 the property was conveyed to Thomas T. Lea. If Mr. Lea occupied the premises, it was for a short time only for Samuel L. Thaxter, Collector of the Port of Fall River, lived there from 1850 to 1854. In 1854, Lea sold the place to William Hill of the firm of Hill and Buffinton, owners of a thread mill in Mt. Hope Village. Hill later leased the place to Robert Gibbs, Sr.

Robert K. Remington purchased the property in 1869 and in 1870 moved the house, stone block by block to its present location. The house which was then standing on the corner of Rock and Maple Streets was purchased by James T. Milne and moved to the southeast corner of Winter and Maple Streets.

In 1878, Mr. Remington conveyed the property to David A. Brayton, Sr. The house remained in the possession of his immediate family until the decease of Elizabeth Hitchcock Brayton, when the grounds and building were presented to the local historical society in her honor by her nephew.⁵

⁵ Data from an address of Oliver S. Hawes given before the Fall River Historical Society from facts obtained by Mrs. Leah W. Maloney.



WILLIAM H. JENNINGS RESIDENCE
Formerly on the corner of Anawan and Canal Streets



FALL RIVER HISTORICAL SOCIETY BUILDING
Formerly on Columbia Street



MAIN STREET. LOOKING SOUTH FROM COURT SQUARE — ABOUT 1857
Showing Granite Block

Chapter VI

FALL RIVER A CITY 1854-1902 THE LIQUOR PROBLEM

Fall River with 12,000 inhabitants, a valuation of \$8,939,215 and a taxable income of \$56,523.70 could no longer properly conduct its affairs under a town system of government.

On January 5, 1854, the first step was taken to obtain a city charter. A committee was appointed consisting of N. B. Borden, Israel Buffinton, Thomas Wilbur, Robert C. Brown, Samuel L. Thaxter, Eliab Williams, Louis Lapham, Benjamin Earl, with Foster Hooper as chairman to draft a charter and petition the legislature. The charter drawn by this committee, with a few amendments was approved by the legislature and adopted in town meeting by a vote of 529 to 274, on April 22, 1854.

The charter called for the division of the city into six wards and the election of a mayor and one alderman, and three councilmen from each ward. The first city election took place May 6, 1854. James Buffington received 796 votes for mayor, Foster Hooper 381, Nathan Durfee 64. There were fourteen scattering votes not recorded. The names of the city's first elective officers were as follows:—

FIRST CITY GOVERNMENT OF FALL RIVER — 1854

Mayor, James Buffington.

Aldermen, James Henry, Edward P. Buffinton, Oliver H. Hathaway, Alvin S. Ballard, Edwin Shaw, Julius B. Champney.

Common Council, Robert C. Brown, William F. Goodrum, Peter J. Denney, Henry Wilbur, Obadiah Chace, Henry Dimon, Jr., Oliver Grinnell, Gardner Groves, Howard B. Allen, Christopher W. Tillinghast, Nathaniel Bonney, William M. Almy, John Mason, Jr., Thomas T. Potter, D. Sewall Brigham, Sheffield Brightman, Smith Winslow, Albert Winslow.

John R. Hodges was appointed clerk of the Board of Aldermen and George W. Billings clerk of the Common Council.

The change from a town to a city was marked by a grand Fourth of July celebration costing \$1,235.09.

The last full financial year of the town of Fall River ended January 31, 1854. The Auditing Committee for that year, composed of Charles O.

Shove, Jonathan Slade and Joshua Remington in their report stated, "In view of the anticipated change in the form of our municipal system of Government, which, should it take place, will probably vary some of the items of expenditure, your Committee has refrained from estimating the sums necessary to be raised, by tax, the current year." The next printed report of receipts and expenditures of the town is from February 1, 1854 to May 15, 1854 and is preceded by an inaugural address of the Mayor and followed by a report of receipts and expenditures of the city from May 16, 1854 to February 28, 1855.

The Hon. James Buffington in his inaugural delivered April 2, 1855 said in part, "The true secret of the prosperity of a place, and of adding to its wealth and character, is in keeping the rate of taxation within reasonable limits, and the only good reason for resorting to an increase must be found in absolute necessity.

"In this age of progress, as it is now termed, there is in everything a tendency to excess, and this is true with respect to public matters as well as individuals, often times giving rise to complaints. It is your duty therefore to weigh well every important proposition that may be presented for your consideration, and all which are uncalled for, inexpedient, or which would add nothing to the prosperity of the whole, should be dispensed with."

The salaries of city officials for the first full year amounted to \$2,547.92. The Mayor received \$500, John R. Hodges as Clerk and Treasurer \$600, George Billings, clerk of the Common Council \$100, each of the six Aldermen \$50, John S. Brayton as City Solicitor \$100, Jerome Dwelly as City Physician \$208.33 and Guilford Hathaway as Assessor \$208.33. The remaining assessors and members of the General School Committee received amounts varying from \$175 to \$16.50. The standing committees of the elective officers assisted the Mayor as chief executive.

It is interesting to note the locations of the ward rooms in the first general election thus revealing the general location of the wards and the long distances the voters in the outlying districts were forced to travel.

Ward 1—Corner of Mulberry and Spring Streets.

Ward 2—Columbia Hall, Second Street.

Ward 3—Armory Hall, Bedford Street.

Ward 4—Union Hall, North Main Street.

Ward 5—Cataract Hall, Rock Street.

Ward 6—Corner of North Main and Bowenville Lane.



HON. NATHANIEL BRIGGS BORDEN
1801 - 1865

In the month of August, after the inauguration of the first city government, the Board of Health,¹ which at that time consisted of the Mayor and Board of Aldermen was confronted by a serious outbreak of Asiatic cholera. One Jeremiah Holland contracted the disease and died August twenty-fourth and contrary to the advice of Father Murphy, a number of his friends attended his "wake". By the following Sunday, fifteen residents had died. Before the disease was stamped out in October, one hundred and thirty had succumbed. Mayor Buffington in reviewing the situation in his inaugural address the following April said, "Everything in the power of the city authorities was done to stop the ravages of the fell destroyer." He further stated, that while a few of the victims could not be accounted for, the large majority were subject to quick contagion because of want of cleanliness, free use of spirituous liquors, the crowding of swine and places of filth in close continuity to dwellings.

At the second election there were two changes in the Board of Aldermen. Isaac L. Hart and Major Borden replaced Alvin S. Ballard and Julius B. Champney. Mr. Ballard became City Clerk and Clerk of the Board. John C. Davis was appointed City Messenger and Clerk of Market, Dr. Jerome Dwelly, City Physician and John S. Brayton, City Solicitor.

James Buffington resigned his office as Mayor before the end of his second term to enter the National House of Representatives. Edward P. Buffinton succeeded him.

At this time there were bitter discussions and debates on the questions of free masonry and slavery and these subjects were undoubtedly brought up in mayoralty elections. Nathaniel B. Borden was strongly against and outspoken against both.

In 1857 Mr. Borden defeated Mr. Buffinton for Mayor by a small margin and the next year he was defeated by Josiah C. Blaisdell by about the same margin. Mr. Blaisdell was re-elected over Chester W. Greene in 1859.

The Hon. Nathaniel Briggs Borden was one of Fall River's most eminent citizens. He was born in 1801, in a house that stood on the west side of Pocasset Street, near the corner of the Main Road. It was directly in front of this house that two British soldiers were killed in the Battle of Fall River.

Before he was twenty years old, he became the clerk and treasurer of the then, new Pocasset Manufacturing Company. His skill and ability in management along with his strict integrity were recognized by his fellow

¹ The Board of Health was not established as a separate entity until 1878.

townsmen and he was elected in town meetings to serve as Town Clerk, Selectman and Highway Surveyor. He was elected at four different times to the State Legislature and as Representative in Congress from 1835 to 1839 and again in 1842. He and his family resided for many years in a house which he built on the east side of Second Street, a short distance south of Pleasant Street, now used as a parking lot.

The year that he served as mayor was a period of business depression throughout the country and Fall River along with other manufacturing communities suffered acutely. Nearly all the mills were closed and in consequence there was much want and suffering. Mayor Borden, rather than make paupers of the unfortunate provided work at low wages on the city farm and on the highways, thus benefiting the unemployed and the city. He served as mayor for one year only but in 1859 he was elected an alderman, serving the city through the Civil War period until his demise, April 10, 1865.

The municipal year did not conform with the calendar year so in 1860, election day was changed from the first Monday in March to the first Monday in December and later to the Tuesday next after the first Monday.

Edward P. Buffinton was elected mayor without opposition for the short term beginning in March and again in December by a large majority, over Walter C. Durfee for the full term, which began the first Monday in January 1861. In December 1861, he was again elected without opposition and from 1862 to 1865, he defeated each year in turn, Leander Borden, Elihu Grant, Chester W. Greene and S. Angier Chace.

Mr. Buffinton was a man of marked executive ability. He had for many years carried on his business in the Market Building and was known by nearly everybody in the city. He was of large stature and courteous in manner. It would seem from the results of his administration during the critical Civil War period and the time of the annexation of Fall River, Rhode Island, that he was one of the best chief executives Fall River ever had. He was fortunate to have as aids men of exceptional abilities on the Board of Aldermen. There were eighteen individuals who served on the "board" for one or more years. Their names and their occupations at the time of their elections gives evidence of their value: — George H. Eddy, a provision dealer; Nathaniel B. Borden, a former mayor, in business with W. H. Hawkins selling provisions and building materials; Asa Pettey, a sawfiler; John Mason, Jr., a dealer in hardware and agricultural tools; James Ford, an attorney; Job B. Ashley, a grocer at Steep Brook; Joseph Borden, a bleacher; Samuel Hathaway, a farmer; Benjamin Covell, a

carpenter; Charles O. Shove, a yarn manufacturer; Walter Paine 3d, treasurer of the American Linen Mill; Weaver Osborn, a blacksmith and land owner; Daniel Stilwell, in the hardware business; Philip D. Borden, superintendent of the "Iron Works" and James Henry, superintendent of the American and Bay State Print Works.

In 1862 an ordinance was passed establishing a system of financial accountability and the office of City Treasurer and Collector was divided. Benjamin Earl was the first to hold the office of Collector. In 1864, the indebtedness was greatly increased occasioned by the payment of bounties to volunteers and for the support of operatives thrown out of work because of financial conditions and the difficulty of obtaining raw materials to operate the mills.

In 1866, George O. Fairbanks, a local dentist, with rooms in Granite Block, was elected mayor over his opponent Robert Adams and re-elected in 1867 by a small majority, over Chester W. Greene. In 1867 the mayor received a salary of \$1000 and each alderman \$300.

Samuel M. Brown was elected mayor in 1868 defeating Southard Miller. He retained the office for four years defeating in turn, Edward P. Buffinton, Abraham G. Hart and Isaac Smith, Jr.,² receiving in 1871, 1381 votes out of a total of 1969 cast. At the end of Mayor Brown's administration Fall River was a fast growing and well equipped city, fully prepared for further expected developments.

Candidates for mayor seemed to be lacking in 1872. Dr. Robert T. Davis, the choice of both parties agreed to serve for one year only. He was elected without opposition and at the end of his term presented his salary (at that time \$2000), to the Fall River Children's Home. Continued progress was made in municipal developments some of which will be considered later.

Hon. Robert Thompson Davis (his photograph is reproduced in Fascicle II) was born in Ulster County, Ireland of Scotch-Irish parents, August 28, 1823. When he was three years old his parents made their second migration to America and settled in Amesbury. His father became an overseer in and later a superintendent of a woolen mill. He was able to give his son a good education at Amesbury Academy, under private tutors and at the Friend's School in Providence. While visiting his brother in Tiverton, he became acquainted with Dr. Thomas Wilbur³ of Fall River,

² Isaac Smith, Jr. was a physician residing on Bank Street.

³ Dr. Wilbur was born in 1795 and died in 1857.

who led him to take up the study of medicine. He finally graduated from the Harvard Medical School in the Class of 1847. He located permanently in Fall River in 1850 and practiced with notable success for over thirty years. He was in full charge at the time of the cholera epidemic.

Dr. Davis joined the Liberty Party and upon its organization became a strong supporter of the Republican Party.

He was a member of the School Committee in 1851; a State Senator in 1858 and again in 1861. He was appointed in 1868 by Governor Claflin, a member of the newly organized State Board of Health and continued a member until 1884, when he resigned to take his seat in Congress, to which he had been elected by a large majority. He served in the Forty-eighth, Forty-ninth and Fiftieth Congresses.

Mr. Davis was one of the largest investors in Fall River mill stocks and a director in several corporations. He always listened with an open mind to the demands of the operatives, often taking their side in a betterment plan. He was a gifted orator and was frequently invited to speak on special occasions. The twelve room public school on Quequechan Street was named in his honor. A graceful and valuable memorial to Dr. Davis is the reference room in the "Public Library" and the fund provided for the purchase of books. Dr. Davis died October 29, 1906 leaving a son Robert C. Davis,⁴ a Harvard College and Law School graduate, who was deeply interested in the welfare of Fall River.

The growth of the city in 1871 and '72 was phenomenal; brought about by the organization of fifteen corporations and the building of eleven mills, which brought an influx of operatives and the accompanying artisans and storekeepers. It was in the early seventies that the eastern section, known as Flint Village, was changed from an agricultural community to a residential and business center. This remarkable growth had its beginning during the administrations of Samuel M. Brown and Dr. Davis. In 1871 the Watuppa Water Board was appointed consisting of Philip D. Borden, William Lindsey and Joseph A. Bowen. The next year Charles H. Churchill was appointed the first Water Registrar.

In 1872, James F. Davenport, opposed by John S. Brayton, was elected mayor and was re-elected over Judge Louis Lapham for the three succeeding years.

The city debt was mounting and none too soon provision was made for a sinking fund, and a board of commissioners was appointed in 1874 con-

⁴ Robert C. Davis died February 18, 1926.

sisting of the mayor, George W. Billings, Simeon Borden, Samuel M. Brown, William Connell and Charles P. Stickney. Samuel M. Brown, Jr. was appointed in 1875 to act as agent for the Mayor and Board of Aldermen, who at that time were the Overseers of the Poor. On January 6, 1876, the Academy of Music located in Borden Block, at the present time the largest business block in the city had its "opening night". "The Academy" was for years to follow, the principal theatre in the city and at the time of its opening provided the second largest stage in the State.

Crawford E. Lindsey was mayor in 1878 and 1879. The Board of Health as a separate entity was established in 1878 by the appointment of James S. Anthony, Benjamin F. Winslow, James E. Sullivan and Dr. Charles W. Copeland as members. Dr. John H. Abbott was appointed in 1879. Charles W. Copeland signed the first annual report.

Before the sewerage was extended, cesspools were emptied by means of a bucket attached at the end of a long pole and the contents carted away in what were generally known as "honey carts". One of the first official orders of the Board of Health prohibited the use of the box type, insisting on the use of sealed barrels. The first year of its existence, the "Board" spent \$473.66.

The decade from 1870 to 1880 was crowded with events, favorable and unfavorable to the city's welfare and reputation. Hard times and strikes slowed progress temporarily. In 1878 and '79 the community was shocked by the defalcation of several trusted and respected citizens. By their business connivances and embezzlements they forced several mills into bankruptcy, endangered the financial structure of two savings banks, ruined the financial prospects of many stockholders in comfortable circumstances and deprived the operatives of their earnings. Prior to 1878 there had been a great laxity on the part of corporations, in the issuing of commercial paper. It became a habit for a treasurer to issue mill paper with no counter signature or registration and with the treasurer's official signature alone. Such paper had been accepted generally by financial institutions.

At this time the appropriations for highways and sewers were largely increased, for, as Mayor Lindsey said in his inaugural address, it was wise, "both as a matter of policy and humanity" [for] "at a very little larger outlay of money the City assisted men instead of supporting paupers."

The city continued to grow. The population in 1870 was 27,191; in 1880, 47,883. Within this decade, the increase in valuations was fifty-nine per cent, in taxation eighty-seven per cent and including the water debt, the increase in indebtedness was eight hundred twenty-nine per cent.

City elections were carried on for years along strictly party lines. The first people from foreign lands to come to Fall River were from the British Isles and after the Civil War, the English and Scotch folk were nearly always to be found voting the Republican ticket and the citizens of Irish descent were Democrats. Soon after the Civil War the French Canadians, finding ready employment in the mills, began to migrate here in ever increasing numbers and soon became an important factor, often a deciding factor, in city elections.

Men of Irish descent were for years the leaders of the Democratic party in this section and in 1879 Jeremiah R. Leary was nominated to oppose William S. Greene for the office of mayor. He received 2,481 votes out of a total of 5,471 cast.

The future prosperity of the city seemed far distant in 1879, for in addition to bankruptcies and a general business depression, a strike was called by the mill operatives. In 1880, however, the strike had been settled and the financial difficulties caused by embezzlements were rectified by the investment of new capital, a considerable portion of which came from outside the city, showing that investors appreciated the advantages the city afforded.

In 1880, the office of City Engineer was established and Philip D. Borden, Jr. (See Fascicle I, p. 141) began his long and valuable career, serving continuously until his retirement in 1913. In 1881, the office of Superintendent of Public Buildings was created and Isaac T. Brownell was the first to assume the responsibilities and organized the department.

William S. Greene was re-elected mayor in 1880 but resigned the following March to accept the office of Postmaster. Robert Henry was elected to serve from March twenty-eighth to the end of the year.

In 1880, the ward lines were re-drawn and three wards added, thus dividing the city into nine wards and increasing the number of aldermen and councilmen.

Henry K. Braley, later a member of the Supreme Court was elected mayor over Milton Reed. In 1883, Milton Reed defeated Michael Tootle and in 1884, John W. Cummings defeated Henry J. Langley by a margin of only one hundred votes. William S. Greene again entered the "field" and there followed four closely contested campaigns with John W. Cummings, of which, Mr. Cummings won three out of the four. Hard fought as these political battles were, Mr. Cummings and Mr. Greene remained fast friends.

Dr. John W. Coughlin entered the political field in 1888. For two years he was defeated by James F. Jackson but won over William J. Wiley,

Dr. John H. Abbott, Philip H. Borden and William S. Greene the following four years. He was mayor from 1891 to 1894 inclusive.

During Mayor Jackson's term (1890), the Board of the Overseers of the Poor was founded as a separate entity. Up to that time the Mayor and Board of Aldermen were the Overseers of the Poor; a part of the time assisted by an agent appointed by them. The first members appointed to this board were Mayor Jackson, Charles J. Holmes, Henry K. Braley, Charles C. Buffinton and Cornelius S. Greene.

The Liquor Problem
The Police and License Commission

Intemperance has always been recognized as a source of crime and poverty. Resolutions were often passed in early town meetings registering disapproval of the ways that sales of liquor were conducted. "In January 1843, a preamble and resolutions were adopted to the effect that moral suasion for the suppression of intemperance had failed, and that, therefore, an agent was needed to take charge of prosecutions of violators of the license laws."⁵ Later the town tried to control sales by establishing a "Liquor Agency". The town auditors submitted the following report from July 22, 1852 to Jan. 1, 1853, a period just preceding the adoption of the city charter.

"LIQUOR AGENCY ACCOUNT"

| | |
|--|------------|
| "Total amount paid for Liquor | \$1,430.42 |
| Incidental expenses and rent, | 118.04 |
| Services of C. C. Dillingham, Agent at \$450 per annum | 200.31 |
| Do do to July 22, 1852, | 4.50 |
| Do do Azariah Shove, for assisting Agent, | 50.00 |
| Amount of profit, 188.83." | |

The auditor's report for 1867 shows that \$487.07 was paid to make up a deficiency in the city liquor agency. All methods seemed to fail of their purpose and the licensing was vested in the Board of Aldermen.

As time went on and the city's population increased the powers vested in the aldermanic committee to grant licenses and control the police department aroused suspicions of favoritism and the inevitable political "line ups". Under the local option law, there were periods of "no license" and "high license" without satisfactory results.

Mayor Reed, in 1884 and Mayor Jackson, in 1889 recommended that licenses be controlled by a commission appointed by the City Council. Mayor Coughlin, in 1894 had this to say, after condemning the law which

⁵ "Our County and Its People," 1890, p. 520.

limited the number of licenses to be granted:—"The creation of a monopoly of the liquor business established on a partisan basis is not only of exceedingly questionable propriety, but it savors of that gross injustice which is sure to receive the rebuke of every right minded citizen."

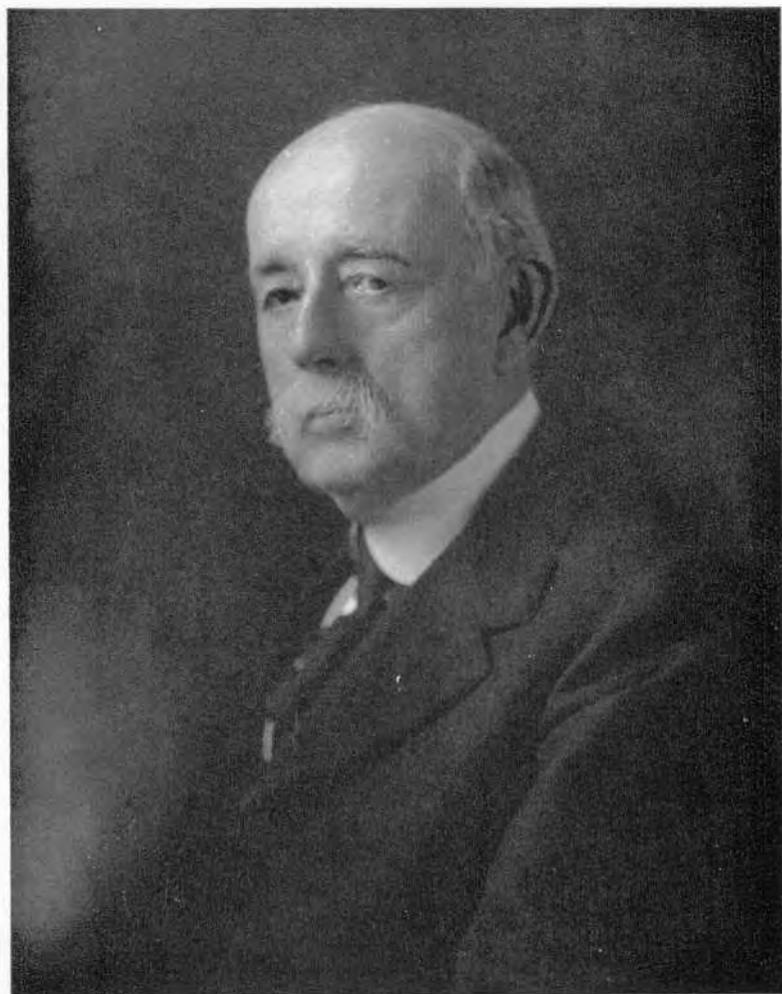
The conditions then existing led a group of citizens to appear before the Legislature and request the passage of a bill which would remove the licensing power and the police department from the jurisdiction of the Board of Aldermen and vest the powers in the hands of a commission of three local voters to be appointed by the Governor. This petition was granted and became a law, May 7, 1894. The next year, William S. Greene, again elected mayor said in his inaugural,—“The Legislature of 1894 placed the administration of our police department and the granting of innholder, victualler and liquor licenses in a ‘board of police’ appointed by the Governor. The provisions are similar to those in Boston, and if the same success in the enforcement of the law is accomplished here that has resulted in the former city, there will be no reason for complaint. The board of aldermen will be relieved from the duty of granting liquor licenses, and ought to be able to render better service in a business capacity.”

In 1894 there were three candidates for mayor and William S. Greene was again elected over Augustus P. Gorman and J. Dwight Brady. Mr. Greene won the next two elections with substantial majorities over Cornelius C. Murphy and William E. Quirk. A “Reservoir Commission”, to protect the water supply, consisting of Mayor Greene, City Engineer Philip D. Borden, Jeremiah R. Leary, Samuel Watson and George H. Eddy was organized in 1895.

Hon. William Stedman Greene

For many years, whenever the Republican Party in Fall River needed advice or leadership, the counsel or leadership of William S. Greene was sought. He was a strong party man but his loyalty to his party, strong as it was, never exceeded his affection for his city and the citizens, who so many times had honored him. Any one, who spoke disparagingly of Fall River to Mr. Greene soon found he had made a mistake.

William S. Greene was born in Tazewell County, Illinois, April 28, 1841 and when three years of age was brought by his parents to Fall River. He received his education in the public schools and at the age of fifteen started his business career as an errand boy. In 1858 he associated himself in the insurance business with John P. Slade. He left the city for a very short period to engage in business in Buffalo and New York City returning



HON. WILLIAM STEDMAN GREENE
1841 - 1924

in 1866 to assume a partnership with his father in the real estate and insurance business, under the firm name of Greene & Son. He continued the business after the death of his father and when his son Chester W. finished his education, he became a member of the firm which for many years had their offices in the building which stood on the northwest corner of Bedford Street and Court Square.

The greater part of Mr. Greene's life was given to public service. He was elected a member of the "Common Council" in 1876, serving as its president in 1878 and '79, when he received his first nomination and election as mayor. His abilities were recognized from without the city. President Garfield appointed him Postmaster in 1881. He served for four years and then, for a short time returned to private life. In 1888, Governor Ames appointed him Superintendent of State Prisons, in which office he gained an enviable reputation. He was elected a member of the National House of Representatives in 1898 and represented his district with distinction until his death September 22, 1924.

While a member of Congress, Mr. Greene's political friends and opponents received prompt and equal courtesies. The welfare of Fall River and his fellow citizens was ever uppermost in his mind. He was a member of the St. Paul's Methodist Episcopal Church and for many years the Superintendent of the Sunday School. Mr. Greene was able, upright and thorough. He proved conclusively that a politician with honesty and courage can succeed.

In 1897, Dr. Amos M. Jackson defeated James Hoar in the mayoralty election and John S. B. Clarke in 1898. Dr. John H. Abbott defeated Mr. Clarke in 1899 and James E. Holland in 1900. Attorney George Grime defeated Michael B. Jones by the largest majority in any city election in 1901, and Michael Sweeney by a smaller majority in 1902. For nine successive years the "Republicans" had elected their candidate for mayor. In 1902, the first agent of the Board of Health, Samuel B. Morris, was appointed.

Chapter VII

THE CITY OF FALL RIVER
POLITICAL AND FINANCIAL PHASES — 1902-1941
THE UNI-CAMERAL CHARTER
PLAN D CHARTER

The population continued to increase with the building of new mills and as the city spread out, new streets opened and buildings erected, the government had difficulty in meeting the demands for civic betterments. The city had been working under its amended charter of 1854 which gave opportunity for, and promoted political bickering and trading, giving the voters little opportunity to place the blame for mismanagement on any particular individual or group.

A representative committee of thirty citizens of which Simeon B. Chase was chairman and John S. B. Clarke, secretary, drew up a new charter which, with a few amendments was approved by the "Legislature" and accepted by the voters of the city on November 4, 1902, by a vote of 6,835 to 3,689. (The blanks were not recorded.) It went into effect on the first Monday of January, 1903.

The charter was revised by Chapter 395 of the Acts of 1902. It continued the division of the city into nine wards and the municipal election in December, and provided for the election of a Mayor for two years and for the election of twenty-seven aldermen, three from each ward,—one of these to be elected as alderman at large from each ward for alternate years and one alderman from each ward each year for the term of two years; provided that the Mayor should have sole charge of the executive departments and that the aldermen should have charge of the legislative departments, the latter's acts, however, to be subject to the Mayor's veto.

The charter provided for twenty departments, sixteen of which were to be executive; the other four consisting of the city clerk's department, auditing department, the treasurer's department and the collecting department, the heads of each of which were to be elected for two years by the aldermen. The aldermen were also to elect a city messenger, a clerk of committees and

the superintendent of streets and surveyor of highways. All other officers (except those authorized by law to be otherwise appointed) were to be appointed by the Mayor, subject to the confirmation of the board.

There were to be three members of the Board of Health, two of whom must be physicians, to serve for three years, one of which was to be appointed each year. There were to be three fire commissioners, each to serve for three years (one appointed each year) to serve without pay.

The overseers of the poor were given charge of the city hospital with authority to appoint a staff of six physicians and six surgeons to serve without compensation.

The city was forbidden to make contracts involving over two hundred dollars unless they were in writing, accompanied by a bond and approved in writing by the Mayor. Each department was forbidden to incur obligations exceeding the appropriation made for the department.

The act was to be in effect when it was accepted by the voters and it was so accepted on November 4th, 1902, to take effect on the first Monday of January 1903.

Under the new charter the first members to be appointed on the "Board of Fire Commissioners" were Edward Lynch, George N. Durfee and Godefroy de Tonnancour. Under a State law, accepted by the voters of the city, Mayor Grime appointed the first "Board of Park Commissioners" consisting of Richard H. Cook, Charles R. Danielson, Edward A. Doherty, Matthew A. McClarence and Reuben C. Small.

At the beginning of the new century, Fall River had a population of 104,863, a valuation of \$73,511,614, a total tax of \$1,337,911.37, a tax rate of \$18.20 and a net debt of \$3,688,434.18 of which \$1,371,031.44 was water debt.

John T. Coughlin, a young attorney, won over George Grime, the election for the two year term provided by the new charter. Mr. Coughlin was a good example of one who took advantage of the opportunities this country offers an intelligent youth, with determination and no fear of hard work, to rise from a small beginning, to a position of eminence in a community. Many now living remember "John" as a "hill boy" when he had charge of the extra horse necessary to haul the Globe Street Railway cars up "French's Hill." Although there were forebodings when he first assumed his duties as mayor, he proved to be a very efficient and conscientious chief executive.

George Grime, when mayor, had recommended that a history of Fall River be prepared with funds provided by the city, to commemorate the fiftieth anniversary of the adoption of the city charter. It remained for Mayor

Coughlin to carry out the project under the direction of a committee of prominent citizens. Henry M. Fenner was appointed the editor and Mr. Fenner with the assistance of Benjamin Buffinton produced the volume in 1906, which today is a valuable reference book and has been frequently used in the preparation of this treatise. Mayor Coughlin served four terms. In 1906 his opponent for the office of mayor was Frederick W. Lawson; in 1908, Orlando Draper.

Thomas F. Higgins won the election over Walter E. McLane in 1910. It was during Mayor Higgins' term of office that Fall River held the greatest celebration in its history, to commemorate the one hundredth anniversary of the building of the first cotton mill in Fall River, by Col. Joseph Durfee, in 1811. A week of festivities, inaugurated and conducted by the merchants and manufacturers began with the crowning of the Queen of the Carnival (Miss Marion P. Hills), at the City Hall by Mayor Higgins, followed by the coronation procession, on the afternoon of Monday, June nineteenth. In the evening of the same day there was a grand illumination of the "Centennial Arch" which had been erected over Main Street in front of City Hall; a temporary but imposing structure; a brilliant spectacle at night with its myriads of incandescent lights. Tuesday was "Automobile Day"; with a parade in the afternoon and a fireworks display on the South Park in the evening. Wednesday was "Fall River Day" featured by a trades parade, headed by the labor unions, which was nearly two hours in passing. Thursday was "Merchants' Day"; with a horse show at North Park and a carnival parade in the evening. Friday was "President's Day". President Taft arrived on the U. S. S. Mayflower, toured the city and visited the manufacturers' exposition in the "State Armory", the art exhibit in the "Public Library", the cotton manufacturing exhibition in the Bradford Durfee Textile School and the historical exhibit in Music Hall on Franklin Street. He was escorted to South Park by "regulars" and the "militia" where he made an address. In the evening there was a grand confetti carnival. On Saturday, "Aviation Day", there was a water carnival on the bay and a hydro-aeroplane exhibition by Glenn H. Curtis.

The populace supported the carnival enthusiastically and crowded all vantage points to view and applaud every event. The exhibits, particularly the one in the "Armory", which showed the products of the cotton mills and their use in the manufacture of merchantable products, amazed even those who were engaged in the production of the material.

The carnival was a great success. It increased the prestige and raised the morale of the city and went far towards uniting factions and erasing class distinctions.

After two years in office Thomas F. Higgins was defeated in the election of 1912, by James H. Kay. Mr. Kay held the office from 1913 to 1923; a longer period of time than any other mayor had served. In 1912 he defeated Mayor Higgins; in 1914, Henry B. Herrick; in 1916 E. P. Talbot, the Democratic candidate and William M. Dedrick, the Citizen's candidate; in 1918, E. P. Talbot and in 1920, William M. Sullivan.

Mayor Kay, working in harmony with the "City Council" and the various department heads, had many problems to face during the extended period of his administration, which were handled in a businesslike and efficient manner. With the support of the "Council" he was able to end the financial years with all bills paid and a surplus with which to begin the new year. World War I was fought during his incumbency and the city government did everything in its power to speed victory. Civic improvements demanding war materials were postponed. City laborers were employed to prepare public and private grounds for home gardens and land on the "Watuppa Reservation" was cultivated, where tons of vegetables were raised, which supplied food for city and charitable institutions.

Immediately following the armistice, the city enjoyed unprecedented industrial prosperity and many civic improvements were completed and inaugurated. By the end of Mayor Kay's administration the streets and sidewalks of the city were in prime condition.

Prosperous times were short lived however. The demands for cotton fabrics slackened and the mills were unable to hold their own against high taxes and southern competition and as time went on, corporations, one after another, were forced into bankruptcy. Mayor Kay, in his inaugural address in January 1920 had this to say.—"I wish particularly to address myself to a problem which is already disturbing and which is becoming constantly more acute. It is the question of relieving the distressing effects of protracted unemployment." (Under the law direct aid could not be given to those owning property.) "There is no answer to the unemployment problem but employment." The city could not employ all those who were idle and the kind of work that the city might offer was of such a nature that it would be unendurable for many. Conditions did not improve to any great extent, thus "hard times" in Fall River began some eight or ten years before the period of inflation through which the whole world passed.

In 1922, Edmond P. Talbot, the Democratic candidate was elected over Thomas J. Ashton, a Republican, and in 1924 he was again chosen, defeating James H. Kay.

The political events of the years to follow are too recent to be properly discussed here in detail. They should be left for some future commentator. Suffice it to say, that some of the governing bodies during these years seemed to act on the supposition that the city could spend its way to prosperity. The voters of the city must bear their share of the blame for the results. Possibly no government, under an elective system, could fully cope with the serious conditions which confronted the community.

There were four candidates for mayor in 1926 — W. Harry Monks, E. P. Talbot, John T. Coughlin and John Manion. W. Harry Monks was elected and when he assumed office, he was confronted with an increased indebtedness of four million dollars and many unpaid bills.

In 1928 Edmond P. Talbot was again elected. Edward Lajoie was the opposing candidate.

Mayor, City Council and City Manager Charter "Plan D"

The voters adopted November 6, 1928, by a small margin (For, 16,009; against, 14,345; blanks, 8,633), a new charter under which the government of the city and the general management and control of all its affairs were vested in a mayor and a city council of four members elected at large, the mayor acting as chairman of the council. The mayor had no veto power but had the same powers as the other members to vote on measures coming before it. The council was given the power to elect a city manager, who might or might not be a local resident. Under the charter, "The city council shall appoint a city manager who shall be the administrative head of the city government and shall be responsible for the administration of all departments." The city manager had the power to appoint or remove all city officers and employees which the City Council considered necessary for the administration of city affairs. The charter also provided for primaries for municipal elections. Edward F. Harrington served as City Manager under the Talbot administration of 1929 and 1930.

Daniel F. Sullivan, a non-partisan candidate, defeated E. P. Talbot for mayor in the election of 1930. Upon the organization of the new "Council" in 1931, Edward F. Harrington was replaced by the election of J. Walter Ackerman, who had been the city manager of Watertown, New York. The new government assumed its duties at the most critical

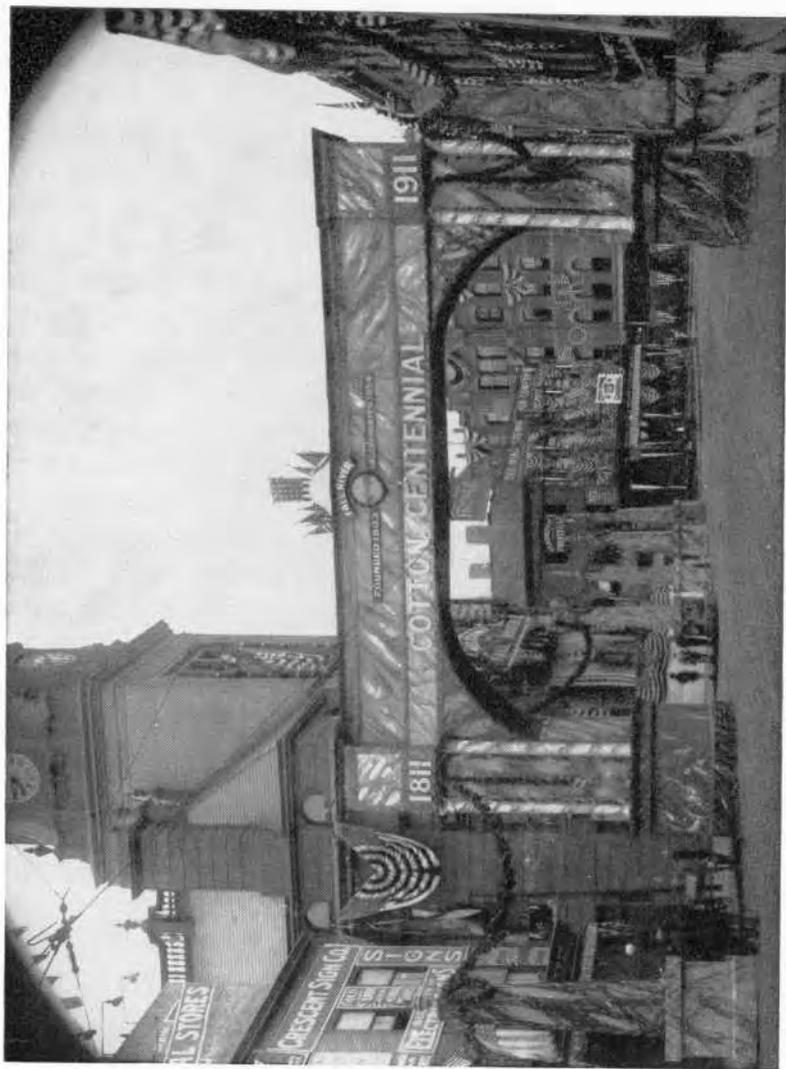
time in the city's history. The mayor in his inaugural address said, "Our fiscal plans must be considered solely in the light of our collectible revenue" and he made recommendations toward a more economical administration, which were later adopted. The Recreation Department was abolished. The engineer, street, public buildings, wire and plumbing divisions were placed under a Commissioner of Public Works. The offices of City Collector and City Treasurer were united. Later, the "Council" by ordinance abolished the Maternal and Child Welfare Department as a separate department combining it with the Board of Health.

Board of Finance

At the beginning of the year 1931, the finances and credit of the City of Fall River had become appreciably impaired. Due to serious and prolonged depression in the cotton industry, many mills shut down and the market value of all had been materially lessened, on account of which the city had been obliged to decrease the valuation of its assessable property 30.4% in five years, but the municipal expenses had been decreased only 6.3% during the same period. There had been much tax litigation and the courts had ordered very large refunds of collected taxes. There had been municipal deficits for several years and they had not been provided for. The "general debt" of the city on January 1st, 1931 was \$7,778,320 which did not include other outstanding liabilities of \$5,470,000, making a total debt of \$13,248,320.

The legislature by Chapter 44 of the Acts of 1931 established a Board of Finance for the city and this act became effective in February of that year. The Board of Finance was given full charge of finances of the city and no debts could be paid or any appropriations made without their approval. They had power to appoint or remove, at their pleasure, the city auditor, city treasurer, city collector and the board of assessors; power to order abatement of taxes, and to control the finances of the school and police departments; they were authorized to issue and did issue city obligations in the amount of \$3,500,000 to balance the budget.

These exceedingly broad powers, dictatorial in scope, became necessary, for a city government, no matter how fearless and unpolitical could be assured of re-election, and a city which had defaulted on a bond issue could not expect to reach normalcy in two years. A Governor could choose his appointees from the State at large without a time limit and could appoint members to the "Board" who had no affiliations in local affairs. Only one member of the "Board" had to be a local citizen.



COTTON CENTENNIAL ARCH

Governor Ely appointed Frank J. Donahue, now a judge of the Superior Court, James Jackson, a Boston banker and a former State Treasurer and James A. Burke, Jr., a prominent local mill executive. Mr. Burke was unable to serve for very long and was replaced by Joseph A. Wallace, a local High School teacher. The personnel of the "Board" changed from year to year. Mr. Donahue resigned and Henry B. Sawyer was appointed as chairman. In 1935, when James Jackson was chairman the "Board" hired an expert adviser in the person of Frank W. Osborne. Rupert S. Carven, Francis E. Kelly and H. William Radovsky served terms as members of the "Board". Edmond Cote was chairman when the work was completed in 1941.

In 1932, Joseph L. Hurley, who had been the Corporation Counsel under Mayor Talbot, running as a Democrat defeated the non-partisan candidate then in office. Mr. Hurley was later elected the Lieutenant Governor of the Commonwealth and is now a Judge of the Superior Court receiving his appointment from Ex-Governor James M. Curley.

The new City Council, early in January, the Mayor not voting, elected Alexander C. Murray, City Manager by a vote of three to one. Mr. Murray had received his early training with Edward M. Corbett and Edward I. Marvell, local architects. For seven years, he was employed by the Southern Railroad, first as an assistant rod man and was advanced to the classification of civil engineer. He was appointed City Engineer by Mayor Monks in 1927 and continued in that office until it was combined, with several other city departments as previously outlined, when he became Commissioner of Public Works.

At no time after its adoption, because of local conditions did the Plan D form of government have the opportunity of a fair trial. In 1934, by a vote of 13,864 to 10,160 (There were 10,339 blanks), the Plan A Charter procured from the State was adopted. The Plan A Charter provided a government by a Mayor and City Council elected at large and is the document under which the city is now operating.

Alexander C. Murray, who had had six years experience in City Hall and had proved to be serious minded, honest and efficient, defeated E. P. Talbot in the election of 1934 and became the first and up to the present time (1941), the only mayor to serve under the present charter.¹ He again defeated Mr. Talbot in 1936 and defeated Dr. Owen L. Eagan in 1938 and Dr. Eagan and Mr. Talbot in 1940.

¹ Mr. Murray won over Mr. Talbot in the election of 1942. He retired from office voluntarily in 1945.

From February 1931 to December 31, 1941, the reins of the city government were in the hands of the State Board of Finance. The elective officials had little power of initiative. The accomplishments of the "Board of Finance" were well summed up in an editorial of the "Boston Herald", warning the City of Boston that it might expect a similar "surgical operation". — "It was hard mean work, but the budget was trimmed a good 20 per cent., bloated assessments were reduced from \$228,000,000 to \$110,000,000 and the city that had defaulted on a bond issue in 1930 was on its feet when home rule was established, January 1, 1942."

In 1924, the population of Fall River was 130,885. By 1931, after the closing of many mills, the population was only 112,757. The assessed valuations, at the highest in 1928 equaled \$161,682,250. In 1940, they were placed at \$92,900,550. The municipal debt at its highest in 1926 was \$10,268,143.42; in 1941, \$4,531,683.05.²

The manufacture of textiles continues to be the chief industry but during the last few years, diversified industries have been attracted to the city, where they find skilled help and good industrial property at a low rental or purchase price. S. H. Holbrook, in an article in the "Saturday Evening Post" wrote, — "It is worth noting that the city did not have a payless pay day during the wringing out process [and] that no bank failed."

Before the debacle, Fall River industry which was confined largely to the spinning and weaving of cotton fabrics, today manufactures a great variety of commodities evidenced by data issued by the Fall River Chamber of Commerce.

With honest and competent men in public office, the city can look forward to a renewal of prosperity and civic improvement. Fall River has been particularly fortunate in that, throughout its history, it has had in its governmental agencies so many men of character and efficacy; a number of whom served the public for many years.

² Figures from the City Auditor's Report for 1941.

Mayors of Fall River

| | |
|---|-------------------------------------|
| James Buffington, 1854-55. | John W. Cummings, 1885, 1887-88. |
| Edward P. Buffinton, 1856, 1860-66. | James F. Jackson, 1889-90. |
| Nathaniel B. Borden, 1857. | John W. Coughlin, 1891-94. |
| Jostah C. Blaisdell, 1858-59. | Amos M. Jackson, 1898-99. |
| George O. Fairbanks, 1867-68. | John H. Abbott, 1900-01. |
| Samuel M. Brown, 1869-72. | George Grime, 1902-04. |
| Robert T. Davis, 1873. | John T. Coughlin, 1905-10. |
| James F. Davenport, 1874-77. | Thomas F. Higgins, 1911-12. |
| Crawford E. Lindsey, 1878-79. | James H. Kay, 1913-1922. |
| William S. Greene, 1880-81, 1886, 1895-97. | Edmond P. Talbot, 1923-26, 1929-30. |
| Robert Henry, 1881. | W. Harry Monks, 1927-28. |
| Henry K. Braley, 1882-83. | Daniel F. Sullivan, 1931-32. |
| Milton Reed, 1884. | Joseph L. Hurley, 1933-34. |
| | Alexander C. Murray, 1935- |

City Managers

Edward F. Harrington, 1929-30.
 J. Walter Ackerman, 1931-32.
 Alexander C. Murray, 1933-34.

Chapter VIII

TOWN HOUSES AND CITY HALL

The first town house was erected at Steep Brook Corners. (See Fascicle I, page 89.) The location soon became undesirable and a number of attempts were made to have the building moved; however there was no change made for twenty years, when it was voted to build a new house on a part of the recently purchased burial ground, on the Main Road near Ferry Lane. In 1836, this building was moved to Town Avenue, a way leading north from Central Street, a short distance west of the Main Road. (See Fascicle I, pages 74 and 75.) For the town jail located in the same building, two cells were ordered built, "stone faced on 2 sides, stone floor and covering and an iron door." The town offices remained here until 1846.

Market Building City Hall

The land on which City Hall now stands was purchased from the Pocasset Manufacturing Company after the fire of 1843. The following description of the original building is recorded in the "Fall River Directory Embracing a Part of Tiverton; Containing the Names of the Citizens, a Business Directory, a Record of Town Officers, Companies, Schools, Churches, and Societies, with an Almanac for 1853." — "The market building, erected in 1844, just after the great fire which destroyed the heart of the town, is among the finest specimens of architecture in New England. It is of Fall River granite, in ashler and contains a public hall, tastily frescoed, exceeding in dimensions that of Faneuil Hall, besides rooms for the Post Office, Custom House, Atheneum, and apartments for the transaction of the town's business." The structure was known as the Market Building or Market Hall. A page from the report of the Auditing Committee of the town for 1846, which it seems worth while to reprint here, shows the immediate use made of the building.

Rents

ACTUAL AND ESTIMATED — FROM THE MARKET BUILDING

| | Per Annum | Total |
|---|-----------|----------|
| Russell Young, Room for Barber's Shop | \$231.00 | |
| Caleb B. Vickery, Room for Post Office | 200.00 | |
| Phineas W. Leland, Room for Custom House | 60.00 | |
| Atheneum, Room for Library | 50.00 | |
| Edward P. Buffinton, ¹ Stall No. 1 | 131.00 | |
| Dean & Smith, do No. 2 | 132.00 | |
| Micah H. Ruggles, do No. 3 | 135.00 | |
| Henry Cleveland, do No. 4 | 172.50 | |
| Ebenezer Luther, Jr. do No. 5 | 100.00 | |
| James Holt, do No. 6 | 122.50 | |
| Edmund Buffinton, do No. 7 | 100.00 | |
| William T. Wyatt, do No. 8 | 100.00 | |
| John Southwick, do No. 9 | 90.00 | |
| Luther & Buffinton, do No. 10 | 90.00 | |
| Chester W. Greene, do No. 11 | 85.00 | |
| Henry King, do No. 12 | 85.00 | |
| Rufus Durfee, Cellar Room for Fish Market | 52.50 | |
| Thomas Sanford, Jr. do do do do | 52.50 | |
| Chace & Crapo, Room in Cellar | 75.00 | |
| Harvey Hernden, do do do | 11.00 | |
| Joseph C. Anthony, do do do | 15.00 | |
| Apollos Dean, do do do | 10.00 | |
| Rents actually accruing, per year | | 2,100.00 |
| Estimated — | | |
| Selectmen's Room | 50.00 | |
| Town Clerk's Room (corner) | 60.00 | |
| South Ante-Room | 50.00 | |
| Watchmen's and Rapid Engine Co's Room | 100.00 | |
| Cellar Rooms, unlet, at low estimate | 200.00 | 460.00 |
| Total | | 2,560.00 |

Assuming the whole Cost of the Market to be \$64,000 and that the income from the Hall will fully pay for taking care of the Building and meet all the incidental expenses, the above amount of Rent is equal to 4 per cent. per annum on the outlay.

Additional costs amounting to \$6,850.29 were reported by the auditing committee in their report for 1847. Warren Runnels was paid for "care of Market Building from May, 1846 to March 1, 1847, 282% ds. at 83 $\frac{1}{3}$ c. per day, \$235.50. Oil, Fuel, &c \$232.96."

The lockup was for a time in the basement along with the fishmarkets. It is said that water for cleaning the fish was obtained from the stream flowing beneath the building. The large hall on the second floor was used for town and public meetings, lectures, concerts and theatricals. In 1862 there were three banks located on the first floor. See Fascicle II, pages 111 and 112.

¹ Edward P. Buffinton, who became the second mayor of Fall River, to distinguish him from the first mayor and others of the same name was dubbed "Butcher" Buffinton. In the seventies and eighties there were two William Durfees. Householders received monthly bills from each so one was called "Ice Bill," the other "Gas Bill". Mr. Phillips, in Fascicle II, mentions "Gas Bill Durfee" as "Gas-pipe Bill".

The main features of this building, with its really remarkable monolithic pillars, quarried from the ledge on North Quarry Street have been familiar to past generations and are likely to be for generations to come.

The town pump was located near the southeast corner of Town Hall and remained there until the introduction of city water. There was also a stone watering trough, which was the first place visited by the incoming farmers, to water their horses or oxen. Drinking water for the homes and places of business in the immediate vicinity was obtained from the pump. Homer Skinner, in his reminiscences² mentioned that one of his duties as an office boy for Brayton and Borden, cotton brokers, whose office was on Bedford Street, was to get a pail of water from the city pump each morning.

Market Hall or Town Hall, automatically became City Hall in 1854. It remained unchanged until 1873, when a mansard roof and a clock tower was added and the interior rearranged to accommodate the greatly increased work of the city departments. The public library occupied the larger part of the first floor, the executive offices and the legislative chambers the second and third floors. The building was gutted by fire in 1886 and rebuilt along the same general lines without altering very much the exterior appearance. No provision was made for the public library in the reconstructed building, thus providing much needed office room for important executive departments.

When the Salvation Army came to town, they held a street meeting every evening at the southwest corner of City Hall, and at the northwest corner, particularly on Saturday evenings, when the sidewalks were always crowded, itinerant peddlers would attract customers by county fair methods of salesmanship.

Before Third Street was extended to Bedford Street, it passed between the plot on which stood the city scales and an empty space to the east known as "City Lot", ending at the stream, just east of the old Central Fire Station, since demolished. This lot served as a parking place and here farm products were marketed, auctions held and itinerant peddlers disposed of their wares; the curious would gather and boys, safely out of reach, atop a high wooden fence on the Pleasant Street side would offer very high or ridiculously low bids for decrepit "nags" sold at auction, or amuse themselves by addling some bewhiskered fakir.

² "Fall River Herald-News" for April 2, 1940.

City Hall Annex

The water department maintained on the city lot, in charge of George E. Borden,³ a shedlike structure which was used for storage and a repair shop. This service station becoming inadequate, a brick building, two stories high, with "a basement 8 feet in the clear" under half the building was erected on the corner of Pocasset and Third Streets. This building was at first used only for storage and a repair shop but according to the records of the "Water Board", on the 23rd of July, 1900, the offices of this department were removed from City Hall to this building. The repair shop and mechanical department and the offices were then under one roof, giving many advantages and conveniences of communication. The offices occupied two floors of the western front and section of the building, the mechanical and repair departments being in the rear and eastern section.

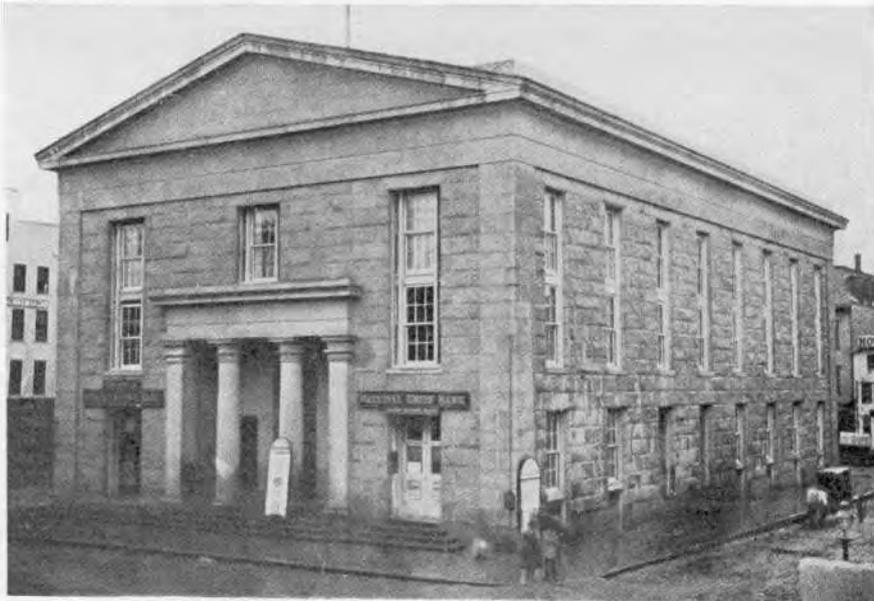
In 1922, a contract was awarded for the construction of a building on upper Bedford Street, within the Watuppa Reservation, to house the water works construction department, which was in operation in August, 1924. The Water Works Building on Third Street was remodeled, with the addition of two stories and became the City Hall Annex in 1925. The Water Registrar's office continued to occupy a portion of the first floor sharing it with the Sealer of Weights and Measures and the laboratory of the Board of Health. The Public Welfare Department now occupies the second floor; the agent of Soldiers and Sailors Relief has an office on the third floor and the "Department of Health" occupies the remainder of the building.⁴

³ Mr. Borden and Samuel Ogden, another foreman in the water department, answered the general alarms of fires and became as well known in the community as many of the higher officials.

⁴ Much of the information concerning the City Hall Annex was supplied by Mr. Peter M. Garity of the Water Registrar's office.



CITY HALL
1873 - 1886
"Asbestos Row" *Old Borden Block*



TOWN HALL AND MARKET BUILDING
1845 - 1873

Chapter IX

HIGHWAYS

The development and maintenance of streets, sidewalks, street lighting and public drains in a progressive community calls for constant planning by those in authority. The increasing number of streets listed, extended or improved gives a mental picture of a real development, which is perhaps of more particular interest to the older inhabitants of a community. A knowledge of the changes of the names of streets and highways is of value in historical research and to those seeking clear titles on real estate.

The Map of Fall River in 1812 prepared by Cook Borden, which does not include the part of the town then north of what is now Brightman Street shows North and South Main Streets, often referred to as Main Road or Post Road; Ferry Lane, now Brightman Street; Central Street, even as late as 1844¹ called West Central Street; Bedford Street, once called Central Street; Anawan Street, earlier called Broadway and Old Bedford Road² which included the present Quarry and County Streets. Pathways plotted mark the general directions of some future public ways.

As we study the map of 1812, we may wonder why people built their homes so close to the highways, without regard to vistas or views. A clipping from an old newspaper may shed some light on the question. — “The answer to that query, (explains a Mr. Hall) is the custom of building with a southern exposure for a living room to take advantage of sunlight and the sun’s warmth.” He adds, “houses were built close to the road to avoid shoveling a long path and in more thickly settled centers very small house lots were apportioned.”

In “Our County and Its People” prepared by the “Fall River News” and the “Taunton Gazette” may be found a few records of expenditures for highways in the early days of the town:—“\$1.00 on each pole” was

¹ The name West Central Street is used in the town report for 1844.

² It is interesting to note that the adjective “old” is used. See Fascicle I, p. 88.

assessed for highways in 1804. The 1809 tax amounted to \$1,200; in 1826, only \$500 was expended. In 1827, \$1,500 was appropriated and the same year a committee was appointed to confer with the Pocasset Manufacturing Company concerning the building of a stone bridge across the stream. In 1832, the bridge was repaired at a cost of \$169.49. By 1830, Rock, Pleasant, Pocasset, Cherry, Anawan, Spring, Washington, Brightman and Turner Streets were in part or for their entire length usable highways.

At a town meeting held in April, 1835, Henry Chace, Philip Bennett and James Ford were appointed a committee "to name the streets in the village of Fall River — also Alleys and Lanes". It was at this time that Exchange Street officially became Rock Street; Slade Street, Pine Street; and Tasker Street, Cherry Street. An ordinance was passed forbidding ball playing and hoop rolling in the village streets or on the Post Road. "Furious driving" was also prohibited.

In 1837, Franklin Street was accepted from Main to Rock Street and Main Street was straightened somewhat. In 1839, Pine, Pearl, Second, Third, Fourth, Seventh, Eighth, Ninth, Elm, Hartwell and Borden Streets were laid out or improved and accepted. From then on, the highway taxes began to increase.

In 1842, the Board of Selectmen sought the permission of the Legislature to build a bridge over the creek at the mouth of the "Quequechan", in order that a road might be constructed connecting Slade's Ferry with the Steamboat Dock. The road was first known as Bowenville Road. At Bowenville it connected with the Ferry Road and the combined roads later became Davol Street. Money was appropriated for a "railing &c." for the bridge in 1844. In the town report for the year ending March, 1847, there is an itemized account of work done by Anthony Morse by contract, on the Bowenville Road and Danforth Street. One of the larger items was for the building of a sea-wall. The creek bridge was already in need of repairs to the extent of \$744.95.

The town treasurer reported that from March, 1842 to March, 1843, "the extraordinary expenditures were for roads and bridges, the sum of \$4,916.16. Isaac Millard's work on Copicut Road amounted to \$308."

The town was divided into eleven highway districts, each in charge of a "Surveyor", whose duty it was to estimate costs and maintain the roads in his district. The "village" was in district No. 1. The work in the village was largely performed by contract. The surveyors in the remaining districts must have provided the necessary paraphernalia for their work, for the

town, in its valuation of property, in 1843, amounting to \$18,397.60, listed only the following items on hand for use on the highways.

| | |
|------------------------------|--------------|
| Three wheelbarrows | \$ 6.00 |
| Three Iron Bars | 1.50 |
| Hoes and shovels | 5.00 |
| Blocks | 10.00 |
| Rigging | 2.00 |
| | <u>24.50</u> |

In 1843, the year of the disastrous fire, the annual town meeting in March appropriated \$3000 for highways and in May an additional \$3000 was voted, half of which was to be used for the construction of sidewalks. This is the first mention of sidewalks in the town reports. After the fire in July, the town voted to borrow \$4000 to be spent on streets.

The report of the auditing committee submitted at the annual town meeting in 1845 revealed that \$2,612.56 had been spent the preceding year "making new streets and widening old ones." Pocasset was widened in part and a new street (Union Street) was constructed. Main Street was leveled in front of the Market Building. The Pocasset Manufacturing Company contracted with the town and widened Main Street. For surveying and grading the streets, Harry Harden and Simeon Borden were each paid fifty dollars. The committee further revealed the expenditure of \$12,578.50 in the reconstruction period for awards and damage.

Awards and Damage

| | |
|---|------------|
| "Paid Fall River Man'ry for land taken to widen Main st. make Union st. &c., | \$4,281.00 |
| Clark Chace ditto to widen Pocasset street | 6,125.00 |
| Sarah Harris for raising Pearl street in 1843 | 30.00 |
| Daniel Brown ³ for cutting down Anawan st. 1843. | 30.00 |
| Hannah Wrightington for altering street | 37.50 |
| B. B. Kingsley for upsetting stage in 1843. | 62.50 |
| William A. Burt for damages to wagon | 6.00 |
| H. Batelle for repairing wall on Rock street | 7.00" |

In 1844 it was voted in town meeting, that the assessors look into the matter of numbering the stores and dwellings. Favorable action must have been taken for the following expenditures are later listed.

| | |
|---|---------|
| "Cook Borden & Co., lumber for fitting Guide Boards | \$ 2.46 |
| Daniel Leonard, Painting Guide Boards | 1.37 |
| Munroe & Guard, Numbers and signs buildings and streets | 106.76 |
| Daniel Stillwell & Son, tacks, &c., | .76" |

³ Daniel Brown lived on Anawan Street and in company with W. C. Durfee ran a grain and grocery business near the steam boat dock.

Edward Thurston was a "Surveyor of Highways" in 1851 and was paid on the basis of \$1.75 per day. The laborers, according to the town records received "5 shillings per day". Crossing stones were first billed at this time and a new road was in process of construction to the town farm.

At the time Fall River became a city and eight years before the present southern boundary was established, highway developments are made clear by a study of "Streets, Courts, and Places", in the "Fall River Directory and Almanac" published in 1853. At that time there were seventy-four named streets. The part of South Main Street within Fall River was north of Columbia Street which was in Tiverton. All the streets branching to the east and west from "South Main" within Fall River had been worked in whole or in part. Rodman Street was accepted sometime between 1861 and 1864. There were no streets running east from North Main Street between "Prospect" and Wilson Road. The streets extending west were much the same as today. Durfee Street was a cross road from "Pine" to "Cherry" and Danforth Street from "Pine" to "Cedar".

From Bedford Street, the western terminus of the Old Bedford Road, Rock⁴ Street extended north to "Prospect", "Oak" to "Bank", and Robeson, Tremont, Orange and Davis Streets had been developed far enough to receive names. High Street beginning at "Franklin" was the main way to New Boston Road via that part of what is now Highland Avenue, north of Walnut Street. Winter Street ran from "Franklin" to "Maple", "Hanover" from "Locust" to "Prospect". Grove Street extended only a short distance from "Locust" to "Walnut" and "Linden" from "Bank" to "Locust".

Pleasant Street extended as far east as the present Thirteenth Street. Troy, Sixth, Seventh and Ninth Streets connected Pleasant and Bedford Streets and Eighth Street ran from "Bedford" to "Bank".

South Main, Pearl, Union, Washington, Mulberry, Second, Third, Fourth, Hartwell, and Broadway continued south into Tiverton. The following well known streets were annexed to the city's highway system when Fall River, Rhode Island became a part of Fall River, Massachusetts. Columbia, South Bank (now Morgan), Brow, Cottage, Whipple, Eagle, Osborn Streets, and Stafford Road to the new state line. That part of the Stone Bridge and Fall River Turnpike which was in Massachusetts became Bay Street and soon after, the Fall River and Watuppa Turnpike became a part of Pleasant Street.⁵

⁴ About 1883, Rock Street was cut through the land formerly a part of the Nathan Durfee estate and by 1887 to its present terminus.

⁵ See Chapter IV

Mayor Buffington, in his inaugural Address on April 2, 1855 said:—

“An important item of expenditure is that of streets and sidewalks. This has always been an expensive branch of municipal outlay, and one which our citizens are greatly interested in, as every city and town is held by the strictest legal obligations to keep its streets in good condition, and in a state at all times safe for public travel. The amount appropriated last year for this department was five thousand dollars, which was an increase over the former year of one thousand dollars. I would recommend that you increase the appropriation this year to six thousand five hundred dollars.”

In 1857, the city ordinances were revised and consolidated, placing with the city council the powers to accept, name and determine the width of streets and the numbering of buildings thereon. It prescribed regulations for owners of land who lay out streets within their property limits. It prescribed that new streets must be at least forty feet in width “provided the land through which it runs, and the estate adjoining said street will admit of such width without materially injuring same.” In this same revision strict rules and regulations “relating to hacking carriages” were enacted with stiff penalties for offenders. Mayor Blaisdell in his “inaugural” said — Our streets and sidewalks will compare favorably with the best streets and sidewalks of any city or town in the Commonwealth.

Globe Village and Mt. Hope Village, developed because of the opportunities for employment in mills and shops, were some distance from the business center of the city. Similar conditions arose, when new manufacturing plants were erected in outlying locations to the north and east, originating Mechanicsville, and Border City, Flint and Chace Villages. A somewhat modified map is produced by permission of “King’s Crown Press” from “The Cotton Textile Industry of Fall River, A Study of Industrial Localization”, by Thomas Russell Smith, showing “the evolution of the mill pattern”, which settlements followed closely throughout the period of expansion. This manner of growth left intervening spaces of open meadows and brush land, later to be occupied by homes.

A tract of land, not far from the city’s center, between it and the populous Flint Village section, belonging to the B. M. C. Durfee Trust Company remained vacant for many years.⁶ A portion of this area just west of the Brown School was fenced in and known as the “Ball Grounds” where athletic contests were held and games played. The well known “Circus Grounds” between Broadway and Bay Street, have not, up to the present time, been developed to any great extent.

⁶ It was not until about 1900 that this land was made available for building constructions.

Danforth Horton was elected Superintendent of Streets in 1859 and on July 24, 1860, an ordinance was passed establishing the office. With the exception of one year, he held office until 1877. This included a period of growth when many new streets were accepted and improvements made on the city's main arteries. At the same time the ordinance creating the office of Superintendent of Streets was passed, another was enacted forbidding the pasturage of animals upon "the common lands, public squares, highways, streets or alleys of the city." This did not include the outlying areas, north, east and south.

After the Civil War, the demand for new streets and the improvement of those already accepted increased rapidly. The wear and tear on the important streets was considerable, caused by the carting of granite for the construction of new mills. Mayor Fairbanks, in his inaugural, said, "The amount of travel and heavy teaming is now thrice what it was a few years since; and the expense for labor, teams and material of all kinds has greatly increased so that the appropriation must be liberal or we cannot have good carriage ways for the teams nor smooth paths for our feet." Mayor Brown in 1869, realizing it would be impossible to meet all demands suggested that "particular attention should be given to those streets traveled by our school children and by female operatives in our mills." It was at this time that concrete was first used in place of flagstones in sidewalk construction.

Thirteen thousand dollars had been spent on the partial construction of Highland Road in 1869. The citizens living in the vicinity of Eight Rod Way (Plymouth Avenue) thought they were not getting their share of the appropriation for highways and could see no reason why the broad proprietor's way in their district should not receive equal attention. Consequently, Mayor Brown recommended that Eight Rod Way be worked and extended by means of a bridge over the "Quequechan" to Pleasant Street. Both roads were completed in the early seventies and it was the original intention that at some time the two would be connected.

About the same time, several other important projects were initiated. Sections of North and South Main Streets were widened as was also Pleasant Street between "Third" and "Fourth", in preparation for widening to the "Narrows". Quequechan Street was accepted and worked including the bridging of the stream, thus connecting with Warren Street, a more direct route was opened between the south and east ends of the city. In 1874, over \$163,000 was expended by the highway department. The main thoroughfares were in use and with the opening of the Slade's Ferry

Bridge in 1875, there were good highway connections with all neighboring towns.

As late as 1880, there were no streets between South Main and Bay Streets from Slade Street to Mt. Hope Avenue. Large scale developments in Flint Village were just beginning. The southeastern part of the city was mostly woodlands and meadows. There were no streets running eastward from Highland Avenue, north of Stanley Street.⁷

The most important change and improvement in the highway system since the turn of the century was made in connection with the abolition of the grade crossings on the main and former Providence lines of the New York, New Haven and Hartford Railroad, which began in June, 1902 and was completed June 16, 1905. The cost of the project was shared by the railroad, the state and the city; the railroad paying sixty-five per cent., the state twenty-five per cent. and the city, ten per cent.

Grade crossings within the city limits were abolished, including two on Brownell Street, where several fatalities had occurred, and one each on Ballard, Lindsey, Davol, Turner, Danforth, Pond, Water and Ferry Streets. Seven railroad and five highway bridges were built or reconstructed. The dark tunnel at the foot of Central Street was replaced by an underpass. The viaduct from Central to Anawan Street has been of inestimable value and is now a part of the main automobile route to Newport from the Somerset-Fall River bridges to the north.

Important changes were made when the present post office building was in the process of construction, in the early thirties. The old building and the fire stations east of city hall were demolished, Pocasset Street was widened as was also Third Street, which had previously been extended across the stream by an iron bridge to Bedford Street. The river was confined within a conduit and all semblance of a bridge was obliterated. Traffic conditions were much improved.

Pavements

The first stone crusher was purchased in 1877 and a steam roller the following year. Thereafter, a large amount of work was done macadamizing the city streets. In 1880, granite paving blocks were laid as an experiment on short stretches of South Main and Pleasant Streets, with satisfactory results and in the years that followed large sums of money were spent in

⁷ For ready reference, a list of important streets of the past may be found in the Appendix of this fascicle.

sections where the traffic was heavy. On the streets where there were rails, the car company paved between the rails with cobble stones.

When automobile traffic increased, the water laid macadam could not carry the load. The Superintendent of Streets in his report for 1910 wrote,— “The automobile being now here to stay, the city should turn its attention to the construction of roads not so likely to disintegrate.” He recommended that a tar preparation be used as a binder for macadam, which would not only give better results than water but would practically render roads dustless. Different types of surfacing were used.

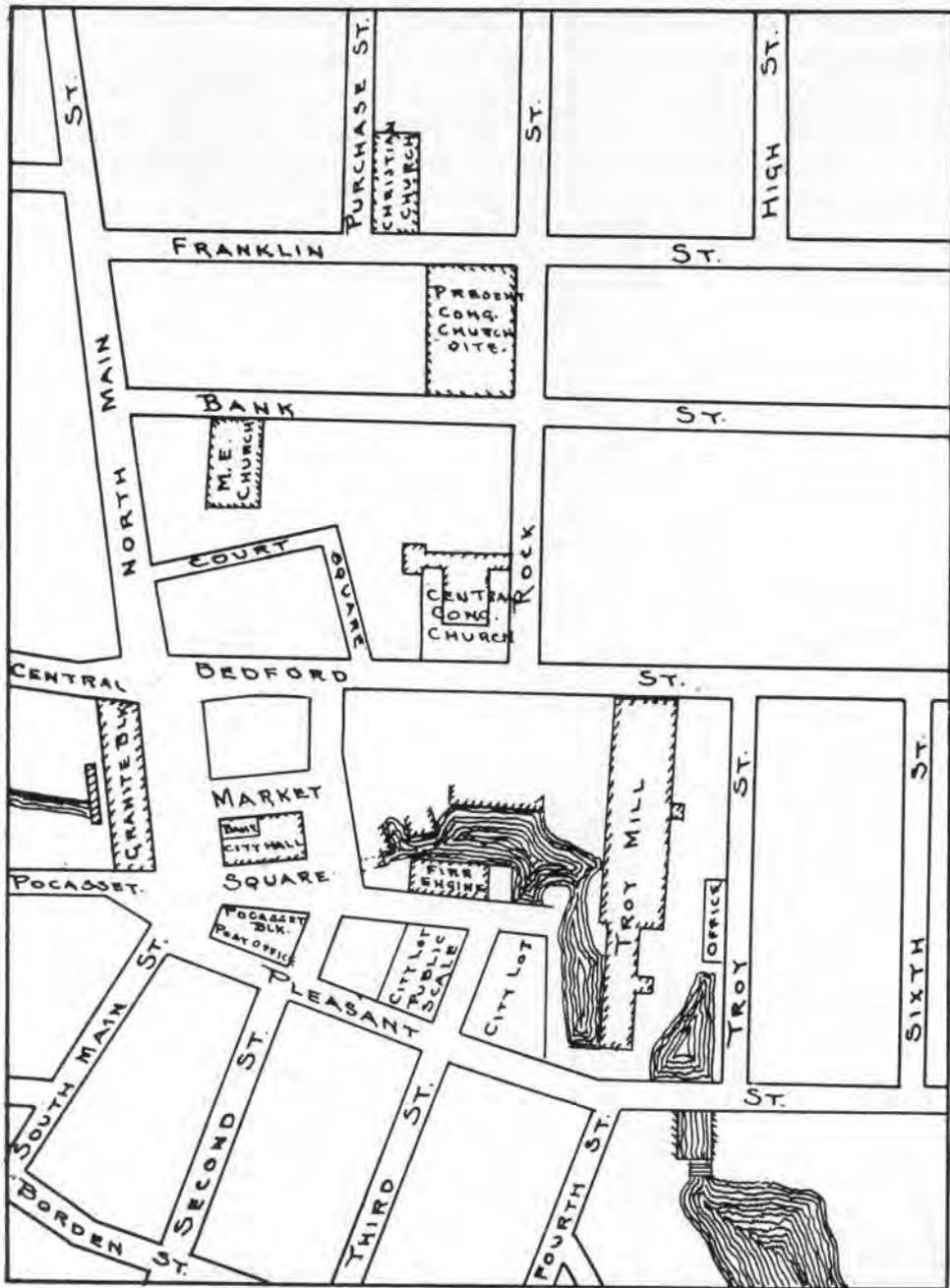
Bitulithic paving was first used in 1915 at the Narrows, Townsend Hill and Brightman Street, three entrances to the city. Finally practically all city streets were surfaced for automobile travel, cross walks and cobblestone gutters were eliminated. Mayor Kay was able to report in 1921, that the roads were in excellent condition and our main thoroughfares well paved. Since that time there has been deterioration because of lack of funds for up-keep.

In 1928, there were eleven forms of street covering, totaling 104.99 miles, of which 37.53 miles was bitulithic and 22.97 was granite blocks.

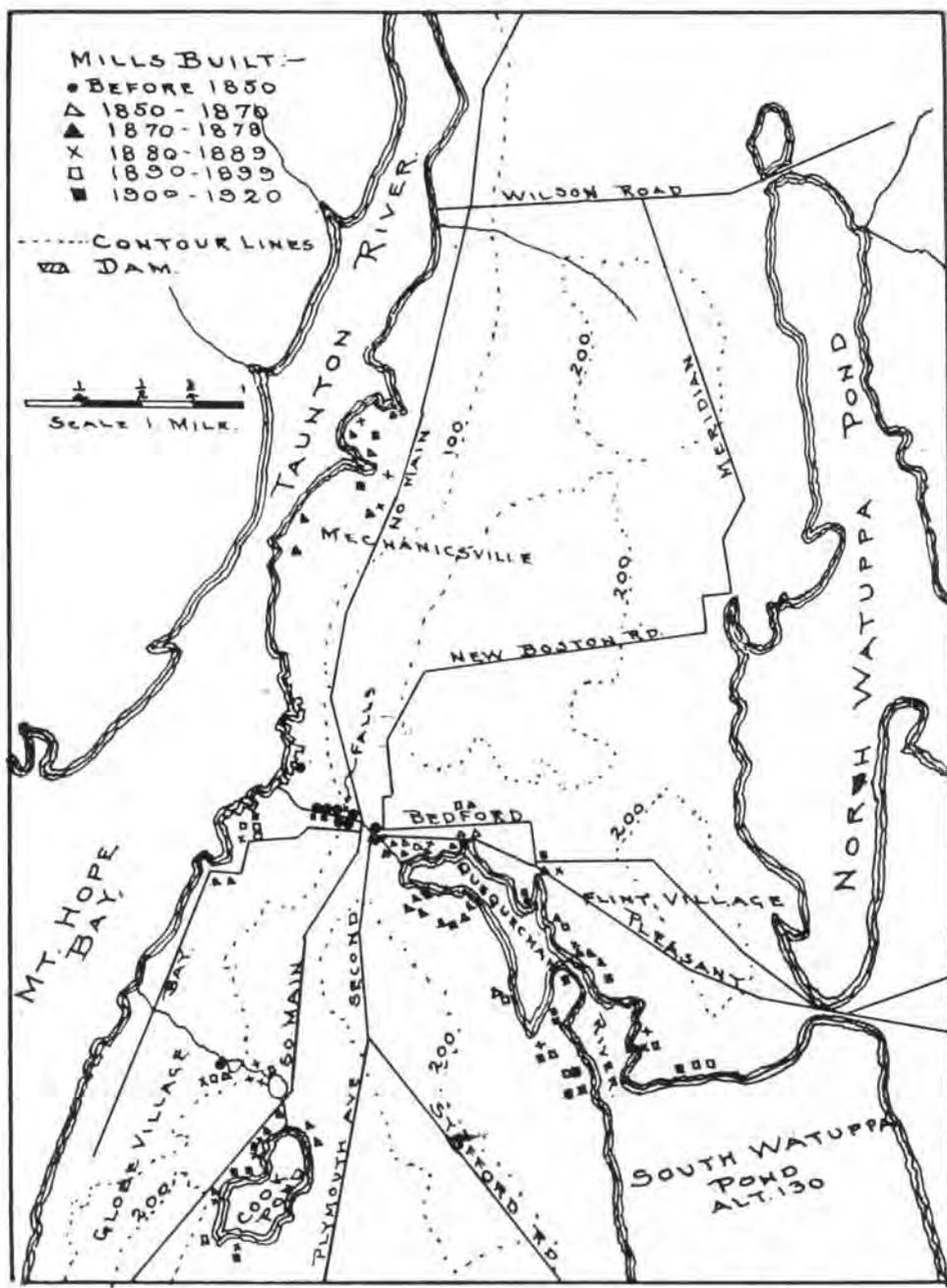


Before the days of automobiles and surfaced roads, the young man took his “best girl” buggy riding, and on pleasant summer afternoons, the father of the family hitched his horse to a carryall or surrey, for a drive in the country. Moving vans were fitted with seats the length of both sides, and often with a hitch of four horses conveyed picnic parties to their destination. Livery stables did a thriving business and owned hacks which were used for funerals and to convey patrons to evening dances and entertainments. William S. Mason and Francis W. Eddy were popular, independent hack drivers. Mr. Mason had his stand at the Wilbur House and Mr. Eddy near by, at the corner of Central Street. It was advisable to speak to them a few days in advance, to assure their services. They met incoming trains at the Bowenville Station and at the Steamboat Dock.

Occasional old time funerals held on Sunday were often attended by throngs of mourners. If the deceased was a member of one or more of the larger societies or brotherhoods, the cortege was headed by a brass band followed by members of the societies. At times every available hack in town would be employed and every driver was required to wear a “plug hat”. Double carriages followed the hacks and they in turn were followed by buggies.



FALL RIVER - BUSINESS CENTER - 1880.



EVOLUTION OF THE FALL RIVER MILL PATTERN
 1850-1920

Street names often perplex those interested in local history. Some names have long disappeared and more recent changes are often confusing. In the early eighties and again in 1895-'96 many beneficial and wise changes were made, eradicating duplications and perplexities. In the appendix of this fascicle may be found a list, with short notations, on highways and byways of the past and present, which seem to be of interest. The origin, significance, disappearance and change of place names might well be expounded in a lengthy chapter. Local place names are similarly treated in the appendix.

Chapter X

HIGHWAY APPURTENANCES SIDEWALKS SEWERS

As a country-side gradually develops into a village, town and city, the demand for sidewalks increases. Sidewalks were first mentioned in the town report of 1843. From 1844 on, they received more and more attention. In the more populous and business sections, flagstones, probably imported from the quarries on the palisades of the "Hudson" were used and curbing and cross-walks were supplied by the local granite quarries. For many years cinders were used temporarily for the sidewalks in the outskirts of the city. The mills were glad to have them carted away but by 1925 when mills were running irregularly and some were using oil for fuel, cinders were scarce and the mills using coal sought to obtain a revenue from their sale.

About 1860, it was found to be much cheaper to construct curbed sidewalks of concrete than with flagstones and for many years, tar sidewalks, as they were called were predominant in the residential sections. In 1901, the Superintendent of Streets recommended that a walk of "manufactured stone" be laid around City Hall and in 1903, granolithic sidewalks, which cost twice that of concrete but would last many years longer were laid where abutters were willing to pay half the cost. These walks were laid by contractors and were in great demand. In 1903, 937.16 square yards were constructed and as long as the system continued the demands increased. In one season, ten years later, 23,679 square yards were laid. By 1921, the city had 86½ miles of granolithic sidewalks.

Sprinkling

In the days of dirt roads, because of the nature of the soil on the granitic base, only a few hours lapsed between mud and dust. The strong spring and summer westerly winds drove clouds of dust up the hillside causing much annoyance to storekeepers and housewives.

The town in 1848 spent eight dollars for "Watering streets around Market". Street watering was done on a larger scale in 1851, when Robert Cook was paid \$425 and the Fall River Iron Works Company \$175. Sprinkling carts were indispensable until the streets were oiled or surfaced with bound macadam. When city water became available, standpipes were located where the watering carts could be conveniently refilled but before that time it was necessary to pump the water from cisterns or the stream. Sprinkling was often done by contract. In 1860, Dwelly and Freelove were paid \$697 and the Fall River Laundry, \$130. In 1899 the city used nearly 39,000,000 gallons of water at a cost of approximately \$10,000 but it was impossible to properly lay the dust on the 130 miles of city streets. In 1901, the work was supplemented by the use of trolley cars equipped for sprinkling. Full freedom from dust was enjoyed along the twenty-three miles of trackage. In 1912, a five year contract was made with the Worcester Car Sprinkling Company to continue the work. About this time the city had been experimenting with oil and residents were paying a Providence concern to oil the streets adjoining their property. In 1914, the city oiled all the streets, with the exception of those that were paved and some on the outskirts, where watering carts continued in use.

By 1923, the small boy no longer gazed with awe upon the driver seated high above his span on the water wagon nor splashed his bare legs and feet in the water from the sprinkler behind.

In the days of dirt roads, dusters were worn by those who took long drives in the country. As automobiles multiplied, there were additional demands for the garments, until the roads were covered by dustless pavements.

Lighting

Street lighting is an adjunct of the street department and up to the time it was taken over by contract with the Fall River Electric Light Company, men and boys were employed by the city as lamp lighters and cleaners.

In October, 1847, the selectmen of the town voted to establish street lamps near the center of the village and in April, 1850, after much opposition, about \$375 was appropriated towards providing lights for the village, as far as the gas mains had been extended. The following report of the auditing committee of the town shows the rapid progress that was made.

"REPORT ON AUDITING COMMITTEE ON STREET LIGHTS 1853"

| | |
|--|----------|
| "Fall River Iron Works Co., Lamp Posts and Setting | \$ 98.75 |
| Fall River Gas Works | 47.48 |
| Gideon Packard, Forging for posts | 19.75 |



STREET WATERING – SINGLE HITCH



STREET WATERING – DOUBLE HITCH



ICE DELIVERY IN THE EARLY DAYS



HEAVY TEAMING

| | |
|---|---------|
| Thomas Wilcox & Son, Lanterns and repairs | 50.95 |
| Daniel Leonard, Glazing | 21.36 |
| Gager & Dunning, Fluid and Wicking | 218.90 |
| Fall River Gas works | 261.69" |

Jacob B. Dunham and Jeremiah Clark were the lamp lighters.

At dusk, as the number of lights increased, with the exception of moonlit nights, young men and boys, carrying short ladders went forth to light the lamps in the district assigned to each. The night watchman on his rounds turned off the gas lights in the early morning. Older men of the street department cleaned and refilled the fluid lamps each day. The amount expended for the lighting of the streets in 1875 was \$16,573.59.

The year 1883 was the first in which the city began the use of electric lights, in the illumination of streets. Three were erected that year and seven more ordered. The lights were not kept burning all night on account of the expense but by 1891, Mayor J. W. Coughlin was able to say, "I believe that I am safe in saying that we have one of the best lighted cities in the state." At that time there were 141 electric lights, 319 gas, and 465 kerosene lights. In 1908, many of the kerosene lamps were replaced by low power electric bulbs.

In 1913, a contract was made with the Fall River Electric Light Company for installing ninety-six ornamental, inverted luminous arc lights along Main Street and a short distance on some intersecting streets. Quite a celebration was held the evening the current was turned on and the lighted area was dubbed "The Great White Way".

Nineteen sixteen marked the disappearance of kerosene as an illuminant for street lighting purposes. The city auditor reported no expenditures for gas street lights for the first time in 1931. There were then 2,276 electric lights in use.

Sewers

The necessity of a sewage system was stressed by each incoming mayor. In 1857, Nathaniel B. Borden, in his inaugural address said in part, — "My predecessors have suggested the importance of providing sewers in some of our principal streets. As a system this would prove an expensive operation, and one in which perhaps the city could not readily engage." He however goes on to state, that conditions along Central Street "should be abated".

The first sewer, other than open drains, was constructed in 1857 on Spring and Washington Streets. "Benjamin C. Borden, who was at that time in the employ of the city furnished the plan drawings and reported on

all lines and grades."¹ The drain was so constructed, that connections could be made by abutters but for the primary purpose of providing for surface flow, which ruined the roadways. There were a number of springs in this section, which together with the surface wash made it difficult to keep streets passable. The Central Street sewer, built the next year, diverted the surface water which was depositing silt about the wharves near the "Creek" and the Odd Street sewer built soon after diverted the heavy flow of water at French's Hill. Culverts were provided near the center of the city to care for surface water and the overflow of fire cisterns.

In his inaugural address of 1860,² Mayor E. P. Buffinton expressed his views as follows. — "The importance of thorough sewage, as a sanitary means apart from the numerous conveniences it affords, cannot be over-estimated. Attention of previous municipal governments has been frequently called to the subject, and I would again suggest the topic for your careful consideration. In some portions of the city, wells have been rendered unfit for use by the drainage from stables, vaults and accumulation of other offensive substances. So far as this evil can be removed, I think it is the duty of the City Government to act in the premises."

The office of City Engineer was not created by the City Council until 1880, when Philip D. Borden began his many years of valuable service, on March 7, 1881. Before that time, the Mayor was authorized to employ engineering assistance. In 1873, Phineas Ball, a civil engineer from Worcester was engaged to work out a plan of sewage in correllation with the rapidly developing water system. He made his first report in June, 1874 followed by a supplementary report, October 11, 1875.³

Many problems and difficulties arose and continued during the years to follow. Streets were constructed without regard to sewage problems and often diverted the natural flow westward to the bay or northward and southward toward the "Quequechan". Principally, on account of the presence of granitic ledges, sewer construction in Fall River has always been an expensive proposition and before the invention of the power drill demanded long hours of labor. The most costly sewer was on Rodman Street. It passed through a solid granite ledge, placed thirty-five feet below the surface. A stretch of 165.14 feet built in 1903 cost \$7,845.26.

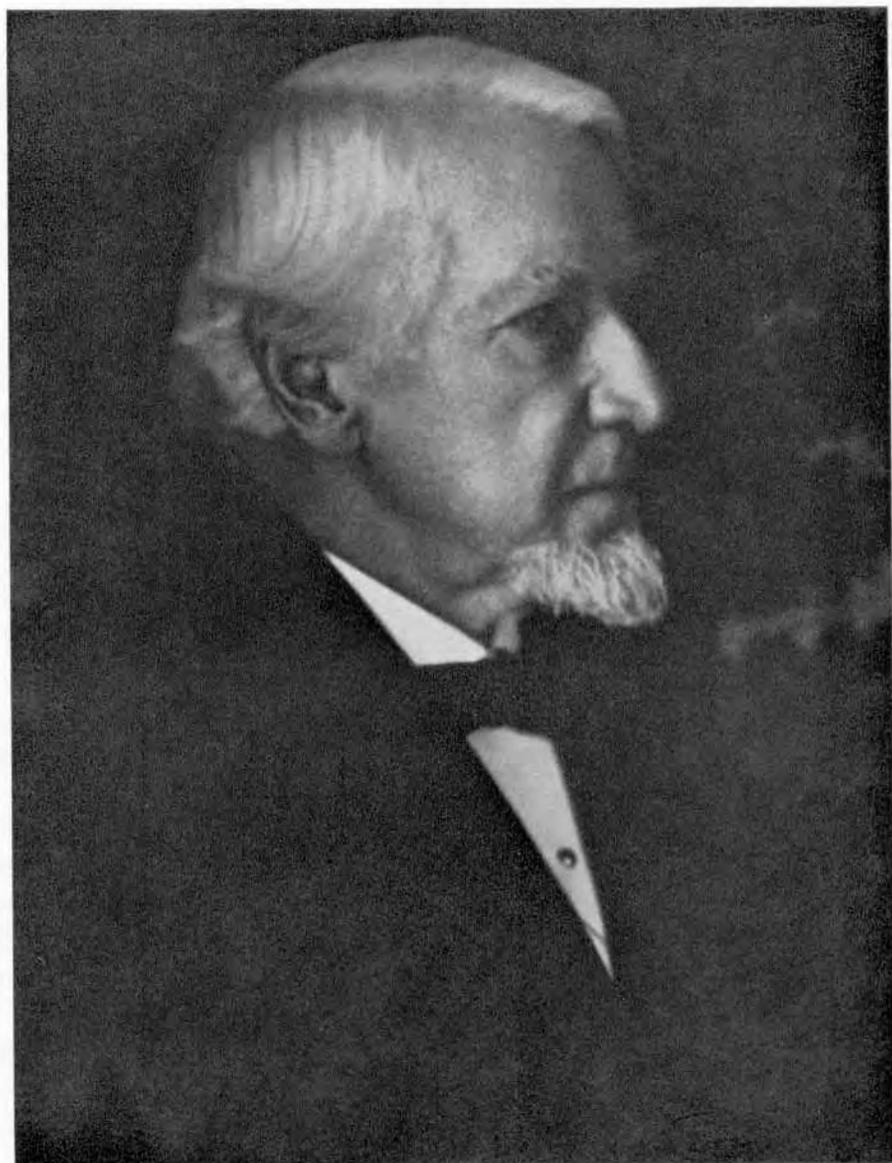
¹ A report by Danforth Horton, Superintendent of Streets, on sewers constructed from 1857 to 1877. "City Document, 1878."

² City Document, No. 13.

³ Published in City Document of 1876.

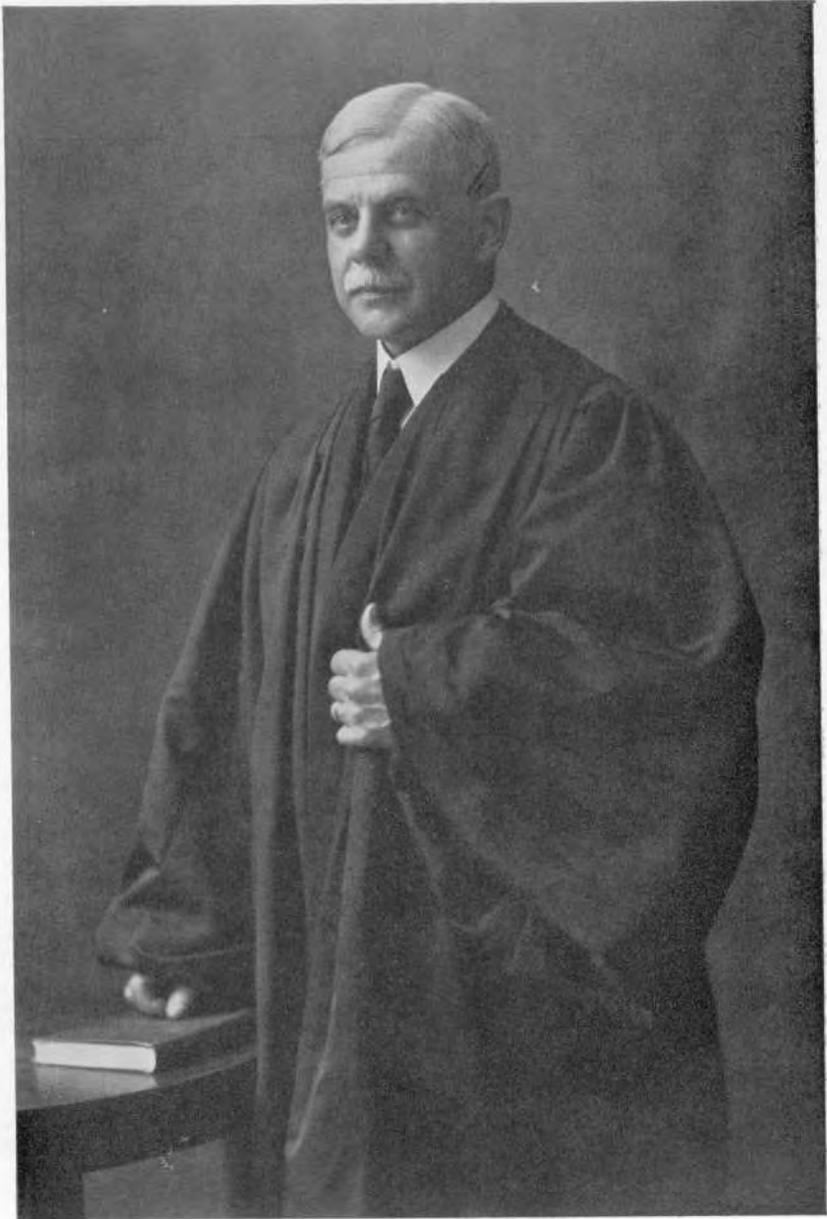
The recommendations of Phineas Ball, under the expert supervision of Philip D. Borden and those who followed him has been closely followed. The diversion of sewage and surface water, and the confinement of the Quequechan River within narrow bounds as planned by Mr. Ball and recommended by Mr. Borden demands a large outlay of public funds. If the plan could be executed, it would greatly benefit the welfare and health of the community. No sewers can be constructed in a large section of the city adjacent to the westerly shores of the North and South Ponds and all the region east of Rodman Street until a trunk sewer and outfall for the Quequechan River valley have been built.⁴

⁴Mayor Murray in 1945 suggested as an alternative plan, the erection of a purification plant and the emptying of the drainage from this section into South Watuppa Pond.



JAMES MADISON MORTON
1837 - 1923

*Justice of the Supreme Judicial Court of the
Commonwealth of Massachusetts*



JAMES MADISON MORTON, JR.
1869 - 1940

Circuit Judge of the United States Court of Appeals

HON. JAMES MADISON MORTON

1837 – 1923

James Madison Morton, late an Associate Justice of the Supreme Judicial Court of the Commonwealth of Massachusetts, was born in Fairhaven, September 5th, 1837. His parents, James M. and Sarah (Tobey) Morton were natives of East Freetown as were likewise the parents of Marcus Morton, a former Governor and Chief Justice of the Supreme Court. The son of Marcus Morton was appointed to the Superior Court and the son of James M. Morton was elevated to the Federal Bench.

The name of James M. Morton is not listed in the "Fall River Directory of 1853" but in 1855, James M. Morton, the father of Justice Morton resided on Davol Street in Farmville. He was at that time the local Postmaster. The Post Office was in the Market Building.

Justice Morton attended the Fall River High School, matriculated at Brown College, which in later years conferred upon him the honorary degrees of Master of Arts and Doctor of Laws. He graduated from the Harvard Law School in the Class of 1861.

He began the practice of law in the office of Judge Lapham, located in Pocasset Block. In 1864 he formed a partnership with John S. Brayton under the firm name of Brayton and Morton, with offices in Section G, Granite Block. When Mr. Brayton retired from the practice of law to devote his time to banking and industrial organizations, Andrew J. Jennings became his partner.

He was preeminently successful in the practice of law and his methods were studied and copied by many prominent lawyers. His advice was given freely to younger men but never unsolicited. His presentations of a case to a jury were never circumambient nor did he try to confuse or mislead a witness. He seemed to have an initial advantage over his opponents in trial cases, from the fact that he was always considered to be honest and right. His early practice coincided with the industrial advancement of Fall River at the close of the Civil War and his knowledge of banking procedures and his business sagacity called for his aid as a director in industrial enterprises. He was city solicitor from 1864 to 1867.

He had practiced law in Fall River for nearly thirty years when he was appointed Associate Justice of the Supreme Judicial Court by Governor

Brackett. He was then fifty-three years old. He served as Associate Justice for a little over twenty-three years and during the last eleven years, he was the senior associate. After his demise, April 19, 1923, Chief Justice Rugg in "Proceedings" held before the Supreme Judicial Court described his reports on judgments as follows:—"He wrote one thousand fifty-six opinions expressive of the judgment of the court and eight dissents. They were uniform in fine quality. Without critical and comparative analysis it would not be easy to select any of these as of outstanding superiority above others. Every one is exceedingly well done. Each is adequate, complete, simple. There is a sense of security and satisfaction in reading them. They are clear, concise, logical. They decide the points involved with sufficient fullness of discussion and nothing more. They convince by their inherent reasonableness and compelling justness. His style was direct and plain. There was no attempt at embellishment. He had no genius for epigram."

In 1913, Justice Morton resigned and retired to private life, to the regret of the court, the bar and the public. He continued his residence in Fall River during the period of his court service and returned to enjoy the remaining years of his life in close fellowship with those he loved most. He was for many years a member of the Unitarian Church; a faithful attendant, a member of the Standing Committee and oftentimes Moderator of its meetings. He found relaxation by making frequent trips to New Brunswick to lure the trout and salmon. Before the North Pond was closed, he was frequently met by fellow anglers, on early summer evenings, fly casting for small-mouthed black bass.

Six years after Justice Morton's retirement a convention was called to revise the Constitution of the Commonwealth. The voters of the congressional district, with little regard for party affiliation, chose Mr. Morton to represent them in the deliberations concerning our fundamental law. No more qualified delegate could have been chosen. He was made chairman of the committee on judiciary and became a dominant figure in the convention. His advice was constantly sought. On his eightieth birthday, the assembled convention, in a marked way, showed their appreciation for his help and friendship.

Fall River has named a large junior high school in his honor and by so doing brings to the youth of generations to come an insight into the nobility of his living. Fall River is proud to have had as its first representative on the Supreme Bench, a man who in personal appearance and action typifying what he actually was, a scholarly, Christian gentleman possessed of the qualities of honesty, patience and firmness.

Chapter XI

JUDICATURES

EARLY JUDICIAL PROCEDURES

The Mayflower Compact¹ was not only a document which controlled the course of action of the Pilgrim fathers; it was the foundation on which our democratic institutions were built. The gathering in the cabin of the Mayflower was the first New England town meeting and the first elective officer was confirmed by the will of the majority qualified to vote. From that time forward, new laws and regulations were voted and additional officers elected to meet new requirements.

The governors and assistant governors were elected at the annual meetings. The whole body of Freemen constituted the General Court; a name which, to this day designates the Massachusetts legislature. Certain requirements were demanded before a resident could become a Freeman. "In 1671, it was provided that Freemen must be twenty-one years of age, of sober and peaceable conversation, orthodox in the fundamentals of religion, and possessed of twenty pounds of ratable estate in the colony."²

Trial by a jury of twelve honest men was ordained by the General Court, on December 27, 1623. In 1636, a law was enacted by which the governor and two assistants might try civil cases not exceeding forty shillings and criminal cases involving only a small fine. Eighteen years before Freetown was incorporated, a law was enacted which — "Provided that in every Towne of this Jurisdiction (Plymouth Colony) there be three or five Celectmen³ chosen by the Townsmen out of the freemen such as shall be approved by the Court; for the better managing of the affaires of the

¹ The Mayflower Compact was not intended to be a cartel of democratic government but as George W. Williston states in "Saints and Strangers" "it was conceived as an instrument to maintain the status quo on the Mayflower, to show inferiors in general and servants in particular their place." It is nevertheless the corner stone of the foundation on which our governmental structure is built.

² "American Landmarks of Plymouth", p. 71.

³ The title "Selectmen" in all probability meant selected men without reference to character or qualifications.

respective Townships; and that the Celect men in every Towne or the major parts of them are heerby Impowered to heare and determine all debtes and differences arising between pson and pson within their respective Townships not exceeding forty shillings;" * * * "That the said Celect men in every Township approved by the Court or any of them shall have power to give forth summons in his Majesties name to require any pson complained of to Attend the heareing of the case and to sumon witnesses to give Testimony upon that account and to determine of the controverseyes according to legal evidence; ant that psons complaining shall serve the sumons themselves upon the psons complained against."

When Plymouth, Bristol and Barnstable Counties were established, county courts were organized. Bristol County was not instituted until 1685. The development up to that time was the foundation on which were established the judicial systems which followed. The vicissitudes and changes which occurred during the colonial period and the days preceding and immediately following the Declaration of Independence are interestingly portrayed in the first volume of "Courts and Lawyers of New England" by Herbert Parker, LL.D. and published by the American Historical Society, in 1931. Suffice it to say here, that during the Revolution, law and order were maintained by a "Proclamation for the Courts of Justice" issued by the General Court, which was ordered read by the courts of justice, at town meetings and from the pulpits.

In 1777, the General Court constituted itself a Constitutional Convention and by the will of the people of the Commonwealth, a constitution was adopted June 16, 1780. Article XXX of the Bill of Rights provided that — "In the government of the Commonwealth, the legislative department shall never exercise the executive or judicial powers, or either of them; The executive shall never exercise the legislative and judicial powers, or either of them; the judicial shall never exercise the legislative and executive powers, or either of them: to the end it may be a government of laws and men." Under this article of the constitution, the courts were organized and as a separate entity of government to interpret the laws. Such judicial powers as might have been assigned to selectmen were transferred to trial justices until the establishment of police or district courts. Just before Fall River became a city, the following names are listed as Trial Justices in Fall River, Massachusetts and Fall River, Rhode Island:—James Ford, Prelet D. Conant, Hezekiah Batelle, Cyrus Alden and Eliab Williams.

Modern Courts

The following notice is printed in the first Fall River Directory.

POLICE COURT

No. 13 Pocasset Block

LOUIS LAPHAM, Justice, _____, Clerk.

Office hours from 8, A. M. till 12, P. M. and from 7 till 9, P. M.

Return days for Criminal Matters, Monday and Friday, at 9 o'clock, A.M., every week.

Return days for Civil Matters, on the 1st, 3d, and 5th Mondays of each month, at 10 o'clock, A. M.

Special Terms for the trial of criminal cases, held as circumstances require.

The Police Court⁴ was established in 1852. In 1874, the Second District Court of Bristol County took over the procedures of the Police Court. Josiah C. Blaisdell was judge until 1893 when he was succeeded by John J. McDonough and he in turn by Edward F. Hanify until his promotion to the superior bench and Benjamin Cook replaced him.

In 1857, the Police Court was held in Hathaway's block on Market Street; the next year in a new building erected by the city and called the Court House. Attorney Lapham continued as judge and was assisted by special justice James Ford. Augustus B. Leonard was court clerk. Special mention should be made of Mr. Leonard for he served as clerk of the Police and District Courts from 1857 to the time of his death, July 1, 1915. Many people knew him personally and nearly everybody knew him by name. He was a slightly built gentleman and wore a beard so long, that when at work, or on the street in stormy weather, he tucked it beneath his coat.

As early as 1847, the town voted, — "The town will give the use of its Hall for the temporary accommodation of such courts as may hereafter be held in this town" but Superior Court sessions were not held in Fall River until 1877 when rooms in Borden Block were used. The present Court House on North Main Street was erected in 1889 and the wing housing the registry of deeds some time later.

Members of the Fall River bar have been honored by appointments as Justices of the Superior Court. Henry K. Braley was appointed in 1891 and in 1902 was elevated to the Supreme Judicial Court. He died in 1929. Hugo A. Dubuque was appointed to the Superior Court in 1911 and served until his death in 1928. Edward F. Hanify received his appointment in 1929 and Joseph L. Hurley in 1937.

⁴ The first recorded case tried in the Police Court is dated July 25, 1855. The prisoner pleaded guilty and was fined \$3.00 for drunkenness.

As previously stated, James M. Morton was appointed to the Supreme Judicial Court in 1890.

James M. Swift was elected Attorney General of the Commonwealth and served from 1911 to 1914.

James M. Morton, Jr. while serving as judge of the United States District Court for Massachusetts was raised by President Hoover to be a Circuit Judge in the United States Court of Appeals.

The Bristol County Courts which now hold sessions in Fall River include the Superior Court for Civil Business, the Superior Court for Criminal Business, the Probate Court, the Court of Insolvency and the Second District Court.

Police

In 1636, constables⁵ were elected by the General Court at Plymouth. Miles Standish, Captain of the Guard had performed the duties properly belonging to such an office. The office of constable became necessary on account of the gradual growth of the colony. After the union of the colonies in 1692, the General Court of Massachusetts passed a law requiring tithingmen to be chosen in every town. At first they seemed to have had general police duties but after a few years, they were concerned only with the keeping of the Sabbath laws. No records of the activities of such officers in Freetown have come to the writer's attention.

The records, or perhaps the lack of records, indicate that Freetown was a law abiding community. It is recorded that in 1690, stocks were erected near the meeting house at Mother's Brook but were seldom used.

Fall River Police Department

Fall River did not establish a night watch until forty-three years after its incorporation. At a town meeting held April 13, 1835, it was voted to "authorize an application of the Justice of the Peace to the Selectmen of said town to appoint or establish a night watch or street watch in said town". In May 1839, a committee recommended that a night watch "be established according to law" but no action was taken until the year after the fire, when six men were appointed in July 1844. Previous to this, the old town reports reveal that payments were made to constables, health officers and town prosecutors. The first night watch had quarters in rented rooms. The total expense from July to the next annual town meeting amounted to \$965.20. Lanterns cost \$5.95 and rattles, \$6.38.

⁵ John Hathaway of Taunton was made constable of Falls river and places adjacent, September 20, 1680.

In 1854, when the city charter was adopted, the force consisted of seven day and eight night men, the head of the department being known as chief constable and chief of the night watch. Nearly all the officers were over fifty years old. William Sisson, the Chief Constable was paid \$10.50 a week; the watchmen, \$8.50. Three years later the title of Chief Constable was changed to City Marshal and in subsequent years to Chief of Police.

By 1872, the force had been increased to twenty-eight men, twenty-two of whom were on night duty. In the following two years, the number was increased to seventy. In 1874, the city was divided into four districts and in addition to the Central Station, stations were erected, connected with the fire stations in the eastern, northern and southern sections.

For a number of years, the annual report of the city marshal contained an occupational list of those arrested. In 1877, among those listed were one phrenologist, two physicians, one school master, one music teacher, one druggist, eleven firemen, two undertakers, one hundred forty-four housekeepers. The remainder were laborers, spinners and weavers. Out of a total of 2,419 arrests, 1,319 were for drunkenness.

Until 1882, the police department was politically controlled. Conditions were improved by an amendment to the city charter, approved by the legislature, which made all appointments permanent, subject to removal for cause. Mayor Cummings in speaking of this ordinance said, — "It has developed a spirit of self reliance, encouraged individual judgment and happily removed the department from active politicians."

In 1894, the control of the police force was placed in the hands of a commission appointed by the governor of Massachusetts. At various times attempts have been made to shift the control back to the city government, but these have not been successful.⁶

The patrol-wagon system was instituted in 1890 and twenty years later the automobile replaced the horse drawn wagon. The progress of the force kept pace with modern inventions, including the adoption of the police signal system and in later years the use of radio cars. Francis T. Estes was for many years the electrician in charge of the signal system.

The police department, under the supervision of the commission of three appointed by the governor is now (1940) composed of the Chief of Police, a deputy chief, five captains, seven lieutenant inspectors, ten deputy lieutenants, one detective sergeant, nine deputy sergeants, one hundred forty-five patrolmen, two police women, two matrons and one police surgeon.

⁶ In 1946, the control of the police department was again vested in the city government.

In the order of their first appointments the following have served as City Marshal or Chief of Police:—William Sisson, Chester W. Greene, Samuel R. Buffinton, Asa Eames, Henry C. Wilcox, Franklin Gray, Albert Winslow, Andrew R. Wright, Sewell D. Brigham, Josiah A. Hunt, Rufus B. Hilliard, John Fleet, William H. Medley, Martin Feeney, Abel J. Violette.

Police Headquarters

The first city owned police headquarters were in the old town house on Central Street and subsequently in the basement of City Hall. From 1857 to 1916 the "Central Station" was in a large granite structure on Court Square. Before Purchase Street was extended from Franklin to Bank and later from Bank to Granite Street, Court Square⁷ ran from North Main Street to Bedford Street. The old Court House, where police headquarters were housed, was at the right angle turn of the way, now the southwest corner of Purchase and Granite Streets.⁸

In the inaugural address of Mayor Nathaniel B. Borden delivered on March 28, 1858 he reported that "early in the season, from some cause or for some reason, the building in which was kept the city horses, was burned. The horses were also burned; but the roads could not well be worked until their places had been supplied by others. The supply was secured; but afterwards it was found a suitable place for their keeping was not easy to be obtained. This determined the Government to secure a stable, of which the city should be owner. Hence the purchase that was made. The property as was supposed, was obtained at a reasonable rate; and although in the purchase, a stable only, was contemplated, it was found on examination, of capacity to furnish other accommodations—accommodations for which the city was in want, and of which, some at least, had been a subject of consideration by the former as well as also by the present government. Hence the construction of the building in a manner and form as now appears. It accommodates the Police Department in all its branches — in it is a lockup for which the want had long been manifest, and which probably is not equaled in the Commonwealth — it affords better accommodations for a branch of the Fire Department than any other in the City, connected with it is a spacious reservoir and in a good place; on it is the city bell, to be used for alarms of fire and for other purposes, if thought desirable; and for the stabling the city horses, ample provision is made."

⁷ See Fascicle I, pp. 79, 81-82.

⁸ See map, page 17.



OLD COURT HOUSE



SECOND DISTRICT COURT HOUSE



SUPERIOR COURT HOUSE



THE DISTRICT COURT IN SESSION

Judge John J. McDonough

Clerk Augustus B. Leonard

The fire stations which occupied the first floor front remained in the old Court House from 1858 to 1876. The city stable was back of fire apparatus and the police station on the second floor. When the building was reconditioned⁹ the police station occupied all of the first floor, with executive offices and sleeping quarters on the second floor. The west side of the second floor, with an entrance on Granite Street was occupied by the police court. When the Second District Court House on Rock Street was completed in 1911, the police succeeded to the entire use of the building. In 1916, the Police Headquarters Building, on the corner of Bedford and High Streets was ready for occupancy. The old court house, along with other old buildings, was torn down and Purchase Street widened.

⁹ In Fascicle I, p. 81, Mr. Phillips was in error concerning the recommendation for the building of the old court house. James F. Davenport was not mayor until long after that time. He probably had the remodeling of the structure in mind.

Chapter XII

NOTORIOUS LOCAL MURDERS

The Cornell Murder

Sarah Maria Cornell was found murdered in the stack yard of the Durfee Farm, which was then within the limits of the South Park in Tiverton, on the morning of December 21st, 1831. She was twenty-eight years of age and descended from a respectable family and had been a mill worker in Fall River and other places for several years. She was a member of the Methodist church in Fall River, of which Dr. Bidwell was pastor. Her body was frozen stiff; the knees evidenced, by bruises and clinging grass, that she had been dragged for some distance and she had apparently been hung by a rope taken from one of Durfee's wagons. The rope was tied by a clove hitch knot, not by a slip knot, so that she could not have committed suicide by hanging because the clove hitch could not be drawn tight except by the pulling of both ends together. Her feet were only a few inches above the ground and it was apparent that she was at least unconscious before she was hung because there was no evidence of struggling. Pieces of a broken comb and evidence of a struggle were found at two different places within the limits of the farm. She was in a delicate condition. Soon it appeared that she had consulted a Dr. Wilbour in Fall River on the 8th of October previous and disclosed to him the secrets of her liaison, her condition having been caused at a session of a camp meeting in Thompson, Conn. during the previous summer.

When she was cut down a jury of inquest was immediately summoned who determined it was a case of suicide, but other facts above stated soon appearing, with much evidence directed against the Rev. Ephratus K. Avery, a Methodist minister at Bristol, complaint was made against him. Before a warrant could be served he had disappeared and after diligent search he was located in an obscure town in New Hampshire and brought

back for trial. At the trial he was acquitted. The trial was held in Newport in May 1833.

There was ample evidence that the minister had been frequently seen in her company; that he had counselled her to take poison; that, while refusing to take any action against him because of the respectability of his wife and family and refusing to meet him in Bristol, she had asked him to discuss the situation in Fall River. There was evidence that he did come to Fall River the night of the murder by persons who saw him here and at the Howland Ferry after the murder, but he proved by a great many witnesses that he was home in Bristol that evening at such an early hour that his speed of return, if he did return, was almost beyond human possibility. Apparently there was no evidence that he was expert in the tying of a clove hitch knot and, of course, he was not observed at the scene of the crime. A score of clergymen took oath to his good character and to every one who testified that the girl was above reproach so far as other men were concerned, there were as many or more who testified as to her delinquencies, not with men but by her conduct in the affairs of the church of which she was a member and to which she seemed to be most devoted and her prayers about her shortcomings most incessant. That twelve men agreed that upon all the evidence he was not guilty leads us to accept that conclusion, but it was not accepted by the people at large; much criticism was directed against the public attorney.

Murder of John Bullock

About five hundred feet from the extreme northeasterly city line in the Copicut section, yet two miles from Copicut village, near the Bullock Road, which leads from Assonet to New Bedford, in a rough barren section stands a rough granite post, a cut of which is shown opposite page 86 in Fascicle I. It marks the spot where in June, 1862, one Isaiah Bullock was murdered by a seventeen year old lad named Obed Reynolds. This murder caused widespread consternation because the dissolute youth, seeking only to possess a few dollars was lying in wait for a drygoods and grocery peddler whose weekly route caused him to pass through this lonely road, which in fact he had traversed the previous day. When Bullock happened along returning to his New Bedford home, in a democrat wagon, from the delivery of a barrel of rum to a kitchen barroom at Slab Bridge, knowing Bullock and his business, the youth held him up, blinded him with a gun shot and then during a scuffle which followed, during which the gun was wrested from him, he stabbed Bullock to death. The facts were related to me by my



THE FRONT, SIDE YARD AND BARN



BORDEN RESIDENCE AND DR. KELLY'S
COTTAGE ON SECOND STREET



FRONT HALL AND STAIRWAY



THE BEDROOM

Photographs by author at time of Borden Trial

friend Paul Burns of Assonet, who is now living. Mr. Burns was helping his father on the latter's farm, which was a mile easterly on the Chace Road. Burns heard the noise of the scuffle, then supposing it was from an intervening farm where a neighbor was berating his oxen.

Reynolds returned to his home and his father turned him over to the police. He was indicted for murder June 19, 1862, at Freetown. There was a verdict of guilty, May 19, 1863, in the Supreme Judicial Court, after which Reynolds was sentenced to hang. This sentence was later commuted to life imprisonment by the Governor.¹

The Borden Murder Mystery

Died, at her home, 92 Second Street, in Fall River, Mass. on Thursday, August 4, 1892, at ten o'clock in the forenoon, Abbie D. Borden, age 65, second wife of Andrew J. Borden; also died, at eleven o'clock on the same day and place Andrew J. Borden, age 70. Thus ran obituaries, while newspaper headlines ran "Murdered", and editorials announced "the most famous and baffling crime of the century".

On that morning, the Borden home had sheltered five persons, — Andrew J. Borden, his wife Abbie, Lizzie A. Borden (Mr. Borden's daughter by Sarah A., nee Morse, his first wife), John V. Morse, a brother of the first Mrs. Borden, and Bridget Sullivan, a servant. Mrs. Borden was last seen alive when she went to the up-stairs guest chamber and attended to details of its earlier occupancy by Mr. Morse. Mr. Borden was last seen alive when he entered his home immediately prior to the fatal moment. That morning Mr. Morse had been the first to leave the house. He left before 9 A. M. and went to visit a relative, who lived on Weybosset Street, more than a mile distant. Next Mr. Borden left home to make his usual morning calls to his bank and to his real estate. He was a member of the investment committee of the Union Savings Bank, and a director in several other institutions. He was reputed to be a man of large wealth, in small part inherited from his father Abraham, but mostly accumulated through his own parsimonious thrift and by means which fell within the

¹ The above seems to be the correct version. There is evidently another story extant which the editor found among Mr. Phillips' notes. — Saul Cummings, living on Morgan Street, a trader in horses and cattle, sold a yoke of oxen to a man in the above vicinity and drove over the road to deliver them. A man knowing of the transaction and being short of money and nearing the end of his stock of whiskey thought this a good chance to replenish his supply of both. Knowing that Saul would be coming back with the proceeds, he hid and to keep up his spirits, he filled up with the whiskey in his pocket. After a while, he saw as he supposed Saul Cummings and fired but he killed another man named Bullock. The murderer was convicted and died in jail.

The "Fall River Daily News" gave little space to the details of the evidence, stating only that a piece of a gun stock was found with blood stains on it and that "a young man residing in that vicinity identified the ram-rod as one used by Reynolds."

letter of the law. He owned much valuable and centrally located real estate, loaned money to persons in need if they were financially sound, and had reputedly made investments with brother Morse. Morse had spent most of his life in Iowa, but shortly before had settled in Dartmouth and was owner of some recently imported horses which were kept at a camp of itinerant horse traders in Westport.

After the men had left the house, Mrs. Borden was called to the rear door by a boy who presented a note. Neither Lizzie nor Bridget saw her alive after that. Lizzie thought she had gone out, but events proved that she went to the guest-chamber where she was struck down by her assassin, who wielded some sharp instrument, presumably a hatchet or small axe, and inflicted eighteen deep gashes on her neck and head. Thirteen of them cut through the skull, and any one of them would have killed her. She crumpled on the floor between the bed and bureau, and apparently died without resistance. She must have turned her head toward her assailant as two of the blows were frontal. Lizzie's attorneys believed that the note called for the delivery to the bearer of some article from Mr. Morse's room; that the assassin followed Mrs. Borden into that room and that he afterwards regained possession of the note. It was never found. Of course the Government claimed that there was no boy and no note. Corroborative proof was lacking.

Mr. Borden was murdered an hour later. He returned home shortly before eleven o'clock A. M., was let into the front door of the house by Bridget. He lay down to rest, as was his custom, on the couch in his lower sitting room and was murdered by someone who wielded the same hatchet in the same way and battered his head and brains with eleven strokes, four of them crushing the skull. The temperature on that day was superlatively hot.

One Kirowack, head trader at the Westport trading camp, satisfied the police that he was in New Bedford at the time of the murder, but a farmer or hostler described by one Robinsky as a traveler on the New Bedford road and as wearing blood-stained garments was never found.

There was evidence that Mr. Borden and Mr. Morse had a lengthy and very loud argument during the previous (Wednesday) evening. They made so much noise that Lizzie closed the door of her upstairs bedroom. Ordinarily Mr. Borden was a very mild-mannered and mild-speaking man, yet his conduct in business matters had made him many enemies. Called the sharpest man in town, he provoked many current rumors as to his methods which were far from complimentary. It was said that an employee

who had improperly sequestered a few dollars had avoided prosecution for crime by threatening specific disclosures of Mr. Borden's business methods. Another story related to the undertaking firm of which Mr. Borden was a member and to the manner of fitting corpses to the caskets on hand, another to the method of charging funeral equipment to an amount in excess of that furnished. Mr. Borden kept in close touch with his tenants and their business. Tenants of experience who were cautious about their rental charges were careful to impress him with hard luck stories because he was ever solicitous about sharing their profits in the form of increased rent. When the death of Mr. Borden was first announced on the street, general comment was that "someone had done a good job".

Mr. Borden was parsimonious also with his family. The girls of this wealthy man (Lizzie and her elder sister Emma L.) did not enjoy the moderate finery of the times and often could not attend functions for lack of accoutrements befitting their social rank, for they were members of the same Borden family which was socially prominent in the city. This unusual condition seemed to the police to furnish a motive which might induce his daughter Lizzie to commit the crime.

The Bordens were of Quaker ancestry, descendants of that Joseph Borden of Portsmouth, R. I. who was the friend of the Indian Chieftain Philip. The whole family was fundamentally opposed to violence in any form.

Lizzie had no unusual and no criminal record, had made no threats; she was a church member and prominent in church work as secretary of the Christian Endeavor. At the trial Judge Dewey in charging the jury said "The Government concedes that the defendant's character has been good, not merely negative but of positive active benevolence in religious and charitable work". Lizzie had, however, made statements which were contradicted and had made others which the police considered to be doubtful, so that being suspected from the first she was finally charged with the crime. She was contradicted by Eli Bence concerning her attempt to purchase poison, but at the time of her trial this evidence was excluded as immaterial since there was no evidence that any poison was used or actually purchased. She had sought to purchase it for an innocent purpose.

Every penny counted in the Borden household. A leg of lamb first cooked on the Saturday before the murder was on the table in disguised form five days later.

Although Mr. Morse was first suspected of the crime, he presented the most complete and remarkable alibi ever known, and was almost imme-

diately eliminated from police inquiry. After leaving the Borden home early in the morning, Morse had taken a street car to Weybosset Street from the center of the city and was there till both murders had been discovered. He furnished the police with the number on the street car which he had taken, the number on the conductor's cap and the names of persons he had seen or met. To a certainty he was not in the Borden house when the murders were committed, but nevertheless he had to have a police guard to protect him from infuriated mobs.

After her mother had been murdered and before her father came home, Lizzie passed downstairs from her second story room to the lower floor, and necessarily passed by the open door leading from the upper hall to the guest chamber, upon the floor of which her mother's slain body was resting. Lizzie neither noticed nor heard anything unusual but the police argued that she must have seen the body and so must have testified falsely at the inquest. Reporter John J. Manning was one of the first to enter that room. He found the room "not very light". The shades had been drawn. The evidence disclosed² consists of a photograph which I took from the third step down the stairway. It shows that a body, then lying between bed and bureau, could not have been seen from the hall. The bed was too low. The police also claimed that no person could have remained concealed in the house for upwards of an hour and have remained undiscovered. I now disclose, it never having been used before, a photograph I took showing a closet at the foot of the front stairway, its door partially open. It was a large closet, and Andrew J. Jennings, chief counsel for Miss Borden, was then peeking from inside the closet through a crack in the door into the hall. The murder weapon was used with such force that in each case the walls and ceilings were covered with hundreds of blood spots; yet no clothing of Lizzie Borden's bore a single smutch, except a single spot on an undergarment which was admittedly due to natural causes.

No weapon which could have been used was found. Though the police found several hatchets in the cellar only one of those hatchets, viz: a handleless hatchet and without blood stains upon it, fitted the wounds. One blow from the weapon which had been used in the murder had penetrated Mr. Borden's skull so forcefully that the skull was incised at both edges of the blade. The state specialist, Professor Edward S. Wood of Harvard University, testified that the blade used was exactly three and one-half inches wide. No other would have fitted this wound. He also testified that

² The editor believes that the story and photograph have been previously published in a New Bedford paper.

the hatchet without handle could not have been used in the homicide and afterwards washed so efficiently as to prevent traces of blood from being caught on the ragged surfaces. Professor Wood examined all the hatchets, all of Miss Borden's clothes, including her shoes and stockings and all except a white skirt were found to be bloodless. The skirt had one drop of blood, less than the size of a pin's head, on the back part and eight inches above the hem. Some days after the murder Lizzie admittedly burned a paint-stained dress, but the house had previously been thoroughly searched for evidence by a large police force, and if any evidence was thus destroyed the police were admittedly inefficient. It was burned in the presence of the family and friends and none saw any blood on it.

In the investigation of her case and at the various hearings Lizzie Borden had eminent counsel as follows: Hon. Andrew J. Jennings was her personal counsel, and His Excellency George D. Robinson of Springfield and Col. Melvin O. Adams of Boston were her advisory counsel. The writer was assistant to Mr. Jennings, having been connected with that office since his graduation from law school during the preceding June.

The government was represented by Hon. Hosea M. Knowlton of New Bedford, the local District Attorney, and by William H. Moody of Haverhill, the District Attorney in Essex County. Knowlton was afterwards Attorney General for the Commonwealth and Moody subsequently became a justice of the Supreme Court of the United States.

An inquest was held before Hon. Josiah G. Blaisdell, Justice of the Second District Court of Bristol, beginning on the sixth day after the murders. Lizzie Borden was called as a witness, and interest in the proceedings was so general that business in the center of the city was practically suspended. Miss Borden asked that Mr. Jennings be allowed to attend the inquest in her behalf, but this request was denied. Attorney General Pillsbury was present and Miss Borden was kept on the witness stand the greater part of the afternoon of the first day and much of the following forenoon. During her examination the police had prepared a warrant for her arrest but it had not been signed and it was not served until after her evidence was completed on the second day, — the inquest being still in session. This high handed method of denying an accused person the benefit of counsel negated the evidence which had been given and when the final trial came the Court excluded all the testimony which Miss Borden gave at the inquest.

Miss Borden was arraigned for preliminary hearing on Friday of the week following the murder but the preliminary trial did not begin until ten

days later. The complaint was for the felonious killing and murder of her father. The hearing began on Monday, August 22nd and lasted the whole of that week. At its conclusion Judge Blaisdell found her probably guilty and bound her over without bail to await action by the Grand Jury.

The Grand Jury returned three indictments against her on December 2d but she was not arraigned until the 8th day of the following May, and her trial before a jury began in New Bedford on the fifth day of the following June.

Inasmuch as trials for capital offences then required the attendance of three judges of the Superior Court, Chief Justice Mason and Associate Justices Blodgett and Dewey were assigned to the case and presided at the session which ended with Miss Borden's acquittal by the jury after thirteen days of actual trial.

Fate has decreed that after the lapse of more than forty years, I should be the sole survivor of those who participated professionally in this trial. Every other attorney, every judge connected with it, every member of the jury, every Court officer including clerks and stenographers, every important witness known to me, with the sole exception of Miss Russell, and every reporter with the sole exception of my friend John J. Manning, now of New York, have joined the great majority.

I entered into a study of the evidential details and of defence preparation under the leadership and direction of Mr. Jennings with all that energy which youth possesses and with all the enthusiasm which exists when a man is released from his preparatory studies, has passed his admission tests, and attempts success in his chosen profession. Yet during all this period of over forty years, public consideration has been limited to such facts as were evidenced at the trial plus those disclosed by the prosecution and those revealed by press investigation. The mass of documents and other evidence collected by the defence have never been disclosed or discussed, due to the fact that until the recent death of Miss Borden their secrecy was, in the opinion of Mr. Jennings, important to her defence. He considered that reservation of such facts as would meet any new phases of police investigation was necessary, and that during her life it was improper to disclose or to discuss facts which were gathered in her interest, and which might by any possibility be important if crime should be reconsidered by the District Attorney.

Since Miss Borden's death, I have been importuned from many sources to make public some of the photographs which I personally took and have privately shown, but which were not used at the trial, and also to point

out the relevancy of certain facts which were then produced in evidence with relation to certain other facts which were never disclosed, — in order that a better balanced criterion for public judgment might be furnished, even though thereby certain sensational features of the case might be mitigated and some of the mystery surrounding the case be removed.

Very few criminologists of this enlightened age can conclude that a perfectly sane, normal woman who was without criminal history — could brutally hack to pieces her step-mother, with whom she was living in outward harmony, and after the lapse of more than an hour, and without any faltering, greet her own father in her accustomed cordial manner, wait for him to take a noon-day nap and brutally murder him, and after that so calmly and effectually and within not over twenty minutes to dispose of all evidence of the crime that no implement which could have been used in committing the crime could be found, and although both rooms were spattered high and low with blood, so that no blood could be located upon her garments or person. Yet I thoroughly believe that a large proportion of the public, and a large majority of her own sex, still believe that Lizzie Borden was guilty, because of certain unexplained collateral facts, and because it has not been shown that someone else could have committed the crime. They forget that Lizzie and her father were pals so far as he had any sentimental associations. He was wearing upon his finger at the time a ring which this favorite daughter had given him, and he wore it because she had worn it and had given it to him.

There was no suggestion at the time of the trial that Miss Borden was abnormal. Although the police discovered a small spot of blood on the back of one of her skirts, evidencing not only her then physical condition, but also the fact that they had carefully examined the clothing she was wearing when the murder was committed and had found it otherwise bloodless, there was no evidence that she was ever hysterical or abnormal in these periods, nor was there evidence of any unusual mental condition other than an occasional complaint that although she was a daughter of a very rich parent, he was so sparing of his allowances to her that she could assume no social position. There are no abnormalities in the Borden family. Their inheritance and training savors of their Rhode Island Quaker ancestry; of peace and lack of strife. If Miss Borden's mind showed any lack of balance in later years, it should not be weighed as evidence of her former condition, because she ever afterwards lived alone, she had no close friends, she was always ogled in public and very annoyed by public activities and

encroachments upon her private life. Would any woman be normal when subjected to such a life?

The Government claimed that no stranger could have entered the Borden house, committed the murder and then left it without detection. The house was located in a busy section of Fall River, yet Fall River was far different than it is today. Mr. Borden and Mr. Morse went down town shortly after a frugal breakfast, yet apparently no one met them, nor did anyone meet Mr. Borden while he was returning home a little before eleven o'clock. No witness except the servant Bridget (who let him in) could be found who saw Mr. Borden enter the house; in fact his movements could not be traced from the time he left his down-town banking house. He was let in through the front door. When Bridget let Mr. Borden into the house, she found the door bolted and had some difficulty with the lock. She made a comment which caused Lizzie Borden, who was upstairs, to laugh, and thereupon Miss Borden came downstairs, greeted her father pleasantly, and examined the mail while Bridget continued to wash windows in the sitting room. Mr. Borden went upstairs to his room using the back stairs and when he returned put the key in its customary place and sat down in his easy chair to read. It was shortly after this that he lay down for his noon-day nap on the couch upon which he was killed.

There was, however, as will presently be explained, at least one and probably two strangers loitering around the house at the time of the murder and a team not locally known, was standing under the trees and nearly opposite the front door of the house when Mr. Borden entered.

I am showing herewith a photograph of Second Street taken that same fall. I took it at an hour corresponding with the hour of the murder. It shows the normal travel on the street at that hour. It was taken from the stable door where Mark Chase, a witness, was sitting during the murder period. Chase had been assistant to the chief of police of the city but he had retired and was interested in horses kept at this stable; he was prominent and trustworthy, trained to careful observation, he knew horses and he saw a horse, not known in the neighborhood, hitched to an open buggy standing under the tree which the photograph shows, but due to the fact that one would naturally seek such shade for shelter on such a hot day, he paid little attention to it. He later judged that it was standing there for an hour and a half; he saw a man in the wagon but saw no one leave it or drive it away. It had departed before the murder was known.

Then there was Dr. Benjamin J. Handy of Fall River, every one in town knew him and he knew every one and was very observing. He passed the

Borden house twice during the fateful hours and he saw a stranger on the sidewalk, acting in such an unusual and agitated manner that the doctor turned in his carriage to watch him. The stranger had "an intensely agitated expression on his face" to use the doctor's words.

Mrs. Sarah R. Hart of Tiverton, stopped in front of the Borden house about the time of the murder, and saw a young man, similar in description to the man seen by Dr. Handy, standing in the Borden gateway and resting his head on his left hand, with his elbow on the gatepost. She says he remained in that position at least five minutes, during the time when she was talking with her nephew at the street line further south. Standing in this way his left arm concealed his face. Mrs. Hart was well acquainted with the Borden family and with the locality, as her sister had lived in the next house (Dr. Kelly's). There was no chance that she could be mistaken.

There was therefore ample evidence that strangers were loitering about the house, and although the front door was carefully locked and bolted, there was ample opportunity to enter by the side door. Both Lizzie and Bridget, the servant, had left that door unfastened while they were in the yard at various times.

The condition in which the screened door at the north side of the house was left that morning was a subject of close study. When Mr. Morse departed, Mr. Borden let him out that way and fastened the door behind him, but from the time when Mr. Borden left the house this door seems to have been unfastened until Bridget had finished her outside work just before Mr. Borden's return. Bridget went out for a few minutes to relieve an illness, leaving it open, and after receiving instructions from Mrs. Borden as to her morning's work, went into the yard to wash the outside of the downstairs windows and was at this work until approximately the time of Mr. Borden's return. She asked Lizzie to leave the screen door unfastened so that she could get into the house for water. Bridget's work called for her to be at places from which this side door could not be seen. This door was on the north side of the house, and a photograph which I took at the time illustrates the ease with which the house could be approached from this side without the possibility of observation by one who was in the yard. Bridget's testimony, when asked whether she fastened it or not; was that while she was in the yard she went to the barn five or six times; that she talked with Dr. Kelly's girl over the fence; that she couldn't see the side door at any of these times. At the time when Mr. Borden met his death the screen door was also unfastened, because Lizzie had gone to the barn as is hereinafter explained. There is no doubt but that at the time

when Mrs. Borden was murdered and thereafter until just before eleven o'clock the side door was not fastened.

When an attorney associates himself with other counsel in a criminal cause his main purpose is to have the benefit of expert advice on strategic lines, and so when Mr. Jennings associated himself with Ex-Governor George R. Robinson and Melvin O. Adams in the Lizzie Borden case, he gained the advantage of the former's profound logic and his proficiency in the art of cross-examination and of the latter's experience in the trial of criminal cases. Both were well fitted to join with Mr. Jennings in meeting and analyzing the skilled preparation of the evidence as presented by District Attorney Knowlton, and all were especially alert and capable in avoiding what I call an anti-climax. Briefly, if either side could draw the other into a serious evidentiary controversy, even though its importance might not be great, and prove that his opponent was undoubtedly wrong, the jury would be apt to decide the whole case by its finding on a collateral issue even though it had a somewhat remote bearing upon the principal subject of inquiry. These eminent counsel held long and frequent sessions at which every phase of each piece of evidence was fully gone over and the possibility of its complete refutation discussed.

The defence had one warning of the danger of an anti-climax and this experience has never before been told. The skull of Mr. Borden was an exhibit before the jury — a gruesome sight for Miss Borden to face during this long trial. Many cuts appeared within its bony structure, and at one place the hatchet cut was plainly nitched on both sides of the inner part of the skull. Mr. Adams was about to claim to the jury that the cutting must have been done by a weapon of very unusual make, and was so confident of his position that he went to a nearby hardware store and purchased a hatchet which seemed to be of correct size and planned to exhibit it to the jury and compare it with the notches as an illustration of his claim. I doubt very much whether such an experiment would have been allowed but one can never tell what a doubtful ruling will be. He was urged by Governor Robinson to make a private test first and reluctantly did so, only to find that the fit was perfect, so that it became clear to us that an ordinary new style of hatchet was used by the murderer. If Mr. Adams had, while claiming that no ordinary hatchet could have been used, tried such a hatchet and found that it fitted perfectly it would have created what I term an anti-climax. After many conferences and after debates between themselves at which differences of opinion were plainly expressed, argued and concluded, the defence determined to offer no conclusive evidence as to the manner

in which the murders were committed, or as to the persons who had sufficient motive to plan or execute it, and this conclusion was rendered more certain when the defence was able to itself create an anti-climax, which was felt to make doubly sure a verdict of non-guilty. It happened in this wise: Miss Borden herself gave the alarm after the murders. She had been into the barn loft to locate some fishing tackle or sinkers and to find some metal which would fasten a blind of the house. On the Fall River police force were two detectives of outstanding ability in its inspection service, William H. Medley and Bartholomew Shay, a team well known for their efficiency. When Medley reached the scene of the murder an hour after its commission he questioned Lizzie, and claimed that he immediately sensed her connection with the crime and became convinced that she had not been in the barn when her father was murdered.

The Government claimed that Miss Borden had never been out of the house and that no one had been up in the barn loft. Inspector Medley testified to the effect that he arrived at the scene shortly after the murder, that he searched the premises carefully and then searched the barn carefully; that he went up the steep stairs leading to the loft of the barn and found an accumulation of cobwebs and dust so thick that as he walked along his tracks showed clearly; that he scanned the floor carefully; that there were no foot prints there other than his own, and that there were unbroken cobwebs at the head of the stairs. This presented a moderately important issue which we were able fully and completely to overwhelm by the testimony of two boys whose evidence has ever since been known as the "Me and Brownie story". The writer had early found that these two boys, one named Brown, were among the first upon the scene. They were passing along Second Street when the alarm was sounded. They were excluded from the house but they made free with the yard and adjoining premises long before any policeman appeared. They saw Medley when he arrived at the scene. It chanced that they also explored the barn, went into the loft and tramped all around it and were out again before Medley showed up.⁸ To cap the climax, when this evidence came out there also appeared a Jewish peddler (Hyman Lubinsky by name) who had not previously been located in the search for evidence, and he testified that he was hawking his wares along the street, paying particular attention to back doors in the hope of finding customers, and that he saw Miss Borden go into the house from the direction of the barn. His story was checked up

⁸ Arthur C. Coggeshall, now living in New Bedford, was one of the "boys" who was exploring the Borden dooryard before Medley came upon the scene.

very carefully and verified as to time by reference to people along his route who had made purchases from him. His evidence was not disputed. He had sold ice-cream at the house (to Bridget) on other occasions and knew the premises well.

Public opinion is created and maintained by the news items and editorials transmitted through the public press, and in a sensational case like the Borden mystery the public demand for facts and new sensations was endless. Immediately after the murders, Fall River was crowded with imaginative and careless police trailers who created abnormal situations and controversies. The only reporters who maintained a semblance of fairness towards our client were my friend Manning and a Mr. Archer, the genial representative of the Boston Evening Transcript. Particularly hostile and inconsiderate was Edwin H. Porter, a police reporter for the Fall River Globe, who at a later time published a history of the Borden Murders, known as "The Fall River Tragedy". This book made no mention of Medley's testimony or of that of "Me and Brownie" and Mark Chase's story was disposed of in a single line. The moment the police concluded that Miss Borden was to be brought to trial as the most likely criminal known to the police, this sensational paper of Porter's attempted to mould public opinion to the police view and it came to be a policy followed by a large majority of the press to print and comment only on such facts as indicated that conclusion. The tendency of the general public to believe that the influence of money and social position can turn the wheels of justice, was cleverly fostered and the fact that Miss Borden told one police officer that Mrs. Borden was her step-mother and not her own mother was magnified to indicate an irate disposition and the existence of a continuous jar in the family home.

Bridget's testimony showed that this was not true. She testified that she had lived in the Borden family three years; that it was a pleasant family to live with; that she never saw any quarrelling; that Miss Emma and Miss Lizzie usually slept later than the others and usually ate breakfast alone but that sometimes they ate with the others; that Miss Lizzie and Mrs. Borden spoke civilly to each other; that she heard Lizzie give her a civil answer on the morning of the murder and that except at breakfast they always ate together so far as she knew.

Bridget was early eliminated from suspicion, but she was detained by the prosecution, practically under arrest as a material witness, for nine long months and she was not available to the defendant's attorneys in their investigations. Although under police influence all this time she gave no

evidence which the defence deemed to be significant, but our work in a search for the real murderer was sadly handicapped by our inability to confer with her except in the presence of those who were working at cross purposes.

Andrew J. Borden was the antithesis of liberality. He could not be liberal with his family. His makeup precluded acknowledgment of feminine capacity; he thought he knew that they would lose or idly spend any part of his fortune which he might entrust to them. Why then should he part with its management while he was increasing their ultimate share so rapidly and handsomely? Yet from his own viewpoint, he had given them quite a little for at the time of the murder Lizzie had over twenty-eight hundred dollars in various banks, as well as some bank and textile shares and an interest in the old family homestead. Lizzie was not in want and there is no reason to suppose that her inherited traits of economy had been overcome by extreme modern ideas, if there were any such forty years ago, or that her feelings towards her step-mother differed from those of many millions of others who were in a similar family position. A majority of children dislike the person who assumes their mother's position and authority.

I ask the reader in weighing the new facts now presented to also have in mind that after the murders had been discovered the family physician, Dr. Bowen, was immediately called; that he allayed Miss Borden's nervousness by administering bromides followed by morphine, and by doubling the doses during the balance of the week. She who had discovered the mutilated remains of her father was criticised by the police because she afterwards refused to go with them and look at his remains. It was argued that although she was under the influence of drugs and of these fearful events, she betrayed guilt by varying somewhat in the minute details, as she repeated from time to time and often to various persons the story of that awful day.

The Borden murder is a "mystery" still, after the lapse of nearly half a century, and is a subject of almost daily comment in the home city, because Lizzie Borden has been heralded by the classes as guilty when the judgment of all deliberate men must be that she couldn't have committed the crime. It is the apposition of "must have" with "couldn't have" which creates a mystery. There was no "must have" here for others had far more reason to kill him, even though we do not today know in what manner nor for which particular reason it was done.

The Manchester Murder

Bertha M. Manchester, daughter of Stephen C. Manchester, was murdered, in the early afternoon of Memorial Day 1893, at the Manchester milk farm on Upper New Boston Road (Meridian Street), by Jose C. DeMello, who had come to this city from the Azores during the preceding summer.

DeMello was then eighteen years of age and was unable to speak English when he got a job for the winter on the Manchester farm. It was a hard job and Manchester was not only a hard task-master, but he also paid small wages, and he discharged DeMello in the spring.

On the day of the murder DeMello knew that his former employer and his son would be covering their milk route, and he believed that other employees would be enjoying a partial holiday, so he returned to the farm for the purpose of robbery. After he had ransacked the bureau drawers in one of the sleeping rooms, and taken some small trinkets, he was confronted by Manchester's daughter Bertha, strong of will and muscle, she grappled with him, and to overpower him grabbed a small axe from the kitchen wood-box. DeMello was able to wrest the axe from her hands, and in order to escape struck her over the head with it and killed her; whereupon he rushed away, and went into hiding without fully knowing the result.

Among the articles he had stolen was a silver trade dollar, which the police located in a store where DeMello had bought a pair of shoes and his identification, arrest, confession and plea of guilty of second-degree murder followed in due course.

The Manchesters were of a very old local family and the murder caused consternation throughout the city.

After serving twenty years of his life sentence DeMello was pardoned by Governor Foss on condition that he should return to his relatives at St. Miguel Island, Azores.

Chapter XIII

FIRE PROTECTION CONFLAGRATIONS STORMS

The Fire Department

In the early days, when homes were scattered and no water available except that contained in wells and rain-barrels, there was little chance of extinguishing a fire once it started. As a portion of the town became more closely built efforts were made to secure greater safety. Companies of volunteer firemen, in charge of elected wardens were organized. Each volunteer was the possessor of a fire bucket, immediately available when an alarm was given. A number of these old leather buckets, some with elaborate designs and the names of the owners painted upon them remain as souvenirs of the old families. More as an insignia of authority than of use, the head firemen were provided with speaking-trumpets.

As a source of water supply, cisterns were built in strategic places, and covered conduits from which water could be drawn from pond or stream were constructed. In 1848, a cistern located on Second Street cost \$699 and one on Bank Street, \$800. In 1850, the newly erected First Baptist Church was paid \$125 for supplying a cistern on Pine Street with rain water from the roof. The year before the introduction of city water, there were nineteen cisterns and five so called covers which gave access to a natural water supply. With the introduction of city water, hydrants rapidly eliminated the cisterns. By 1875, there was an abundant supply of water with natural pressure, in the more thickly settled parts of the city and the same year, five years after their introduction, there had been fifty-nine electric fire alarm signal boxes installed.

The early method of fighting fires was by bucket brigade. The first hand engine was purchased in 1818. The apparatus drew its water from a tub on the machine, which was filled by a line of men who passed buckets from the source of supply. This system remained in force until the fire of 1843 when draught engines came into use. Between 1818 and 1862 the

town purchased a number of hand engines which were operated by brakes. The first hand engine purchased in 1818 was changed over to a draught engine in 1843 and continued in use until 1853.

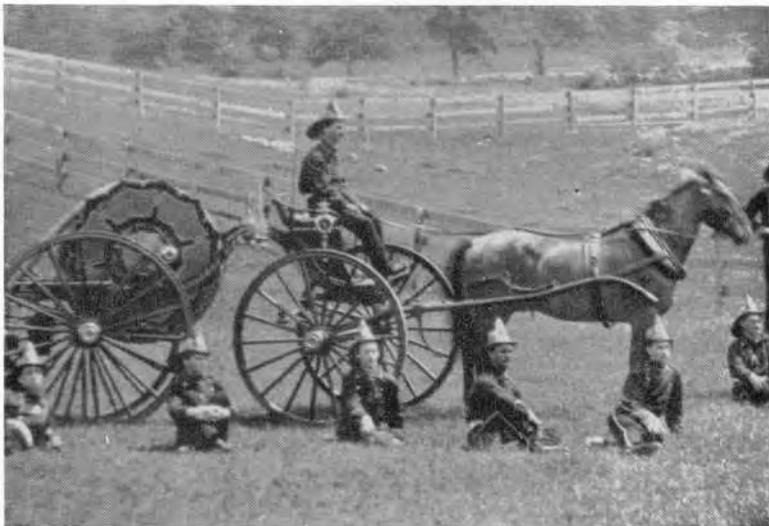
Names as well as numbers were given to all pieces of apparatus. The Hydraulion No. 2 was housed on Stone Lane, Cataract No. 3 on the corner of Rock and Franklin Streets (The building last assigned to Post 46 G. A. R.), Niagara No. 4, in the Niagara House on Pleasant Street. This engine was later moved to the corner of North Main and Turner Streets under the name of Torrent No. 2. Ocean No. 5 was housed on Pearl Street, Mazeppa No. 7 was purchased from the Massasoit Manufacturing Company and after being quartered in several stations near the center was moved to Globe Corners.

The last purchased hand fire engine was the Cascade. It belonged to the town of Fall River, Rhode Island. After the union of that town with the city in 1862, a new Cascade Engine House was built on the easterly side of South Main Street, between Rodman and Morgan Streets. The Fall River, Rhode Island engine-house was located at the same spot and the old building housed many of the offices of the town. The third fire station erected on the same lot is no longer city property. For a long time the Cascade apparatus was a "double-hitch" hose reel and the company answered all bell alarms. Previous to the establishment of the present fire signal system, the number of a signal box was recorded by the sounding of the City Hall bell and those in the towers of the fire stations.

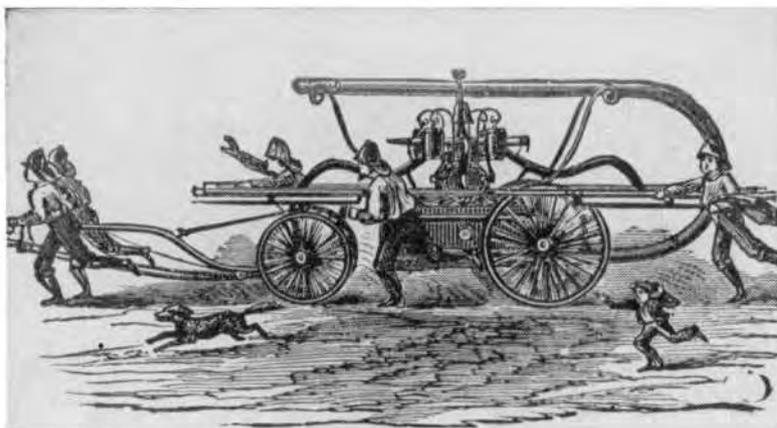
In addition to the hand engine companies there were several organizations known as "force pumping companies", which were formed by various manufacturing establishments. These were for private use in the industrial plants of their owners but were loaned to others in case of an emergency. The members of these companies were elected under the approval of the fire wardens, and they received a small compensation for their services. After 1832, the members of the regular department received compensation. Nearly all the regular companies disbanded in 1857 following the action of the city government in restricting the aggregate to be paid them but they continued as social organizations. The most prominent citizens of the town belonged to the voluntary fire companies, some of which maintained brass bands and in the early days, excursions to neighboring cities and entertaining return visits by companies from these cities were matters of great interest, because these "meets" included a contest as to the efficiency of the old hand machines, and of the manpower of the various companies.



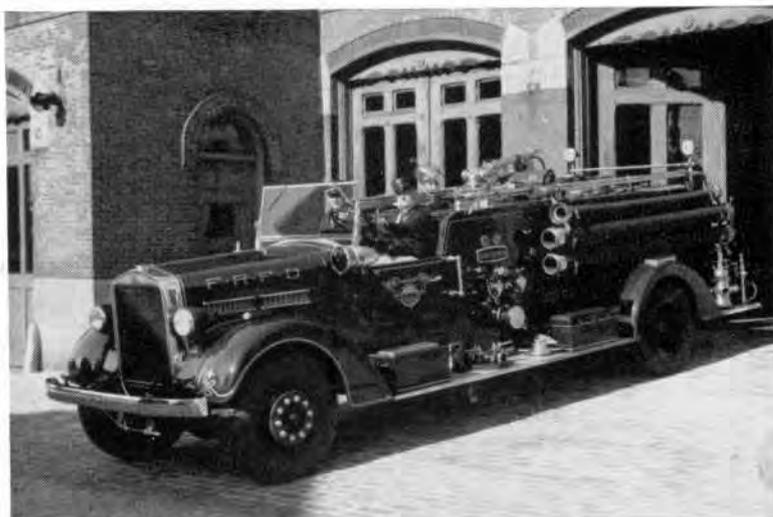
ANAWAN STEAM FIRE ENGINE, 1874 - 1879



ANAWAN HOSE REEL



CASCADE NO. 1
*The last Hand Fire Engine used by the
Fall River Department*



PUMPER NO. 6 - 1941

In 1826, a hook and ladder truck was purchased. This was drawn by hand, and even as late as 1871, a hand hook and ladder truck was in use. After that all "machines" were horse drawn. Steam fire engines were introduced in 1859. There was no fire alarm system, and whenever a fire was located people ran through the streets crying FIRE and the first to reach the engine house in Court Square would grasp the bell rope and ring the bell with might and main.¹

The Quequechan No. 1 was the first steam fire engine purchased. At first kept in the Court Square Building, it was later moved to new quarters on the corner of Prospect Street and Highland Avenue. By 1875 seven steam fire engines were in use and several stations were erected for their occupancy. A Central Fire Station located on the northerly side of Pocasset Street, between Second and Third Streets had been built in 1870. The building was also known as the Armory Building. On the floor above the apparatus were quarters for the firemen and on the third floor an armory and drill hall for the militia. Repair shops and the fire alarm system were also located in the building. Additional quarters were provided for the fire department in 1896, on the corner of Second and Pocasset Streets, with exits on Second Street. The present Post Office and its frontage together with a widened Pocasset Street now includes the original sites of these buildings. The new Central Fire Station was erected in 1932, at the south-easterly corner of Bedford and Troy Streets.

For many years after the incorporation of the city, the fire department was composed of both permanent and call men. Permanent engineers were first appointed in 1873, and in 1886 a captain and hose or ladder men were assigned to each company. In 1894, the captains of all fire companies were made permanent and the system of call men was soon abolished. After 1899 horse drawn machines were gradually replaced by motorized apparatus.

For a number of years (around the turn of the century) there was great rivalry between the supporters of William C. Davol and James Langford as to which would be elected chief of the fire department. City elections came to be fought on the question as to whether the Davol men or the Langford men should control the city council which insured the election of one or the other. During these years, the heads of the factions established a close watch over the members of the city council, lest they desert to the other side. On one or two occasions the pledges were taken out of town on a

¹ See Fascicle I, p. 82.

“junket” prior to inauguration day, in order that the leaders might control their activities. The choice of the heads of some municipal departments sometimes depended upon the result of the Davol-Langford controversy.

A new city charter went into effect in 1905, after which the fire department was brought under the control of a “fire commission” which chose the fire-chief. Mr. Davol, who had been chief, was continued as chief until 1920. He was well known throughout New England for his skill in and knowledge of the methods of fighting fires. He made several important inventions and improvements in equipments.

At first, by common consent, Bradford Durfee was recognized by the fire wardens as chief. He was formerly elected in 1837 and served until his death in 1843. His fatal illness, it is related was brought about by over-exertion at the time of the great fire.

In 1845, the fire wardens chose Andrew Robeson, Jr. chief; in 1848, Foster Hooper. He served two years and was succeeded by Stephen Davol. James Buffington was elected in 1852 and the year Fall River became a city, Asa Eames was chief.

The fire chiefs from 1855 to 1940 were as follows:—

| | | | |
|----------------------|----------|-----------------------|------------|
| Jonathan E. Morrill, | 1855-56, | William C. Davol, | 1876-81, |
| | 1858-59. | | 1884-97. |
| Chester W. Greene, | 1857. | | 1901-20. |
| Southard H. Miller, | 1860-69. | John A. Macfarlane, | 1882-83. |
| Thomas J. Borden, | 1870-72. | James Langford, | 1898-1900. |
| Holder B. Durfee, | 1873-74. | Joseph Bowers, Jr., | 1920-22. |
| Thomas Connell, | 1875. | Jeremiah F. Sullivan, | 1922-37. |
| | | Dennis D. Holmes, | 1937-40. |

In 1941 the department was officered by George E. McGaw, chief, by an assistant chief and four district chiefs. The total personnel of the department was one hundred and seventy-five, three of whom were in the signal or fire alarm division. There are ten fire stations. The apparatus consists of four aerial ladder trucks, one city service truck, ten pumpers, three hose wagons, one forest fire wagon equipped with tank and portable pump, one spare hose wagon, one spare pumper, three radio equipped cars for the use of the chief and his assistants, one service car and one repair car.

Since 1923, the fire alarm service has been installed in a signal station on Pine Street opposite Ruggles Park.

The Great Fire of 1843

The story of this fire is included in Fowler's History and I am indebted to that history for the major part of this story.

The fire occurred on Sunday, July 2nd, 1843 and that day will always be referred to by the inhabitants of the city as a day on which occurred one of the most memorable events recorded in the history of Fall River. It furnished a date from which incidents were often reckoned, and "before the fire" and "after the fire" were terms well understood and in common use among the people. As late as 1861 the effects of the fire were still felt, and the fire bells never struck without the remembrances of the disastrous results which once followed such an alarm, and whether at noon or at night, the alarm was scarcely sounded before the firemen were at their posts, the steam and hand engines in working order, and the streets filled with anxious and interested "lookers on".

At the time the fire occurred the thermometer stood at 90°, and everything was dried and parched after a long drought; the water was shut off from the stream in order that labor might be performed in its channel. In addition, there was a high wind blowing from the southwest which tended to spread the flames. The alarm was given about 4 P. M. The fire started near the corner of Main and Borden Streets, in an open space in the rear of a large three-story warehouse occupied by Abner L. Westgate. The space was covered with shavings which were kindled by the firing of a small cannon by two boys. The fire spread instantly to the surrounding buildings and in five minutes the flames were rising to a height of about fifty feet. Showers of sparks and cinders were carried by the heavy winds and kindled many buildings before they were reached by the body of the fire.

The buildings on both sides of Main Street were soon burning and as the wind was blowing nearly parallel with the street, all hope of controlling the flames and saving the business section of the village was abandoned. The fire spread so fast and in such unexpected places that efforts to check it were ineffective. The entire space between Main, Franklin, Rock and Borden Streets was a vast sheet of fire, entirely beyond the control of men, and had it not been for a change in the direction of the wind the entire village would have been in ruins. The fire left the people feeling that they would never recover from its results; they could not foresee that it would give the industries new life and that in the course of eleven years Fall River would be numbered among the cities of the Commonwealth; its population would be increased two-thirds and its taxable property doubled; and that in twenty years, instead of running thirty-two thousand spindles, almost two hundred thousand would be used in manufacturing forty-five million yards of cloth.

While Dr. Archer's house, on the southeast corner of Main and Franklin Streets was burning, the wind, which had been blowing from the southwest, suddenly changed to the north, driving back the flames over the burned district. The house of H. Battelle on Purchase Street was the last building burned, and the only one north of Franklin Street. It took fire about ten P. M. and while it was in flames a vessel arrived at the wharf, with an engine company from Bristol, which immediately proceeded to Purchase Street and by their efforts saved the adjoining buildings and prevented further progress of the fire.

The fire had swept over nearly twenty acres of the central part of the town. After the danger had passed the remaining houses were thrown open and shelter and refreshments were furnished to many homeless and tired people, but many passed the night in the open.

Soon after the fire a committee was appointed with instructions to obtain a correct list of those who had suffered and of the amount of property destroyed. From this report it appeared that the total loss on buildings was \$264,470 and of other property \$262,015, a total loss of \$526,485; that the total insurance on all properties and of all kinds was \$176,075, leaving a net loss of \$349,510.

A circular which the committee issued was responded to liberally. Money was donated amounting to \$50,934 of which Boston contributed \$13,165, Providence \$1,700, New Bedford \$1,700 and from other sources \$24,369. The circular read as follows:—

"To their fellow citizens, near and remote, both in towns and country, the under signed, a Committee in behalf of the people of Fall River, Mass., make this, their brief appeal for help, amid the appalling calamity which, under the wise and righteous Providence of God, has overtaken us.

Our population from 8,000 to 9,000 souls, chiefly devoted to manufacturing and mechanic pursuits, is in deep distress—a portion of it in pressing want.

At 4 o'clock P. M., last sabbath, the 2nd inst., a fire broke out in the central part of this village, (the wind blowing a gale) which in its ravages was of the most desolating character.

The burnt district comprises some fifteen or twenty acres of the centre of the business operations.

Nearly 200 buildings (not including many small ones) are consumed; among which are three newly built houses of worship, and all our public offices; our post office and custom house are gone, and we have not a printing office, nor hotel, nor bank building, nor book store, nor market, nor bakery left. Nearly all of our grocery and provision stores, including one wholesale establishment, with most of their contents; and all our drygoods, druggist,

tailor, milliner, tin ware, and paint shops, with one cotton factory, running 3,000 spindles, are gone.

Nearly 200 families are turned houseless, and many of them penniless into the street.

Besides, the appalling fire raged with such fury, and spread with such velocity, that many of the sufferers gladly escaped with their lives, without a pillow for their heads, or a change of raiment for their backs. The amount of property consumed it is impossible to estimate, even by anything like a probable approximation.

The assessors of the town, in discharge of their official duties, within the last two months, have rated the property of the place at three and a half million of dollars, and the heart of the village is in ashes.

We cannot, we need not enlarge.

We tell you in few words the simple, sad story of our calamity; and with the scene of desolation before us, and the cries of distress around us, we ask your aid: — In behalf of our suffering neighbors, and in the name of humanity, and of our Heavenly Father, we appeal to your kindness and your love, and solicit your assistance; not to repair our losses and rebuild our village, but to relieve our present distress, and enable us to give bread to the hungry, clothing to the naked, and shelter to the houseless; until, with due effort on the part of all among us, a merciful and righteous God, who has justly afflicted us, shall command the hum of business the smile of contentment and the song of joy to return to our now desolate borders. Send us what you can, send, Food, Clothing, Money — send it addressed to either of us, and it shall be carefully distributed to the needy.

N. B. Provisions or other articles by the way of Providence, Rhode Island, may be sent to the care of Capt. Thomas Borden, of the steamboat King Philip, which plies daily between that port and ours.

Jervis Shove

Orin Fowler

John Eddy

Jefferson Borden

Enoch French

David Anthony

Asa Bronson

Richard Borden

William Brown

Joseph F. Lindsey

Fall River, Mass., July 4, 1843.

Later General Conflagrations

On February 15-16, 1916, for five hours during the night, the Fall River Fire Department, aided by apparatus from other localities, battled with a stubborn blaze on South Main, Borden and Spring Streets; the heaviest holocaust the city had known since the great fire of 1843. The burned area covering several acres, extended along both sides of South Main Street, from the Baptist Temple to Columbia Street on the west, and from Borden south on the east, also embracing buildings on Spring Street to St. Mary's

Cathedral, and down the same thoroughfare to Pearl Street. One fireman was electrocuted by a falling wire, and others were injured.

The blaze started from an unknown cause in the basement of the four story brick building of the Steiger Company at the southwest corner of South Main and Spring Streets, rapidly getting away from control, and jumping to the east side of the street. The Edwards Building at the corner of Columbia Street checked its progress to the south. The property destroyed consisted chiefly of brick blocks of three or four stories. Among the structures destroyed and firms burned out were the Steiger Building, Flint Building, Sullivan Building, Egan Building, Lenox Hotel, New York Cloak and Suit Company and Cobb, Bates and Yerxa. Cherry and Webb suffered some fire damage. Numerous stores were destroyed.

The total loss was estimated as between \$1,500,000 and \$2,000,000, covered by about \$1,000,000 of insurance. The heaviest sufferer was the Steiger department store, where the loss was placed at \$300,000 on building and contents. Subsequently a solemn service of Thanksgiving to God was held in the Cathedral that the handsome granite edifice had been spared.

Conflagration of 1928

On Thursday night, February 2, 1928, Fall River was visited by the greatest catastrophe in its history, when fire ravaged over an extensive area in the business center, wiping out property estimated at \$4,000,000. The flames spread through North Main, Pocasset, Central, Bedford, Granite, Bank, Purchase, and Rock Streets, and the conflagration was stubbornly fought by the firemen of Fall River and other cities and towns from 6:30 in the evening until 2:30 the next morning. It was a bitterly cold night, with a light wind, and water pouring from the hose froze as it fell, greatly impeding the work of the firemen. Fire apparatus was coated with ice. Six firemen were severely injured and a score or more less seriously.

The blaze originated in the large structure of the abandoned Pocasset Mill, in the rear of the Granite Block, between Central and Pocasset Streets, which was in the hands of wreckers, all the windows and automatic fire sprinklers having been removed. It is asserted some of the wrecking crew had built a fire in the building to warm themselves. This soon communicated to the oil soaked floors. It was thought the flames were extinguished by the department on the first alarm, and the apparatus left the scene. Not long after smouldering embers broke out again, soon enveloping the mill in flames, which quickly leaped to the historic Granite Block, erected in 1843,

following the great fire of that year. This was rapidly consumed. Blazing embers were everywhere, igniting building after building. The progress of the blaze was north and easterly. Three times the tower of the Merchants Mill, as far away as Fourteenth Street was in flames from the flying sparks, and the Troy Mill tower caught fire several times, but these structures were saved, together with numerous other buildings in their vicinity.

Among the property destroyed were three bank buildings, — the Massasoit-Pocasset National (containing also the Fall River Co-operative Bank), Metacomet National and Citizens Savings and the structures housing the Troy and People's Co-operative Banks. The Union Savings Bank building was considerably damaged but not beyond repair. Two hotels fell a prey to the flames, The Mohican and Wilbur; two theaters, the Rialto and Premier; Temple Beth-El on Bank Street and the large Durfee Block. The Buffington Building on Purchase Street was gutted, but subsequently repaired. Business structures of stone, brick and wood were reduced to ashes and sufferers by the fire included merchants, lawyers (who lost valuable records of land titles and other important papers), insurance men, realtors and occupants of various other offices. The two telegraph offices were burned out, but the telephone exchange escaped destruction. City Hall and the Post Office also were saved. Military rule was promptly established in the burned area and maintained for several days. The total amount of insurance carried on the property was estimated at \$2,615,000.

Most of the devastated district was subsequently rebuilt. A much needed widening of Central Street at the junction of North Main was brought about and improvements were made on the site of the Pocasset Mill, where a terminal for the inter-city bus system was established.

Threatened Conflagrations

July 16, 1890, an afternoon blaze destroyed John D. Crowley's junk shop at the corner of Anawan and Summer Streets. A brisk west wind blew sparks on wooden structures as far as South Main Street, fourteen buildings being on fire at one time, causing great apprehension as to a general spread of the flames. Sharp work held the fire under control. The loss was only \$11,500.

January 23, 1939, an extensive fire destroyed several buildings at South Main and Columbia Streets and for a time a repetition of the conflagrations of 1916 and 1928 was feared. The loss was \$300,000.

Facts concerning disastrous and destructive fires in cotton mills have been recorded in Fascicle II, Chapter XVI.

Storm Records

The United States Weather Bureau has record of storms, on a basis of accurate instrumental observation since 1871 but there are climatological records relating to severe storms as early as August 15, 1635. The weather records, over a series of years during the last few years of the eighteenth century and the early years of the nineteenth century, as kept by a correspondent of Timothy Dwight, president of Yale College, are in accord with present conditions.

Though the type of most of the earlier storms seem to have been similar, they were less destructive, due in part to a lesser congestion of property. The famous hurricane of 1635 was widespread in New England. Bradford said that a century's growth of forest was wrecked; that the water was forced twenty feet higher than normal and the Indians climbed trees to escape drowning. A ship (the *Angel Gabriel*) of 240 tons burden was wrecked but the cargo and passengers were saved. At the colonial trading post at Manomet, the flood carried away the "boarded roof" of a house, floating it to another place, though the posts remained standing in the ground.

In 1675, as appears from the diary of Peter Easton of Newport, came "a like storm to that of 1635" which blew down the "wind mill and did much harm". The mill referred to was the one which was built (probably wooden) by Easton in 1633, which was replaced after 1675 by the stone mill which was long believed to be of Norse origin. At Thatcher's Light (off Cape Ann) Mr. Anthony Thatcher was marooned over a weekend.

A letter from a Dr. Holmes to the president of Yale College records the violent storm of August 15, 1675 as follows:—

"Immense numbers of forest trees were destroyed. Many houses were unroofed, many blown down, and the Indian corn was beaten to the earth. The tide rose twenty feet perpendicularly. At Narrhgansett the natives were obliged to climb trees for safety; yet the tide of flood returning before the usual time, many of them were drowned." Another eye witness wrote, "It broke the high pine trees and such like, in the midst, and the tall young oaks and walnut trees, of good bigness, were wound as withs by it; very strange and fearful to behold."

Col. Joseph Durfee in his reminiscences relating to the early history of Fall River, said, — "This (1779-80) was the coldest winter known during the last century. The river and bay were frozen over so thick, that people with loaded teams passed all the way from Fall River to Newport on the ice."

The storm of December 26-27, 1788 was accompanied by a severe snowstorm with intense cold. It is called the "Magee Storm" because Capt. Magee's armed brig was wrecked in Plymouth harbor and of his crew of seventy men most of them perished when they were frozen in the rigging within sight of shore.

We know that the gale of September 22-23, 1815 was most disastrous in Narragansett Bay. It is said to have been in violence and destructiveness "without parallel", in a narrative written by Mr. R. M. Devens. A full twenty-four hour violent rain was followed at ten o'clock on the second day by a gale which demolished chimneys and blew down trees and buildings, after which the wind shifted to the southeast, the rain ceased, the sky darkened and the ocean spray turned to the form of white clouds, raised to a height of a hundred feet. Five thousand trees were destroyed, five hundred buildings were razed and fifty vessels were wrecked in Providence alone. At Stonington, Connecticut, the water rose seventeen feet above the high water mark. A very hot current of air accompanied the tempest, and wells and pools were contaminated. At Portsmouth, the tide carried through what is now Island Park and Town Pond from the Sakonet River to Mount Hope Bay where the course of the tide and the contour of the shore and the character of the land were substantially altered. At Providence, the water rose to a point eleven feet nine and one-fourth inches above mean high tide.

There was another similar disturbance on September 3, 1821 which caused substantial damage.

There was a severe snowstorm beginning on January 15, 1831. A record made by Samuel and Thomas Rodman of New Bedford states that the snow was three feet deep in the woods and the roads were obstructed for many days by drifts as high as twelve feet. At Union Street in New Bedford, the snow reached the second story windows and the tenants reached the street through snow tunnels.

Another violent storm of wind and rain swept New England on October 23, 1851. One of the severe storms of the century began on the evening of January 16, 1867 and lasted approximately thirty hours until midnight of January seventeenth.

"The September Gale"

On September 8th, 1869, occurred a gale of great intensity, which was referred to for a generation as "the September gale." It covered a wider area than others in the northern latitudes, extending from Nova Scotia, as far westerly as the Mississippi River. Eight and five one-hundredths inches

of rain fell in torrents for forty consecutive hours, followed by floods which exceeded all previous records. The gale came very suddenly, causing a complete embargo on traffic.

In Fall River, three chimneys on the Pocasset Block (now Talbot's Block) were blown down, with similar like destruction throughout the city. The roofs of the American Linen, Mechanics and Merchants Mills were blown off and the spire of the Central Church, located on the corner of Bedford and Rock Streets collapsed. Much damage was done to shipping. Several vessels were blown ashore on the Somerset side of the bay. It took a train twelve hours to reach Fall River from Boston due to track obstructions and a stop at Dighton was necessary to feed passengers.

Intervening between the gale of 1869 and that of 1938 there were substantial gales on —

October 23-24, 1878

August 24, 1893

November 27, 1898

August 24, 1924

During the storm of August, 1924, the rainfall was 6.36 inches and the wind velocity reached eighty miles. Southern Massachusetts and Rhode Island coasts stood the brunt of the storm and while thousands of trees were blown down, there was no storm wave due to the direction of the wind as it blew up the coast from a hurricane which was centered off the coast of South Carolina but there were heavy gusts of wind from the northeast.

The hurricane of September 21, 1938 was equaled in severity to that of 1815. It originated as a tropical storm in the West Indies and veered northwards with its path directed by a high pressure area on each side. The center of the storm moved up the Connecticut valley and from there northerly to the St. Lawrence valley near Quebec. The damage caused by this storm was greater than that done by any other because the property which was exposed to its action was more congested and of greater value.

At Westport Harbor² and Horseneck Beach the property damaged exceeded four hundred thousand dollars, with half as much more loss due to the necessary bridge and road repairs. A hundred cottages were blown down and buildings, some with their occupants, were floated inland, many for a substantial distance. On Cape Cod, the damage was even greater, reaching nearly two million dollars at Onset alone. Beach erosion and tidal waves changed the coast line in many places.

² See "The Hurricane at Westport Harbor, September 21, 1938" by Richard K. Hawes.

The high winds and resultant tidal wave caused unprecedented damage along the shores of Sakonet River and the estuarian region of Narragansett Bay.

In its entirety the property damage to owners was in excess of five hundred million dollars. Five hundred lives were lost. The United States War Department allocated five million dollars for flood control. The Red Cross spent twenty thousand dollars for immediate needs and provided for much hospitalization, clothing, food and shelter.

Chapter XIV

THE REVOLUTIONARY WAR
THE WAR OF 1812
THE MEXICAN WAR

The Revolution

Tory sentiment was rather strong in this region just before the beginning of the Revolution. Thomas Gilbert, a leading citizen of Assonet, was a Tory. Gilbert's political influence did not extend far from the village. There were many ardent patriots in the eastern and southern parts of Freetown as well as in Tiverton and all other surrounding towns. The "Whigs" who demanded liberty, opposed to the "Tories," who sought to conform to the wishes of the "King" were making gunpowder and small arms and forming companies of minute men.

An assembly of minute men and other patriots from Bristol County towns attempted to capture Gilbert on April 10, 1775. He escaped but they captured twenty-nine Tories who had enlisted in a regiment to be commanded by him. "They also took thirty-five muskets, two case bottles of powder, and a basket of bullets." As William A. Hart¹ has pertinently expressed it, — "This foray occurred on April 9 and 10, and had either Minute Men or the guard of twenty-five armed Tories around Colonel Gilbert's house fired one impulsive shot, the Revolution would have dated from April 10, with men of Shawmut Lands sharing the fame."

Thirty-one men of Freetown answered the call to Lexington.

The region was sparsely settled and offered no important objective for British assaults; nevertheless, those who lived in what is now Fall River and Tiverton were in constant danger of marauding parties. Mr. Waldo A. Sherman, whose forebears have resided in North Westport for generations relates, — "During the Revolution my grandfather's grandfather served with others in the American Army. The men around here served in relays of two weeks on and four weeks off".

¹ "History of the Town of Somerset", 1940.

Among the local patriots was Daniel Page, whom Fowler declared was the sole male survivor of the Pocasset Tribe of Indians.² He served in the division with Samson Sherman, Sr. at Fort Barton in Tiverton and was a member of the party which made a surprise visit and captured Col. Prescott at his home in Portsmouth. He lived on the Indian Reservation (Indian Town) and died in 1829.

The following account of the capture of Major-General Prescott, on July 9, 1777, published in the *Pennsylvania Evening Post* for August 7, 1777 and reprinted in Frank Moore's *Diary of the American Revolution*, Vol. I, p. 468, mentions Daniel Page as a negro.

"They landed about five miles from Newport, and three-quarters of a mile from the house, which they approached cautiously, avoiding the main guard, which was at some distance. The Colonel went foremost, with a stout active negro close behind him, and another at a small distance; the rest followed so as to be near, but not seen.

"The single sentry at the door saw and hailed the Colonel; he answered by exclaiming against, and inquiring for, rebel prisoners, but kept slowly advancing. The sentinel again challenged him, and required the countersign. He said he had not the countersign; but amused the sentry by talking about rebel prisoners, and still advancing till he came within reach of the bayonet, which, he presenting, the Colonel suddenly struck aside, and seized him. He was immediately secured, and ordered to be silent, on pain of instant death. Meanwhile, the rest of the men surrounding the house, the negro, with his head, at the second stroke, forced a passage into it, and then into the landlord's apartment. The landlord at first refused to give the necessary intelligence; but, on the prospect of present death, he pointed to the General's chamber, which being instantly opened by the negro's head, the colonel, calling the General by name, told him he was a prisoner."

One Dr. Thatcher, of Albany, New York, who was a surgeon in the American Army, in his description of the event wrote, — "A negro man, named Prince, instantly thrust his beetle head through the panel door, and seized his victim while in bed."³

The village of Falls river, at the time of the Revolution was too small and unimportant to have a separate government but its inhabitants were strongly anti-British. In spite of the disaffection of a substantial element, most of the residents of the whole section performed valiant services for the Continental army. They rendered first aid for the patriots in Boston in 1774.

² There seems to be some question as to whether Daniel Page was the last of the Pocassetts. There are members of the Page family who trace their ancestry (without a complete record) to Daniel. See *Fall River Herald-News* for May 25, 1929.

³ "An Historical Research" by George Livermore.

Tiverton was not populous. In 1757, we find it had 1040 inhabitants, of which 99 were Indians. In June 1776, the population had increased to 3393. The town voted that year to pay a bonus of thirty shillings and to equip every soldier who would join the town's infantry. The fidelity of many residents to the continental cause became so questionable that, in October, 1779, a special court was convened in Tiverton to deal with the subject. Many estates were confiscated in Rhode Island and sold on Court order, to raise the sum for which their owners were held liable, to meet the bonus and pay dues to the Continental soldiers. Bayles' "History of Newport County" on page 918, lists the estates which were confiscated, and also gives elsewhere the names of those persons who, in each town, voted for and against the adoption of our Federal Constitution. Rhode Island, on May 29, 1790 was the last of the thirteen original states to join the Union.

Col. Joseph Durfee,⁴ who started the first cotton mill in this region, was appointed captain of a company of minute men and took an active part in the war. His reminiscences,⁵ written in 1834, give to us what are, perhaps, the most authentic records of local events. He wrote, — "Our country has been involved in three wars since my recollection. The first was with the French and Indians — when we fought for our lives. The French offered a bounty for every scalp which the Indians would bring them. It was therefore certain death to all who fell into the Indians' hands. * * * I saw many men enlist into the service, and among them, Joseph Valentine, father of William Valentine, of Providence. I was then about ten years old.

"The second war was with Great Britain, during the greater part of which I was actively engaged in the service of my country. We then fought for liberty."

Col. Durfee, in continuance of his narrative relates that early in the Revolution, British ships commanded by Wallace, Asque and Howe were off our coast, in the river and bay; that his company guarded the shores and prevented the British from landing; that he marched to cover the retreat of the American troops from New York and afterwards joined Col. Carpenter's regiment and took an active part in the Battle of White Plains; that soon after that, the British took possession of Newport and his company

⁴ Col. Joseph and Capt. Richard Durfee, the two officers in command at the Battle of Falls river, were two of the group of five who organized the First Congregational Church. (See Fascicle II, p. 12.) Hon. Thomas Durfee, the father of Col. Joseph, lived where the Superior Court House now stands, just north of which, he maintained a deer park. (See map of 1812.) It is related, that his wife, on the approach of the British, before the Battle of Falls river released the deer, in order that they might not provide food for the enemy if captured. It is also related that much to the surprise of Mrs. Durfee and her neighbors, all the liberated deer returned to the enclosure at nightfall.

⁵ "Fall River and Its Industries", pp. 199-204.

assisted in covering the retreat of Col. John Cook from the island of Rhode Island, which was difficult because there was then no bridge to the main land; that the inhabitants here were in a critical situation because there were so many British emissaries during that time; that an English squadron lay off the coast and their troops had possession of Rhode Island; that these harassed the town, destroyed property and imprisoned the inhabitants; but that in addition to this we had Tories at home, enemies in disguise, who were aiding and abetting the British while professing friendship for liberty; that in the spring of 1777 he received a Major's command, and was stationed at Little Compton with a regiment under the command of Col. John Hathaway of Berkley; that he returned to Fall River in the fall of 1777, raised a guard for the safety and protection of the town, consulted Gen. Sullivan in Providence, who was commander in chief of all the forces in this section, received approval from him of his plan for a guard, secured two whale boats and an order drawn upon the commissary at Bristol for rations for twenty men; that he had possession of a store at the end of the Iron Works Company wharf which he used as a guard house and stationed sentinels there every night, the order being to hail an approaching boat three times and if without answer then to fire upon them; that not long afterward Samuel Reed, acting as guard, discovered boats cautiously approaching the shore and receiving no answer fired upon them; that the whole neighborhood was soon in arms; that from behind a stone wall the guard kept up a rousing fire upon the enemy until they brought their cannon to bear upon us and fired grape shot among us, whereupon a retreat was ordered. Two of the guard were sent to remove the planks which had been laid over the lower stream for people to cross upon, and that we retreated slowly until we reached the main road where the bridge now crosses the stream and there we formed and gave battle, whereupon the enemy retreated leaving one dead and another bleeding; that they carried away their wounded; that before the soldier who was left behind expired he said that there were 150 British in the charge commanded by Major Ayers; that upon landing the enemy set fire to the new house of Thomas Borden, then to a grist mill and saw mill belonging to Mr. Borden, both of which stood at the mouth of the fall river; that he saw them set these buildings on fire; that in their retreat they set fire to the house and other buildings belonging to Richard Borden, who was then an aged man and took him prisoner, but they were pursued so closely that the buildings which they had set fire were saved; that we continued to fire upon them as they passed down the bay; that they ordered Mr. Borden to stand up in the boat so that we would

desist firing upon them but he refused to do this, and threw himself upon the bottom of the boat; that while lying there a shot killed a British soldier standing by his side; that Mr. Borden refused to answer questions and in a few days was dismissed on parole; that this engagement was on Sunday, May 25th, 1778; that they buried the two soldiers near the south end of the Massasoit factory.

Col. Durfee relates that during a considerable part of August the soldiers were engaged in procuring supplies and in building flat bottom boats and scows with the intention of dislodging the British from Rhode Island; that the troops occupied as a commissary store a barn near the present location of the Stone Bridge; that he had charge of that barn until the troops were ready to cross over to the island, and he then left it in charge of Walter Chaloner; that the American troops embarked in boats and scows and landed on Rhode Island where he joined other forces as a major in Col. Whitney's regiment; that they encamped without tents to the north of Butt's Hill; that they anxiously looked for the French fleet from which they hoped to secure assistance; that when the fleet appeared, the British set fire to the shipping in the harbor and blew up most of their own vessels; that as soon as the British fleet neared them, the French fleet tacked about, went out to meet and attacked the British squadron; that soon a tremendous storm came on during which many persons were drowned and that the fleets became separated; that the French fleet then went to Boston for repairs, and the British fleet to New York; that soon after the storm the American troops marched in three divisions towards Newport, one by the east road, one by the west road, while Gen. Titcomb, with his brigade, moved in the center; that when they came in sight of Newport they pitched their tents near the south end of the island; that on the following morning a detachment which included the colonel took possession of Hunneman's Hill. The morning was foggy and that they were unobserved by the enemy until the fog cleared, but thereafter a heavy cannonade was directed upon them; that they fell back until night came and then marched up the hill undiscovered; that when day broke they had two cannons mounted and had completed a covered way; that they compelled the British to abandon a small fort; that when they took possession of the fort the British retreated, but returned at night and threw bomb shells into the fort, killing one man; that the French fleet failed to return; whereupon commanding officers Lafayette, Greene and Sullivan ordered a retreat to the north end of the island; that the retreat began on the 29th of August; that the British troops followed them until they were joined by recruits a short distance south of

Quaker Hill; that a general engagement ensued and many lives were lost; that the Americans retreated to Tiverton during the following night; that they then left Tiverton, crossed over Slade's Ferry and marched by way of Pawtucket and Providence to Pawtuxet, where he remained until his term of service expired; that soon afterwards he received a commission as lieutenant colonel, took command of a regiment to protect the sea shores, and later, on orders from General Gates he marched to Tiverton and joined General Cornell's brigade; that on October 29, 1779 the British troops left Rhode Island and he returned to the island under the command of Generals Gates and Cornell; that he returned home to his family on December 29, 1779; at which time his term expired; that at the close of the Revolutionary War, Col. Durfee removed from the village of Fall River to Tiverton and lived there about thirty years, during which time he was a member of the General Assembly of Rhode Island; that in 1801 he was not permitted to hold office because he was a Federalist, Thomas Jefferson then being president; that party fervor became very high until after Munroe became president.

The site of the battle of Fall River is marked by a bronze tablet on the southwest corner of City Hall; there placed by the Quequechan Chapter of the Daughters of the American Revolution.

The Sons of the American Revolution have provided markers for the graves of Revolutionary soldiers: in the North Burial Grounds, Colonel Joseph Durfee, Thomas Durfee, Robert Irving; in Oak Grove Cemetery, Ephraim Boomer, Elisha Caswell, Benjamin Peck; in the North Steep Brook Burying Grounds, Captain James Simmonds and Benjamin Weaver.

The War of 1812

The Mexican War

The town of Troy evidently purchased arms and ammunition for the purpose of defence in 1812 but there was no occasion for their use. The following excerpt from a letter from the Adjutant General's office in Boston would indicate that there was no concerted effort to enlist men for either the War of 1812 or the Mexican War. "So far as I am able to determine from records, Fall River had no militia companies that had any active participation in either of these wars. One regiment of ten companies from Massachusetts was in the Mexican War and none of them were from Fall River."⁶

⁶ "Records of Massachusetts Militia in War of 1812-1814." Published by the Adjutant General's office.

Chapter XV

SLAVERY
ANTI-SLAVERY
THE UNDERGROUND RAILROAD

Slavery

Before we censure too severely the founders of colonies in America for tolerating slavery and engaging in the slave trade, we should consider the social and political conditions in the world at that time. Up to the time when the Pilgrims landed at Plymouth, there was no country where slavery was not sanctioned by law. Emory Washburn, LL.D., in a Lowell Lecture delivered on January 22d, 1869 said, "Not only was slavery then prevailing in England, and the trade in slaves held to be an established branch of commerce, but this had been true of every nation of whose affairs we have any knowledge."

The slave system concerned not alone the negro race; captives of wars and those who sold themselves could be reduced to slavery. Poor debtors were sold for servants with a stipulated time limit. The sale of Indian captives at the close of King Philip's War seems not to have disturbed the consciences of our forefathers but before this time and thirty-four years before Matthew Boomer settled here,¹ there was evidently some moral aversion to slavery, for in the "Bodies of Liberties", a code of laws which the General Court of Massachusetts adopted in 1641 is found under Article 91, the following: — "There shall never be any Bond Slavery, Villinage or Captivity amongst us unless it be lawful Captives taken in Just Wars, and such strangers as willingly sell themselves or are sold to us. *And these shall have all the liberties and Christian usages which the law of God, established in Israel concerning such persons doth morally require.* This exempts none from servitude who shall be judged thereto by authority."

In the eighteenth century, Newport was the principal slave market in New England. It is not likely that many negro slaves were owned within

¹ Fascicle I, p. 85.

the Fall River area for it continued to be thinly settled and negro slaves would be of little use for the labor required, even if the settlers could afford to purchase them. Then again the Quakers and others who came from the middle class of English folk with a puritan background would be generally opposed to the system.

It is true that economic factors did not foster slavery in Massachusetts but there was a sincere and ever increasing aversion to the system. Before the Revolution, no laws could be enacted contrary to those of the mother country. In 1780, Massachusetts, freed from all such restraint, in adopting its constitution set free all slaves within its borders. "A decision of the Supreme Court in 1783 settled the status of the black, and made him the equal of a white citizen."

While few slaves were held in this region, a goodly number were held in Rhode Island. In 1774, there were over 3700 slaves in that colony, "when the General Assembly ordained for the future no negro or mulatto slave should be brought into the colony, and that all previously enslaved persons on becoming residents of Rhode Island should obtain their freedom." Newport and Bristol were important shipping ports and were largely engaged in the slave trade. It has been reported that one sea captain of Bristol netted as much as \$27,600 on a single voyage.

Anti-Slavery The Underground Railroad

Anti-slavery agitation in Fall River is best told by the book entitled "Two Quaker Sisters" from the diary of Elizabeth Buffum Chace. Her father was Arnold Buffum, who lived in Smithfield, R. I. and whose family originally came from Salem, Massachusetts. Elizabeth Buffum Chace was born in 1806 and after her marriage to Samuel B. Chace lived in Fall River for a few years. Her sister, Lucy B. Lovell, often mentioned in the diary, married Nehemiah Lovell, a Baptist minister. They also lived in Fall River for a short period of time. Another sister Sarah married Nathaniel B. Borden. She was a lifelong resident of Fall River. All in the family were abolitionists. Arnold Buffum sought the abolition of slavery by peaceful methods and all his family followed his views. The Quaker meeting at Smithfield did not oppose slavery and when Arnold Buffum was called before them, the Society disowned him on account of his views and his daughters were similarly disowned by another Society for the same reason.

Elizabeth B. Chace and her husband moved to Valley Falls from Fall River in 1839 but the exodus of slaves through the underground railroad

was already in operation. Soon after 1839 the Buffums maintained what was called a "station" on the railroad at their home at Valley Falls (now Central Falls, R. I.).

By 1851, after the Fugitive Slave law had come into effect, a very large percentage of the negro colony in New Bedford left by the underground route for Canada. This exodus was through Fall River where forwarding stations had been actively in operation since 1830. Fall River became an important "way station" although it was only one in a great number of "railroad systems" through which escape was possible. Fall River was ideally adapted for this purpose because it was not on any direct line and slaves who were able to escape by sea from southern ports to New Bedford and towns on the cape were "doubled back" to Fall River as a means of concealment. From Fall River they were shipped to Canada by way of Valley Falls and Worcester. Those who assisted in their escape were called "conductors". As early as 1840, Arnold Buffum was prominent in this railroad system.

The Buffums, the Chaces, the Robesons and many others, mostly Quakers, had much to do with the Fall River station. Robert Adams, a Quaker sympathizer, was the best known conductor of the underground trains in Fall River, though neither he nor Mrs. Adams were members of the Quaker meeting. Mrs. Chace's sister Sarah maintained a place of concealment for the slaves when they arrived in Fall River and cared for them until they were ready to proceed to Valley Falls. A very prominent Quaker, Israel Buffinton, was very active in this work. Mr. Buffinton kept three horses, two of which were in continuous use in the railroad service between Fall River and the next depot. His son Benjamin Buffinton, who was a very prominent figure in Fall River, helped in the transportation of the fugitives. In the present building of the Fall River Historical Society there is a secretly concealed panel and stairway which led to the basement room in which the slaves were hidden. At that time the house was the property of William Hill, a Quaker.²

² See page 41.

Chapter XVI

THE CIVIL WAR
SPANISH-AMERICAN WAR
WORLD WAR I

The Civil War

Following the fall of Fort Sumter, Fall River responded promptly to President Lincoln's call for volunteers, with a mass meeting in City Hall on April 19th, 1861. Hon. N. B. Borden presided, and ringing patriotic speeches were made by prominent citizens. Resolutions were adopted, asserting that "the government of the Union shall be sustained; that the city government be requested to appropriate \$10,000 in aid of those who may volunteer, and for the support of their families; and that each volunteer be paid the sum of twenty dollars per month from the city treasury, in addition to what is paid by the government".

On the Sunday ensuing, the clergymen of the city dwelt on the gravity of the situation that had arisen in national affairs, urging a general response to the President's call for men. Rev. Father Edward Murphy of St. Mary's Church was especially strong in exhorting the young men of his parish to hold themselves in readiness to bear arms if necessary. Recruiting of three companies of volunteers began without delay. Ultimately it was decided not to muster in one of these, and the organization was disbanded.

In accordance with the request of the mass meeting, the City Council, on April 24, appropriated \$10,000 for military purposes, providing payment to each volunteer of fifteen dollars for outfit on being mustered into service; and thereafter, for a period of not more than three months, fifteen dollars a month for the support of dependents. These payments were to be in addition to compensation received from the United States Government.

Recruiting went ahead actively under the enthusiastic leadership of City Marshal Chester W. Greene and Lieutenant John Cushing, who had seen service in the Mexican War. Each formed a company of volunteers.

On April 29 Mayor Edward P. Buffinton was requested to secure from the State authorities two hundred muskets for the two organizations. They were mustered into the United States service as three-year men (unless sooner relieved or discharged) on June 11th, forming Companies A and B of the Seventh Massachusetts Infantry Volunteers. The next day they left for the training grounds, Camp Old Colony, Taunton, which subsequently became the Agricultural Fair Grounds of that city. The regiment was commanded by Colonel Darius N. Couch of Taunton. City Marshal Greene, who had been chosen captain of one of the Fall River companies, was made lieutenant-colonel of the regiment. Included on the staff were Commissary Sergeant John B. Burt, Fall River, and Robert Sheehan, Fall River, as one of the principal musicians.

Commanding Company A was Captain David Hartwell Dyer (vice Greene, promoted), with Captain John Cushing in command of Company B. They left Fall River with a total of 161 men but only fifty-eight men returned June 20, 1864. On that date Captain Christopher C. Weston of Taunton commanded Company A and Captain James R. Mathewson of Taunton commanded Company B. The return was greeted by a warm ovation.

Among those enlisting as a private in Company A was former Mayor James Buffington, then a member of Congress, and forty-four years of age. He was discharged by order of the Secretary of War on August 24th, in order that he might continue his duties as Congressman, in which capacity he rendered invaluable service during the continuance of the war.

The Seventh Regiment saw some heavy fighting in the numerous battles of its long service. The first Fall River man to fall in action was Private Nathaniel S. Gerry of Company A. The first commissioned officer from Fall River to lay down his life was First Lieutenant Jesse D. Bullock of Company B, who died from wounds received at the battle of Fair Oaks. His body was sent to Fall River for burial.

In the fall of 1861 Company G of the Twenty-sixth Massachusetts Infantry Volunteers, three-years' men, was raised in Fall River. The regiment was mustered October 18th and rendezvoused at Camp Chase, Lowell, under command of Colonel Edward F. Jones of Pepperell. Captain Henry C. Wilcox commanded the Fall River Company, with James Brady, Jr., as first lieutenant. The regiment was stationed for a period of time in New Orleans, where Captain Wilcox, in December 1862, was promoted to be lieutenant colonel of the Third Regiment, Louisiana Native

Guards, which became the Seventy-Fifth U. S. Colored Infantry. He resigned the following February.

Lieutenant James Brady, Jr. succeeded him as Captain of Company G. The regiment was later transferred to Virginia. At the battle of Winchester, on September 19, 1864, Captain Brady was severely wounded and lost his left leg. He also sustained other wounds. His retirement from active service took place on December 31st.

Captain Brady was appointed Collector of Customs for the port of Fall River in 1865, and retired in 1895. He was reappointed in 1900, and continued in that capacity until his death on February 2, 1909.

Again in the summer of 1862, on July 11th, a citizens' meeting was called. It recommended a city bounty of one hundred dollars for three-years' enlistments. In August, President Lincoln called for 300,000 nine-months' men. At a mass meeting on August 14 it was voted to raise money by subscription to add to each soldier's bounty, and to assist Rev. Elihu Grant in raising a company. On September 1st the city government voted a bounty of two hundred dollars for each volunteer for nine-months' service.

Rev. Mr. Grant, who had been pastor of the Brayton M. E. Church, and in his youth a cadet at West Point, formed Company C of the Third Regiment, Massachusetts Infantry Volunteers, and became its captain. Andrew R. Wright, subsequently for many years sheriff of Bristol County, helped recruit Company D, of which he was captain. These men were trained at Camp Joe Hooker, Lakeville.

The regiment, a successor to the original Third Regiment of three-months troops, early in 1861 was commanded by Colonel Silas P. Richmond of Freetown. Its Chaplain was Rev. Charles A. Snow, pastor of the Second Baptist Church of Fall River (now Temple Baptist Church), who had taken an active part in recruiting. Regimental service was in the Department of North Carolina. The Fall River companies were given a big demonstration on their return from service on June 17, 1863.

In the original Third Regiment, the "minute men" of 1861, was an officer, who although not of Fall River origin, had a long connection as a prominent business man of the city that entitles him to mention here. This was John M. Deane of Assonet, who in 1861 was a second lieutenant of Company D of the Third Regiment, known as the "Assonet Light Infantry", originally a militia outfit. In 1862, before the Fall River companies had joined the new Third Regiment, Lieutenant Deane had re-enlisted in the Twenty-Ninth Infantry, not a Bristol County organization. Serving for the remaining three years of the war he rose from the rank of second lieu-

tenant to major, attaining the latter title and being awarded a medal of honor for distinguished bravery in action at Forts Steadman and Haskell, Virginia, on March 25, 1865. The official account of his exploit states:

"This officer, observing an abandoned gun within Fort Haskell, called for volunteers, and under a heavy fire, worked the gun until the enemy's advancing line was routed".

Major Deane, though continuing to reside in Assonet, for many years carried on an extensive grocery business in Borden Block. He was one of the city's most successful merchants. Taking an active interest in the Grand Army of the Republic he rose to be commander of the Department of Massachusetts, and Mrs. Deane was State president of the Women's Relief Corps. Major Deane died September 2, 1914.

In the spring of 1864, the Fifty-Eighth Regiment, Massachusetts, Infantry Volunteers, was recruited for three-years service, if required. A large proportion of Companies F and G were raised in Fall River. Company F went out under command of Captain Thomas McFarland, who was killed in action at Cold Harbor June 3, 1864. First Lieutenant Charles D. Copeland was promoted to succeed him. Commanding Company G was Captain Samuel B. Hinckley. The regiment was in the advance towards Richmond, and suffered severely in officers and men. The command returned in the summer of 1865.

A number of unattached companies were formed in 1864 for home-guard service. Two were largely recruited in Fall River, both under command of Captain D. H. Dyer, formerly of the Seventh Regiment. The Fifth Unattached Company of Infantry was stationed in Boston from May 4 to August 2, 1864, and the Twenty-First Unattached Company served at Provincetown from August 11 to November 18, 1864.

The first draft involving Fall River men took place in New Bedford July 22, 1863, when 1,404 names of Fall River citizens were placed in the box, and 405 men were drawn. Subsequent drafts, held in Fall River in 1864, and the numbers drawn were: May 19th, eighty-two men; June 13th, sixty-three men; July 6th, twenty-four men; July 27th, twenty men; a total for the five drafts of 594 men.

With the outbreak of war the patriotic ladies of Fall River, on April 20, 1862, formed a sewing society, which continued until July, 1865, under the presidency of Mrs. Richard Borden. It was known as the Ladies' Committee. Regular sewing sessions were held. Shirts, socks, bandages, blankets and other articles were sent to the soldiers at the front, as well as

jellies, newspapers and books. A children's lint society was also formed to assist in this work.

Spanish-American War

At the outbreak of the Spanish-American War in April 1898, there were in Fall River two companies of the Massachusetts Volunteer Militia,— Battery M, First Heavy Artillery, and Company F (Sixth Division), Naval Brigade. Enlistments from State militia organizations for the national service were the first to be accepted by the Federal Government. Because of the brief duration of the war it was unnecessary to call for general recruiting of volunteers.

The Naval Brigade men were the first to enter active service. Saturday, April 16, all were detailed for duty. A detachment was at once ordered to proceed to League Island Navy Yard to aid in outfitting U. S. S. "Lehigh", one of the old type monitors, for service off the New England coast. This detail was in charge of Lieutenant (J. G.) William H. Beattie. The "Lehigh" made her headquarters at Boston, for patrol duty along the coast as far south as Provincetown. Her crew comprised members of various Naval Brigade units.

The membership of Company F at the time embraced a group of well known young men, not a few of whom subsequently became prominent in Fall River life.

Orders were received by Lieutenant (Chief) George R. H. Buffinton, commanding Company F, to take a detachment to New York to report aboard U. S. S. "Prairie". Forty petty officers and men left Fall River on April 23d, and were joined in New York by a hundred officers and men from other companies of the brigade. They were the first to report for duty at the Brooklyn Navy Yard. Cruiser "Prairie", to which they were assigned, was a converted steamer of the Morgan Line. More than fifty per cent of the men aboard her were of the Massachusetts Naval Brigade. Captain Charles J. Train, U. S. N., was commander. George R. H. Buffinton was a lieutenant, and Ensign Richard P. Borden was watch officer. Lieutenant Buffinton subsequently was detailed to the ram "Katahdin" at Provincetown.

A detachment of three signalmen, under command of Ensign Charles N. Borden, was sent to Highland Light, Cape Cod.

Meanwhile the heavy artillerymen of Battery M, under Captain Sierra L. Braley, were sent to Fort Warren, Boston harbor, where, with the remainder of the command, they were mustered into the United States

service on April 26, and were the first militia regiment of any state to respond to the call to arms. A portion of the regiment continued in the defense of Boston harbor through the duration of the war. Several batteries were assigned to Fort Rodman, New Bedford, for harbor duty there, under command of Lieutenant Colonel Charles B. Woodman of Fall River.

Captain Braley was the senior battery commander in the regiment. His career in military service covered more than thirty-five years, including three years' duty in the Civil War, from which he was mustered out as second lieutenant. In December, 1866, he was commissioned first lieutenant of Company D, Third Infantry, M. V. M., and was subsequently promoted to captain and regimental adjutant. After the disbandment of the command in 1876 he was quartermaster of the Third Battalion of Infantry. In December 1876, he organized Company M of the First Infantry Regiment of Militia and was commissioned captain, retaining the command after the regiment was reorganized as a heavy artillery force. He resigned on January 1, 1899.

The cruising ground of U. S. S. "Prairie" was from Provincetown to Delaware Breakwater. Subsequently the ship was ordered to the scene of war activities. After being on the Cuban blockade at Havana, Gibara and Guantanamo, she was sent to San Juan, Porto Rico, which surrendered before the American naval force was ready to attack. At Ponce the "Prairie" floated three grounded transports. Proceeding to Santiago, Cuba, she took off three hundred sick soldiers for transport to Montauk Point, Long Island, where she ran aground, and the sick men were landed through the surf. Only on one occasion did the "Prairie" take part in actual fighting. She shelled a blockade runner during the battle of Mariel, off Havana. In this engagement a small Spanish gunboat was sunk by a missile from one of the "Prairie's" six-inch guns, the shot being aimed by Chief Boat-swain's Mate Lynward French of Fall River.

Toward the close of the war the "Prairie" was ordered to Fall River, where a complimentary banquet was tendered the officers at the Quequechan Club, and thence proceeded to Philadelphia. The men were discharged from the navy at the Boston Navy Yard in September. Battery M was mustered out at Framingham, Massachusetts, in November.

A man whose deeds have added luster to the repute of our city is John J. Doran. For his act of heroism the Navy Department awarded him a medal of honor and in 1939 gave his name to a destroyer. The local John J. Doran school and the local camp of the United Spanish War Veterans bear his name.



JOHN J. DORAN

His exploit occurred when on May 11, 1898, off Cienfuegos in Cuba, three warships were ordered each to send a boatload of sailors to destroy a cable which was laid from that city to Madrid. Doran was coxswain in the boat of the SS "Marblehead" and was one of six of its fourteen men who were wounded (his hip shattered) at the inception of his exploit, which had been undertaken under heavy artillery and rapid gun fire from the Spaniards who were protecting the cable. Without disclosing his injury Doran continued to work at the cutting of both cables. Upon recovering from his wound he was given the rank of master-at-arms, the highest rating an enlisted man could at that time hold. He died on board his vessel in Santiago Harbor, February 16, 1904.

Chief Boatswain's Mate Lynward French of the "Prairie", who died of disease at Guantanamo, was the only Fall River lad who lost his life in this war.

As an outgrowth of the interest engendered by the war a second division of the Naval Brigade, M. V. M., Company I, was formed in Fall River in May 1898. It was maintained as a reserve company. William B. Edgar was chief. Ensign Richard P. Borden, U. S. N., became lieutenant (J. G.), and subsequently was lieutenant (chief) in command of the company. Ensign William B. Edgar served throughout the war as Ensign on the U. S. S. Catskill. During the World War he served first at the Boston Navy Yard with the rank of Captain, and then was made commandant at the Naval Training Station in Hingham. At the close of the war he served as a trustee of the Naval Hospital in Chelsea.

Captain George R. H. Buffinton was one of the original members of Company F, Naval Brigade in 1892, with which he continued after his service in the Spanish-American War. In 1900 he was made captain commanding the brigade, serving until 1907, when he retired with rank of rear admiral. Mr. Buffinton was for several years business manager of the Fall River Globe, and for a long period managing owner and publisher of the Fall River Herald.

In commemoration of the service of the Fall River men in the war of 1898 a monument was erected by the United Spanish War Veterans at the junction of Plymouth Avenue and Pleasant Street. Approximately two hundred Fall River men served in this war.

World War I

Because of the belief that the United States ultimately would enter the war against Germany (1914-1918) Committees on Preparedness were

formed in various cities before this country joined in the conflict. The committee in Fall River was headed by Robert C. Davis, chairman, with Mayor James H. Kay as chairman of the executive committee. Prior to the declaration of war by Congress on April 6, 1917, it is estimated that fully 150 men from Fall River had enlisted in the regular army.

On April 6, the Eighth Deck Division and the Third Engineer Division, Naval Battalion, of the Massachusetts militia, were ordered out, and left at once for Boston Navy Yard. Lieutenant Clinton M. Smith was chief of the Eighth Division, and Lieutenant Herbert A. Sullivan chief of the Engineer Division. The Eighth was assigned to U. S. S. "Kearsarge", while the Engineers' force was broken up and groups were distributed where needed. Many from these Naval Brigade contingents saw service on American ships that reinforced the British fleet in the North Sea.

It was not until July 25, 1917 that the Twelfth Company, Coast Artillery Corps, Massachusetts National Guard (successor to old Battery M, First Heavy Artillery, M. V. M.), was mobilized for duty at the State Armory. On July 28, escorted by a large parade, the company, commanded by Captain Thomas J. Clifford, entrained at the Fall River station for Fort Heath. The night before, together with a group of drafted men, they had attended a solemn Military service at St. Mary's Cathedral, where Right Rev. Monsignor James E. Cassidy, V. G., delivered a stirring address. Members of this company served overseas in artillery units of the Yankee (Twenty-Sixth Division). Major Harry A. Skinner of the Coast Artillery Regiment, formerly Captain of the Twelfth Company, commanded a battalion in the 55th and 56th Artillery regiments overseas. He saw forty-four years of military service, having entered the former Company M as a private in May, 1896, and passing through all ranks was subsequently Lieutenant Colonel and Colonel of the 241st Coast Artillery, National Guard, serving in the latter capacity from 1934 until his retirement at the age limit, May 11, 1940. He re-entered the State service as Brigadier General of the Third Brigade in 1940. He retired on October 31, 1942.

While patriotic citizens everywhere were volunteering for army and navy service, the government decided to raise the greater portion of the men needed by means of the selective draft system, preliminary to which all men between the ages of twenty-one and thirty were required to register for enrollment on June 5, 1917. In Fall River 10,473 men registered, of whom 2624 claimed no exemption. Native-born and declarants numbered 6613; aliens, 3829; alien enemies, ten; colored, twenty-one; sole support of dependent relatives, 3766. The city was divided into four districts for

drafting purposes, and draft boards were appointed, who drew registrants by lot, decided on exemptions, and attended to all details of certifying men for service. The recruits thus raised were sent away in large groups, generally detailed to Camp Devens, at Ayer, Massachusetts, to receive training to qualify them for overseas service, although many were sent to various other concentration camps and forts. On joining the American Expeditionary Force they were assigned to different divisions. Many of those from Fall River served in France with the Yankee (Twenty-Sixth Division). No accurate figures are available as to the number of men furnished by Fall River, but it is estimated there were more than 5000. Of the casualties it has been said: "There are close to 200 names upon Fall River's honor roll, as a solemn memorial of patriotic service and of the supreme sacrifice of Fall River's sons".

In September, 1918, under an amendment to the selective draft law, a new enrollment was made, disclosing 14,485 men between the ages of eighteen and forty-five years liable for military duty. As the war ended within two months, none of these were sent overseas.

Whenever a group of drafted men left the city for their various points of rendezvous it was customary to organize a parade to escort them to the railroad station, where they were loudly cheered on their departure. The largest parade of this nature, under command of Colonel William H. Beattie, was on September 7, 1917, when 690 drafted men were given a heartfelt farewell.

To take the place of the National Guard units during the war period, a State Guard was organized. Of this organization Fall River had four companies in the Seventeenth Regiment, which was under command of Colonel William H. Beattie of this city. On return to duty of the National Guard companies at the conclusion of the war the State Guard was discontinued.

Fall River contributed lavishly of money as well as men for the maintenance of the war. In the five liberty and victory loan campaigns, under the direction of various leaders, Fall River subscriptions totalled \$32,166,700. In addition, in numerous other drives, approximately \$1,200,000 was raised. Edward S. Adams was chairman of the committee on war savings stamps, sales of which brought in large returns.

A large group of women formed a local branch of the Special Aid Society for American Preparedness, which functioned from April 24, 1916 to Armistice Day, November 11, 1918. Maximum enrollment was 600. Miss Anna H. Borden was president. The work was distributed among

five departments: Economic cookery, Red Cross institution, surgical dressings, hospital equipments, and girls' training camps. A considerable sum was contributed for aviation. The Special Aid Society embraced the Women's Liberty Loan Committee, and the Fall River unit of the Women's Committee of the Council of National Defense.

The Catholic Women's Service League was organized with Mrs. Michael F. Sullivan as president, and made many articles which were sent to the soldiers and sailors. The materials were paid for through the generosity of the Knights of Columbus.

Other organizations which were of great assistance in the war work were the Fall River Chapter of the Red Cross and the Junior Auxiliary, the War Camp Community Service, and the War Library Committee. No city surpassed Fall River in zeal and loyalty, and none, in proportion to size and resources, in results attained.

Richard P. Borden of this city, a veteran of the Spanish-American War, served the Government for about twenty months as a "Dollar-a-year Man". He was attached to the General Staff of the army in Washington, as a member of the Medical Section of the Council of National Defense, and performed a vast amount of work. Their function was to pass upon the requirements and location of military and naval hospitals throughout the country. Mr. Borden¹ was given a commission as major, U. S. A. He has been for a number of years president of the Fall River Union Hospital, which he has served with great ability and zeal.

By the middle of March, 1941, the time of the author's demise, it was becoming more and more apparent that this country would again be involved in a world conflict. At that time the newspaper headlines indicated a shaping up of policy:—

"AMERICA MOVES TO MEET ENGLAND'S PRESSING NEEDS."

"WE INTEND TO PROTECT FREE INSTITUTIONS."

"DICTATORS WARNED."

In Congress a \$7,000,000,000 British aid bill was under consideration and a statement was made in the House of Representatives, that "America is ready to fight to protect her institutions of democracy and freedom."

¹ Died September 23, 1942.

Important Events

- 1656, JULY 3 — Freeman's Purchase granted by Plymouth Colony.
- 1657, DECEMBER 24—Wamsutta agrees to execute deed.
- 1659, APRIL 2—Indian deed of Freeman's Purchase executed.
- 1659, JUNE 7—Captain Richard Morris recognized as owner of Nanaquaket Neck.
- 1660, JANUARY 4—Division of lots in Freeman's Purchase.
- 1661, JUNE — Plymouth Colony purchased land at "Saconet" for the "old servants".
- 1663—Lots at Puncatest Neck divided among freemen of Plymouth.
- 1675-76—King Philip's War.
- 1675, JULY 18—Pocasset Swamp fight.
- 1680, MARCH 5—Grant of Pocasset Purchase by Plymouth Colony.
- 1680, APRIL 20—First survey of Puncatest Purchase.
- 1680 — Puncatest rights sold to Proprietors.
- 1681, APRIL 11 — Pocasset Proprietors order division of lands.
- 1682, JUNE 6—Little Compton incorporated from "Saconet" Purchase.
- 1683, JULY—Freetown incorporated.
- 1692, MARCH 2—Tiverton incorporated from Pocasset and Puncatest Purchases.
- 1700—Freetown-Tiverton boundary line established.
- 1703—Benjamin Church erects saw mills, grist mill and fulling mill on the Falls river.
- 1714—Congregational and Friends' meeting houses erected in Freetown.
- 1722—Two school houses ordered built in Freetown.
- 1746—Royal Commission reports on boundary between Massachusetts and Rhode Island.
- 1748—King George II confirms boundary report of Royal Commission, placing Tiverton and Little Compton in Rhode Island; Tiverton loses northern section which becomes East Freetown, Massachusetts.
- 1749—Tiverton and Little Compton incorporated as Rhode Island Towns.
- 1778, MAY 25—Battle of Fall River.
- 1803, FEBRUARY 26 — Fallriver set off from Freetown and incorporated.
- 1804, MAY 19—Name changed to Troy.
- 1805—First town house built at Steep Brook.
- 1811—First postoffice established in Troy.
- 1811—First cotton mill built at Globe Village.
- 1813—Fall River Manufactory and Troy Cotton and Woolen Manufactory started.
- 1818—First bucket fire engine bought by the town.
- 1821—Fall River Iron Works begins operation.
- 1825—Stage lines to Providence, Newport and New Bedford established.
- 1825—Fall River Bank opened.
- 1825—North Burial Grounds purchased and new town house erected at Ferry Lane.
- 1826—First newspaper, Fall River Monitor begins publication.
- 1832—Skeleton in Armor found.
- 1834—Name of Troy changed to Fall River.
- 1835—American Print Works begins operation.
- 1836—Town House moved to Town Avenue.
- 1843, JULY 2—The great fire.
- 1845, JUNE 9 — Fall River Railroad opened.
- 1845, December 30 — New town hall dedicated.
- 1846—Fall River Line established.
- 1847—Illuminating gas introduced.
- 1854, APRIL 22—City Charter adopted, James Buffington elected first mayor.

- 1854—Outbreak of cholera.
 1855—Oak Grove Cemetery laid out.
 1856—Town of Fall River, Rhode Island incorporated.
 1859—First steam fire engine purchased.
 1860—Public Library established.
 1862—Decision of United States Supreme Court shifts boundary line of Massachusetts and Rhode Island, whereby Fall River acquires Fall River, Rhode Island and a part of Tiverton.
 1863—Railroad extended to Newport.
 1871-72—Great increase in erection of cotton textile plants.
 1874—Municipal water works system opened.
 1874, SEPTEMBER 19—Granite Mill fire.
 1876, JANUARY 1 — Academy of Music opened.
 1876, JANUARY 4—Slade's Ferry Bridge opened.
 1877, JUNE 27 — First session in Fall River of Superior Court.
 1880—First horse car in operation.
 1883—Electric lighting introduced.
 1886—City Hall badly damaged by fire and rebuilt.
 1887, JUNE 15—B. M. C. Durfee High School dedicated.
 1890—Fall River Boys' Club organized.
 1891—Superior Court House opened.
 1892, SEPTEMBER 3—Horse cars replaced by trolley cars.
 1894-1901—Electric suburban railroads built.
 1894—State police commission established.
 1899, MARCH—Public Library building opened to the public.
 1902-05—Railroad grade crossings abolished.
 1902, NOVEMBER 4—New city charter adopted.
 1902—First park commission appointed.
 1904, JULY 25—Strike of cotton textile workers.
 1904, March 12—Roman Catholic Diocese of Fall River established.
 1904, MARCH 2—Bradford Durfee Textile School opened.
 1905, JANUARY 21—Strike of cotton textile workers.
 1908, OCTOBER 10 — Brightman Street Bridge opened.
 1916, FEBRUARY 15-16 — Extensive conflagration on South Main, Borden and Spring streets.
 1928, FEBRUARY 2 — A conflagration which destroyed many buildings in the business center of the city.
 1928, NOVEMBER 6—Plan B City Charter adopted.
 1931—State Board of Finance for Fall River created.
 1934, November 6—Plan A City Charter adopted.
 1941, DECEMBER 31 — The oversight of State Board of Finance ended.

Bibliography

Without full knowledge of all books, documents and records consulted by the author, only those which the editor reasonably assumes to be authentic are listed. The editor includes his own references.

Many of the books and pamphlets are in the "Phillips Collection", now the property of the Fall River Historical Society.

- ADAMS, EDWARD S. See Fall River Historical Society.
- ADAMS, JAMES TRUSLOW. "The Founding of New England." Boston, 1926. "Revolutionary New England." Boston, 1923.
- ADJUTANT GENERAL'S OFFICE. "Records of Massachusetts Militia in the War of 1812-'14."
- ALLEN, MRS. RODOLPHUS. See Fall River Historical Society.
- ARMSTRONG, W. W. "Fall River: An Historical Sketch of Her Industry, Progress, and Improvement, Compiled from Authentic and Official Sources."
- BABCOCK, WILLIAM H. "Early Norse Visits to North America." Smithsonian Miscellaneous Collections, Vol. 59, No. 19. Washington, 1913.
- BACON, EDGAR MAYHEW. "Narragansett Bay, Its Historic and Romantic Associations and Picturesque Setting." New York, 1904.
- BAKER, VIRGINIA. "Massasoit's Town Sowams in Pokanoket." Warren, 1904.
- BANKS, CHARLES EDWARD. "The Winthrop Fleet of 1630." Boston, 1930.
- BARBER, JOHN W. "Historical Collections,—being a general collection of interesting facts, traditions, biographical sketches, anecdotes, etc., relating to the Antiquities of Every Town in Massachusetts, with Geographical Descriptions, Illustrated by 200 engravings." Worcester, 1841.
- BAYLES, RICHARD M. (Editor). "History of Newport County, Rhode Island from the Year 1638 to the Year 1887." New York, 1888.
- BEER, GEORGE LOUIS. "Bristol Colony Policy. 1754-1765." New York, 1933. "The Old Colonial System. 1660-1754." New York, 1933. "Origin of the British Colonial System, 1578-1660." New York, 1933.
- BENTON, LEWIS H. See Fall River Historical Society.
- BERRY, JOHN STETSON. "History of Massachusetts." Vol. I, Colonial Period. Vol. II, Provincial. Vol. III, Commonwealth. Boston, 1855, 1856, 1857.
- BICKNELL, THOMAS W. "The History of the State of Rhode Island and Providence Plantations." Am. Hist. Soc., New York, 1920. "Dr. John Clark, Story of The Founder of the First Free Commonwealth of the World." Providence, 1915.
- BLAXLAND, G. CUTHBERT. "Mayflower Essays on The Story of the Pilgrim Fathers, as Told in Gov. Bradford's Ms." Philadelphia, 1896.
- BLODGETT, WILLIAM H. "Causes of the Financial Breakdown of the Local Government of Fall River, Massachusetts, and Means Taken by Massachusetts to Re-establish the Finances of that City." Connecticut, Taxation Document No. 255. Hartford, 1933.
- BODGE, GEORGE MADISON. "Soldiers in King Philip's War with a Concise History of the Indian Wars of New England from 1620-1677." Leominster, 1895.

- BOLTON, CHARLES KNOWLES.** "The Real Founders of New England, Stories of Their Life Along the Coast." Boston, 1929.
- BORDEN, ALANSON.** "Our County and Its People: A Descriptive and Biographical Record of Bristol County, Massachusetts." Boston, 1899.
- BORDEN, PHILIP D.** See Fall River Historical Society.
- BRADFORD, WILLIAM.** "History of Plymouth Plantation, 1620-1647." Massachusetts Historical Society, 1912.
- BRAYTON, ALICE.** An illustrated article on "The Gardens of Fall River" in "Gardens of Colony and State." Pages 244, 250. Garden Club of America, New York, 1931. See also Fall River Historical Society.
- BRAYTON, ELIZABETH HITCHCOCK.** "The Brayton Homestead, 1714-1914." Fall River, 1914.
- BRAYTON, ISRAEL.** See Fall River Historical Society.
- BRAYTON, JOHN S.** "Brown University Alumni of Fall River, Massachusetts." A paper read before the Sons of Brown University in Fall River and vicinity, February 10, 1888. Historical address: "The Proceedings and Addresses at the Dedication of the Town Hall in Swansea, Massachusetts, 1892."
- BRAYTON, PATIENCE.** "A Short Account of the Religious Labors of Patience Brayton Late of Swansea, in the State of Massachusetts, Mostly Selected from Her Own Minutes." New Bedford, 1801.
- BREVORT, J. C.** "Verrazano the Navigator or Notes on Giovanni Da Verrazano and on a Planisphere of 1529, Illustrating His American Voyage 1524." New York, 1874.
- BRIGHAM, CLARENCE, Editor.** "The Early Records of the Town of Portsmouth." Providence, 1901.
- BRITT, ALBERT.** "Great Indian Chiefs. A Study of Indian Leaders in the 200 Years Struggle to Stop the White Advance." New York, 1938. "Celebration of the Two-Hundredth Anniversary of the Incorporation of Bridgewater, Mass., at West Bridgewater, June 3, 1856." Boston, 1856. "Centenary of the Fall River Savings Bank 1828-1929." Boston, 1929.
- BUCKNELL, THOMAS W.** "Sowams with Ancient Records of Sowams and Parts Adjacent." New Haven, 1908.
- BURRELL, THOMAS R.** See Fall River Historical Society.
- CHAPIN, HOWARD M.** "Indian Graves in Rhode Island." R. I. Hist. Col. Jan. 1927. "Sachems of the Narragansetts." R. I. Hist. Soc. 1931.
- CHEEVER, GEORGE B.** "Journal of the Pilgrims at Plymouth in New England, in 1620." New York, 1848.
- CHURCH, THOMAS.** "The History of King Philip's War, Commonly Called The Great Indian War, of 1675 and 1676." (Numerous notes appended by S. G. Drake.) Exeter, N. H., 1829.
- COCKBURN, JAMES.** "A Review of the General and Particular Causes which have produced the late Disorder and Divisions in the Yearly Meeting of Friends." Philadelphia, 1829.
- COCKSHOTT, WINNIFRED.** "The Pilgrim Fathers, Their Church and Colony." New York, 1909.
- COOK, ALBION C.** "The Early Years of Tiverton." in Historical edition of Tiverton, Rhode Island Tercentenary, 1636-1936. See also Fall River Historical Society.
- COVELL, WILLIAM KING.** "Steamboats on Narragansett Bay." Bul. Newport Historical Society, January, 1934.

- CRAPO, WILLIAM W. "Memoirs of John S. Brayton." Proc. Mass. Hist. Soc., Boston, 1906.
- CRAWFORD, MARY CAROLINE. "In the Days of the Pilgrim Fathers." New York, 1920. "Romance of Old New England Churches." Boston, 1903. "Social Life in Old New England." Boston, 1914.
- CROSBY, S. S. "Early Coins of America." Boston, 1875.
- DAVIS, WILLIAM T. "Ancient Landmarks of Plymouth." Boston, 1899. "History of the Judiciary of Massachusetts." Boston, 1900.
- DAVOL, CHARLES D. See Fall River Historical Society.
- DELABARRE, EDMUND B. "Alleged Runic Inscriptions in Rhode Island." R. I. Historical Soc. Col., April, 1935. "Dighton Rock—A Study of the Written Rocks of New England." New York, 1928.
- DOW, GEORGE F. AND EDMONDS, JOHN H. "The Pirates of the New England Coast 1630-1730." Marine Research Soc., Salem, 1923.
- DRAKE, SAMUEL G. "Book of the Indians of North America. Biography and History Comprising a General Account of them." Boston, 1834. "Indian Captives or Life in the Wigwam." Auburn, 1852.
- DUBUQUE, HUGO A. "Fall River Indian Reservation." Fall River, 1907. "Guide Canadien-Francais; ou Almanack des Adresses de Fall River, et notes historiques sur les Canadiens de Fall River, 1888. (The publication under various auspices was continued at intervals to 1935. In 1909, under the title Les Guide Francais de Fall River and from 1923 to 1935 as Guide Official des Franco-Américains."
- DWIGHT, S. T. D. "Travels in New England and New York." Vol. I. New York and London, 1823.
- EARL, HENRY H. See Peck, Frederick M. and Fall River Historical Society. "Early History of Christian Science in Fall River." Fall River, 1925.
- EDMONDS, JOHN H. See Dow, George F.
- ELLIS, GEORGE W. AND MORRIS, JOHN E. "King Philip War—Based on Archives and Records of Massachusetts, Plymouth, Rhode Island and Connecticut, and Contemporary Letters and Accounts." New York, 1906.
- EMERY, WILLIAM M. "Daval Genealogy, Seven Generations." See also Fall River Historical Society.
- "FALL RIVER BOARD OF FINANCE ANNUAL REPORTS" 1932-1941.
- "FALL RIVER CITY DOCUMENTS."
- FALL RIVER DAILY AND WEEKLY NEWSPAPERS.
- "FALL RIVER DIRECTORIES." 1853-1941.
- FALL RIVER HISTORICAL SOCIETY. "Proceedings of the Society from its Organization in 1921 to August, 1926." Contents:—Sketch of Organization, Agreement of Association. First Meeting and First Officers. Subjects and Speakers:—"The Fall River Bar—Past and Present." Andrew J. Jennings. "The Quakers." Benjamin S. C. Gifford. "Indian History of Mount Hope and Vicinity." R. F. Halfenreffer, Jr. "Early Physicians of Fall River." Dr. A. C. Peckham. "Old Landmarks and Reminiscences of Fall River." Henry H. Earl. "A Rambling History of the Fall River Iron Works." Philip D. Borden. "Tableaux and Pageants—Fall River Frontier, Farm and Factory." Anonymous. "Early Transportation—A History of Early Steamboating in Fall River and Vicinity." Philip D. Borden. "Fall River's First Daily Paper—A Picture of the Town in 1848." William M. Emery. "History of the Slade Lands." Israel Brayton.

The following papers read before the society have been consulted either in their manuscript form, or as published in the local papers:—

- Adams, Edward S. "Anti-Slavery Days in Fall River and the Operation of the Underground Railroad." 1938. "Early Education in Fall River." 1932. "Rambles among the Business Buildings in the Center of the City 1845-1879." 1927. "Data Regarding John Summerfield Brayton." 1945. "Copy of Act to Establish the Fall River and Watuppa Turnpike Corporation." 1945.
- Allen, Mrs. Rodolphus. "Stories of Steep Brook." 1934. "Travels with the High School from Franklin to Rock Street—June, 1849." 1936.
- Barlow, Chester, Parks, G. U. and Richardson, E. W. "Experiences of Hurricane of September 21, 1938." 1938.
- Benton, Lewis H. "Old Fall River Houses." (Mostly Steep Brook) 1935.
- Borden, Philip D. "Fall River's First Railroad." 1926. "The Fall River Line." 1928. "Extension of the Old Colony & Fall River Railroad to Newport, R. I." 1932.
- Brayton, Alice. "Hotel and Hotel Keepers." 1941.
- Brayton, John S. "Address before the R. I. Hist. Soc., Mch. 22, 1898, in connection with the presentation of the original deed given by Indian Queen in 1651, of land in Tiverton, R. I. and other lands." Copy made and Filed by Edward S. Adams.
- Burrell, Thomas R. "A Business Man's Reminiscences of Fifty Years." 1933. "Main Street in the Seventies and Eighties." 1936. "The Academy of Music in the Old Days." 1939.
- Cook, Albion C. "The Country of the Pocassets and the Settlement of Tiverton." 1931.
- Davol, Charles D. "Legends and Traditions of Old Fall River." 1942.
- Emery, William M. "Commemorating the 75th Anniversary of the Incorporation of Fall River as a City." 1929.
- Estes, J. Edmund. "Library of Local Authors." 1931.
- Gardner, Orin A. "Swansea, Its History and Story." 1930.
- Hart, William A. "The Days of Sail in Mount Hope Bay." 1937. "The First Century of Somerset." 1940.
- Hawes, O. S. "Story of the Stone House." 1936.
- Howe, Mrs. Louis McHenry. "Local Indians." 1930. "Troy Indians and their Reservation in Fall River." 1930. "Early Days of the Federal Government in Fall River and Vicinity." 1935.
- Hyde, Mary E. "Fall River in the Civil War." 1928.
- Johnson, Mrs. Margaret. "Leaves from an Old Fall River Diary." 1939.
- Kirby, Mrs. Walter. "Westport in the Olden Times." 1928. "Westport, Before and After the Revolution." 1932.
- Mosher, Flora E. "Our Fathers Have Told Us and Our Eyes Seen—The Toll House and the East End." 1933.
- Lovell, Mrs. Edward B. "Early Painters of Fall River."
- Peirce, W. Irving. "History of Freetown—Mother of Fall River." 1928.
- "FALL RIVER WOMEN'S UNION 1873-1923." Annual Report for 1922.
- FENNER, HENRY M. "History of Fall River Prepared under the direction of Prominent Citizens appointed by His Honor the Mayor John T. Coughlin." New York, 1906. "History of Fall River, Massachusetts." Compiled for the Cotton Centennial. 1911.
- "FIRST BAPTIST CHURCH, Fall River, Mass., 1781-1881, Centennial Anniversary, Feb. 15, 1881." "Sermon." by the pastor Rev. A. K. P. Small, D.D. "History of the Church" by Hon. J. E. Dawley. "History of the Sunday School" by Hon. J. C. Blaisdell. Fall River, 1881. See Lindsey, Dr. John H.

- FISKE, JOHN. *The Beginnings of New England or the Puritan Theocracy in its Relations to Civil and Religious Liberty.* Boston, 1897.
- FLAGG, CHARLES A. "A Guide to Massachusetts Local History." Boston, 1907.
- FOWLER, REV. ORIN. "History of Fall River, with notices of Freetown and Tiverton, as published in 1841. Together with a sketch of the life of Rev. Orin Fowler, A.M., an epitome of the Massachusetts and Rhode Island Boundary Question; an Account of the Great Fire of 1843; and Ecclesiastical, Manufacturing; and other Statistics. Fall River, 1862.
- "FREETOWN, MASS. VITAL RECORDS" Compiled by Mrs. Mary Phillips Herbert, 1934.
- FRENCH, ALLEN. "The First Year of the American Revolution." Boston, 1934.
- FREUND, MICHAEL. "Roger Williams, Apostle of Complete Religious Liberty." R. I. Hist. Collection, October, 1933.
- FRIENDS. "The Book of Discipline Agreed on by the Yearly Annual Meeting of Friends for New England." Providence, 1785.
- FULLER, WILLIAM E. "Historical Address" Bristol Academy, Taunton, Massachusetts. June 30, 1892.
- GIFFORD, BENJAMIN S. C. See Fall River Historical Society.
- GOODWIN, JOHN A. "Pilgrim Republic, An Historical Review of the Colony of New Plymouth." Boston, 1920.
- GOULD, MARY EARL. "Early American Wooden Ware." Springfield, 1942.
- HAFFENREFFER, R. F. JR. See Fall River Historical Society.
- HART, WILLIAM A. "History of the Town of Somerset, Massachusetts." Published by the Town of Somerset. Fall River, 1940. See also Fall River Historical Society.
- HAWES, RICHARD K. "The Hurricane at Westport Harbor, September 21, 1938." Fall River, 1938.
- "HISTORY, ANNALS AND SKETCHES OF THE CENTRAL CHURCH OF FALL RIVER, MASSACHUSETTS, 1842-1905." Written and compiled by Mrs. William Carr, Mrs. Eli Thurston, Mrs. Charles J. Holmes and edited by Henry H. Earl, A. M., Fall River, 1905. "Supplement, 1905-1925" Compiled by Anna H. Borden, Mary A. Baker and Benjamin B. Earl. Fall River, 1926.
- "HISTORY OF THE LADIES' BENEVOLENT SOCIETY OF THE FIRST CONGREGATIONAL CHURCH." Fall River, 1904.
- "HISTORY OF SWANSEA, 1667-1917." Compiled by Otis Olney Wright. Published by the Town, 1917.
- "HISTORY OF THIRD BAPTIST CHURCH" Fall River, 1935.
- "HISTORY OF THE TOWN OF FREETOWN, MASSACHUSETTS, with an Account of the Old Home Festival, July 30, 1902." Fall River, 1902.
- HITCHCOCK, EDWARD, LL.D. "Final Report on the Geology of Massachusetts." Northampton, 1841.
- HOLBROOK, STEWART H. "The Yanks are Coming-Back." A report from the "Saturday Evening Post" issued by "The New England Council" Boston, 1939.
- HOWE, MRS. LOUIS McHENRY. See Fall River Historical Society.
- HOWE, M. A. DeWOLFE. "Bristol, Rhode Island, A Town History." Harvard University Press, 1930.
- HUBBARD, REV. WILLIAM. "Indian Wars in New England, History from the First Settlement to the Termination of the War with King Philip, in 1677." Revised by Samuel G. Drake. 1865. Roxbury, 1865.
- "General History of New England from the Discovery to 1680." Mass. Historical Soc.

- HURD, D. HAMILTON. "History of Bristol County, Massachusetts, with Biographical Sketches of Many of its Pioneers and Prominent Men." Philadelphia 1883.
- HUTCHINSON, THOMAS. "History of the Province of Massachusetts Bay from 1749 to 1774." London, 1828.
- HYDE, MRS. MARY E. See Fall River Historical Society.
- JACKSON, CHARLES T. "Report on the Geology and Agricultural Survey of the State of Rhode Island." Providence, 1840.
- JACKSON, ERIC P. "Early Uses of Land in Rhode Island." Geographical Society of Philadelphia, Vol. XIX, No. 2.
- JENNINGS, ANDREW J. See Fall River Historical Society.
- JOHNSON, MARGARET (DURFEE). "Annals of the Church of the Ascension, Fall River, Massachusetts." See also Fall River Historical Society.
- JORDAN, DAVID S. AND EVERMANN, BARTON W. "American Food and Game Fishes". Nature Library, New York, 1902.
- KIRBY, MRS. WALTER. See Fall River Historical Society.
- LANE, JAMES PILLSBURY. "Manual of the First Congregational Church, Bristol, Rhode Island 1687-1872." Providence, 1873.
- LINDSEY, DR. JOHN H., Church Historian and Compiler. "Sesqui-Centennial History of the First Baptist Church of Fall River, Massachusetts, 1781-1931." Fall River, 1931.
- LITTLE, FRANCES. "Early American Textiles." New York, 1931.
- LIVERMORE, GEORGE. "An Historical Research." Boston, 1863.
- LOVELL, MRS. EDWARD B. See Fall River Historical Society.
- LOVELL, MALCOLM B. Introduction to "Two Quaker Sisters."
- LYNCH, THOMAS E. "History of the Fire Department, Fall River, Mass." Fall River, 1896.
- MAGNAN, D. M. A., Pfr. D.D. "Notre Dame de Lourdes de Fall River, Massachusetts." Quebec, 1925.
- MALONEY, LEAH W. "Private Burying Grounds." Fall River, 1935.
- "MASSACHUSETTS AND ITS EARLY HISTORY." Lowell Institute Lectures, Boston, 1869.
- MATHER, INCREASE. "Early History of New England; being a Relation of Hostile Passages between Indians and Europeans, Voyagers and First Settlers." First published in Boston, 1677. Boston, 1864.
- "MAYFLOWER DESCENDANTS." Covering the years 1899-1935. Mass. Soc. of Mayflower Descendants. Boston.
- McADAM, ROGER WILLIAMS. "The Old Fall River Line." Vermont, 1937.
- McAUSLAN, WILLIAM ALEXANDER. "Mayflower Index." Published by the General Society of Mayflower Descendants.
- MORISON, SAMUEL ELIOT. "The Maritime History of Massachusetts." Cambridge, 1921.
"Portuguese Voyages to America in the Fifteenth Century," Harvard University Press, 1940.
- "MORTON, JAMES MADISON." A Memorial. Privately printed by members of the Fall River bar, 1925.
- MOSHER, FLORA E. See Fall River Historical Society.
- MUNRO, WILFRED H. "The Story of Mt. Hope Lands from the Visit of the Northmen to the Present." Providence, 1880.
"Tales of an Old Seaport." (Bristol) Princeton University, 1917.

- "NARRAGANSETT MORTGAGE. The Documents Concerning the Alien Purchases in Southern Rhode Island." Society of Colonial Wars in Rhode Island. Providence, 1925.
- "NEW ENGLAND FAMILIES. GENEALOGICAL MEMORIAL." The American Historical Society (Inc.), 1916.
- "NORTH TIVERTON BAPTIST CHURCH." Fiftieth Anniversary Souvenir Year Book. Tiverton, 1935.
- "PAGEANT OF AMERICA." Compiled by Oxford University Press and copyrighted by Yale Press, 1925.
- PALFREY, JOHN GORHAM. "A Compendious History of New England from the Discovery by Europeans to the First General Congress of the Anglo American Colonies." Cambridge, 1873.
- PARKER, HERBERT. "Courts and Lawyers of New England." Vol. I. The American Historical Society. New York, 1931.
- PEAL, ARTHUR L. "Uncas and the Mohican-Pequot." Boston, 1939.
- PECK, FREDERICK M. AND EARL, HENRY H. "Fall River and Its Industries." Fall River, 1877.
- PECKHAM, DR. ANSON C. See Fall River Historical Society.
- PEIRCE, EBENEZER. "Biography and Genealogy pertaining to the Good Sachem Massasoit of the Wampanoag Tribe and His Descendants." North Abington, 1878.
- PEIRCE, W. IRVING. See Fall River Historical Society.
- PHILLIPS, ARTHUR S. "The Colonial Ordinance of 1641-'47." Prize Thesis, Boston University Law School.
- PIERSON, EDMUND. "Trial of Lizzie Borden. Edited with a History of the Case." New York, 1937.
- "PILGRIM DEEDS AND DUTIES. A Handbook of Congregational History and Outlook." Prepared for the Tercentenary of Congregationalism in America 1620-1920. Boston and Chicago, 1916.
- "PLYMOUTH SCRAP BOOK. THE OLDEST ORIGINAL DOCUMENTS EXTANT IN PLYMOUTH ARCHIVES." Copied and edited by Charles Henry Pope. Boston, 1918.
- PORTER, EDWIN. "History of Borden Murder." Fall River, 1893.
- POWELL, MISS M. E. "Some of Our Founders." Newport Historical Society Bulletin, April, 1915.
- "PROCEEDINGS IN CONNECTION WITH THE CELEBRATION AT NEW BEDFORD, SEPTEMBER 14, 1864 OF THE 200TH ANNIVERSARY OF THE TOWN OF DARTMOUTH." New Bedford, 1865.
- "PROGRAM OF THE CENTENNIAL WEEK OF THE CENTRAL CONGREGATIONAL CHURCH, FALL RIVER, MASSACHUSETTS." 1942.
- "RECORDS OF PLYMOUTH COLONY" Published by the State of Massachusetts, 1855.
- "REPORT ON THE GEOLOGY OF RHODE ISLAND." Providence Franklin Society, 1887.
- "RHODE ISLAND TERCENTENARY 1636-1936." Tiverton Edition, 1936.
- RICKETSON, DANIEL. "The History of New Bedford, Bristol County, Massachusetts; including a history of the old township of Dartmouth and the present townships of Westport, Dartmouth and Fairhaven from their settlement to the present time." New Bedford, 1858.
- ROUNDS, EDNA M. "Correlation of Coal Floras of Henry County, Missouri and those of the Rhode Island Coal Measures." Botanical Gazette, March, 1927.
- SAFFORD, ARTHUR T. "Report upon Improvement of Quequechan River to Fall River Reservoir Commission." 1910.

- SANFORD AND KELLEY. "Fall River, Massachusetts Statistics Relating to Its Cotton Manufacturing Corporations." New Bedford, 1918-1936.
- SHALER, WOODWORTH AND FOERSTER. "Geology of the Narragansett Basin." U. S. Geological Survey, Monograph No. 33. Washington, 1899.
- SHURTLEFF, HAROLD R. "The Log Cabin Myth: A Study of the Early Dwellings of the English Colonists of North America." Harvard University Press, 1939.
- SIEBERT, WILBUR H. "The Underground Railroad in Massachusetts." American Antiquarian Society, 1936. (Worcester).
- SMALL, WALTER H. "Early New England Schools." Boston, 1914.
- SMITH, THOMAS R. "The Cotton Textile Industry of Fall River, Massachusetts. A Study of Industrial Localization." Columbia University, 1944.
- SNOW, EDWARD ROWE. "Great Storms and Famous Shipwrecks of the New England Coast." Boston, 1943.
- "SOME INDIAN EVENTS OF NEW ENGLAND." Published by the State Street Trust Company. Boston, 1934.
- "SOUTHERN NEW ENGLAND INDIAN VILLAGE, A". Roger Willams Park Museum Bulletin, Vol. III, Nos. 2 and 3.
- SPEED, JNO. GILMER. "A Fall River Incident. A Little Visit to a Big Mill". New York, 1895.
- STILL, WILLIAM. "The Underground Railroad. A Record of Facts, Authentic Narratives, Letters etc." Philadelphia, 1872.
- TERRY, RODERICK. "Some Old Papers Relating to the Newport Slave Trade." Bulletin Newport Historical Society, July, 1927.
- THOMPSON, CHARLES F. "Sketches of Old Bristol." Providence, 1942.
- THORDARSON, MATHIAS. "Vinland Voyages, with an Introduction by Vilhjalmur Stephanson." American Geographical Society, New York, 1930.
- TRUMBULL. "History of Indian Wars."
- TRUSTIN, JOSIAH P. "A Discourse Delivered at the Dedication of the New Church Edifice of the Baptist Church and Society in Warren, Rhode Island, May 8, 1845. Providence, 1845.
- "TWO HUNDREDTH ANNIVERSARY OF LITTLE COMPTON, RHODE ISLAND CONGREGATIONAL UNITED CHURCH, SEPT. 7, 1904." Little Compton, 1906.
- "TWO QUAKER SISTERS--FROM THE ORIGINAL DIARIES OF ELIZABETH BUFFUM CHACE AND LUCY BUFFUM LOVELL." New York, 1937.
- "WATUPPA PONDS AND QUEQUECHAN RIVER." Report of Fall River Reservoir Commission, 1915.
- WEEDEN, WILLIAM B. "Economic and Social History of New England 1620-1789." Boston, 1890.
- WEEKS, ALVIN G. "Massasoit of the Wampanoags with a brief Commentary on Indian Character; and Sketches of Other Great Chiefs, Tribes and Nations. Also a Chapter on Samoset, Squanto and Hobamock, Three Friends of Plymouth Colony." Privately printed, Plympton Press. 1919.
- WEST, EDWARD H. "The Lands of Portsmouth, R. I. and a Glimpse of its People." Rhode Island Historical Society Collection, July, 1932.
- WESTON, THOMAS. "History of the Town of Middleboro." Boston, 1906.
- WESTPORT, MASSACHUSETTS. "Vital Records of Westport, Massachusetts to the Year 1850." Boston, 1918.

- WHITE, GEORGE S. "Memoirs of Samuel Slater, The Father of American Manufactures. Connected with a History of the Rise and Progress of the Cotton Manufacture in England and America." Philadelphia, 1836.
- WHITE, REV. HENRY. "Indian Battles with Incidents in the Early History of New England." New York, 1859.
- WILLIAMS, MRS. C. R. J. "An Authentic Narrative". (An account of the Sarah N. Cornell murder in December, 1832.) Boston, 1834.
- WILLISTON, GEORGE F. "Saints and Strangers." New York, 1945.
- WILLOUGHBY, CHARLES C. "Antiquities of the New England Indians." Peabody Museum of American Archaeology and Ethnology, Harvard University, 1935. "Houses and Gardens of the New England Indians." *American Anthropologist*, Vol. VIII, No. 1.
- WOOD, FREDERIC J. "The Turnpikes of New England." Boston, 1819.
- "YEAR BOOK AND CHURCH DIRECTORY OF THE BRAYTON METHODIST EPISCOPAL CHURCH, 1854-1931."
- YOUNG, ALEXANDER. "Chronicles of the Pilgrim Fathers of the Colony of Plymouth from 1620 to 1625." Boston, 1841.

Appendix

LOCALITIES AND WATERSHEDS

A volume might well be written on the "loci" and "loca" within the confines of Fall River. The following list and abbreviated notes have been culled from documents, directories, local histories and from conversations with individuals from various sections of the city.

AARON'S POND. An ice pond on a branch of Steep Brook, north of Wilson Road and east of Lewin Street.

ADIRONDACKS. A pine grove on the east shore of "North Watuppa" opposite the pumping station. About a quarter of a mile north of the grove is an embankment with a grove of pitch pines known as Adirondack Point. A small steamer, towing a barge for passengers, at one time, occasionally carried picnic parties from a landing in the rear of the Troy Building on Pleasant Street, to the grove. (Fascicle I, pages 82-83)

ALDERMANS POND. The name was used in reference to South Watuppa Pond in deed recorded in 1747.

ALLEN'S HILL. The rise on County Street from Pleasant Street to Horton Street, when it was a part of the Old Bedford Road.

BARBERRY HILL. Now Brady Street.

BARNABY'S POND. See Shaw's Pond.

BEARS' DEN. At the south end of Laurel Street. Laurel Street from Amity Street south was formerly called Bears' Den Road. What the attractions were for old time picnic parties, it is difficult to understand;—no pines, no view, nothing that could really be called a bears' den.

BEATTIE AND WILCOX LEDGE. At southern end of Eastern Avenue.

BEATTIE'S LEDGE. Of the best quality Fall River granite. At the northern end of Quarry Street.

BEAVER SPRING. Formerly the source of a brook rising near Plymouth Avenue and emptying into Cook Pond.

BELL ROCK. A precipitous outcrop of granite, several hundred feet easterly from Bell Rock Road, near the Freetown line. There are several legends concerning the name. (Fascicle I, pages 94-95).

BIGBERRY. A granitic ledge jutting into the Quequechan River near Sixteenth Street. Erosion marks on the surface were believed by not a few to be Indian footprints. A windmill once stood near what is now the northeast corner of Pleasant and Fourteenth Streets.

BLEACHERY COVE. South Pond at the entrance of Sucker Brook.

BLIFFINS BEACH. A popular bathing beach at Steep Brook.

BLOSSOM BROOK. See King Philip Brook.

BLOSSOM'S COVE. A curve in the shore line on the east shore of "North Watuppa" with an inlet to a grove of large pine trees. Used by campers before the closing of the lake. See Blossom's Grove.

- BLOSSOM'S GROVE.** There are two groves; one on Blossom Road with very old and large trees of white pine and hemlock. The other on the shore of the pond, some distance west.
- BOGLE HILL.** Pleasant Street, from Eastern Avenue easterly and from County Street westerly to Barlow Street.
- BOOMER CEDARS.** The location of the old salt works. Located at what is now the northwest corner of Davol and Brownell Streets. (Fascicle I, page 85).
- BORDER CITY.** An area below the hill in the vicinity of the Sagamore and Border City Mills.
- BORDEN FLATS.** Formerly marked by a beacon, now by the harbor lighthouse.
- BOWEN'S HILL.** The short but rather steep incline at the southern end of Davol Street.
- BOWENVILLE.** West of North Main Street, with approximate limitations between Cedar Street and President Avenue. The old Bowenville railroad station was at the foot of Old Colony Street. James Bowen built a house on Turner Street, hence the name.
- BRADY FARM.** On the east shore of Cook Pond. Numerous boulders of milky quartz, large and small, were scattered over the premises by the glacier. The townspeople used them for the construction of rockeries and lawn markers. Large fragments may now be seen at the entrance gate to the farm on Amity Street.
- BRAYTON HILL.** The same as Bowen Hill.
- BRIGHTMAN FARM.** A part of Lot No. 4. See Fascicle I, p. 85.
- BRIGHTMAN'S COVE.** That part of "North Watuppa" protected from the prevailing southerly winds by "Interlachen".
- BROOKVILLE.** The Stafford Road section, south of Lawton Street.
- BUBBLING SPRING BROOK.** See Spring Brook.
- BUFFINTON PARK.** Now Albert Bradbury Green.
- BUSH POND.** Between Oak Grove Avenue and Freelove Street. Cress Brook flooded a woodland meadow providing a safe pond for youthful skaters.
- CAMBRIDGE GREEN.** Now Albert Bradbury Green.
- CHACE'S FERRY.** On the shore of lot No. 10 of Freeman's Purchase. See Fascicle I, pp. 91-92.
- CHALONER HILL.** It has been brought to the attention of the Editor, that in 1818, French's Hill was called Chaloner Hill and the parents of James Buffington lived in that vicinity. In later years the same name was given to the sharp rise from June to Rock Street, between Locust and Walnut.
- CHURCH'S SPRING.** Now connected with the sewer. Was on the southwesterly corner of North Main and Cherry Streets.
- CIRCUS GROUNDS.** Same as Yarn Mill Meadows.
- CLAY PITS.** East of North Main Street, in the Steep Brook valley. See Fascicle I, p. 90.
- CLEAR POND.** A small pond, east of Bay Street near Globe Street. Fed by springs on the hillside. Fascicle II, p. 152.
- CLEFT ROCK.** A large granitic outcrop on both sides of the Post Road at the Fall River village Four Corners. See Fascicle I, pp. 71 and 117.
- COOK'S FARM.** Now known as Interlachen was on the island formed by the raising of the water level of "North Watuppa". It is connected with the mainland by a causeway at the easterly end of New Boston Road. The (Cook and) Durfee ice houses were on the property. See Cunningham Island.

- COPICUT.** The extreme northeastern section of Fall River. The fire tower is atop Copicut Hill on Yellow Hill Road.
- CORNSHELLER ROCK.** A boulder in the "North Pond" near the southeastern shore of Interlachen.
- COTTON'S CORNER.** John S. Cotton kept the principal village store on the southwest corner of Main and Central Streets. See Fascicle I, p. 75.
- COUGHLIN'S ISLAND.** A temporary island near what is now the junction of Plymouth Avenue and Pleasant Street. See Wardrop's Island.
- CRAB POND.** Formerly an inlet from the bay. Now a fresh water reservoir fed by a canal from the Quequechan River. Fascicle II, p. 150.
- CREEPING ROCK.** A conglomerate boulder split along a "joint plane". Located on the west side of Highland Avenue near Wilson Road. Within the memory of the editor, the two sections were separated by not more than three feet. The separation is the result of "soil creep". See Fascicle I, p. 91.
- CRESS BROOK.** Its source was a few rods east of Robeson Street, near Stanley Street. There was a small pond on the Jethro Wordell property, now 977 Robeson Street. The brook crossed New Boston Road and Garden Street, passing through the northeastern part of Oak Grove Cemetery, across Oak Grove Avenue and Frelove Street, to enter the North Pond south of the causeway to Interlachen. See Intercepting Drain.
- CROCKER'S HILL.** The "Old Bedford Road" from Horton Street north.
- CUNNINGHAM ISLAND.** Benjamin P. Cunningham was in company with J. D. Flint in 1853 and lived on Cunningham Island, supposedly Interlachen. See Cook's Farm.
- DEACON'S POINT.** A bulge in the shore line south of Slade's Ferry Bridge. See map of 1812.
- DEER PARK.** A plot of land near where the Superior Court House now stands. See map of 1812.
- DOCTOR'S HILL.** Lower Cherry Street. The name survives as Doctor Street.
- DUCK POND.** Flooded area, north of the causeway leading to Interlachen.
- DURFEE POND.** It was an occasionally flooded area near the corner of Prospect and Robeson Streets and was frequented by skaters.
- EAST END.** Residents who do not dwell within the confines of the original "Flint Village" prefer the term East End.
- FALLRIVER FOUR CORNERS.** The intersection of the Main Road with the Old Bedford Road and West Central Street in the village. See Fascicle I, p. 71.
- FARMVILLE.** West of North Main Street from President Avenue to George Street. The section was later known as Mechanicsville. The town owned a considerable part of the area. The auditing committee reported in 1847,— "Total Amount of Proceeds of Farmville Sales and interest to March 1, 1847—\$35,836.59."
- FERRY STREET FERRY.** Before the construction of the Slade Ferry Bridge connections were made with trains for Providence by means of a ferry, from the foot of Ferry Street to the South Somerset shore.
- FIGHTING ROCK.** A large boulder, which before its destruction was situate at the intersection of Wilson, Blossom and Bell Rock Roads. See Fascicle I, p. 89.
- FLATVILLE.** Land along Bay Street from Division to Globe Street.
- FLINT VILLAGE.** Now an indefinite area. east of Quarry Street and north of the "Quequechan." See East End.

FOREST HILLS GARDEN. A pleasure park which was on the grounds now occupied by St. Vincent Orphans' Home. See Fascicle II, p. 184.

FRENCH'S HILL. North Main Street from Turner Street to Cedar Street. At the foot of the hill, Deacon Enoch French carried on a large tannery.

FRESH POND. Formerly a small pond near Round Pond. See map of 1812.

FROG POND. There was a small circular spring pond west of North Street (now High Street) between French Street and Lincoln Avenue.

FROG POND. A shallow portion of the "North Pond", north of the New Boston Road Causeway. Now called Duck Pond.

GAGE'S HILL. The longest hill on North Main Street, north of Steep Brook Corners.

GLOBE CORNERS. The junction of South Main, Globe Street and Broadway.

GLOBE POND. At Globe Corners where the first cotton mill was built. Now filled to form Rev. John Kelly Park.

GLOBE VILLAGE. Originating in the town of Tiverton, the village became a portion of Fall River, R. I. before the annexation with Fall River, Mass. As the village grew the name was applied to all the area along South Main Street to the state line.

GREEN HILL¹. A promontory on the northern shore of Prince's Cove where King Philip Brook enters North Watuppa Pond.

HAPPY HOLLOW. A ravine near the west end of the present Birch Street, cut by a brook from the hillside. Once a favorite resort for Sunday school picnics.

HARRISONVILLE. A few homes which were grouped at the beginning of Turnpike Lane. (On Pleasant Street near the south end of Fourteenth Street.)

HASKILL'S HILL. From Steep Brook where it crosses Highland Avenue to the Catholic Home for the Aged.

HECK'S SPRING¹. Near a wood path leading northerly and easterly from Yellow Hill Road. It gets its name from one Hector, an Indian, the cellar walls of whose house may be seen about one quarter mile from the spring. It is referred to in many old deeds.

HICKS' HILL. The Hicks Street Hill.

HIGHLAND BROOK. Two tributaries unite to form Highland Brook. One formerly had its source in the grounds of St. Patrick's Cemetery; the other, near the junction of Woodlawn and Weetamoe Streets. Flowing easterly it crosses Meridian Street and before its diversion entered Brightman's cove, north of Interlachen. See Intercepting Drain and Fascicle I, P. 85.

HIGHLANDS, THE. The Highland Avenue Section.

HILL, THE. Relatively the section within the bounds of June, Cherry, Hanover Streets and Lincoln Avenue.

HOG ISLAND. Later called Slaughter House Island was in the "Quequechan" south of Eight Rod Way (Plymouth Ave.) formed when lands were flooded by raising the Troy dam. See Wardrop's Island.

HOG ROCK¹. More correctly Hog Rocks (There are three of them) are located on a very level stretch of woodland about a mile north of the Copicut Fire Tower. The woodland for a mile around was spoken of as the Hog Rock country.

HUGHES' CORNER. The corner of East Main and Globe Streets.

¹Information from Mr. Waldo A. Sherman.

- INDIAN COMMON.** The northeasterly corner of Blossom Road and Indian Town Road. See Fascicle I, p. 84.
- INDIAN TOWN.** Situated east of North Watuppa Pond, from the Westport line northerly for about a mile. A portion of the original reserve is now a part of the Watuppa Reservation.
- INTERCEPTING DRAIN.** "The drain was opened January 15, 1916 and since that time the waters of Terry, Highland and Cress Brooks, and the watershed of the west shore of the Watuppa Pond south of New Boston Road have been flowing through the drain and discharging into "South Watuppa Pond." City Engineers Report for 1916.
- INTERLACHEN.** The name given Cook's Farm when purchased by Spencer Borden.
- KING PHILIP BROOK AND BLOSSOM BROOK,** drain the large area bounded by Indian Town, Yellow Hill and Blossom Roads. Over forty percent of all surface water entering North Watuppa Pond comes from these two brooks. The early settlers claimed the waters of Blossom Brook had medicinal properties.
- LANNIGAN'S BEACH.** A public bathing beach at Steep Brook.
- LAUREL LAKE.** Another name for Cook Pond.
- LEEMINGVILLE.** A cluster of one family homes east of upper Robeson Street.
- LONG POND.** Now Crab Pond. In the early days, it was a tidal inlet. See Map of 1812.
- MACOMBERS' COVE.** Between Ralph's Neck and the east shore of "North Watuppa".
- MAPLEWOOD.** From Maplewood Park southerly, on both sides of Stafford Road.
- MECHANICSVILLE.** Known as Farmville until the Mechanics Mill was erected. See Farmville.
- METACOMET LEDGE.** At the foot of the hill between Central and Anawan Streets. The ledge is composed of complex strata of conglomerate, arkose and carboniferous slates, marking a close contact with the Fall River granite. A geological shore line.
- MILL BROOK.** Feeds the Doctor's Mill Pond; crosses the Freetown line and empties into the ponds at Assonet Bleachery. See Fascicle I, p. 93.
- MILLER'S COVE.** A part of the Taunton Estuary north of Steep Brook Corners.
- MOSQUITO ISLAND.** The location of the Massasoit Textile Company, formerly the Eddy Woolen Mill. See Fascicle II, p. 121.
- MOTHERS BROOK.** With its source east of North Main Street in Fall River, it flows north and west, crossing the Main Road at the Freetown line.
- MOUNT HOPE VILLAGE.** The village was a manufacturing community on Bay Street at the foot of Globe Street. See Fascicle II, p. 63.
- MUDHOLE POND.** See Old Pond.
- NARRAGANSETT VILLAGE.** East of the Narragansett Mill on North Main Street. A locality of the past.
- NARROWS, THE.** This strait divides the pond into North Watuppa and South Watuppa. It was crossed on a foot-bridge of stepping stones. Now the place where Pleasant Street meets the road to New Bedford.
- NATS BROOK.** A brook in Westport, now diverted to the "South Pond". It formerly entered "North Pond" after crossing Drift Road.
- NEW BOSTON.** Ruth, Willow and Meridian Streets were formerly parts of Upper New Boston Road. The name was applicable to this region as well as the New Boston Road section.

- NEW POND.** A reservoir, west of Bay Street and South of Globe Mills Avenue supplied by the diversion of a stream.
- NEWVILLE.** A name once given to a small settlement near Job Estes' Mill on Sucker Brook.
- NORTH NARROWS.** Where Wilson Road crosses the northern reaches of North Watuppa Pond.
- OAK GROVE VILLAGE.** A section on both sides of Oak Grove Avenue from London Street to Bullock Street.
- OLD ELM.** Before the development of Sandy Beach as a pleasure park the vicinity was known as Old Elm. See Sandy Beach.
- OLD POND.** The pond was east of Bay Street near Globe Street. Some old deeds called it "mud Hole."
- PEAKED ROCKS.** On the 1812 map they lie close to the shore between Long Pond and Round Pond.
- PHILIP'S SWAMP.** (King Philip) East of Blossom Road near Blossom's Grove. See Fascicle I, p. 87.
- PIG TOWN.** An area in the vicinity of Jefferson and Cambridge Streets. Henry Davis' Pork packing establishment was near the east end of Cambridge Street.
- POND SWAMP.** The part of North Watuppa Pond lying north of the North Narrows.
- PRINCE'S COVE.** North of Prince's Point which forms the northern shore of Blossom's Cove.
- QUEEN GUTTER BROOK.** Rises on Copicut Hill and flows into Pond Swamp.
- RALPH BROOK.** Drains a considerable area on both sides of Blossom Road and empties at the southern end of Macomber's Cove.
- RALPH'S NECK.** A point of land extending northerly from the Westport line, forming the west shore of Macomber's Cove.
- RATTLESNAKE HILL.** The hill of glacial debris was south of the present junction of Pleasant Street and Plymouth Avenue. It was leveled to fill in the flooded area of the "Quequechan".
- ROCKY BOTTOM.** The shore north of Cook Borden Wharf. See Fascicle II, p. 160.
- ROLLING ROCK.** At the junction of Eastern Avenue and County Street. "I find its weight to be 140 tons. Yet with one hand it may be sensibly moved; and by using both hands, it can be rocked so as to oscillate at the top 2 or 3 inches." Edward Hitchcock, LL.D. in "A Final Report on the Geology Of Massachusetts" published in 1841. In the margin of the volume consulted, the editor found the following in his grandfather's handwriting placed there about 1860. "The Vandals have done their work and the great boulder rocks no more." See illustration, Fascicle I, p. 86.
- ROUND POND.** A tidal pond near Crab Pond. A brook rising near South Main Street flowed into it. See Map of 1812.
- RUN BROOK.** A short stream fed by springs flows from the east side of and crosses Blossom Road to enter North Pond a short distance south of the North Narrows.
- SAND BAR.** The north shore, at the outlet of South Watuppa Pond. The best place for bathing on the lake.
- SANDY BEACH.** A pleasure park and bathing beach development, west of the southern reach of Bay Street. See Old Elm.
- SASSAFRAS ISLAND.** An island in Brightman's Cove.
- SCOTCH HOLE.** The locality was near the junction of Quequechan, Jefferson and Warren Streets. For a time, after the raising of the Quequechan dam, the land

on which was later built the Davis, Arkwright and Barnaby Mills was an island at full pond.

SHAW'S POND. The dam pond at the old Steep Brook saw mill. Previously it was called Barnaby's Pond.

SLADE POND. Formerly south of the Slade (Ancona) Mill, between "Fenner" and East Main Street.

SLADE'S FERRY. Operated where the Brightman Street bridge now stands. Up to the time of the erection of the bridge to the south, it was the chief connection between towns on the opposite side of the river.

SLADE'S HILL. Same as Bowen's Hill.

SLAUGHTER HOUSE ISLAND. See Hog Island.

SOUTH END. South of Globe Village.

SPITFIRE SPRING. The spring that now feeds the skating pond on North Park.

SPLIT ROCK. Another name for Creeping Rock.

SPRING BROOK. Called also Bubbling Spring Brook. A short stream entering the Doctor's Mill pond. See Fascicle I, p. 93.

STAFFORD SQUARE. The junction of Pleasant, County and Quarry Streets.

STEEP BROOK. An indefinite area from Baldwin Street north, and easterly to the crest of the granite escarpment. The brook rises north of Wilson Road, crosses Wilson Road, Highland Avenue and North Main Street and before the water was piped to the Border City Mills entered the Taunton Estuary. Another branch of the brook drains a part of a swampy region south of Wilson Road.

STEEP BROOK CORNERS. The junction of North Main Street and Wilson Road.

STUMP POND. An ice pond flooded by Steep Brook, east of Highland Avenue and south of Wilson Road.

SUCKER BROOK. The outlet of Stafford Pond, crosses Stafford Road to feed the old Estes Mill and Bleachery ponds, emptying in South Watuppa Pond.

TERRY BROOK. A swampy section a mile or more south of Wilson Road and west of Meridian Street is partly drained by Terry Brook. The brook flows south for the greater part then turns east, crosses Meridian Street and before it was diverted entered the "North Watuppa", a short distance north of Highland Brook.

THURSTON LEDGE. Between Freelove Street and North Watuppa Pond.

TOWNSEND HILL. South Main Street from Mt. Hope Avenue south. See Fascicle I, p. 139.

TROY. The legal name of Fall River from June 1, 1804 to February 12, 1834.

TUCKER SWAMP. Extensive swamp lands, north and south of Tucker Street.

WARDROP'S ISLAND. When, on account of the demand for more water to supply the mills on the lower reaches of the "Quequechan", the Reservoir Commission obtained permission to build a dam which raised the level of the river and flooded the land up stream, Wardrop's Island was formed, between Pleasant and Hartwell Streets.

WATUPPA LAKE. The lake shallowing at about half way between its northern and southern ends afforded a fording place. The lake derived its name from the Indian word "Wahtahpee". Dr. Phineas Leland, in an introduction entitled "Early History of Fall River" published in the "Fall River Directory and Almanac 1853" explains that "wahtah means a boat, and pee added renders it plural, meaning boats or the place of boats."

WATUPPA RESERVATION. Land within the "North Watuppa" watershed owned and controlled by the city.

WEST END. Signified for a time the area from Pocasset Street to Elm Street, west of Main Street. Fascicle I, pp. 71-77.

WHITE BROOK. According to the "Report of Philip D. Borden, Jr., City Engineer in 1887," the brook "provides an outlet for the surface water falling upon a large section of the city from New Boston Road to Pleasant Street, between Quarry Street and the summit of the hill on the westerly shore of North Watuppa pond. The channel of this stream is gradually being filled up and at the lower end the Stafford Mill is located directly over it. This is a natural water course mentioned in the layout of a way from Main Street to the 'Narrows' in 1732."

WHITE CHAPEL BRIDGE. In 1889-90, Third Street was extended from Pleasant Street to Rock Street. The iron bridge thrown across the stream was jokingly called White Chapel Bridge.

WHITE ROCK. There was formerly, at Stafford Square an area of exposed ledge with large veins of milky quartz.

WHITELY SWAMP. Located on the east shore of Cook Pond. See Fascicle II, p. 152.

WOLF'S HOLE. East of Blossom Road near the junction of Bell Rock Road.

YARN MILL MEADOWS. Bounded by Broadway, Center, Bay and Globe Streets.



NAMES OF HISTORICAL SIGNIFICANCE AS APPLIED TO THOROUGHFARES

BACK ROAD OR BACK ROAD TO ADAMSVILLE. Very early known as Stafford Road. The 1864 Directory describes its location thus—"Back Road, from Second Street to Adamsville." The old school house which was replaced by the Tucker Street School was named the Stafford Street School.

BANK STREET. See South Bank Street and West Bank Street.

BARBERRY HILL. Now Brady Street. Name changed about 1871.

BEARS DEN ROAD. Now Laurel Street from Amity Street to the Catholic cemetery at its southern end.

BEDFORD ROAD. See Old Bedford Road.

BLOSSOM'S WAY. A lane connecting Blossom Road with Drift Road. See Fascicle I, p. 82.

BORDEN AVENUE. A short way which was south of Mrs. Young's residence on North Main Street, leading into her estate. Fascicle I, p. 77.

BOWEN STREET. The southern end of Davol Street. See Fascicle I, p. 73.

BOWENVILLE LANE. Not definitely located. Perhaps a local name for lower Turner Street. A fire station was located there. Perhaps Pearce Street. Bowen Pearce owned a farm near the corner of Pearce and Davol Streets.

BROADWAY. The first name given Anawan Street.

CAMDEN STREET. A short street, south from Central opposite Green. See Fascicle I, p. 75.

CARR LANE. A byway extending along the six rod way (Eastern Avenue), ran south from the Fall River and Watuppa Turnpike (Pleasant Street), to the farms of John Jenks and Silas and Daniel Gifford, later to the home of Samuel Watson. See Map of 1812 and Fascicle II, p. 60.

CENTRAL STREET. Bedford was first known as Central Street. The Central Street of today was first known as Proprietor's Way, then West Central Street and when Bedford Street received its present name West Central became Central Street.

- CHAPEL STREET.** The City Council changed the name of Charity Lane to Chapel Street.
- CHARITY LANE.** A short way, west from South Main Street now covered by the southern section of the R. A. McWhirr Building. See Fascicle II, p. 10.
- CHESTNUT STREET.** A short street running north from "Bedford."
- CLINTON STREET.** A narrow way, north from Central. See Fascicle I, p. 75.
- CORDUROY ROAD.** "The Corduroy Road so called was a path that turned east from Blossom Road about one hundred feet north of the Barnabas Blossom house, now the headquarters of the 'Watuppa Reservation'. This path which was a very important one in days gone by crossed a swamp a short distance after it left Blossom Road." Waldo A. Sherman.
- COURT SQUARE.** Until 1896, Court Square ran easterly to what is now Purchase Street, then southerly to Bedford Street. Granite Street was the northern boundary. See Fascicle I, pp. 79, 81-82 and map in Fascicle III.
- DAVIS AVENUE.** Now Moore Street.
- DRIFT ROAD.** A proprietor's way from Old Bedford Road to Adirondack Grove. See Fascicle I, p. 82.
- DURFEE AVENUE.** Now Bradford Avenue.
- EAST ROAD.** A name used for Wilson Road about 1871.
- EAGANS COURT.** Off Spring Street.
- EDDY STREET OR EDDY AVENUE.** A short street from Pleasant near Troy to the Quequechan. See Fascicle I, p. 83. The present Eddy Street runs from Bedford Street to Oak Grove Avenue and beyond.
- EIGHT ROD WAY.** This proprietor's way is listed in the "Fall River Directory 1861" as extending "from the Dartmouth line to Seconnet Point"; in 1864 as a highway "from the Quequechan River to the State Line"; in 1870, "from Pleasant Street opposite the Granite Mill to the State Line" and in 1883, "to Laurel Street and Rhode Island Avenue." The only part of the original way retaining the name is a short section from the southern end of Cook Pond (Bent Street), to the state line connecting with Fish Road. From Pleasant Street to the junction of Rhode Island Avenue and Laurel Street, it now bears the name of Plymouth Avenue. Fascicle I, pp. 113, 130-131, 134, 138.
- EXCHANGE STREET.** An early name for lower Rock Street. See New Boston Road and Fascicle I, p. 80.
- FALL RIVER AND WATUPPA TURNPIKE.** In 1827, the State of Rhode Island authorized a turnpike company to operate a road from the "first great lot and the mill shore of the Pocasset purchase southeasterly to the Narrows on the road that divides the Watuppa Ponds." This part of Pleasant Street remained a toll road until it became a part of the Fall River highway system in 1864. It was called Turnpike Street as late as 1871.
- FERRY LANE.** A direct east to west approach to Slade's Ferry. Now Brightman Street.
- FERRY ROAD.** Turner Street was a part of the first Ferry Road. Starting from the Main Road, it turned northerly and became a part of the present Davol Street. The name later applied to only the Davol Street section.
- FISH ROAD.** In 1870, Fish Road began at the end of Second Street; in 1882, at the end of the present Plymouth Avenue. The southern reaches of the proprietor's way have been renamed since that time.
- FOUR ROD WAY.** Running from east to west, the way crossed South Main Street at the state line. It is now State Avenue.

FREETOWN ROAD. An older name for Bell Rock Road.

GARDEN STREET. The first name given to Mulberry Street.

GRANITE ROW. On a map published in 1850, Granite Row ran from Central Street to Borden Avenue but actually extended no farther than the present Bank Street.

HENRY AVENUE OR HENRY'S AVENUE. The names first given to the eastern end of Middle Street.

HIGHLAND ROAD. Highland Avenue from New Boston Road north was first called Highland Road. When High Street was lengthened to beyond Maple Street, about 1869, the original section of High Street from Walnut Street to New Boston Road was annexed to Highland Avenue.

HIGH STREET. The original High Street extended from Franklin Street to New Boston Road. For many years it was a "dead end" street at a few rods north of Maple Street. This "dead end" section was known in the neighborhood as "The Lane". See Highland Road and North Street.

INCH STREET. A very short street running southerly from Central Street. See Fascicle I, p. 76.

KING'S HIGHWAY. In the colonial period, certain roads, supposedly superior ways, laid out by the governor and council rather than by local or county authority were known as King's Highways. The Old Bedford Road from the Post Road at the "Four Corners" to the Dartmouth line was originally, "The King's Highway." The name was continued in use for Quarry and County Streets for some years after the western reaches became Bedford Street.

KIRBY'S LANE. Kirby's livery stable was on Rock Street where the Archer Building now stands and Granite Street from "Rock" to Court Square was called Kirby's Lane.

LEARNED STREET. About 1874, Dr. Ebenezer Learned, father of the late Dr. William T. Learned and grandfather of Dr. Elmer T. Learned built the large residence on Highland Avenue now occupied by Dr. E. L. Merritt. The roadway now called Herman Street formerly bore his name. The name was changed because it was frequently confused with Leonard Street located in a more populous district.

LINCOLN STREET. The Mt. Hope Village school was on this street. The names of the street and school were changed to Bowen Street.

MAIN STREET. For several years North Main Street began at Central Street and "South Main" at Pocasset Street. The intervening space on the west side was called Main Street. See Market Square.

MARKET SQUARE. The east side of Main Street from "Bedford" to Pocasset Street and the streets north, south and east of City Hall, Second Street extending to Bedford Street. In 1896, Market Square became a name of the past.

MARKET STREET. The east side of Main Street from "Bedford" to Pocasset Street now the short way between Main and Second Streets, north of City Hall.

MOREY TRAIL OR MOWREY PATH. A woods-road, formerly an Indian trail from the Post Road in Freetown to Bell Rock Road with a branch to Wilson Road. See Fascicle I, pp. 35 and 95.

NEW BOSTON ROAD. When lower Rock Street was laid out in 1829, it was a part of New Boston Road. Reaching northerly to Pine Street, it turned easterly, then northerly in the vicinity of Winter Street, to unite with the present road.

NEW ROAD. An old name for Bell Rock Road.

NEWSPAPER ROW. In the late eighties there were three newspapers published in North Court Square (Granite Street). The news reporters nicknamed the same locality Ram Cat Alley.

NICHOLS STREET. The first name given to the southern end of Madison Street.

NORTH MARKET STREET. Now Market Street. See Market Square.

NORTH POND ROAD. An old name for Wilson Road.

NORTH STREET. When High Street was cut through to Prospect Street about 1889, North Street became a part of High Street.

OLD BEDFORD ROAD. Before the construction of the "Watuppa Turnpike", the direct route to Westport, Dartmouth and New Bedford was via Bedford, Quarry and County Streets. County Street retained the old name until about 1884. Often called Old New Bedford Road.

OLD ROAD. Prior to 1890, from New Boston Road, via Freelove Street to Bedford Street.

PROPRIETOR'S WAY. The first name given Central Street. See Fascicle I, pp. 72-74.

RAM CAT ALLEY. See Newspaper Row.

SANFORD YARD. North from Central Street.

SIX-AND-A-HALF STREET. Now Rowe Place.

SIX ROD WAY. The reason for there being three streets within city limits in 1874 named Six Rod Way was that they, like Eight Rod Way and Four Rod Way marked proprietor's bounds. In 1883 the condition was clarified by giving each another name. Today they are Eastern Avenue, Brayton Avenue and Rhode Island Avenue.

SLADE STREET. Pine Street was first called Slade Street.

SOUTH BANK STREET. In 1853 when Morgan Street was in Tiverton its name was changed from Tasker Street to South Bank Street.

SOUTH MARKET STREET. That part of Pocasset Street south of City Hall. See Market Square.

STAFFORD STREET. Stafford Street connected the south part of the city with the Back Road to Adamsville (Stafford Road). It is now Hamlet Street.

STEVENS STREET. A road no longer in existence which was north of New Boston Road on the Highlands. The old directories locate it as "from New Boston Road near High, beyond French."

STONE BRIDGE AND FALL RIVER TURNPIKE. A franchise was granted by the Rhode Island Assembly in 1838, to construct a turnpike from Stone Bridge, along the shore to the Massachusetts line which was then where William Street reaches Bay Street. See Chapter IV.

STONE LANE. A short alley which ran north from Central Street. See Fascicle I, p. 74.

TASKER STREET. Cherry Street was first called Tasker Street. See South Bank Street.

TERRY STREET. Now Harvard Street.

TERRY'S LANE. Now Ward Street. There is at present a Terry's Lane in the Steep Brook section.

TOWN AVENUE. A short "dead end" way which ran northerly from Central Street. See Fascicle I, p. 74.

TURNER'S LANE. The same as lower Turner Street. A Dr. Turner lived on the lane.

TURNPIKE LANE. When the "Watuppa Turnpike" was in operation, the part of Pleasant Street from the state line (about 13th St.) to the toll house near the intersection of Quarry and Pleasant Streets was called Turnpike Lane.

TURNPIKE STREET. See Fall River and Watuppa Turnpike.

UPPER NEW BOSTON ROAD. Included Willow, Ruth and Meridian Streets.

WARDROP PLACE. The entrance to the Eddy Woolen Mill from Pleasant Street.

WELCH'S COURT. A court yard off Spring Street.

WEST BANK STREET. The extension of Bank Street, west of North Main Street before the erection of the B. M. C. Durfee Trust Building. See Fascicle I, p. 76.

WEST CENTRAL STREET. The name of Central Street at the time Bedford Street bore that name. See Fascicle I, p. 71.

WILSON ROAD. The original Wilson Road is now Yellow Hill Road.

Fall River Authors

AN INCOMPLETE LIST OF BOOKS AND WRITINGS BY PRESENT AND PAST RESIDENTS

A number of former citizens have moved elsewhere and gained distinction in special endeavors and records of their work are not available.

The greater number of titles are in the "Estes Collection" in the Fall River Public Library and are copied from a list provided by Miss Marjorie Wetherbee, City Librarian.

- ADAMS, WILLIAM WISNER, D.D.
"Abraham and His Times." Fall River, 1901.
"Rise of Methodism." Fall River, 1903.
- ALDRICH, EARL AUGUSTUS, (A. B. Leonard.)
"Judson Murder Case." New York, 1933.
- ALMY, DORIS ELIZABETH
"Decade of Poems." New York, 1941.
- ARCHARD, THERESA
"G. I. Nightingale" New York, 1945.
- ARNOLD, WINIFRED
"Mis' Bassett's Matrimony Bureau." New York, 1912.
- BALDWIN, ARTHUR C.
"Inevitable Dawn." (A novel.)
"The Liberty of a Christian Man." (In "Four Great Affirmations of Protestantism.") Fall River, 1912.
- BARNARD, EDWARD WASHINGTON
"Conceits of a General Lover." Boston, 1903.
- BASSET, JONATHAN
"Poor Man's Catechism." Fall River, 1857.
- BOONE, HENRY BURNHAM
"Career Triumphant." Boston, 1903.
- BOONE, HENRY B. AND BROWN, KENNETH
"Eastover Court House." New York, 1901.
- BORDEN, RAYMOND D. (Lt. U. S. N. R.) See Buranelli, Prosper.
- BORDEN, SPENCER
"Arab Horse." New York, 1906.
"Bell and Its Story." Fall River, 1904.
"What Horse for the Cavalry?" Fall River, 1912.
- BRADLEY, CLIFFORD E.
"Boating; Representative Contributions." 1941.
"Fishing; Representative Contributions." 1930-1940.
"Building the Small Boat." New York, 1946.
- BRADLEY, REV. FRANCIS J.
"A Brief History of the Diocese of Fall River, Massachusetts." Edited and brought up to date by Rev. Michael V. McCarthy. Fall River, 1931.
- BRAYTON, ELIZABETH HITCHCOCK
"Brayton Homestead." Fall River, 1914.

BRAYTON, JOHN S.

"Paper Read before the Association of the Sons of Brown University." 1888.

"Historical Address at the Dedication of the Town Hall in Swansea, Massachusetts." 1892.

(Mr. Brayton wrote many historical papers published by the Rhode Island, Bristol County and other historical and genealogical societies.)

BRENNAN, GEORGE HUGH

"Anna Malleen." New York, 1911.

"Bill Truetell." Chicago, 1909.

BRONSON, GEORGE WHITEFIELD

"Ann Maria." Fall River, 1869.

"Glimpses of the Whalemens' Cabin." Boston, 1855.

BROOKS, FRANK L.

"Sure Foundation." Hyannis, 1904.

BROOMHEAD, WILLIAM H. See Nichols, Henry Wyman

BROWN, REV. JOHN

"Twenty-five Years a Parson in the Wild West." Fall River, 1896.

BURANELLI, PROSPER

"Maggie of the Suicide Fleet." As written from the log of Raymond D. Borden, Lt. U. S. N. R. New York, 1930.

BURTON, WARREN

"District School as it Was." Boston, 1852.

CARTER, JOHN FRANKLIN JR.

"The Rectory Family." New York, 1937. etc., etc.

(Author, columnist and pro-New Deal commentator, he has written eighteen works of fiction, numerous essays and commentaries on governmental procedures under various pseudonyms, the most common being Jay Franklin.)

CASEY, JOSEPH F. AND VINECOMBE, STANLEY F.

"Our Tin Can Gardens." In "Recreation" for July, 1940.

CATE, ALICE ELIZABETH (RICH.)

"Henry Hudson." Boston, 1932.

"Those 'P.S.'S". Boston, 1931.

CHACE, ELIZABETH (BUFFUM.)

"Two Quaker Sisters." Introduction by Malcolm R. Lovell. New York, 1937.

CHACE, OBADIAH

"Selection of Poems." Fall River, 1898.

CHAMPLIN, EDWIN R.

"Hearts Own". Chicago, 1886.

"Lovers' Lyrics." Philadelphia, 1888.

"On the White-Birch Road." Westerly, R. I., 1891.

CLEVELAND, EDMUND JAMES

"Philus, the Stable Boy of Bethlehem." New York, 1927.

CLOUGH, SIMON

"Candid Appeal to the Citizens of the United States." New York, 1834.

COAN, LEANDER S.

"Better in the Mornin'." Great Falls, N. Y., 1880.

"Old Corporal Poems." Great Falls, 1881.

COBB, BERTHA BROWNING AND COBB, ERNEST

"Allspice." 1925.

"Andre." 1930.

"Anita." 1929.

"Arlo." Boston, 1915.

"Clematis." 1917.

"Dan's Boy." 1926.

"Pathways of European Peoples." 1922.

"Pennie." 1927.

"Who Knows?" 1924.

All but "Arlo" published by the Arlo Press, Newton Upper Falls.

COBB, ERNEST

"Garden Steps." Boston, 1917.

"Miles McCarthy." Newton Upper Falls, 1928.

COOK, BURTON E.

"New Lyons for Old.", "Reunion in Liverpool." and many other short stories published in popular magazines.

CUSHMAN, RALPH S.

"Justification by Faith." (In "Four Great Affirmations of Protestantism.")

"Spiritual Hilltops." 1932.

"Practicing the Presence." 1936.

"I Have a Stewardship." 1939.

"Hilltop Verses and Prayers." 1945.

DAWLEY, JOSEPH E.

"Morning and Evening." Fall River, 1887.

DEAN, GARDNER

"Life, Experiences and Incidents of Rev. Gardner Dean." New Bedford, 1883.

DODGE, HARRY E.

"Thinking Straight." New York, 1930.

DOWDY, CATHERINE HISLOP

"Narcissus." Fall River, 1929.

DUBUQUE, HUGO ADELARD

"Fall River Indian Reservation." Fall River, 1907.

D'UNGER, S. VICTOR

"Three Legged Stool." Fall River, 1932.

DUTTON, CHARLES JUDSON

"Crooked Cross." New York, 1926.

"Flying Clues." New York, 1926.

"House by the Road." New York, 1924.

"Murder in a Library." New York, 1931.

"Samaritans of Molokai." New York, 1932.

"Shadow of Evil." New York, 1930.

"Shadow of the Glass." New York, 1923.

"Streaked with Crimson." New York, 1929.

DUVAL-THIBAUT, MME.

"Fleurs du Printemps." Fall River, 1892.

EARL, HENRY HILLARD, Comp.

"Centennial History of Fall River, Massachusetts." New York, 1877.

"Fall River, 1803-1904." Fall River, 1904.

EDDY, DANIEL C.

"Angel Whispers." Boston, 1857.

"Daughters of the Cross." Boston, 1857.

"Europa." Boston, 1857.

"Young Man's Friend." Boston, 1855.

EELLS, EDWARD

- "Christian Christianity."
- "Gospel for Both Worlds." Boston, 1911.
- "Mission to Hell."

EMERSON, L. O.

- "Merry Chimes." Boston, 1865.

FALL RIVER HISTORICAL SOCIETY PROCEEDINGS. Fall River, 1926.

- "Fall River Bar." Andrew J. Jennings.
 - "Quakers." Benjamin S. C. Gifford.
 - "Indian History of Mt. Hope and Vicinity." R. F. Haffenreffer, Jr.
 - "Early Physicians of Fall River." Dr. A. C. Peckham.
 - "Old Landmarks and Reminiscences of Fall River." Henry H. Earl.
 - "A Rambling History of the Fall River Iron Works." Philip D. Borden.
 - "Tableaux and Pageants—Fall River Frontier," "Farm and Factory."
 - "Early Transportation—A History of Early Steamboating in Fall River and Vicinity." Philip D. Borden.
 - "Fall River's First Daily Paper—A Picture of the Town in 1848." William M. Emery.
 - "History of the Slade Lands." Israel Brayton.
- Later contributions are on file in manuscript form at the Society's headquarters.

FALL RIVER TRICENTENARY COMMITTEE, Comp.

- "Fall River in History." Fall River, 1930.

FENNER, HENRY M.

- "History of Fall River." Fall River, 1906.
- "Massachusetts Cotton Centennial History of Fall River." Fall River, 1911.

FERN, HARRY

- "Poems." 1859.

FOISY, J. ALBERT

- "Sentinellist Agitation in New England." Providence, 1930.

FOWLER, ORIN

- "History of Fall River." Fall River, 1841. Reprint, 1862.
- "Mode and Subject of Baptism." Boston, 1835.

FRAPRIE, FRANK ROY

- "Castles and Keeps of Scotland." Boston, 1907.
- "Little Pilgrimages among Bavarian Inns." Boston, 1906.
- "Raphael Book." Boston, 1923.
- "Spell of the Rhine." Boston, 1922.

FULLER, ETHEL K.

- "Dream Canal Boat." New York, 1928.

GALVIN, JOHN J.

- "Infallibility of the Church in Anglo-Catholic Theology." 1940.

GRANT, PERCY STICKNEY

- "Essays." New York, 1922.
- "Fair Play for the Workers." New York, 1918.
- "Fifth Avenue Parade and Other Poems." New York, 1922.
- "Observations in Asia." New York, 1908.
- "Search of Belisarius." New York, 1908.

GREEN, FRANCES HARRIET WHIPPLE. (See Dictionary of American Biography.)

- "Envoy from Free Hearts to the Free." 1840.
- "Shahmah in Pursuit of Freedom."
- "The Mechanic." 1841.

- "Might and Right." 1844.
 "Memoirs of Eleanor Eldridge." 1838.
 "Primary Class—Book of Botany." 1855.
 "Analytical Class—Book of Botany."
 "Nanuntenoo a Legend of the Narragansett." Philadelphia, 1845.
- GUNTON, GEORGE
 "Principals of Social Economics." New York, 1891.
 "Wealth and Progress." New York, 1890.
- HAMER, EDWIN
 "Selection of Poems." Fall River, 1908.
- HARRISON, PELEG DENNIS
 "Stars and Stripes and Other American Flags." Boston, 1906.
- HART, BERTRAND K.
 "Sideshow." Providence, 1941. Selected and published by his wife Philomena Kelly Hart.
- HART, STEPHEN
 "Poems." Fall River, 1855.
- HART, WILLIAM A.
 "History of the Town of Somerset, Massachusetts." Fall River, 1940.
- HAUGHWOUT, PETER BRITTON
 "Sermons." Boston, 1878.
- HAWES, RICHARD K.
 "Hurricane at Westport Harbor, September 21, 1938." Fall River 1938.
- HAYWARD, EDWARD FARWELL
 "Ecce Spiritus." Boston, 1883.
 "Willoughby." Boston, 1879.
- HUGHES, CHRISTOPHER
 "Selected Sermons." New York, 1891.
- HURLEY, DORAN
 "The Five Columns and Mrs. Crowley." In 'America', July, 1940.
 "Mrs. Crowley's Kitchen was Darien." In 'America', August, 1941.
- HYDE, MARY ELLEN (BURKE.)
 "Christmas Hymn" Fall River, 1908.
 "Sins of the Fathers." Boston, 1914.
- JACKSON, ERIC P.
 "Early Uses of Land in Rhode Island." Bulletin Geographical Soc. of Philadelphia, Vol. XIX, No. 27.
- KAPSTEIN, ISRAEL JAMES
 "Something of a Hero." New York, 1941.
- KEARONS, WILLIAM M.
 "How I Observe the Sun." In "The Telescope." May and June, 1940.
- KIMBALL, HENRY D.
 "Records of a Journey." New York, 1911.
- KNIGHT, WILLIAM ALLEN
 "At the Crossing with Denis McShane." Boston, 1912.
 "Love-Watch." Boston, 1904.
 "No Room in the Inn." Boston, 1910.
 "On the Way to Bethlehem." Boston, 1912.
 "Outside the City Wall." Boston, 1911.
 "Peter in the Firelight." Boston, 1911.
 "Pictureland of the Heart." Boston, 1916.

- "Saint Abigail of the Pines." Boston, 1905.
 "Song of Our Syrian Guest." Boston, 1904.
- LALLY, FRANK EDWARD
 "As Lord Acton Says." Newport, 1942.
 "French Opposition to the Mexican Policy of the Second Empire." Baltimore, 1931.
- LAMBERTON, EMMA (THURSTON.)
 "Bird House." England, 1937.
- LATHBURY, CLARENCE
 "Balanced Life." New York, 1903.
 "Being with Upturned Face." New York, 1903.
 "Code of Joy." New York, 1902.
 "God Winning Us." New York, 1898.
 "Great Morning." Minneapolis, 1911.
 "Little Lower than the Angels." New York, 1901.
- LAWLOR, DAVID S.
 "Life and Struggles of an Irish Boy in America." Newton, 1936.
- LEIGHTON, ROBERT F.
 "Critical History of Cicero's Letters and Familiares."
 "History of Rome." New York, 1890.
 "Latin Lessons." "Greek Lessons."
- LINCOLN, JONATHAN THAYER
 "City of the Dinner-pail." Boston, 1909.
 "Factory." Boston, 1912.
 "Material for the History of American Textile Machinery." In "Journal of Economic and Business History." February, 1932.
 "On the Buying of Labor." Boston, 1912.
- LINCOLN, LEONTINE
 "Concerning Protection." Fall River, 1892.
- LINCOLN, VICTORIA ENDICOTT
 "February Hill." New York, 1934. (English, French, Swedish and Italian editions printed.)
 "Swan Island Murders." New York, 1930.
 "Grandmother and the Comet; an Insubstantial Pageant." 1944.
 Many short stories and poems in popular magazines.
- LINDEN, FRANK, pseud. of Frank L. Andrews.
 "Secret of a Long and Active Life." Boston, 1942.
- LINDSEY, JOHN HATHAWAY
 "Medical Quotations from English Prose." Boston, 1924.
- LINDSEY, WILLIAM
 "Apples of Istakhar." Boston, 1895.
 "Backsliders." Boston, 1922.
 "Cinder-path Tales." Boston, 1896.
 "Severed Mantle." Boston, 1909.
- LIVERMORE, MARY ASHTON (Rice)
 "My Story of the War." Hartford, 1890.
 "Story of My Life." Hartford, 1897.
- LOVELL, MALCOM B.
 Introduction to "Two Quaker Sisters."
- LYMAN, PAYSON W.
 "Fall River." In New England Magazine for May, 1901.

LYNCH, JEREMIAH

"Egyptian Sketches." London, 1890.

"Senator of the Fifties." San Francisco, 1911.

"Three Years in the Klondike." London, 1904.

LYNCH, THOMAS E.

"History of the Fire Department of Fall River, Mass." Fall River, 1900.

MCDONOUGH, JOHN J.

"Citizenship in the United States." Fall River, 1901.

McKENZIE, COLIN

"Sailors of Fortune." New York, 1944.

MANCHESTER, JAMES GREENFIELD

"Fifty Years of Mineral Collecting from Maine to Florida." New York, 1940.

"Minerals of New York City and Environs." New York, 1914.

MARIETT, PAUL

"Poems of Paul Mariett." New York, 1913.

MARTIN, HENRY DESIRE

"Progress and Profit for Mill Men." Clinton, 1909.

MILLARD, DAVID

"Journal of Travel in Egypt, Arabia, Petrae, and the Holy Land." Rochester, 1843.

MIX, ELDRIDGE

"Bethlehem Ephrata." Fall River. No date.

MUNROE, CLARA MARBLE

"Songs in the Night." Boston, 1900.

MURRAY, DORIS MAE

"Pick of the Crop." Boston, 1937.

NORWOOD, ABRAHAM

"Pilgrimage of a Pilgrim." Boston, 1849.

OSBORNE, MARGHERITA

"Debating." Philadelphia, 1934.

PAINE, LEWIS W.

"Six Years in a Georgia Prison." New York, 1851.

PEARCE, BENJAMIN WOOD

"Recollections of a Long and Busy Life." Newport, 1890.

PEMBERTON, GRACE FISHER

"Poems." Fall River, 1930.

PHILLIPS, ARTHUR SHERMAN

"My Wilderness Friends." Fall River, 1910.

"Phillips History of Fall River." Fall River, 1941.

POOLE, MARGARET MATHESON, Comp.

"Food Suggestions." 1934.

PORTER, EDWIN HENRY

"The Fall River Tragedy, A History of the Borden Murders." Fall River, 1893.

REED, MILTON

"A-Roving He Would Go." Boston, 1910.

"Democratic Ideal." Boston, 1907.

"Golden Window of the East." Boston, 1912.

"Sea of Faith." Boston, 1908.

"Life on the Border." Fall River, 1882.

- REYNARD, ELIZABETH
"Narrow Land." Boston, 1934.
- RICH, ADONIRAM JUDSON
"Sunshine and Shadow." Belmont, 1916.
- RICHARDS, GEORGE LYMAN
"Nose and Throat Work for the General Practitioner." New York, 1903.
- ROWLEY, FRANCIS H.
"Humane Idea." Boston, 1912.
- RUNKLE, BERTHA
"Helmet of Navarre." New York, 1928.
- RUSSELL, PHILEMON ROBBINS
"Mission of Christ." Exeter, 1842.
- SANFORD, S. N. F.
"Marine Life of the Massachusetts South Shore."
"New England Herbs." Boston, 1937.
"Robber Crab." ("The World Horizon", April, 1938.)
"Some Good in All Nature." ("The Guide to Nature," February, 1921.)
"Varied Diet of the Partridge." ("The Guide to Nature", February, 1921.)
- SHERER, JOSEPH F.
"Sherer Store as Run by the Sherer Family." Fall River, 1939.
- SHERMAN, ELEAZER
"Narrative of Eleazer Sherman." Providence, 1832.
- SHURTLEFF, BERTRAND LESLIE
"Songs at Anchor." Plimpton Press, 1922. "K-9 Commando".
- SMITH, BERTHA W. AND LINCOLN, VIRGINIA C. Comps.
"Writing Art." Boston, 1931.
- SPERRY, WILLARD LEAROYD
"The Priesthood of All Believers." (In Four Great Affirmations of Protestantism.)
- SWIFT, CLARENCE F.
"Concerning the Sacraments." (In "Four Great Affirmations of Protestantism.")
- SYLVESTER, FREDERICK OAKES
"Great River." St. Louis, 1925.
"Verses." St. Louis, 1903.
- TRUESDALE, PHILEMON E.
"Massachusetts Medical Society and the Bristol South District Medical Society." 1940.
- VINECOMBE, STANLEY F. See Casey, Joseph F.
- WALLACE, JOSEPH AMBROSE AND O'NEILL, JAMES MILTON
"Purposeful Writing and Speaking." New York, 1925.
- WEEKS, ALVIN GARDNER
"Massasoit of the Wampanoags." Norwood, 1919.
- WESTALL, JOHN
"In Memoriam." Fall River, 1865.
"Wayside Poems." Boston, 1891.
- WHITWORTH, ERNEST
"Practical Cotton Calculations." Fall River, 1901.
- WILKINS, ANNIE L.
"Geoffrey Hilton's Strategy." Boston, 1933.

WISE, DANIEL

- "Bridal Greetings." New York, 1854.
- "Pleasant Pathways." New York, 1859.
- "Young Lady's Counsellor." Boston, 1852.
- "Young Man's Counsellor." New York, 1857.

WIXON, SUSAN H.

- "All in a Lifetime." Fall River, 1884.
- "Apples of Gold." Boston, 1883.
- "Right Living." Boston, 1894.
- "Some Familiar Places." Fall River, 1901.
- "Story Hour." New York, 1885.

Note:—For the record of Fall River artists see "Early Painters of Fall River," by Mrs. Edward B. Lovell published with illustrations in the Fall River Herald-News in June, 1944.

Fall River Public Schools

ENROLLMENT 1940

The growth of the city and the development of its education is reflected in the enrollment of the Fall River Public Schools in 1940:

| | | |
|--|--|-------------------------|
| B. M. C. DURFEE HIGH SCHOOL (Rock Street) CHARLES V. CARROLL, Principal RALPH M. SMALL } Vice Principals, and HERBERT W. PICKUP } 108 assistants | | 3475 students |
| HENRY LORD JUNIOR HIGH SCHOOL (Tucker Street) WILFRED A. BARLOW, Principal, and 42 assistants | | 942 students |
| JAMES MADISON MORTON JUNIOR HIGH SCHOOL (President Ave.) KATHERINE C. V. SULLIVAN, Principal, and 42 assistants | | 923 students |
| DAVIS SCHOOL (Quequechan Street), 12 rooms NORMAN S. EASTON, Principal, with 12 assistants | | 433 pupils |
| BROWN SCHOOL (Bedford Street), 6 rooms NORMAN S. EASTON, Principal, with 6 assistants | | 208 pupils 641 students |
| JOHN J. McDONOUGH SCHOOL (Fountain Street), 16 rooms HARRY SMALLEY, Principal, with 13 assistants | | 422 students |
| SAMUEL WATSON SCHOOL (Eastern Avenue) 19 rooms ARTHUR B. HIGNEY, Principal, with 16 assistants | | 509 students |
| SUSAN H. WIXON SCHOOL (Hamlet Street), 15 rooms GEORGE H. SWEET, Principal, with 13 assistants | | 476 students |
| ALFRED S. LETOURNEAU SCHOOL (Anthony Street) 13 rooms LOTTIE W. WAINWRIGHT, Principal, with 10 assistants | | 300 students |
| BORDEN SCHOOL (North Park, President Avenue) 12 rooms ELIZABETH T. HIGNEY, supervising Principal, with 11 assistants | | 347 students |
| BRAYTON AVENUE SCHOOL (Brayton Avenue), 9 rooms LOTTIE V. GRUSH, Principal, with 8 assistants | | 252 students |
| COUGHLIN SCHOOL (Pleasant Street), 8 rooms LUCY M. STANTON, Principal, with 6 assistants | | 234 students |
| DAVOL SCHOOL (Flint Street) 8 rooms MAUD A. MATHEWS, Principal, with 7 assistants | | 231 students |

| | |
|--|--------------|
| EASTERN AVENUE SCHOOL (Eastern Avenue) 4 rooms ROSELLA G. MORAN, Principal, with 3 assistants | 114 students |
| FOWLER SCHOOL (Sprague Street) 8 rooms STELLA H. BAYLIES, Principal, with 8 assistants | 281 students |
| GEORGE B. STONE SCHOOL (Globe Street), 8 rooms LILLIAN H. LEVALLEY, Principal, with 7 assistants | 245 students |
| HARRIET T. HEALEY SCHOOL (Hicks Street), 12 rooms ANNIE F. MCNERNEY, Principal, with 11 assistants | 358 students |
| HIGHLAND SCHOOL (Robeson Street), 8 rooms GERTRUDE M. HURLEY, Principal, with 6 assistants | 225 students |
| HOSPITAL SCHOOL (Stanley Street) ungraded 2 teachers | 37 students |
| HUGO A. DUBUQUE SCHOOL (Oak Grove Avenue) 9 rooms MARGARET E. SHEA, Principal, with 7 assistants | 238 students |
| JAMES M. ALDRICH SCHOOL (Harrison street), 12 rooms ANNIE G. SULLIVAN, Principal, with 10 assistants | 314 students |
| JEROME DWELLY SCHOOL (Foote Street) 9 rooms JULIA A. HARRINGTON, Principal, with 7 assistants | 168 students |
| JOHN J. DORAN SCHOOL (Fountain Street) 14 rooms CATHERINA A. SILVIA, Principal, with 14 assistants | 420 students |
| LAUREL LAKE SCHOOL (Laurel Street), 13 rooms MARY J. HIGGINS, Principal, with 9 assistants | 305 students |
| LEONTINE LINCOLN SCHOOL (Pine Street), 13 rooms HATTIE R. LAWTON, Principal, with 11 assistants | 318 students |
| MOUNT HOPE AVENUE SCHOOL (Mount Hope Avenue), 4 rooms ungraded 2 teachers | 65 students |
| OSBORN STREET SCHOOL (Osborn Street), 8 rooms ADA E. OCHAMPAUGH, Principal, with 6 assistants | 160 students |
| PINE STREET SCHOOL (Pine Street), 6 rooms MARY E. HILL, Principal, with 6 assistants | 215 students |
| ROBESON SCHOOL (Columbia Street), 12 rooms KATHERINE A. O'NEIL, Principal, with 8 assistants | 306 students |
| RUGGLES SCHOOL (Pine Street), 8 rooms AGNES M. MALCOLM, Principal, with 8 assistants | 171 students |

| | | |
|---|-------------|--------------|
| SAMUEL LONGFELLOW SCHOOL (William Street) 11 rooms FLORENCE M. PAQUIN, Principal, with 6 assistants | | 209 students |
| SLADE SCHOOL (Lewis Street), 17 rooms BERTHA E. FOGWELL, Principal, with 13 assistants | | 460 students |
| SPENCER BORDEN SCHOOL (President Avenue) 7 rooms MARY M. DUNN, Principal, with 7 assistants | | 188 students |
| WESTALL SCHOOL (Maple Street), 13 rooms SARAH B. SAMPSON, Principal, with 7 assistants | | 263 students |
| WILLIAM CONNELL SCHOOL (Plymouth Avenue), 8 rooms MARY E. HOLT, Principal, with 7 assistants | | 306 students |
| WILLIAM J. WILEY SCHOOL (North Main Street), 10 rooms ELIZABETH T. HIGNEY, Principal, with 6 assistants | | 189 students |
| WILLIAM S. GREENE SCHOOL (Cambridge Street), 11 rooms ALICE G. STANTON, Principal, with 8 assistants | | 296 students |
| Continuation Schools | | |
| Boys School | 11 teachers | 363 students |
| Girls School | 13 teachers | |
| Diman Vocational | 4 teachers | 54 students |
| Home Economics | 17 teachers | |
| other special teachers | 5 | |

GENERAL INDEX

INDEX

AARON'S POND, I-158
 Abbott, John H., III-51, 53
 Abbott, William E., II-95
 Abolitionists, III-132, 133
 Aborigines, The, I-4-57,
 III-9
 Academies, II-35, 48-49
 Academy of Music, III-49
 Acid Mill, I-93
 Ackerman, J. Walter, III-59
 Acoaxet, I-100, 104; II-156
 Acushena, I-31
 Adams Bookstore, II-161
 Adams, Edward S., II-41, 96;
 III-143
 Adams, James Truslow, I-60-
 61
 Adams, Col. Melvin O., III-
 101
 Adams, Robert, II-161; III-
 20, 47, 133
 Adams, Rev. W. W., II-13-14
 Adamsville, III-23, 28
 Adamsville and Westport
 Harbour Stage Line, III-28
 Adirondack Grove, I-82-83;
 III-157
 Agawam Indian Tribe, I-15
 Alcock, Mabel, II-69-70
 Alden, Cyrus, III-88
 Alderman. Two Indians of
 this name, I-40
 Alderman's Pond, I-105, 127;
 III-157
 Aldrich, Charles, II-75, 78
 Aldrich, Mary L., II-83
 Alexander, alias Wamsutta,
 I-14, 23, 45, 49, 107
 Alfred S. Letourneau School,
 II-69
 Algonquin Indians, I-12-13
 Algonquin Printing Com-
 pany, II-135, 138, 140,
 152-153
 Allen, Arthur W., II-107
 Allen, Howard B., III-43
 Allen, Ralph I., 98, 127
 Allen, Rev. Ralph W., II-20
 Allen, Rodolphus N., II-114
 Allen, Sion, I-137
 Allen's Hill, III-157
 Allotment of houselots and
 Great Lots of Pocasset Pur-
 chase, I-109-118
 Allotment of lots in the Free-
 man's Purchase, I-67
 Allotment of land to veterans
 of King Philip's War, I-59
 Almy, Anthony, I-133, 139

Almy, Captain Christopher,
 I-50, 103, 117, 125, 129,
 131, 138, 154
 Almy, Franklin L., II-172
 Almy, Franklin S., II-172
 Almy, Job, I-103, 112, 117,
 125-126, 129, 131, 133,
 138-139, 154
 Almy, John, I-122, 139
 Almy, Thomas, II-171-172
 Almy, William M., III-43
 Almy's Peasefield, I-49, 54,
 103
 Almy's Wharf, I-103
 Alumni Field, II-87
 American Cotton Fabric
 Company, II-130-131
 American Expeditionary
 Force. World War I, III-
 143
 American Linen Mill, III-47
 American Print Works, II-11,
 26-27, 135, 138, 142-143,
 150, 167
 American Thread Company,
 II-131, 135
 Anawan. Indian leader in
 King Philip's War, I-30,
 43, 56, 123
 Anawan Mills, I-72; II-122,
 125, 132, 135, 144; III-7
 Anawan Rock, I-56, 123
 Anawan Street, I-133-134;
 II-13, 15, 23, 25, 51, 53,
 161, 163, 175, 177, 187;
 III-40, 69-70, 75, 119
 Ancona Mills, II-127, 132,
 135
 Anthony's Block, III-39
 Anthony, Byron W., II-108
 Anthony, David, II-106, 118-
 119, 125-126; III-117
 Anthony, Earl B., III-26
 Anthony, Edward Lovell, II-
 108-109, 129
 Anthony, James S., III-49
 Anthony, Joseph, I-111-112;
 III-66
 Anthony's Hill, I-97; III-25-
 26
 Antinomian Schism, I-26
 Anti-Slavery Movement, III-
 132-133
 Apollonian Hall, II-52
 Aquidneck, see Island of
 Rhode Island
 Archer, Jason H., III-31
 Arkose Clay, III-3
 Arkose Granite, I-96; III-3

Arkwright Mills, II-128, 132,
 135
 Armistice Day, III-143
 Armory Building, III-113,
 142
 Armory Hall, III-44, 57
 Arnold, Caleb, I-138
 Arnold, Henry, II-23
 Arnold, Sion, I-137
 Asbestos Row, II-161
 Ash Grounds, Pocasset Pur-
 chase, I-114
 Ashley, Job B., III-46
 Ashley Lane Steep Brook,
 I-89
 Ashley, Stephen B., II-130
 Ashton, Thomas J., III-59
 Ashworth Brothers, II-166
 Assawomsett Pond, I-33
 Assonet: meaning of word,
 I-10; Neck, I-8, 10, 34, 66-
 67; Bleachery Pond, I-93;
 River, III-6, 10, 65-66;
 Village, II-68, 70, 88, 90;
 Rivalry with Steep Brook
 I-88; ledge, III-3; post
 road, III-23; in the Revo-
 lution, III-125; in the Civil
 War, III-137; generally
 mentioned, III-22-23, 96-
 97
 Assonet Light Infantry, III-
 137
 Athearn, Roy C., I-94; II-100
 Athenum, The, II-91-92;
 III-66
 Attleborough, I-21; III-21,
 26
 Auctions, III-67
 Authors. Alphabetical list of
 authors who have lived in
 Fall River, III-169-177
 Automobile Day, 1911, III-95
 Avery, Rev. Ephratus K.,
 III-95
 Avery, Joseph, II-4
 Avery Murder Case, III-95-
 96
 Aviation Day, 1911, III-57
 Awashonks, I-15, 37, 45, 49-
 57, 88, 107
 Awashonks Mill, I-129
 Ayres, Major, III-128
 Azores, III-110
 BABCOCK, WILLIAM H.
 "Early Norse visits to
 America," I-5

- Back Way, alias Back Road to
Adamsville, III-23, 164
- Baker, Joseph A., II-128, 187
- Baker, Virginia, I-46, 49
- Ball Grounds, III-73
- Ball, Phineas, III-82
- Ballard, Alvin S., III-43, 45
- Ballard, Mrs. Charles M.,
II-60
- Ballard, Mrs. George A., II-
92, 108
- Banks and Banking, II-105-
116
- Bank *Panic*, II-109
- Bank Street, I-76, 80-81; II-
10, 13, 20, 38, 89, 97, 106-
107, 161, 184, 191; III-18,
31-32, 39, 72, 92, 111, 118-
119, 164
- Bankruptcy, III-49
- Baptists, I-28, 98, 127; III-
11, 13
- Baptist church, see Churches
- Barbary Hill alias Barberry
Hill, II-57; III-157, 164
- Bardol, Edward A., II-155
- Barges on Quequechan River,
I-83
- Barker, Benjamin, I-113
- Barker, Edward, II-132
- Barlow, John, II-114
- Barlow, Wilfrid A., I-71
- Barnaby's Cove, I-95
- Barnaby House, II-100
- Barnaby Manufacturing
Company, II-130, 133, 135
- Barnaby's Pond, see Shaw's
Pond
- Barnard, Louis L., II-127,
135, 138
- Barnard Manufacturing
Company, II-129, 135, 138
- Barnes, John, I-46, 65, 67,
69, 153
- Barney, Edward E., II-169
- Barneyville, III-28
- Barnstable, I-15, 21
- Barrels manufactured in Fall
River, I-89-91
- Barrel hoops, III-13
- Barrett, Rodney, I-82
- Barrington, III-21
- Bartlett, I. H., III-28
- Basin, The, I-74; III-4
- Baskets made by Indians, III-
13
- Bassett, Charles A., II-111
- Batchelder, John C., II-106,
116
- Batelle, Hezekiah, III-71, 88,
116
- Bates, Mary J. S., II-23
- Bates, William C., II-65-66
- Battle of Fall River, III-45,
127-130; tablet marking
site, III-130
- Battle of Cold Harbour, III-
138
- Battle of Fair Oaks, III-136
- Battle of Mariel, off Havana,
III-140
- Battle of Rhode Island, III-
129-130
- Battle of White Plains, III-
127
- Battle of Winchester, Vir-
ginia, III-137
- Baylies, Stella, II-76
- Bay State, The*, II-41
- Bay State Print Works, II-20,
142; III-19, 47
- Bay State Steamboat Com-
pany, II-176
- Bay Street, III-3, 25, 26, 72,
73, 75
- Bean, Charles F., II-129
- Bears, III-5
- Bears Den, I-114; II-87; III-
157
- Bears Den Road, alias Laurel
Street, III-164
- Beattie, John, II-159
- Beattie's Ledge, III-157
- Beattie, William H., II-159;
III-139, 143
- Beaver, III-157
- Beckett, Anna L., II-70
- Bedard, Rev. Pierre, II-31, 33
- Bedford Road, III-164
- Bedford Street, alias East Cen-
tral Street, alias West Cen-
tral Street, I-65, 67, 70-71,
73, 79-82, 97, 109, 114,
117, 131, 133; II-14, 37,
39, 62, 110, 113-116, 159,
165 - 170, 175 - 176, 185 -
186, 191; III-4, 21, 24, 30,
32, 44, 53, 67, 69, 72, 75,
118, 122
- Bedford Street School, II-59,
61, 65
- Beetle, III-13
- Belisle, Hector L., II-67
- Bell Rock, I-94; III-157
- Bell Rock Road, alias Bos-
som's Road, I-93, 95; II-
60; III-23
- Bemis, Frederick E., II-106
- Bence, Eli, III-99
- Bennett, Philip, III-70
- Benson, Horace A., II-76
- Berean Temple, II-39
- Berkley, I-8, 14, 29, 65, 89;
III-21, 26-27, 128
- Berkshire Fine Spinning As-
sociation, II-128, 131
- Bertenshaw, Edward W., II-
113
- Bibliography, III-147-155
- Bicknell, Thomas William,
History of Rhode Island,
I-6, 28
- Bigberry, III-157
- Bigelow, Guilford, II-75
- Billings, George W., III-43,
49
- Blacksmith Shops, I-74-75,
89-90, 101-102
- Blackstone River, I-25
- Blaisdell, Josiah G., III-40,
45, 89, 101-102
- Blake, Sabin, III-29-31
- Bleacheries, II-129-130, 133,
135
- Bleachery Cove, III-157
- Bliffin's Beach, III-157
- Bliss, Genevieve H., II-76
- Bliss, George N., II-82
- Blossom Brook, III-157
- Blossom Burial Ground, I-87
(not Boomer)
- Blossom Cove, III-157
- Blossom, Elijah, III-36
- Blossom's Grove, I-83; III-
158
- Blossom's Road, I-84, 87-88,
92, 94; II-60; III-9
- Blossom's Way, I-82; III-164
- Boarding Houses, I-74-75;
see Hotels
- Board of Finance, II-70; III-
60-62
- Board of Health, II-65, 69;
III-45, 49, 56, 60, 68
- Boats built in Fall River Ship-
yards, I-90-92
- Boats on Watuppa Ponds,
I-83
- Bodge, John P., II-32
- Bogle Hill, II-60; III-158
- Bogle, Peter, II-60
- Bonney, Nathaniel, III-43
- Bonus, III-127, 135
- Boomer Cedars, I-85; III-
158
- Boomer, Caroline, II-20
- Boomer, Ephraim, III-36,
130
- Boomer, Frederick, III-18, 20
- Boomer, Matthew, I-85, 88;
III-22, 131
- Boomer, Nathaniel, II-9, 82;
III-36
- Borden, Abbie J. (Mrs. An-
drew J. Borden), III-97-
110
- Borden, Abraham, I-136;
III-97
- Borden, Andrew, II-108, 167
- Borden, Andrew J., III-97-
110
- Borden, Anna H., III-143
- Borden, Ariadne J., III-18
- Borden Avenue, I-77; III-
164
- Borden, Benjamin, I-136
- Borden, Benjamin C., III-81
- Borden Block, I-83; II-116,
161-162; III-39, 49, 89,
138
- Borden, Charles F., II-163
- Borden, Charles N., III-139
- Borden, Chester D., II-167

- Borden, Christopher, I-114
 Borden, Cook, II-39; III-69
 Borden, Daniel, I-71-74
 Borden, Delana, III-40
 Borden, Emma L., III-99-110
 Borden, Eric, II-114-115
 Borden, Fidelia, III-40
 Borden Flats, III-158
 Borden, Francis S., II-171
 Borden, Frank H., II-116
 Borden, George E., III-68
 Borden, George H., II-116
 Borden, Holder, I-73, 96; II-120, 125; III-40
 Borden, Isaac, II-128
 Borden, Jefferson, II-116, 120, 125, 129; III-40, 117
 Borden, Jerome C., II-112-113, 160
 Borden, Job, II-9
 Borden, John, I-70-71, 118, 125, 132-133, 136; III-30
 Borden, Joseph, I-132-133, 136; II-117; III-29, 46, 99
 Borden, Lazarus, II-162
 Borden, Leander, II-115; III-46
 Borden, Lizzie A., III-97-110
 Borden, Louisa, I-88; III-36
 Borden, Major, III-45
 Borden, Mary, I-73, 76
 Borden, Mary A., II-76
 Borden, Matthew, I-132, 136-137
 Borden, Matthew C. D., II-15
 Borden Murder Mystery, III-97-110
 Borden, Nathan, I-71, 73-74
 Borden, Nathaniel Briggs, II-52, 129; III-24, 30, 43, 45-46, 81, 132, 135
 Borden, Parker, II-61-62; III-20
 Borden, Peleg, II-84
 Borden, Perry, I-73
 Borden, Phebe, III-29
 Borden, Philander, III-19
 Borden, Philip D., I-76, 141; II-79, 108, 126, 171; III-47-48, 50, 52, 82
 Borden, Philip H., III-51
 Borden and Remington Company, II-163
 Borden, Col. Richard, I-73-74, 76; II-100, 106, 120-122, 127-129
 Borden, Major Richard P., III-139, 141, 144
 Borden, Richard, I-125, 132-133; III-117, 128
 Borden, Mrs. Richard, II-14-15; III-138
 Borden, Richard B., II-95, 97, 127-128
 Borden, Samuel, I-112
 Borden School, II-66, 76
 Borden, Seth, I-73; II-131
 Borden, Simeon, II-171; III-24, 36, 49, 71
 Borden, Spencer, II-113, 129; III-37, 40
 Borden, Stephen, III-117; III-29
 Borden Street, II-9, 19, 25, 39, 54, 162; III-39, 115, 117
 Borden, Sydney H., II-114
 Borden, Sylvia (Mrs. Joseph Durfee), III-40
 Borden, Thomas, I-73; II-51, 117, 125; III-36, 114, 117, 128
 Borden's Tavern, III-29
 Border City, III-73, 158
 Border City Cove, I-87
 Border City Hotel Company, III-33
 Border City Manufacturing Company, II-109, 129, 135, 143, 183
 Border City Mills, I-87
 Border City School, II-61, 71
 Borland Block, I-81; III-39
 Boston, I-16, 25-26, 28, 60, 68, 89, 92; III-26-27, 101, 116, 138-139, 140
 Boston Evening Transcript, III-108
 Boston Navy Yard, III-140-142
 Boston, Newport and New York Steamboat Co., II-180
 Boundary Disputes, I-20, 117-118, 135, 143-148; II-12, 30, 58
 Boundaries of Fall River, III-17-22
 Boundaries of the Freemans Purchase, I-66-67, 97, 117
 Bounties: paid enlisted soldiers, I-104, 124, 128-129; paid Civil War soldiers upon enlistment, III-19, 47, 127, 135, 137; paid returning Union Veterans, III-32
 Bourne, Jonathan, II-130
 Bourne Mills, II-130, 133, 135
 Bowen, Abraham, I-79; II-100, 119, 125, 175
 Bowen, James G., I-73, 79; III-30
 Bowen, Joseph A., II-82, 132, 164; III-48
 Bowen, Joseph H., II-164
 Bowen, Nathan, I-79
 Bowen's Hill, alias Slade's Hill, alias Brayton's Hill, I-73; III-158
 Bowen's Inn, III-30
 Bowen Street, alias Davol, I-73; III-164
 Bowen Street School, II-63, 69
 Bowen, T. Whitney, II-130
 Bowenville, III-70, 76, 158
 Bowenville Lane, III-44, 70, 164
 Bowenville Station, II-177, 183-184; III-76
 Bowers, Joseph, III-114
 Bowker, George W., III-33
 Bowker, J. H., II-184
 Boyer, Harry W., II-80
 Boys' Club of Fall River, II-14-15, 23, 95
 Bradford Durfee Textile School, II-41, 67, 90-91; III-57
 Bradford Matthew Chaloner Durfee Athletic Association, II-85, 87
 Bradford Matthew Chaloner Durfee High School, II-41, 83-87; III-40
 Bradford Matthew Chaloner Durfee and Company, I-77
 Bradford, Governor William, I-15-16, 20, 49, 55, 68, 153, 154
 Bradley, Rev. Francis J., II-32
 Brady Farm, III-158
 Brady, Capt. James, III-136-137
 Brady, J. Dwight, III-52
 Brady, John, II-62
 Brady, Mary A., I-82
 Brady Street, alias Barberry Hill, III-157
 Braley, Anna W., II-77, 88
 Braley, Henry K., II-103; III-50-51, 89
 Braley, Capt. Sierra L., III-139-140
 Braley, William E., II-65
 Brawley, Ann W., II-59
 Brayton Avenue, alias Six Rod Way, III-167
 Brayton Avenue School, II-76
 Brayton and Borden, Cotton Brokers, III-67
 Brayton, Charles R., I-135
 Brayton, David Anthony, II-108; III-41
 Brayton, Elizabeth Hitchcock, III-41
 Brayton, Francis, I-134-135
 Brayton, Hezekiah Anthony, II-108, 129
 Brayton Hill, see Bowen's Hill
 Brayton, Israel, II-88, 96, 129
 Brayton, Jessie Flint, II-96
 Brayton, John Summerfield, I-77; II-21, 107-109; III-44, 48, 85
 Brayton, John Summerfield, Jr., II-107-108

- Brayton, John Summerfield, Third, II-107-108
 Brayton and Morton, III-85
 Brayton, Preserved, III-29
 Brayton, Sarah Submit, II-14, 82, 90
 Brayton, Stephen, I-134
 Brayton, Thomas Edward, II-108, 126, 140, 167
 Brayton, W. L. S., II-129
 Brett, Silas, II-4-5
 Brewster, Love, I-91
 Brewster, William, I-91
 Brewster, Wrestling, I-91
 Bric, Father William, II-31
 Bridge Mill, I-71; II-125
 Bridges: Slade's Ferry Bridge, III-28; II-177; Railroad and Highway Bridges, III-75; over the Narrows in Tiverton, III-25, 28; Slab Bridge, III-96; Stone Bridge over the Stream, III-70; bridge at mouth of Quequechan River, III-70; Creek Bridge, III-70; Iron Bridge at Third Street, III-75; Bridge at Pleasant Street, III-74; Stone Bridge at Tiverton, I-9, 97, III-112
 Bridgewater, I-15, 39; II-14, 118
 Briggs, Capt. Cornelius, I-70
 Briggs, Rev. G. W., II-25
 Briggs, Jonathan, I-106, 157
 Brigham, D. Sewall, III-43, 92
 Brightman, Eva St. Clair, I-86
 Brightman, F. W., II-184
 Brightman, Henry, I-85-87
 Brightman, Lydia M., II-59
 Brightman, Norton, III-36
 Brightman, Sheffield, III-43
 Brightman Street, I-74, 86, 89; II-37, 99, 101; III-69-70, 76
 Brightman Street Bridge Indian Encampment, III-9
 Brightman, William Pitt, I-105
 Brightman's Cove, III-158
 Brightman's Farm, I-85; III-158
Bristol, The, II-180
 Bristol, I-14, 21, 60, 73, 124; III-17, 95, 116, 132
 Bristol County Boundaries, I-21
 Bristol County Teachers' Association, II-71
 Bristol Ferry, I-27, 33; III-26-27
 Broadway, III-72-73, 164
 Broadway School, II-70
 Bronson, Rev. Asa, II-10, 25; III-117
 Bronson, George W., II-59-60, 76, 82-83
 Brooklyn Navy Yard, III-139
 Brookville, III-158
 Brown College, III-85
 Brown, Daniel, III-71
 Brown, E. S., II-26
 Brown, Jeremiah, III-20
 Brown, Rev. John, II-40
 Brown, M. Richard, II-114, 131-133
 Brown, Robert C., III-43
 Brown, Samuel M., II-185; III-47, 49
 Brown, Samuel W., II-113
 Brown, William, III-117
 Brownell, George, I-135
 Brownell, Isaac T., III-50
 Brownell, Jonathan, II-9
 Brownell, Joseph, I-132, 136
 Brownell, Stephen, I-132, 136
 Brownell Street, I-85; II-9, 12, 62, 97; III-22, 75
 Bubbling Spring Brook, III-158
 Buck, Rev. Edward A., II-14-15, 108
 Buffum, Arnold, II-52; III-132-133
 Buffum, Elizabeth (Mrs. Samuel B. Chace), III-132-133
 Buffum, Lucy (Mrs. Nehemiah Lovell), III-132
 Buffum, Sarah (Mrs. Nathaniel B. Borden), III-132
 Buffington Building, III-119
 Buffington, James, III-43, 45, 114, 136
 Buffington, Benjamin, II-82; III-57
 Buffinton, Charles C., III-51
 Buffinton, Daniel, I-73
 Buffinton, Edmond P., II-100; III-66
 Buffinton, Edward P., III-20, 43, 45-47, 66, 82, 136
 Buffinton, Frank, II-167
 Buffinton, George R. H., III-139-141
 Buffinton, Henry T., II-113, 188
 Buffinton, Israel, II-16, 53; III-43, 133
 Buffinton, Mary E., II-167
 Buffinton, N. M., II-58; III-18
 Buffinton, Oliver, II-167
 Buffinton Park, alias Alfred Bradbury Green, III-158
 Buffinton, Samuel R., III-92
 Buffinton Street School, II-63, 70
 Buffinton, William H., II-167
 Bullock, Jesse D., III-136
 Bullock, John, III-96
 Bullock Road, III-96
 Bump, Donald H., II-169
 Bumpus, Samuel F., II-95
 Burchard, Leeds, II-111
 Burdick, Charles, II-165
 Burial Grounds: Blossom Burial Ground, I-87 (not Boomer); Burial Hill, Plymouth, I-19; British Graves of Revolutionary Soldiers, III-129; Bowen Burial Ground, II-100; Family Burial Grounds, II-100; Friends Cemetery, II-99; Indian Burial Grounds, I-57, 84; Jewish Burial Grounds, II-38, 101; Nathan Borden's Burial Ground, II-74-75; North Burial Ground, I-86; II-99; III-130; North Steep Brook Burial Ground, III-130; Notre Dame Cemetery, II-101; Oak Grove Cemetery, II-10, 99-100; III-130; Oak Tree Cemetery, II-99; on 13th Great Lot, I-140; II-99; III-130; Portuguese Cemetery, II-101; St. Mary's Cemetery, II-101; St. Patrick's Cemetery, II-101; Trinity Church Burying Ground, Newport, II-29; Town Burying Ground, I-133; Valentine-Reed Cemetery, II-100
 Burke, James A., Jr., II-133; III-61
 Burke, James S., II-129, 171
 Burns, Paul, III-97
 Burrell, Robert C. B., II-17
 Burrows, Amos II-9
 Burt, John B., III-136
 Burt, William A., II-71
 Bury, Clarence E., II-172
 Bury, Margaret T., II-76
 Bus and Car Lines in Fall River, II-168, 183-184
 Bush Pond, III-158
 Butts Hill, III-129
 Butler, Rev. S. Wright, II-23
 Buttonwood Tree, I-148 (erratum: North, not south, of Columbia Street); III-17, 19-20
 Buzzards Bay, I-4-5, 55, 97
 CABOT, JOHN and SEBASTIAN, I-11
 Calash, in use in 1827 on turnpikes, III-24

- Cambridge Green, III-158
 Cambridge Street School, II-63, 66, 90
 Camden Street, I-75; III-164
 Camp Chase, Lowell, III-136
 Camp Devens, III-143
 Camp Joe Hooker, Lakeville, III-137
 Camp Old Colony, Taunton, III-136
 Canal Street, III-40
 Canedy Street, I-87
 Canedy, William, III-25
 Canoe Birch, III-12
 Canonchet, leader of Narragansett War Party, I-36-37, 41, 43, 48
 Canonicus, Sachem of Narragansett Indians, I-27, 35, 48
 Cape Cod, I-5, 11-12, 15-16, 88
 Carnivals, III-57-58
 Carpenter, Alice, I-68
 Carpenter, Frank L., II-132
 Carpenter's Garrison House, I-41
 Carr, Annie M., II-59
 Carr Lane, II-60; III-164
 Carr, William, III-40
 Carroll, Charles V., II-91
 Carroll, Edmond V., II-91
 Cartroads through the wilderness, III-23
 Carven, Rupert S., III-61
 Cascade Engine House, III-18, 21
 Cascade Hand Engine Company, their salaries, III-19, 21
 Cascade Hall, III-18
 Cassidy, Rev. James E., II-32; III-142
 Casualties in Civil War, III-136
 Caswell, Elisha, III-130
 Cataract Engine House, II-79
 Cataract Fire Company, II-60, 62
 Cataract Hall, III-44
 Catholic Memorial Home, II-33
 Catholic Schools in Fall River, II-31-35
 Catholic Women's Service League, III-144
Catskill, U.S.S., III-141
 Cavannaugh, Lillian, II-49
 Centennial Arch, III-57
 Centennial Celebration, III-57
 Central Fire Station, III-67, 113
 Central House, III-32, 39
 Central Street, alias Proprietors' Way, I-71-74, 76; II-19, 52, 106, 120, 160, 163, 176-177; III-4, 23, 29-31, 39, 66, 69, 75-76, 81-82, 92, 119, 164
 Cesspools, III-49
 Chace, Augustus, II-112, 121, 126
 Chace, Benjamin W., I-74, 76
 Chace, Charles A., I-82
 Chace and Crapo, III-66
 Chace, Edmund, II-130, 160
 Chace, Fenner A., II-130
 Chace's Ferry, III-158
 Chace, George A., II-130
 Chace, Harvey, III-25
 Chace, Henry, III-70
 Chace, James H., I-81
 Chace, Jonathan, I-81
 Chace, Leonard S., II-133
 Chace, Mark, III-104, 108
 Chace, Obediah, II-130; III-43
 Chace, Oliver, his homestead, I-81; II-53, 106, 115-119, 125, 130, 143, 153; III-19, 25
 Chace, Richard B., II-133
 Chace, Samuel B., III-132
 Chace, S. Angier, II-109, 116, 126, 129; III-46
 Chace's Ferry, I-91-92
 Chace's Road, III-97
 Chace Street, III-26
 Chace Thread Mill, II-128, 135, 143-144
 Chace and Trafford, III-19
 Chace Village, III-73
 Chaloner Hill, III-158
 Chaloner, Walter D., III-36, 129
 Chamberlain and Jewett, III-31
 Champlain, Capt. Samuel, I-11
 Champney, Julius B., III-43
 Chandler, Edmund, I-85
 Chandler, Joseph, I-85
 Chapel Street, III-164
 Chapin, Bryant, II-79
 Chapin, Daniel A., II-115
 Chapin, David J., II-112
 Charity Lane, III-165
 Charles Street, I-92
 Charleston, I-92
 Charlton, Earl Perry, II-155-157
 Charlton Mills, I-139; II-135, 157
 Charters: Mass. Bay Colony, I-105; Plymouth Colony, I-68, 144; Rhode Island, I-27, 145; City of Fall River, III-43, 45, 62.
 Chase, Clark, III-71
 Chase, Charles B., II-131
 Chase, Simeon Borden, II-16, 95, 116, 128, 130-131, 140; III-55
 Chatham, I-15
 Cherry and Webb, III-118
 Cherry Street, I-70, 79, 83, 133; II-27, 38, 52, 83; III-39-40, 70, 72
 Chestnut Street, III-65
 Child Labor, II-52, 61, 66, 71, 77-78, 80, 90
 Chilmark, I-84
 Chilton, Mary, I-119
 Cholera, Asiatic, an epidemic, III-45, 49
 Chronological Table of the Important Events in the History of Fall River, III-145-146
 Church, Capt. Benjamin, I-17, 30, 39-40, 49, 53, 55, 63, 69-71, 79, 83, 88, 99-100, 103-104, 107, 112, 117, 121-125, 127-132, 137, 154
 Church, Caleb, I-131
 Church, Constant, I-70, 79, 83, 124, 132
 Church and Gifford, III-28
 Church, Joseph, I-107, 117, 156
 Church, Richard, I-122, 126
 Church, Thomas, "The Entertaining History of King Philip's War," I-122, 138
 Church History of Fall River, II-3-40
 Churches maintained by the Factories, II-20-21; by the Town, II-3-4, 8
 Churches mentioned by name: Baptist Church, I-79; First Baptist Church, III-111; Second Baptist Church, alias Temple Baptist Church, III-137; Brayton Methodist Episcopal Church, III-137; Central Congregational Church, III-122; Congregational Meeting House, I-74; Methodist Meeting House, I-75; North Christian Church, III-39; Plymouth Church, I-122; St. Joseph's Church, I-85; St. Mary's Cathedral, III-135, 142; St. Paul's Church, I-81; Churches in Freetown, I-88, 91; Churches in Tiverton, I-112
 Church's Spring, III-158
 Churchill, Charles H., III-48
 Cienfuegos, Cuba, III-141
 Cinders used on sidewalks, III-79

- Circus Grounds, III-73, 158
 Cisterns, III-111
 Citizens Savings Bank, III-119
 City Debt, III-48-49
 City Hall, II-92, III-111, 112, 114-115, 149; III-4, 57, 66-68, 92, 135
 City Hall Annex, III-68
 City Home, II-98
 City Hospital, III-56
 City Lot, III-67
 City Manager, III-59
 City Stable, III-92-93, 104
 City Water Supply, III-111-112
 Civic Club, II-66
 Civil War, I-77; II-11, 14, 39, 48, 60, 95, 137, 179; III-19, 47, 135-139
 Clark, Barnabas, I-89-90
 Clark, Jeremiah, III-81
 Clark, Dr. John, I-26-27
 Clark, John S. B., III-53, 55
 Clark, Nathaniel, I-120
 Clark's Omnibus Line, II-183
 Clay Pit, I-90; III-158
 Clear Pond, II-152; III-158
 Cleveland, Henry, III-66
 Cleft Rock, I-71-72, 74, 76, 109, 117-118, 143; III-158
 Clifford, Capt. Thomas J., III-142
 Clinton Street, I-75; III-165
 Coal in Rhode Island, III-3
 Coal Yards, I-73
 Cobb Bates and Yerxa, III-118
 Cobblestones, III-76
 Coddington, William, I-26-27
Codex Flatoensis, I-4
 Coggeshall, Arthur C., III-107
 Coggeshall, William, I-138
 Coinage, III-11-12
 Cold Harbor, III-138
 Cole, Edwin J., II-110
 Cole, John, I-134
 Cole, Nancy, II-59
 Cole, Rebecca, I-132
 Collins, Richard, I-93
 Collins, William T., II-77
 Columbian Hall, I-31; III-39, 44
 Columbia Street, I-134, 148; III-19, 41, 72, 118, 119
 Columbia Street School, II-59, 71
 Committee on Preparedness World War I, III-141-142
 Commnonge in Tiverton, I-110-111
 Common Fence Point, III-5
Commonwealth, The, II-181
 Communism in America today, I-61
 Company F, Naval Brigade, Mass. Volunteer Militia, III-139-140
 Company Stores, I-72
 Conanicut Mills, II-130, 135, 152-153
 Conant, Prelet D., III-18, 21, 88
 Concord, I-13
 Concrete Sidewalks, III-79
 Conductors on Underground Railroad, III-133
 Confiscation of Estates of Tories, III-127
 Congdon-Carpenter, II-168
 Connecticut Company, II-130
 Connecticut, I-13, 37
 Connell, Charles W., II-83
 Connell, Thomas, II-114
 Connell, William, Jr., II-58, 62, 64; III-18, 49
 Cook, Benjamin, III-89
 Cook, Benjamin S., II-76
 Cook, Caleb, I-40
 Cook, Candace, II-75-76
 Cook, Charles B., II-116
 Cook, Elihu, I-73
 Cook, Everett M., II-108
 Cook, Farm, III-158
 Cook, Francis, I-105, 123, 126
 Cook, George, I-138
 Cook, Henry Clay, II-82
 Cook, Jacob, I-123, 127
 Cook, John, I-73, 105, 125-127, 129-130, 138-139; III-128
 Cook, Joseph, I-137
 Cook Pond, alias Laurel Lake, I-113, 125, 138, 144; II-133, 138, 151-153; III-19
 Cook, Richard H., III-56
 Cook, Robert, I-76; III-30, 80
 Cook, Silas, II-133
 Cook, Thomas, I-67, 138
 Coolidge, Frank P., II-115
 Coombs, Leslie B., II-91
 Copeland, Charles D., III-138
 Copeland, Charles W., III-49
 Copicut, I-92, 129; III-3, 23, 28, 70, 96, 159
 Copicut Swamp, I-114
 Corbitant, Sachem of Pocasset Indians, I-14, 23, 31, 45
 Corduroy Road, III-165
 Cord Wood, shipped out of Fall River, I-73-74, 83
 Corliss Engine, III-7
 Corn, damages done Indian
 Corn by English Settlers, I-16; scarcity, I-37, 54
 Cornell Mills, II-131, 135
 Cornell, Thomas, I-86
 Cornell Murder, III-95
 Cornell, Sarah, III-95
 Cornsheller Rock, III-159
 Corry, Father John, II-30
 Cortereal, Miguel, I-8-11; II-29
 Cory, Pardon, I-104
 Cory, Thomas, I-139-140
 Cory, William, I-130, 140
 Cote, Edmund, II-114; III-61
 Cotton Bating, III-19
 Cotton Brokers, III-67
 Cotton's Corner, III-159
 Cotton imported, I-92
 Cotton, John, III-10
 Cotton, John S., I-75
 Cotton Mills, their rise and decline, II-137, 140
 Cotton Mill Statistics, II-126-135
Cotton Textile Industry in Fall River, by Thomas Russell Smith, III-73
 Couch, Captain Darius N., III-136
 Coughlin, John T., III-56, 59
 Coughlin, John W. D., III-50
 Coughlin School, II-65
 Coughlin's Island, III-159
 County Jail, II-98
 County Street, III-24, 69
 Court House, III-89
 Court Square, I-79, 81-82; II-37, 172; III-53, 92, 113, 165
 Court Square Building, III-113
 Cove, The, I-73
 Covell, A. S., II-128
 Covell, Benjamin, II-112, 128; III-46
 Covell Street School, II-63, 71
 Crab Pond, I-134; II-121, 150, 187-188; III-40, 159
 Cradle of Liberty, II-52
 Cranberry Neck, I-114
 Crandall Road, III-23
 Crary, S. R., I-74
 Creek Bridge, III-70, 82
 Creeping Rock, I-91; III-159
 Crescent Mills, II-21
 Crescent Street, alias East North Main Street, I-86
 Cress Brook, III-159
 Crocker's Hill, III-159
 Crossing Stones, III-72
 Crowley, John D., III-119
 Crystal Springs, II-4
 Crystal Springs Bleachery, I-96

- Crowther, Herbert S., II-156
 Cumberland, III-21
 Cudworth, Captain James, I-65-68, 121, 153-154
 Cummings, John W., II-103; III-50
 Cummings, Saul, III-97
 Cunningham Island, III-159
 Curbing, III-179
 Curry, Philander, I-182
 Curtis, Glenn H., III-57
 Cushing, John, III-135-136
 Cushman, Robert, I-17
 Cushman, Thomas, I-17, 69
 Custom House, I-75; II-63, 175

DAHILL, LAURA K., II-80
 Dams in the Taunton River, III-6
 Dancing School, II-53; III-15
 Danforth Street, III-70, 72, 75
 Danielson, Charles R., III-56
 Darling, Seth, II-10
 Dartmouth, alias Cushena, I-21, 30-31, 56, 67, 86, 98, 100, 104, 109-110, 114, 126-127, 139, 144; III-17, 21, 98
 Dassance, William A., II-164
 Daughters of the American Revolution, III-130
 Davenport, Ebenezer, I-104-105
 Davenport, James F., III-48
 Davenport School, II-61, 71, 76, 83
 Davis, Aaron, III-36
 Davis Avenue, III-165
 Davis, B. H., II-39
 Davis, Cornelius, III-36
 Davis and Fish Market, I-81; II-106
 Davis, Hannah R., II-76
 Davis, James, II-16, 53, 57
 Davis, John C., III-45
 Davis, Joseph M., III-19
 Davis Memorial Fund, II-92
 Davis McLane Manufacturing Company, II-162
 Davis Mills, II-132, 135
 Davis Prize Fund, II-64
 Davis, Robert C., II-64, 92; III-48, 142
 Davis, Robert Thompson, II-64, 92; III-21, 47-48
 Davis School, II-61-62, 64
 Davis, Squire, II-144
 Davol, Abner, I-73, 79; III-13
 Davol, Abner Green, III-24-25
 Davol, Abner P., II-113
 Davol, Benjamin, II-159
 Davol, Bradford D., II-114, 125

 Davol, Charles D., II-151
 Davol, Clara F., II-96
 Davol, Helen M. B., II-59
 Davol, John, II-10
 Davol, Joseph, I-134
 Davol Mills, II-127, 135
 Davol, Pardon, III-13, 36
 Davol Pond, II-49; III-13
 Davol School, II-65
 Davol Street, alias Bowen Street, I-72-73, 85; II-143, 160; III-70, 75, 85
 Davol, Stephen, I-79; II-125; III-13, 114
 Davol, William C., I-79; II-127; III-13, 40, 113-114
 Day Nurseries, II-32, 35
 Deady, Father Louis, II-31
 Dean, Apollos, III-66
 Dean, Gardner T., III-18
 Dean, John M., III-137-138
 Dean, William W., II-39
 Dearden, James D., II-116
 Dedrick, William M., III-58
 Deeds, Indian and Colonial, I-65-67, 153-157
 Deer Park, III-159
 Defalcations seriously affecting the industries of Fall River, II-109-110; III-49
Defiance, The, I-92
 Delabarre, Edmund Burke, quoted, I-9
 Delaney, Edward J., II-172
 Delano, Jonathan, I-123
 Democratic Party, III-50
 Denmark, I-8
 Denney, Peter J., III-43
 Dennis, Alexander, II-79-80
 Derbyshire, Arthur R., II-106
 Dermer, Captain Thomas, I-12, 15-16
 Desjardins, George T., II-80
 Destruction of Old Landmarks by Works Progress Administration, I-84, 87, 89
 Destruction of property during King Philip's War, I-59
 de Tonnancour, Godefroy, III-56
 Dexter, Henry A., II-27
 Dexter Street, I-87
 Dighton, I-8, 10, 92; III-21, 122
 Dighton Rock, I-8-10
 Dillingham, C. C., II-22; III-51
 Diman, Rev. John B., II-89
 Diman Vocational School, Dimon, Henry, III-43
 II-89
 Dirt Roads in the City, III-80
 District School System, II-51, 55, 58-59, 73-74
 D. and O. B. Wetherell, II-162

 Division of Lots of Freeman's Purchase, I-67-70
 Division Street, I-135-136
 Divorce, I-120
 Doctor's Hill, III-159
 Doctor's Mill, I-93; II-143; III-3
 Doctor Street, III-159
 Dodge, Fred O., II-113
 Dodson, Jonathan, I-83, 92-93; III-36
 Doherty, Edward A., III-56
 Donahue, Frank J., III-61
 Donovan, Rev. Charles A., II-32-33
 Dooley, W. H., II-85
 Doran, John J., III-140-141
 Dorchester, I-15, 17, 39, 41
 Dougherty, George W., II-190
 Douglas, Oscar F., II-156
 Dow, Albert T., II-189
 Doyle, Father Patrick, II-31
 Draft, The: Civil War, III-138; World War I, III-142-143
 Draper, Orlando, III-57
 Drift Road, III-165
 Drowned River, III-8
 Drunkenness, III-91
 Dubuque, Hugo L., III-89
 Duck Pond, III-159
 Dunbar House, I-75
 Dunham, Jacob B., III-81
 Dunning, Robert G., II-79
 Durfee Avenue, III-165 (alias Bradford Avenue)
 Durfee Block, III-119
 Durfee, Benjamin, I-83, 136, 138, 140; III-36
 Durfee, Bradford, I-72-79; II-83, 90, 107, 120, 122, 125, 127, 159; III-29, 114
 Durfee, Bradford Matthew Chaloner, II-83, 107
 Durfee, Charles, I-73; III-36
 Durfee, Charles Hazard, II-113
 Durfee, Everett B., II-66-67, 83, 87, 91
 Durfee Farm, III-95
 Durfee, Fidelia B., III-31
 Durfee, Frederick, I-136
 Durfee, George, II-133
 Durfee, George B., III-40
 Durfee, George N., II-103, 113; III-56
 Durfee Green, III-40
 Durfee, Hannah, I-74
 Durfee, Harriet N., I-136
 Durfee, Holder B., III-114
 Durfee, Job, I-137
 Durfee, John R., I-136
 Durfee, Joseph, II-117-118; III-40, 120, 127-128, 130
 Durfee, Matthew C., II-106; III-39-40
 Durfee Mills, II-127, 135, 144

- Durfee, Nathan: his mill, I-93, 96; his drug store, I-74, 93; II-110, 163; III-40, 43
- Durfee, Oscar, II-183
- Durfee Pond, III-159
- Durfee, Richard, I-91-92, 137; II-49
- Durfee, Rufus, III-66
- Durfee, Samuel, I-137
- Durfee Street, I-74
- Durfee, Thomas, I-83, 91, 136-137; II-52, 117; III-130
- Durfee, Walter C., III-46, 71
- Durfee, William B. (Gas Bill Durfee), III-40
- Duxbury, I-84-85, 87, 92, 106, 137
- Dwelly, Frank H., II-126
- Dwelly and Freelove, III-80
- Dwelly, Jerome, III-44
- Dwelly Street, I-138
- Dwelly, William A., II-189
- Dyer, Captain David Hartwell, II-127; III-136, 138
- Dyer, Mary, I-28
- Dyer, William, I-28
- EAGAN BUILDING, III-118**
- Eagan's Court, III-165
- Eagan, Owen L., III-61
- Eagle Mill, II-121, 133
- Eagle Street, III-72
- Eagleville, III-9
- Eames, Asa, III-92, 114
- Earl, Benjamin, III-43, 47
- Earle's Bookstore, II-161, 167
- Earle, Lloyd S., I-96
- Earle, Mary, I-70, 133
- Earle, Newton, II-82
- Earle, Pliny, II-53
- Earle, Prudence, I-137
- Earle, Ralph, Jr., I-79
- Earle, William, I-70, 118
- Early Norse Visits to North America*, I-5
- Early Settlers of Fall River, III-11-15
- Ear Marks of Cattle, I-140-141
- East Bridgewater, III-15
- East Central Street, alias Bedford Street, I-73; III-164
- East End, III-159
- Eastern Avenue, I-114; II-60, 66, 98, 176; III-167
- East Freetown, III-85
- East North Main Street, alias Crescent Street, I-86
- East of Pond School, II-59
- Easton, A. Dorrance, II-128
- Easton, Norman, II-11
- Easton, Norman S., II-76, 96
- East Road, alias Wilson Road, III-165
- Economic Results of the Indian War, II-59, 109
- Eddy, Francis W., III-16
- Eddy, George H., II-113, 116, 128; III-46, 52
- Eddy, James C., II-121
- Eddy, Jesse, I-80; II-10, 82, 114, 121
- Eddy, Job, II-125
- Eddy, John, I-80; II-10
- Eddy, Joseph, II-119, 121
- Eddy, Orin, I-89; III-29
- Eddy, Thomas F., II-121, 187
- Eddy Street, I-83; III-165
- Edgar, William B., III-141
- Edison Electric Illuminating Company, II-188-189
- Education, early, II-43-50; later, II-51-81 (see Schools)
- Edwards Mill, I-104
- Eels, III-6
- Eight Rod Way, alias Plymouth Avenue, I-113, 130-131, 134, 138; III-23, 74, 165
- Eighth Deck Division, Mass. Volunteer Militia, III-142
- Eighth Street, III-70
- Electric Freight Railroad, II-185
- Electric Lighting used in Fall River, II-188-190; III-80-81
- Eliot, John, apostle to the Indians, III-10
- Eliza, The* (a sloop), I-92
- Elm Street, I-72, 76-77; II-13, 26; III-70
- Elsbree, Aaron, I-90
- Elsbree, Harriet E., II-59
- Elsbree, Henry, I-88
- Empire State, The*, II-179
- English Immigration, III-50
- Engravers, I-75; II-170
- Enterprise, The* (a steamboat on Watuppa Pond), I-83
- Enterprise Line, II-182
- "Entertaining History of King Philip's War" by Thomas Church, I-122
- Eric, Bishop, his voyage to Vinland, I-4
- Erickson, Leif, I-3-4
- Erickson, Thorwald, I-4
- Erick's daughter, Freydis, I-4
- Esperito Santo School, II-35
- Estes, Francis T., III-91
- Estes, J. Edmund, II-132
- Estes, John H., II-113, 132
- Etzkorn, Leo R., II-92
- Eudora, The*, II-179
- Evans, William C., II-91; III-31
- Exchange Street, alias Rock Street, I-80; III-165
- Exportation of Barrels, I-91
- Exportation of Indians, I-60
- FACTORIES AND MILLS**, under name of each mill and factory
- Factory Employees, under Mill Operatives
- Fairbanks, George O., III-20, 47
- Fairhaven, I-39, 114; III-21, 85
- Fall River: Barber's Print of Fall River, II-24; Boundaries, I-35, 65, 82, 94; II-51, 111; called Troy, I-71, 74; II-10; Diocese of Fall River created, II-32; included in Bristol County, II-30; incorporated, I-73; II-13, 51, 58; Fall River, Rhode Island, II-21, 30, 58, 63-64, 75, 111, 137, 175; III-16-21, 72, 112; Fall River, R. I., united to Fall River, Mass., III-20; surveys and maps of the City, II-171; possessed by Indians until after King Philip's War, I-29, 97; Falls River, a village, I-67, 88, 110, 124, 153, 155; II-9, 25, 54, 57, 106; III-8, 22, 26-27, 35-41, 70; Fall River, a City, III-43-63
- Fall River Artists, III-177
- Fall River Atheneum, II-91-92
- Fall River Authors, III-169-177
- Fall River Bank, I-81
- Fall River Children's Home, II-96; III-47
- Fall River Electric Light Company, III-80-81
- Fall River Four Corners, III-159
- Fall River Gas Works Company, II-126, 187-188; III-80-81
- Fall River Globe, III-108, 141 (see newspapers)
- Fall River Herald, III-141 (see newspapers)
- Fall River Herald News (see newspapers)
- Fall River Historical Society, I-71, 113-114; II-39, 100; III-41, 133
- Fall River Iron Works Company, I-72-73; II-117, 120-122, 138, 150, 176, 187; III-80, 128
- Fall River Laundry, III-80
- Fall River Line, II-178-183
- Fall River Lyceum, II-39
- Fall River Machine Shop, II-126
- Fall River Manufactory, I-75; II-119, 122-125; III-7, 71

- Fall River Merino Company, II-129
- Fall River National Bank Building, III-31
- Fall River and New Bedford Stage Line, III-28
- Fall River and Newport Railroad, III-26
- Fall River and Newport Stage Line, III-27
- Fall River Oil and Guano Company, II-168
- Fall River Police Commission, II-145; III-91
- Fall River Print Works, III-7
- Fall River and Providence Stage Line, III-27-28
- Fall River and Providence Steamship Company, II-126
- Fall River Public Schools Enrollment in 1940 (listed), III-179-181
- Fall River Railroad, II-176-177; III-39
- Fall River Steam and Gas Pipe Company, II-165
- Fall River Teachers' Association, II-64, 71, 84
- Fall River Thread Company, III-19
- Fall River Tragedy, The*, by Edwin H. Porter, III-108
- Fall River Union Hospital, III-144
- Fall River and Watuppa Turnpike, alias Pleasant Street, III-24-25, 72, 164-165
- Fall River West End, I-71-77
- Falls River, alias Quequechan River: allotment of lands north of river, I-29, 66; first casualty of King Philip's War, I-33; Weetamoc's encampment, I-49; Weetamoc's death, I-40; called "The Stream," I-70-73
- Falls, The, I-73-74, 76, 153; II-117; III-4, 7, 128
- Fanny C. Bowen, The*, Four Masted Schooner, II-164
- Farms mentioned: Bowen, II-52, 100; III-164; Bradford Bennett, II-100; Brady, III-158; Brightman, II-52; III-158; Cook, III-158; Gifford, III-164; John Jencks, II-60; III-164; Manchester Milk, III-110
- Farmville (alias Mechanicsville), III-85, 159
- Farwell, Joseph, II-165
- Faulkner, Vernon L., II-128
- Faunce, Chester H., II-156
- Fearnley's Newspaper and Stationery Store, III-19
- Federalists, III-130
- Feehan, Rev. Daniel F., II-32
- Feeny, Martin, III-92
- Fences of Iron, III-37
- Fenner, Henry M., II-93; III-57
- Fenner, Henry S., II-127
- Ferguson, John R., II-67, 76-77
- Ferries, I-74, 91-92, 97, 99, 110, 127; II-177; III-4, 23, 26-27, 159
- Ferry Lane, III-65, 69, 165
- Ferry Road, III-70, 165
- Ferry Street or Road, II-121, 163, 177; III-25, 75, 159
- Ferry Street Station, II-177
- Field, Herbert, II-169
- Fifth Unattached Company of Infantry, III-138
- Fifty-eighth Regiment, Massachusetts Infantry Volunteers, Company F.G., III-138
- Fighting Rock, I-89; II-60; III-23, 159
- Fire Alarm Signal Boxes, III-111
- Fire Buckets, III-111
- Fire Clay, I-90
- Fire Commissioners, III-56, 114
- Fire Department, III-92-93, 111-119
- Fire Engines, I-74, 81-82; III-111-112
- Fires, I-71, 74, 77, 81, 117; II-13, 19, 20, 38, 39, 51, 54-55, 63, 86, 92-93, 106, 108, 110, 111-114, 119, 122, 160-161, 164-165, 170-171; III-114-119
- Fires in the Mills, II-141-144
- Fireman's Hall, II-23, 54
- Firestone Cotton Mills, II-131
- Firestone Rubber and Latex Products Co., III-9
- Firestone Tire and Rubber Company, II-140
- First Cotton Mill in Fall River, II-118; III-57
- Fish: Abundant supply in early years, III-4; Watuppa Lake stocked with black bass, III-5; Fish Market in City Hall, I-75, 117; III-66; Shell fish, III-5; Native Fish in Watuppa Lakes, III-5; Menhaden, III-5
- Fish, Abby, II-88
- Fish, Daniel M., II-75
- Fish, Henry H., II-106
- Fish, Herbert, II-79
- Fish, Isaac, III-27
- Fishing in Watuppa Pond, I-83
- Fishing Privileges sold at auction, III-6
- Fishmongers, III-13
- Fish Road, I-110; III-22, 165
- Fish Works in Portsmouth and Swansea, III-5
- Fiske, George R., II-106
- Fiske, Samuel E., I-82; II-173
- Flagstones, III-74, 79
- Flatleyjarbok, The*, I-4-5
- Flatville, III-159
- Flect, John, III-92
- Fletcher, Rev. Elijah T., II-20
- Flint Building, III-118
- Flint's Exchange, II-92; III-19
- Flint, John D., I-83; II-21, 128, 131, 188; III-19
- Flint Mills, II-128, 135, 143
- Flint Village, I-114, 131; II-33, 92, 170, 183, 189; III-48, 73, 75, 159
- Fogwell, Bertha E., II-76
- Fogwell, Jerome P., II-77
- Foote, Richard, II-131
- Force Pumping Companies, III-112
- Ford, James, II-10, 106, 111; III-24, 46, 88-89
- Ford, Squire, I-75
- Fords over the Quequechan and the Narrows, III-4, 24
- Forest Hills Garden, II-184; III-160
- Fort Barton, III-126
- Fort Haskell, Virginia, III-138
- Fort Heath, III-142
- Fort Massachusetts, I-13
- Fort Rodman, III-140
- Fort Warren, III-139
- Forty-niners, I-92
- Fossil Ferns, III-4
- Foster, Edward, I-70
- Foster Hooper School, II-64, 66, 76
- Foster Spinning Company, II-133
- Foster, Timothy, I-70
- Founding of New England, The*, by James Truslow Adams, I-60-61
- Foundries, III-37
- Four Corners: in Fall River Village, I-71-72; III-23; in Steep Brook, II-89-90; in Tiverton, I-103-105
- Four Rod Way, I-103; III-165
- Fourth of July Celebration, III-43
- Fourth Street, I-135; II-59; III-70, 72, 74
- Fourth Street School, II-59

- Fowler, Orin, quoted, I-124, 147-148; II-13, 23, 30, 39, 98; III-21, 114, 117
 Fowler School, II-65, 76, 88
 Fox, George, I-28
 Framingham, III-140
 Francis, Thomas A., II-59; III-18
 Franklin, John H., II-170
 Franklin Street, I-70, 79; II-16, 26, 40, 53, 60, 79, 81, 91, 96, 115, 170; III-31, 57, 70, 72, 92, 112, 115-116
 Freeborn, Gideon, I-130
 Freelove, Joseph, II-183
 Freemasonry, III-45
 Freeman's Deed, I-153-154
 Freeman's Purchase, I-65-96; II-4, 100, 151
 Freetown, I-14, 21, 35, 65, 68-70, 73, 85, 92, 114, 129, 141; II-3-5, 9, 49-50, 100, 168; III-3, 9, 11, 21-22, 125, 137
 Freetown Road, III-166
 French Canadians, III-50
 French, Enoch, I-76; II-10; III-36, 117
 French's Hill, II-166; III-56, 82, 158, 160
 French and Indian Wars, III-127
 French, Job B., III-39
 French, Lynwood, III-140-141
 French, Dr. Ralph W., II-197
 French ships wrecked on Cape Cod, I-163
 French Tavern in Berkeley, III-27
 Frenchmen, intermarrying with Indians, I-12
 Fresh Pond, III-160
 Friends' School, Providence, III-47
 Frog Pond, III-160
 Fuel Shortage, II-68
 Fugitive Slave Law, III-133
 Fulling Mills: on the Fall River, I-74, 132; on Steep Brook, I-90; II-117, 119
 Fulton Street School, II-70
 Funerals, III-76
- GAGER AND DUNNING,**
 III-81
 Gage's Hill, I-90, 92; III-160
 Gage, Thomas, I-92
 Game birds on the banks of Falls River, III-4-5
 Garden Street, alias Mulberry Street, III-166
 Garfield, President, III-53
 Gardner, Elizabeth M., II-59
 Gardner's Neck, alias Mattapoiset, I-14, 40
- Gardner, Orrin A., II-76
 Gardner, Samuel, I-86
 Gardner, Sarah, II-59
 Gas House on Crab Pond, II-187
 Gee, Frederick A., II-80
 General Cotton Supply Corporation, II-127, 132
 George B. Stone School, II-65, 82
George Washington, a sloop, I-92
 Gerry Nathaniel S., III-136
 Gibbs, Robert, III-41
 Gifford, Adam W., II-112
 Gifford, Ellis, II-87
 Gifford, Ferdinand H., II-106
 Gifford, Paul E., II-130
 Gilbert, Orin P., II-75
 Gilbert, Thomas, III-125
 Gilligan, Joseph P., II-90
 Ginsberg, David, II-131
 Gingham Mill, II-130
 Globe Corners, II-152; III-18, 112, 160
 Globe Manufactory, II-118
 Globe Pond, II-152-153; III-160
 Globe Print Works, alias Tiverton Print Works, II-118; III-26
 Globe Street, I-137; II-21-22, 37, 65, 82, 118, 143; III-26
 Globe Street Railway, III-56
 Globe Village, III-19, 72, 160
 Globe Village School, II-59-60
 Globe Yarn Mills, II-130, 135, 166; III-7
 Glue Factory, III-19
 Goff, Charles B., II-59, 82
 Goff, Robert S., II-184
 Gomez, Stephen, I-11
 Goodman, C. R., III-21
 Goodrum, William F., III-43
 Goodwin, quoted, I-8; II-17, 23, 42-43, 121
 Gookin, Daniel, quoted, I-12-13, 15, 18, 33
 Gorden, William R., II-59, 75
 Gore, The, I-110
 Gorman, Augustus P., III-52
 Gorton, Thomas, I-98
 Gosnold, Bartholomew, I-11
 Goss, Daniel, II-52
 Goulding, Captain Roger, I-103, 109
 Grand Army of the Republic, III-112, 138
 Grade Crossings, III-75
 Granite Block, II-108, 159, 164-165, 190; III-39, 47, 118
 Granite Quarries in Fall River, I-117; II-26, 30, 159-160; III-41, 74
 Granite Mills, II-126, 138
 Granite Paving Blocks, III-75
 Granite Row, III-166
 Granite Street, I-79, 81-82; III-30-39, 92, 118
 Granitic Rock, III-3, 82
 Grant, Rev. Elihu, I-21, 58; III-18, 20, 46, 137
 Grant, Rev. Percy S., II-26, 95
 Graves of the British killed in Battle of Rhode Island, III-129
 Gray, Edward, I-60, 99, 103, 112, 117, 119-120, 126, 130, 134, 139, 154; II-76
 Gray, Franklin, III-92
 Gray, Lizzie A., I-108
 Gray, Thomas, I-119, 126, 135, 137
 Great Fire of 1843, III-114-116
 Great Swamp Fight, I-37
 Green Dragon Inn, I-89-91; III-27, 29
 Green Hill, III-160
 Green School House, II-53
 Green Street, I-76-77; II-97
 Greene, Chester W., II-39; III-45-47, 53, 66, 92, 114, 135
 Greene, Cornelius S., III-51
 Greene, William Stedman, I-82; II-103; III-50-53
 Greenleaf, Rev. Patrick H., II-25
 Greenland, I-4-5
 Grime, Mayor George, II-98, 103; III-53, 56
 Grinnell, Oliver, III-43
 Grist Mills: in Fall River, I-73-74, 76, 132; II-117, 119-120, 133, 135; III-128; in Tiverton, I-104; in Steep Brook, I-90
 Grouard, John E., II-39
 Groves, Gardner, III-43
 Grove Street, III-72
 Guantanamo, III-141
 Guide Boards, III-71
 Gun Factory in Assonet, I-90
 Gunn, Horatio N., I-80; III-30
 Gunpowder made in Assonet, III-125
- Hacks and Hackdrivers, III-76
 Hadfield, Samuel, II-113
 Hailstone, William, I-106
 Hale Remington and Company, II-163

- Halifax, I-48
Hall, Milton, II-76
Hamlet Street, alias Stafford Road, III-23
Hammett, Elizabeth S., II-88
Hand Engine Companies, III-111-112
Handy, Dr. Benjamin J., III-104-105
Hanify, Edward F., III-89
Hanover Street, III-72
Happy Hollow, III-160
Harbour of Fall River, III-8
Harden, Harry, III-71
Hard Times, III-58-59
Hardy, Rev. Richard, II-30
Hares, III-5
Hargraves, John W., II-131
Hargraves Mill, II-131-135
Hargraves, Reuben, II-131
Harrington, Edward F., III-59
Harris, Hawes, and Co., II-120
Harris, Sarah, III-71
Harrison, Albert A., II-163-164
Harrisonville, III-160
Harrison, William C., II-113
Hart, Abraham G., II-112; III-47
Hart, Mrs. Abraham G., II-96
Hart, Isaac L., III-45
Hart, James P., II-112
Hart, Mrs. Sarah R., III-105
Hart, William A., II-76-77; III-125
Hartley, Richard C. B., II-166
Hartwell Street, I-83; II-80, 126, 187, 189; III-9, 70, 72
Harvard College, I-56, 68
Harvard Indian School, I-56
Harvard Law School, III-85
Harvard Medical School, III-48
Harvey, Henry J., I-100
Harwood, A. B., II-75
Haskell's Hill, III-160
Hatch, Joseph, I-92
Hatch, Walter, I-92
Hathaway's Block, III-89
Hathaway, Edward E., II-115
Hathaway, George T., II-109, 129
Hathaway, Guilford, II-106; III-44
Hathaway, James A., II-129
Hathaway, Col. John, III-90, 128
Hathaway, John B., III-40
Hathaway, Oliver H., III-43
Hathaway, Samuel, II-115; III-46
Hatherly, Timothy, I-89
Hat Manufactory in Tiverton, I-105
Haughwout, Rev. Peter B., II-11, 14
Hauk Book, I-6
Havana, III-140
Haverhill, III-101
Hawes, Charles S., III-32
Hawes, Edward, II-119
Hawes, Oliver Kingsley, III-40
Hawes, Oliver S., II-106, 119
Hawes, William M., II-182
Hawkins, B., III-31
Hawkins and Fish, II-110
Hawkins, William H., III-40, 46
Haworth, Thomas, II-163
Hazard, Robert, I-129-130, 132
Head of the Pond School, II-59-60
Healy, Father, a blacksmith, I-75
Healey, Joseph, I-75; II-115, 128; III-20
Hearse House, II-99
Hebrew Home for the Aged, II-96
Heck's Spring, III-160
Hector, an Indian, III-160
Hendrickson, C. E., II-108
Henry Avenue, III-166
Henry, Harriet E., II-83
Henry, James, III-43, 47
Henry Lord Grammar School, II-69, 77
Henry Lord Junior High School, II-67, 71
Henry, Robert, III-50
Henry, William T., II-79
Henry Waring and Son, II-171
Herbert, Edward, II-183
Herdics, II-183
Hermitage House, II-48
Herndon, Harvey, III-60
Herrick, Henry B., III-58
Herrick, Dr. E. C., II-11
Herring Runs, III-6
Hervey, Fred L., II-110
Hewitt, Herbert H., II-168
Hewitt, Louise, II-168
Hicks' Hill, III-160
Hidden, James, III-26
Higgins, Thomas F., III-57-58
Highland Avenue, I-80, 90-91; II-20, 33, 96, 99; III-40, 72, 74-75, 113, 166
Highland Brook, I-85; III-160
Highland Light, Cape Cod, III-139
Highland School, II-65, 69, 76
Highlands, The, III-160
High School Cadets, II-83
High Street, III-40, 72, 166
High Street Grammar School, II-59, 64-65, 75, 81
Highways, I-103, 110, 144; III-69, 77
Higney, Arthur B., II-76-77
Higney, Elizabeth T., II-77
Hill, Lucy C., II-82
Hill and Buffinton, III-41
Hill, The, III-39-40, 160
Hill, William, III-41, 133
Hilliard, Rufus B., III-92
Hills, George H., II-131
Hills, Marian P., III-57
Hinckley, Captain Samuel B., III-138
Hinckley, Gov. Thomas, I-67, 128, 154
Hines, Rev. Bro. J. V., II-22
Hingham, III-141
Hinsdale, F. Gilbert, II-131
Historical Landmarks destroyed by the Works Progress Administration, I-84, 87, 89
History of Fall River, by Henry M. Fenner, III-57
History of Newport County, by Bayles, I-107
History of Indian Wars, by Trumbull, I-17
History of Rhode Island, I-6
Hix, Deborah, II-126
Hix, Samuel, I-112
Hix, Weston, I-112
Hixville, III-23, 28
Hoar, James, III-53
Hobomock, I-21
Hodges, John R., III-43
Hodges, William, III-32
Hog Island, I-31, 124-125, 135-136; III-160
Hog Rock, I-92; III-160
Holland, James E., III-53
Holland, Jeremiah, III-45
Holmes, Charles J., II-51; III-112
Holmes, Charles L., II-112
Holmes, Dennis D., II-114
Holmes, Mary L., II-87
Holt, James, III-66
Holt, John H., II-132
Holy Cross School, II-35
Home for the Aged, II-33, 96
Home Guard, Civil War, III-138
Honey Carts, III-49
Hood, Francis B., II-129
Hook and Ladder Trucks, III-113
Hoop Rolling, III-70
Hooper, Charles E., III-31
Hooper, Hon. Foster, III-20, 43, 114
Hooper, Salmon, III-31
Hope Street, III-41
Hopewell, William, II-91

- Hopkins, Stephen, I-16
 Hornblende, III-3
 Horse Cars, II-168, 183
 Horseneck Beach, III-122
 Horse Shows, III-57
 Horse Traders, III-98
 Horton, Danforth, III-98
 Hospitals, II-97
 Hotels: Blake's Hotel, III-29, 31; Borden Inn, III-29; Bowen's Inn, III-30; Brightman Tavern, III-29; Bristol House, III-31; Central House, I-76, III-32; City Hotel, I-76; Crump's Tavern, III-27; Evans House, III-31; Exchange Hotel, I-80; III-28, 30-31; French's Tavern, Berkeley, III-27; Green Dragon Inn, III-27, 29; Indian Tavern, Boston, III-27; Lenox, III-118; Mansion House, III-29; Manufacturers' Hotel, III-30-31; Massasoit House, III-30; Mellen House, III-33; Miller's Tavern, III-29; Mohican Hotel, I-117; III-32-33, 119; Mount Hope House, III-28-31, 39; Narragansett Hotel, III-31; National House, III-39; Norwood Hotel, III-31; Perry Davis' Oyster House, III-32; Pocasset House, III-28-30; Richardson House, I-76; III-32, 39; Slade House, III-28-31; Trask's, III-27; Union House, III-31-32; Wilbur House, I-81; III-32-33, 39, 76, 119; Worthington Tavern, Boston, III-26
 Houghton, Richard, II-26
 House, Joseph, I-86
 House, Samuel, I-86
 Howard - Arthur Company, II-131
 Howard, Robert M., II-71-72
 Howard, William F., II-110
 Howe, Grace Hartley, II-176
 Howe Street, I-138
 Howland, Daniel, I-111-112
 Howland, Henry, I-87
 Howland, Isaac, I-112
 Howland, Jabez, I-123
 Howland, John, I-87, III-112
 Howland, Samuel, I-87-88, 157
 Howland's Bridge, I-112
 Howland's Ferry, I-93, III; III-26, 96
 Howland Street, I-139
 Hoyt, Anna L., II-65
 Hubbard, Israel, I-83
 Hubbard's "Indian Wars," quoted, I-17, 39, 49
 Hughes, Rev. Christopher, II-31-32
 Hughes' Corner, III-160
 Hugo A. Dubuque School, II-66
 Hulmes, Capt. and Mrs., II-37
 Hunt, Ezekiel, I-86
 Hunt, Josiah A., III-92
 Hunt, Capt. Thomas, I-12
 Hunting, III-4-5, 9
 Hurley, Joseph L., III-61, 89
 Hurley, Margaret T., II-64
 Hurricane of 1938, II-187; III-120-123
 Hutchinson, Anne, I-26, 99
 Hutchinson, Raymond L., II-162
 Hutchinson, William J., II-162
 Hyde, Samuel, II-163
 Hydrants, II-111
 Hydraulic No. 2 Fire Engine, III-112
 Hydroaeroplane Exhibition, III-57
 ICELANDIC SAGAS, I-4-5
 Illinois, II-52
 Immigration, III-50
 Important Events in the history of Fall River listed chronologically, III-145-146
 Inch Street, I-76; III-166
 Indians: Tribes listed and Territory described, I-12-13, 22, 60, 128, 145; Indian and Norse Racial Mixture, I-4; burning of Plymouth woods, I-11; kidnapped by English Explorers, I-11-13; killing shipwrecked sailors, I-12; torturing English captives, I-12, 17; Marrying Frenchmen, I-12; plague which killed local Indians, I-12, 15; impounding English cattle, I-16; malice toward the English, I-16; Indian cruelty, I-16-17; wages paid the Indians, I-16; Indian singing, I-16, 38; wampum, I-18, 38; treatment of women, I-17-18; drunkenness, I-18, 38, 41; gambling, I-18; sale of lands to European settlers, I-22, 124; Described by Verrazano, I-6-8; claiming land previously sold, I-31, 49; praying Indians, I-30, 33, 59; vagabond Indians, I-34, 59; marriage, I-36; war dances, I-38; camps, I-17, 54, 87-88; burial grounds, I-57, 84; fire arms confiscated, I-50; Indian Deeds, I-84, 100; meals, I-55; interpreters, I-15, 32; language, I-12, 15, 25; myths, I-10; religion, I-60; Indian Relics, a collection, I-9, 94; Indian Reservations, I-41, 59-60, 66, 84, 128-129; Indian School at Harvard, I-56; white women as servants of the Indians, I-17, 36; Indian slaves, I-11-12, 17; Indian servants, I-16, 59, 62-63
Indian Wars, by Hubbard, I-39
Indian Wars, by Church, I-39
 Indelkofer, John N., II-85
 Industrial Depression, II-70
 Industrial Fall River, The rise of, II-117-123
 Inflation, III-58-59
 Influenza Epidemic, II-85
 Inns (see Hotels)
 Interlachen, III-40, 158, 161
 Ireland, I-59; III-47
 Irish Immigrants, III-47, 50
 Iron Fences, II-19
 Iron Works, III-38, 47, 128 (see Fall River Iron Works)
 Irving, Robert, III-130
 Island Park, III-121
 Island of Rhode Island, I-21, 26-27, 29, 35, 49, 54, 97, 99, 105, 109, 125
 JACKSON, AMOS J., II-146
 Jackson, Dr. Amos M., II-63, 90; III-53
 Jackson, James, III-61
 Jackson, Mrs. O. H., II-100
 Jail in Fall River, I-74-75, 81; III-66, 92
 James M. Aldrich School, II-65
 James Madison Morton Junior High School, II-69, 75, 77
 Jamestown, Virginia, I-11
 J. C. Westgate and Son, II-162
 J. and J. Eddy Satinet Factory, II-119, 121, 125
 Jencks, Prof. J. W. D., II-49
 Jencks, John, III-40
 Jencks, Robert R., II-132
 Jennings, Andrew J., III-85, 100-110
 Jennings, Edward B., II-130
 Jennings, William H., I-40; II-82, 130, 132, 184
 Jerome Dwelly School, II-69
 J. H. Franklin Company, II-69

- John J. Doran United Spanish War Veterans, II-56; III-140
 John J. Doran School, III-140
 John P. Slade and Company, II-165
 Jones, Col. Edward F., III-136
 Jones, Michael B., III-53
 Joseph A. Bowen Company, II-164
 Joseph Church and Sons, manufacturers of menhaden oil and fertilizer, III-5-6
 Joshua's Mount, I-91
 Joy Line, II-181
 Judicatures, III-87-93
 June Street School, II-5, 76, 82-83; III-40
 Juvenile Delinquency, II-80
- KATAHDIN, THE*, III-139
 Kay, James H., III-58-59, 142
Kearsage, U. S. S., III-142
 Kelliher, Thomas C., II-80
 Kelly, Cornelius C., II-172
 Kelly, Francis E., III-61
 Kelly, Father John, II-31
 Kelly, Roy W., II-85
 Kearns, John A., II-76
 Kerr, John P., II-131
 Kerr, Robert C., II-131
 Kerr Thread Company, II-131, 138
 Kettles, I-15, 67, 69, 76
 Keyes, Ella, II-88
 Kidnapping of Indians, I-11-12, 15
 Kilburn and Lincoln, II-42
 Kimball, Mrs. L. A., II-64-65
 King, Henry, III-66
 King's Highway, III-24, 166
King Philip, a fire engine, I-82
 King Philip, alias Metacomet, I-17, 30, 33-37, 39-40, 42-43, 45, 47, 49, 53-54, 57, 60-61, 87
 King Philip's Brook, III-9, 161
 King Philip Mills, II-128, 135, 140
 King Philip's War, I-14, 23-98; beginning of war, I-34, 53, 68, 95, 122-123; results of War, I-98, 109; II-8; III-131
 Kingsley, Rufus B., I-80; II-185; III-28, 30, 71
 Kingston, I-37
 Kirby's Lane, III-166
 Kirby's Stable, III-31
- Knights of Columbus, III-144
 Knowlton, Hosea M., III-101
- LABOR DISPUTES, II-32, 114, 145-148, 179
 Labor Unions, II-144-148
 Ladd, Helen L., II-71
 Ladies' Committee, Civil War, III-138
 Lajoie, Edward, III-59
 Lake, David, I-70, 103, 108, 118
 Lake, Thomas, I-103
 Lakeville, I-33, 90, 110, 127; III-137
 Lakeville Ponds, I-29
 Lambert, William H., II-82-84
 Lamplighters, III-81
 Lamp posts, III-80-81
 Lancaster, I-16-17, 37-38
 Langford, James, III-113-114
 Langley, Henry J., II-144; III-24, 50
 Lannigan's Beach, III-161
 Lapham, Louis, II-57, 171; III-43, 48, 85, 89
 Lathan, Robert, I-119
 Lathrop, George O., II-114
 Laurel Lake (see Cook Pond)
 Laurel Lake Mills, II-125, 130, 135
 Laurel Lake School, II-69, 71
 Lawson, Frederick W., III-57
 Lawton, George, I-30, 140-141
 Lawton, George, Jr., I-86
 Lawton, Isaac, I-30
 Lawton, John, I-30
 Lawton, Moses, III-30
 Lawton, Robert, I-140-141
 Lawton, Thomas, I-30, 34, 140
 Lawton's Valley, I-140
 Lawton, William, I-136
 Lea, Thomas T., III-41
 League Island Navy Yard, III-139
 Learned, Dr. W. T., II-108
 Leary, Jeremiah R., III-50, 52
 Leary, William A., III-32
 Ledger Brook, I-96
 Lee, Philip, III-36
 Leemingville, III-161
Lehigh, U. S. S., III-139
 Leighton, Robert T., II-84
 Leland, Phineas W., III-66
 Leonard, Augustus B., III-89
 Leonard, Daniel, III-71, 81
 Leontine Lincoln School, II-75
 Lettis, Thomas, I-119
 Lewis Brothers Mill, II-152
 Liberty Hall, II-20
- Liberty Loan Campaigns, III-143
 Liberty Party, III-48
 Lice, I-16-17
 Lighting: by pitch pine knots, III-12; by gas, III-81; by kerosene lamps, III-80-81; by electric light, III-81
 Lilly, Henry, I-63
 Lincoln, Henry C., II-130
 Lincoln and Hood, II-114
 Lincoln, Leontine, II-41-42, 90-91
 Lincoln Manufacturing Company, II-130-132, 135
 Lincoln School, II-63, 66, 75, 85-86
 Linden Street School, II-63, 71
 Lindsey, Crawford E., II-128, 130; III-49
 Lindsey, Joseph F., II-111; III-117
 Lindsey Street School, II-61, 71, 75
 Lindsey's Wharf, II-160
 Lindsey, William, II-116; III-48
 Line Meeting House, II-12
 Lint Society, The Children's. Civil War, III-139
 Liquor Agency, III-51
 Liquor Problem, III-51-52
 Liquor Restrictions, II-13, 32, 163
 Liquor Store kept by Jeremiah Brown, III-20
 Lisbon. Indians taken there as slaves, I-9, 11
 Little Compton, I-21, 54, 70, 95, 97, 128, 136; II-185; III-17, 27-28
 Little Compton Stage Line from Fall River, III-28
 Little, Samuel, I-138
 Livermore, David P., II-39
 Livermore, Mary A., II-39-40
 Livery Stables, I-80; II-183; III-76
 Locke, George W., II-50, 64, 75, 76; III-18
 Locust Street, I-70; II-53, 182, 191; III-72
 Longfellow, Henry Wadsworth, II-93
 Longfellow, Rev. Samuel, II-25, 81
 Long Pond, alias Crab Pond, III-161
 Long Wharf, alias Slade's Wharf, I-73
 Loom Harness Factory, II-144
 Lord, Isaiah, II-80
 Loring, Caleb, I-135
 Lothrop, Howard, II-99

Lovell, Laura, II-53
 Lovell, Martha, II-53
 Lovell, Rev. Nehemiah, III-132
 Lovell, Shubael P., II-127
 Lower New Boston School, II-69, 74
 Lubinsky, Hyman, III - 107 - 108
Lucy, The, I-92
 Luther and Buffinton, III-66
 Luther, Ebenezer, III-66
 Luther, John, I-73
 Luther Manufacturing Company, II-126, 132, 135
 Lyceum, The, II-39
 Lyman, Daniel, I-111
 Lyman, Rev. Payson W., II-13
 Lynde, Samuel, II-100
 Lynde, Simon, I-89; II-100
 Lynch, Edward, III-56
 Lynch, Margaret, II-67
 Lyon, George G., II-75

MACFARLANE, JOHN A., III-114
 Macfarlane, Capt. Thomas, III-138
 Machine shops in early Fall River, III-8
 Mackenzie, John M., II-83
 Macomber, Arthur C., III-28
 Macomber, Charles H., III-24
 Macomber's Cove, III-161
 Magee Storm, III-121
 Macquestion, Rev. Rockweed, II-40
 Macy, Alexander B., II-166
 Main Road School, II-59
 Main Street, North and South, I-70, 73, 75, 77, 79-81, 83, 86, 90, 103, 109, 136; II-9-10, 12-13, 16, 19, 21, 24-25, 40, 51-53, 60-61, 66, 92, 95, 98-101, 106-107, 110-112, 114-116, 118, 161-162, 170, 184-185, 187-188; III-4, 18-19, 23, 30-31, 39, 44, 65, 69-71, 75, 89, 112, 115-117, 166
 Makepeace, William, I-68
 Maloney, Leah N., II-100
 Manchester, Bertha M., III-110
 Manchester Murder, III-110
 Manchester, Stephen C., III-110
 Manchester, Thomas, I-137
 Manchester, William, I-100, 103, 117, 129-130, 136-137, 154
 Manion, John, III-59
 Manning, John J., III-100, 102

Manomet Indian Tribe, I-15
 Manufacturers Association, II-148
 Manufacturers Gas Company, II-187
 Manufacturing in the Early Settlements, III-12
 Maple Street, III-37, 40-41, 72
 Maple Street School, II-27, 59, 64, 66, 75-76, 82
 Maplewood, III-161
 Maps of Fall River, III-21, 69
 Marble, Albion, II-79
Marblehead, S. S., III-141
 Marble, Herbert C., II-132
 Marisites, an Indian Tribe, I-13
 Market Building, III-39, 46, 65-67, 71
 Market Place, I-75
 Market Square, II-114, 183; III-166
 Market Street, II-112, 116, 170; III-80, 89, 166
 Markland, alias Nova Scotia, I-4
 Marr, Thomas J., III-32
 Marsden and Eagan, III-32
 Marshall, Chief Justice, I-66
 Marshall's Hat Factory, II-152
 Marshfield, I - 68, 120 - 121, 154
 Martha's Vineyard, I-12-13, 15; II-177
 Martin, Rev. William J., II-24
Mary W. Bowen, 5 masted schooner, II-164
 Mashpee, I-15, 84
 Mason, Arthur H., II-131-132
 Mason, Rev. A. P., II-10-11
 Mason, Edward, II-19
 Mason, John, I-36; III-43, 46
 Mason, Perez, II-19
 Mason, Samson, II-11
 Mason, William S., III-76
 Masonic Hall, II-40
 Masonic Temple, II-13
Massachusetts, The, II-179
 Massachusetts Bay Colony, I-13, 15-16; III-17
 Massachusetts-Rhode Island Boundary, I-144-148 (see Boundaries)
 Massachusetts Teachers' Retirement System, II-67
 Massasoit, Sachem, alias Ousanequin, I-4, 12, 14-16, 22, 24-25, 31, 36, 45, 47, 50, 57, 107; II-8
 Massasoit Cotton Mill, II-143

Massasoit Manufacturing Corporation, II-130, 135; III-112, 129, 161
 Massasoit Steam Mill, II-122, 130
 Massasoit-Pocasset National Bank, III-119
 Matthewson, James R., III-136
 Mattapoisett, I-31
Mayflower passengers, I-3, 105, 119, 126-127
 Mayors of Fall River listed, III-63
Mazeppa, No. 7 Fire Engine, I-74; III-112
 McClaren, Rev. Wilbur, II-24
 McClarence, Martha A., III-56
 McCreery, Charles J., II-71, 76
 McDonough, John J., III-89
 McFarland, Laughlin W., II-161
 McGaw, George E., III-114
 McGuire, Thomas C., II-110
 McIntosh, Mr. and Mrs., II-23
 McLane, Walter E., II-110; III-57
 McLeod, Willard A., II-131
 Mechanics Mill, II-127, 135; III-122
 Mechanicsville, III-73, 161
Mediator, The, I-92
 Medley, William H., III-92, 107
 Mellen, George F., II-183; III-33
Memoirs of Samuel Slater, III-8
 Memorials: Spanish - American War, III-141; Battle of Fall River, III; Honor Roll, World War I, III-143
 Menhaden Fisheries, III-5-6
 Merchants Mill, I-131; II-127 - 128, 135, 144 - 145, 167; III-119, 122
 Meridian Street (Upper New Boston Road), III-39, 110
 Merritt, W. H., II-76
Metacomet, The, a fire engine, I-82
 Metacomet Ledge, III-3, 161
 Metacomet Mills, II - 122, 125, 150, 162; III-7
 Metacomet National Bank, II-116; III-119
 Metacomet Pond, I-73
Metropolis, The, II-180
 Mexican War, III-130, 135
 Miantonomi, I-27, 41, 48
 Middleborough, I-12, 14-15; II-48, 110, 114, 144
 Millard, Isaac, III-70

- Mill Brook, III-161
 Miller, Capt. Benjamin, I-92
 Miller, Frank H., II-79
 Miller, Hannah C., II-59
 Miller, Henry, II-69, 71, 77
 Miller, Robert, I-91-92; III-29, 36
 Miller, Southard H., III-47, 114
 Miller's Cove, III-161
 Miller's Wharf, I-92
 Mill Operatives, III-39
 Mill Overseers, I-75
 Mill Privileges, I-70-71, 90
 Mills, I-71, 73, 74, 90, 93, 104, 110, 126, 129, 131, 136 (see Factories)
 Milne, Alexander, II-31
 Milne, Frank A., II-80
 Milne, James T., III-41
 Milne, John C., II-26, 95, 171-172
 Milne, Joseph D., II-172
 Mingo, John, II-159
 Minister's Lot, I-107, 110-111
 Minute Men, III-125, 127
 Mixing Plant at Steep Brook, I-90
 Monks, W. Harry, III-59
 Monomy, an Indian Tribe, I-15
 Monponset Ponds, I-48
 Monsignor Prevost High School, II-33, 35
 Montaup Point, III-140
 Montaup Mills, II-128
 Moonam (see Wamsutta)
 Moody and Sankey, II-11
 Moody, William H., III-101
 Moore, Richard, I-92
 Morey, Nicholas, I-95
 Morey Trail, I-35, 95; III-166
 Morgan Street, I-135; III-20, 72, 112
 Morgan Street School, II-61, 75-76, 90
 Morgan's Wharf, II-164
 Morrell, Jonathan E., III-114
 Morrell, William, I-16
 Morris, Capt. Richard, I-99
 Morris, Samuel B., III-53
 Morrison, David, II-170
 Morse, Anthony, III-70
 Morse, John V., III-97-110
 Morse, Mrs. S. H., II-64
 Morse, Sarah A., Mrs. Andrew J. Borden, III-97
 Morton, Justice James Madison, Sr., II-108; III-40, 85-86
 Morton, James Madison, Jr., II-103, 108
 Morton and Jennings, II-165
 Morton, Mary E., II-59
 Morton, William, I-76
 Mosquito Island, III-161
 Mother's Brook, I-95; II-5, 13, 100; III-16
 Mott, Adam, I-139
 Mott, Jacob, I-112, 129, 139
 Mount Hope, I-35, 40, 42, 49-50, 54, 56, 60, 123
 Mount Hope Avenue School, II-63
 Mount Hope Bay, I-3-4, 27, 55, 130, 135, 138; II-149, 180; III-3, 37, 121
 Mount Hope Block, II-110, 115; III-31
 Mount Hope Mills, II-127
 Mount Hope Village, II-63; III-19, 41, 73, 161
 Mount Hope Village School, II-59, 63, 64
 Mowhawk Indians, I-13, 37, 39
 Mowhawk Trail, I-13
 Mowry, Hannah D., II-83
 Mowry Trail, III-166
 Mudhole Pond, III-161
 Mungan, Mary A. S., II-67, 70
 Mulberry Street, III-41, 44, 72
 Munroe and Guard, III-71
 Munroe, Wilfrid H. quoted, I-3-4, 6, 8
 Murphy, Cornelius S., III-52
 Murphy, Father Edward, II-30; III-45, 135
 Murphy, Henry C., I-6
 Murphy, James D., II-80
 Murray, Alexander C., III-61
 Music Hall, II-26, 61, 87, 91; III-57
 Myer, Rev. Mr., II-53
 Myles, John, II-11, 46, 67
 Myricks, II-176-177; III-27
 N. B. BORDEN SCHOOL, II-61, 75-76, 90
 Nanaquaket, I-97-111, 113, 118
 Nantucket, I-3, 11, 13, 15
 Nankeen Mill, II-119
 Narragansett Basin, III-4
 Narragansett Bay, I-15, 60, 63, 97, 109; II-29-30; III-4, 6, 120-121
 Narragansett Mills, II-128, 135
 Narragansett Steamship Line, II-180
 Narragansett Village, III-161
 Narrows, The, I-88; II-9, 184; III-24, 74, 76, 161
 Natives (see Indians)
 National Guard, III-20, 143
 National Hall, II-61; III-20
 Nat's Brook, III-161
 Naval Brigade, Company F, Mass. Volunteer Militia, III-139-141
 Naval Training Station, Hingham, III-141
 Negroes, I-85; II-13, 17, 21-22; III-131-133
 Negus, Ruth, II-68-69
 Nemasket (see Middleborough)
 Nemasket Indian Tribe, I-15
 Neptune Steamship Line, II-180
 New Bedford, I-31, 80, 88; II-108, 119, 177, 185; III-21, 23-24, 28, 98, 101, 116, 121
 New Boston, I-80, 85; II-183; III-39, 72, 110, 161, 166
 New England Power Company, II-189
 New England Steamship Company, II-183
 Newfoundland, I-4, 9, 15
 New Hampshire, III-95
 New London, I-132
 New Meadow Neck in Barrington, I-31
 New Orleans, III-136
 New Pocasset Mill, II-119
 New Pond, III-162
 Newport, I-6, 26-28, 55, 73, 85, 89, 92, 98, 125, 127, 135, 138; II-29-30, 49, 177-178, 180-181, 184; III-4, 23, 26, 27, 96, 129, 131
 Newport, The, II-180
 Newport Commercial Stage Coach Line to Boston, III-26
 New Road, III-166
 Newspaper Row, III-160
 Newspapers, I-82; II-171-173; III-108, 141
 Newton, J. Edward, I-105, 129
 Newton Street, I-114
 Newville, III-162
 New York, III-27, 52
 New York Cloak and Suit Company, III-118
 New York, New Haven and Hartford R. R., II-177, 182; III-75
 Niagara No. 4, Fire Engine and House, II-54; III-112
 Niantic Thread Company, II-142
 Nichols, Henry W., II-91
 Nichols Street, III-167
 Nichols, Lafayette, II-128
 Nichols, Wilbur, Jr., I-59
 Nichols, William, II-76

Night Watchmen, III-81, 90-91
 Niles, William B., III-32
 Nobscot Indians, I-15
 Nobscot Mill, I-104
 Nobscot Pond, I-104
 Nonquit, alias Tiverton Four Corners, I-98
 Nope, alias Martha's Vineyard, I-15
 Normal Training School: in Fall River, II-88; in Frammingham, II-55; in Lexington, II-55; in New Bedford, I-88; in West Newton, II-55
 Norsemen, their routes, I-5
 Norse visits and colonization, I-3-5; II-29
 North Adams, I-3
 North Carolina, III-137
 North District School, II-59
 North Fall River School, II-38, 70
 North Main Street (see Main Street)
 North Market Street, III-167
 North Narrows, III-162
 North Pond Road, III-167
 North Street, III-37, 167
 Norway, I-6
 Nova Scotia, I-4

OAK GROVE CEMETERY (see Burial Grounds)

Oak Grove Village, III-162
 Oak Street, III-30, 72
 O. B. Wetherell and Son Company, II-161-162
 Ocean No. 5 Fire Engine and Fire Company, II-92; III-112
 O'Hara, Walter, II-133
 O'Keefe, A. L., II-169
 Old Bedford Road, I-82; III-24, 72, 167
 Old Colony Railroad, II-177, 180
 Old Colony Steamboat Company, II-109, 180
 Old Line Meeting House, III-20
 Old Pond, III-162
 Old Road, III-167
 Opera House, I-82; II-37, 113
 Orr, Hon. Hugh, II-118
 Osborne, Frank W., III-61
 Osborn, James Edward, III-131, 148
 Osborn, Mary S., III-18
 Osborn Mills, II-128, 135, 144
 Osborn Street School, II-59, 65, 75-76, 88
 Osborn, Weaver, II-115, 128; III-20, 47

Osborn's Wharf, alias Sinclair Oil Company Wharf, III-26
 Overseers of the Poor, III-49, 51, 56
 Oyster House, Perry Davis', III-32

PABODIE, WILLIAM, I-107, 118, 120, 128
 Pabodie-Gray House, I-108
 Packard, Gideon, III-80
 Padanarum, I-86

Page, Daniel, III-126
 Page, Rev. Herman, II-26
 Paine, Walter, 3rd, II-126; III-40, 47
 Palmer, A. S., II-80
 Palmer, Frank L., II-130
 Parker Mills, II-131, 135
 Parker, William H., II-131
 Parks and Playgrounds, I-54, 70, 85, 136; II-98-99, 184; III-57, 96
 Partridge, Ralph, I-87
 Patrol Wagon, III-91

Patuxet Indian Tribe, I-12, 15
 Pavements, III-75-76
 Pawtucket, III-21
 Pawtucket Indian Tribes, I-13

Pawtucket River, I-37
 Pay of Soldiers in King Philip War, I-68
 Peacock, Rev. Luther Knox, II-24

Peaked Rocks, III-162
 Pearce, B. W., II-171
 Pearce, John, I-137
 Pearl Street, III-70-72, 112, 118

Pearson, James B., II-82
 Pease, Charles, II-53
 Peck, Benjamin, III-130
 Peck, Howard B., II-95
 Peckham, S. A. and J. C., III-28

Peddlers (see Tin Peddlers)
 Peddlers' Carts, III-19
 Peet School, I-91; II-48
 Peet, Josiah, II-48

Peloquin, Pierre F., II-114
 Penacook Indian Tribe, I-12
 Penobscot, I-16
 Pentecost, the Evangelist, II-11

Peoples Cooperative Bank, III-119
 Pepperell Manufacturing Company, II-126

Pequots, I-13-14, 17, 23
 Perkins, Ralph C., II-132
 Perry, Anthony, II-110
 Perry, Dr. Bill, an Indian, I-84

Perry, Marsden J., II-188
 Perry, T. K., III-28
 Perry, W. S., II-62
 Peter Nunuit, son of Awashunks and husband of Weetamoc, I-33, 46, 49, 54-57, 107

Petrographs, I-8
 Petty, Asa, III-46
 Petty, Jirah B., III-18
 Philander Borden Building, III-19

Philip (see King Philip)
 Philip's Swamp, III-162
 Phillips, Arthur S., II-90, 114
 Phillips, Blaney, I-85
 Phillips, John, I-122, 132
 Phillips, Mercy, I-85
 Physiography of Fall River, III-3-8

Pickup, Herbert W., II-85
 Pierce, George B., II-162
 Pierce, Major Levi, II-48
 Pig Town, III-162

Pilgrim, The, II-180-181
 Pilgrim Mills, II-132, 135
Pilgrim Republic, I-8, 28, 42
 Pine Street, I-80, 124; II-11, 38, 53, 92, 95-96; III-70, 72, 111

Pine Street School, II-61
 Pine Trees, III-12-13
 Pitman, Charles, II-175
 Pittsville in Tiverton, I-105
 Place Names listed alphabetically, III-157-168

Playgrounds (see Parks and Playgrounds)
 Pleasant Street, I-83, 131, 133-134; II-15, 23, 53-54, 60, 65, 116, 165, 170, 175; III-4, 24, 30, 70, 72, 74-75, 112, 141

Pleasant Street School, II-61
 Plummer, Frederick W., II-85

Plummer, Joseph R., III-18
 Plymouth, I-11-12, 16, 20-21, 23, 25-26, 31, 46, 48, 54-57, 93, 98, 122; Plymouth Colony, I-14-15, 17, 20-21, 25-26, 28-30, 34, 53, 56, 59-60, 66, 69, 99; II-3, 5-7, 150-151; III-4, 9-10; citizens of Plymouth Colony, I-54, 67, 100, 106, 107; Court Records of Plymouth Colony, I-15-16, 23, 28, 30-33, 47, 49, 50, 53, 56, 95, 118; merged with Mass. Bay Colony, I-105

Plymouth Avenue, alias Eight Rod Way, III-141
 Plymouth House, III-121
 Plymouth Trail, III-4

- Pocasset, first name of Portsmouth Settlement, I-27, 34, 97
- Pocasset Block, III-39, 85, 122
- Pocasset Cedar Swamp, II-151
- Pocasset Company, III-30
- Pocasset Factory, II-54, 119-120, 122, 129, 135, 144
- Pocasset Ferry, I-98-99
- Pocasset Gut, I-110
- Pocasset Hall, II-14, 25
- Pocasset House, II-26; III-30
- Pocasset Indian Tribe, I-14, 17, 30, 34, 41-42, 45, 47; III-126
- Pocasset Manufacturing Company, I-72, 75; III-7, 45, 66, 70-71, 118-119
- Pocasset Outlet, I-110, 114
- Pocasset Purchase, I-31, 55, 60, 66-67, 70-71, 98-100, 109, 140; II-117, 151; III-17
- Pocasset River, I-3
- Pocasset Sound, alias Mt. Hope Bay, I-55
- Pocasset Street, I-71-72, 134; II-15, 110, 161, 168, 176; III-45, 68, 70-71, 75, 113, 118
- Pokonoket Indian Nation, I-12-13, 15, 21, 45, 47-48, 53
- Police Commission, III-51-52, 90-93
- Police Court, III-89, 90-93
- Police Department, I-81
- Police Force, III-92-93
- Police Station, III-92-93
- Polish National Home, II-96
- Ponce, III-140
- Pond Swamp, III-162
- Pontiff, Eugene J., III-33
- Poole, Willard H., II-85
- Poor Farm, II-97
- Popasquash Neck, I-125
- Pope, George F., II-83, 86
- Population distribution, III-39-40
- Porter, Asa R., II-179
- Porter, Edwin H., III-108
- Porter, John B., III-15
- Porter, Nathaniel, III-15
- Portsmouth, I-9, 26-27, 30-31, 70, 85-86, 91, 98-99, 112, 120, 125-126, 128-130, 132-136, 138-139; III-4, 121
- Portsmouth Grove Hospital, I-77
- Post 46, G. A. R., III-112
- Post Houses, Taverns and Hotels, III-28-33 (see Hotels), *The Green Dragon Inn was our only real Post House*, III-29
- Post Office: in Fall River, Mass., I-90; II-159, 175-176; III-75, 85; in Fall River, Rhode Island, III-21; in Steep Brook, I-90; in Tiverton, I-106
- Post Roads, III-23-30, 69-70
- Potter, Thomas T., III-43
- Potter, W. P., II-190
- Pounds, III-36
- Power used by the Mills on the Stream, III-7
- Prairie, The*, III-139-141
- Pratt, Ethel M., II-170
- Pratt, Joseph W., II-170
- Praying Indians, I-30, 33, 59; III-10
- Premier Theater, III-119
- Prence, Gov. Thomas, I-50, 68
- Presbrey Stove Lining Co., Taunton, I-90
- Prescott, Major General, his capture, III-126
- President's Day, III-57
- Prince's Cove, III-162
- Pring, Martin, I-11
- Priscilla, The*, II-181
- Proctor, Charles, III-31
- Proprietors of the Pocasset Purchase, I-112, 117, 119-130
- Proprietors Record Book, I-113
- Proprietors of the Sakonet Lands, I-106
- Proprietors Way, I-72, 82; II-52, 111, 117
- Prospect Street, I-84; III-40, 72
- Prospect Street School, II-59
- Prosser, William A., II-110
- Providence, I-25-26, 63, 88; II-17, 31-32, 118, 121, 184-185; III-23, 27-28, 116, 121
- Providence, The*, II-180-181
- Providence and Fall River Railway, II-177
- Providence River, I-14, 20, 29
- Provincetown, I-21; III-138, 140
- Prudence Island, I-35
- Public Library, I-77; II-41, 83, 91-92; III-48, 67
- Public Welfare Department, III-68
- Punkatest Indians, I-40
- Punkatest Mainland, I-31, 49, 54-55, 129
- Punkatest Mill, I-104
- Punkatest Neck, I-98, 100
- Punkatest Proprietors, I-102-103
- Punkatest Purchase, I-31, 70, 97, 109, 113-114, 154
- Purchase Street, I-70, 79-80, 133; III-30, 92, 116, 118-119
- Puritan, The*, a steamer, II-181
- Puritan Hall, II-173
- QUABAUG INDIAN TRIBE, I-36, 38
- Quakers (see Church History), II-3-40. Also I-28, 67, 85, 111-112, 133-134; III-11, 132, 133
- Quaker Hill, I-133
- Quaker Love Story, I-149-152
- Quanopin, alias Quanowin, I-34, 36-37, 39, 43, 46, 48, 63
- Quarries in Fall River, I-93, 96; III-67, 79
- Quarry Street, I-114; III-24, 67, 69
- Quartz, III-3, 158
- Queen Gutter Brook, III-162
- Quequechan, the meaning of the word, III-162
- Quequechan Club, III-140
- Quequechan Mill, II-119, 125, 129-130; III-7
- Quequechan No. 1 First Steam Fire Engine, III-113
- Quequechan River, alias The Falls River, alias The Stream, I-66-67, 71, 80, 113, 131, 153; II-51, 117, 119-121, 138, 149, 151-152, 159, 189; III-3-4, 9, 74, 82
- Quequechan Street, III-48, 74
- Quinn, Father Francis, II-31
- Quinn, Rev. James M., II-32
- Quirk, William E., III-52
- Quittacus Pond, I-110, 114
- RACIAL MIXTURE of INDIANS and WHITE MEN, I-4
- Radovsky, H. William, III-61
- Railroads, III-22, 26-27
- Ralph's Brook, III-162
- Ralph's Neck, I-70; III-161-162
- Ram Cat Alley, III-167
- Ramsey, Charles C., II-84
- Randall, Rev. George Maxwell, II-25
- Rankin, George, II-92
- Rattlesnake Hill, III-162
- Read, Benjamin B., II-131-132
- Read, George H., II-76
- Read, John, I-85-86, 88; II-4, 22; III-36
- Read, Joseph, I-88

- Read, Julia A., II-79, 83
 Read, Justin E., II-165
 Read's Tan Yard, I-85, 90
 Red Cross, Fall River Chapter, III-144
 Reed, William, II-62, 79; III-36
 Recruiting for Civil War Volunteers, III-135
 Reed, Rev. Augustus, II-13
 Reed, Milton, III-50
 Reed, Samuel, III-128
 Reed, William, II-75
 Refugio, alias Newport, I-6
 Registry of Deeds, I-136
 Rehoboth, I-14, 16, 21, 32, 35, 56, 123; II-6-7, 13, 44, 119, 168; III-21
 Reiss, Elias, II-131
 Remington, Charles G., II-92
 Remington, C. V. S., III-36
 Remington, Edward B., II-163
 Remington, Hale, II-163; III-40
 Remington, Joshua, I-86; II-19; III-44
 Remington, Robert K., II-95, 163; III-41
 Republican Party, III-48, 50, 52-53
 Reservoir Commission, III-52
 Revere Bell, II-13
 Revivalists, II-11, 19
 Revolutionary War, III-125-130
 Reynolds, Obed, III-96-97
 Rhode Island, Island of, III-128, 130
 Rialto Theater, III-119
 Rice, W. K., II-191
 Richard Borden Manufacturing Company, II-127, 135, 144
 Richards, A., III-28
 Richards, Mrs. Emily J., II-88
 Richardson, Solon, I-76
 Richardson, Dr. S. D., III-31
 Richmond Farm, I-54
 Richmond, Rev. James L., II-25
 Richmond, Col. Silas P., III-137
Rising State, The, a sloop, I-92
 River Traffic, I-89, 91
 Rivers, Frank P., II-130
 Road construction and repairs, III-23, 27, 49, 69-77
 Robert A. Wilcox Company, II-169
 Roberts, Thomas, II-49
 Robertson, Eliza J., II-88
 Robertson, John T., II-184
 Robertson, William S., II-173
 Robeson, Andrew, II-52, 119, 126; III-25-41, 114
 Robeson Mills, II-122, 126, 137
 Robeson Print Works, II-129
 Robeson Street School, II-61, 65, 77, 88, 101; III-41
 Robinson, George D., III-101
 Robinson, John E., II-77
 Robinson, Samuel E., II-110, 114
 Rochester, I-88, 97, 110, 144
 Rock Street, alias New Boston Road, alias Exchange Street, I-80; II-13-14, 24, 26-27, 38, 52, 60, 62, 79, 83, 96, 116, 159; III-37, 44, 70, 112, 115, 118
 Rocks: Bell Rock, I-94; Creeping Rock, I-91; Hog Rock, I-92; Cleft Rock, I-117; Rolling Rock, I-87; III-162; Dighton Rock, I-8-10
 Rocky Bottom, III-162
 Rodman Farm, III-30
 Rodman, Samuel, I-79; II-53, 119, 125
 Rodman Street, I-134, 137; II-111, 114-115; III-19, 72, 82-83, 112
 Rogers, John, I-91, 99
 Rolling Rock, III-162
Rotten Rock, Arkose Clay, III-3
 Round House of Railroad, I-73
 Round Pond, III-162
Rowena, The, I-92
 Rowlandson, Mrs. Joseph, Narration of her Captivity, I-16-17, 36-39
 Roxbury, I-99
 Ruggles, Micah H., II-111; III-66
 Ruggles, Nathaniel S., III-25
 Ruggles Park, III-9, 114
 Run Brook, III-162
 Rundall, Frederick H., II-89
 Runnels, Warren, III-66
 Russell, Alice M., II-65, 67
 Russell, Samuel, I-70
 Russell's Mills, III-23
 Ryder, Mrs. Delano R., II-96
 SABBATH SCHOOLS, II-16, 20, 22, 30
 Sagamore Manufacturing Company, II-109, 129, 133, 135, 143, 144
 Sailing Packets between Newport and New York, III-27
 St. Helena's Convent, III-40
 St. John's Hall, II-31, 65
 St. Joseph's Church, I-85
 St. Joseph's Orphanage, II-35
 St. Mary's Cathedral, III-118
 St. Paul's Methodist Episcopal Church, III-53
 St. Vincent's Orphan's Home, I-87; II-33, 35, 84
 Saco, Maine, I-13
 Sakonet, I-37, 49-50, 53-54, 57, 103, 122, 124, 128; III-4, 6, 121, 123
 Sakonet Indians, I-15, 30, 45, 48, 55-56, 123; III-9
 Sakonet Purchase, I-53, 97-108
 Sakonet Point, I-54, 108
 Sakonet River, I-3, 5, 100, 111; III-4, 6, 121, 123
 Sakonet Settlers, I-106
 Salt Works, I-73, 85-86
 Salvation Army, III-67
 Samoset, Indian Sachem of Monhegan, I-12
 Samuel Longfellow School, II-25, 65
 Samuel Watson School, II-66, 71
 Samways, Mark, III-31
 Sand Bar, III-162
 Sandwich, I-15
 Sandy Beach, III-162
 Sanford, Arnold B., II-130-131
 Sanford's Block, III-31
 Sanford, Samuel, I-75; III-30-31
 Sanford Spinning Corporation, II-131, 135
 Sanford, Thomas, III-66
 Sanford, William, II-138
 Sanford Yard, III-167
 San Juan, Porto Rico, III-140
 Santiago, Cuba, III-140-141
 Sargent Building, III-21
 Sargent, J. G., III-21
 Sassafras Island, III-162
 Sassamon, John, a praying Indian, I-33, 67
 Satinet Manufacturing Company, II-131, 135
 Saville, George K., III-31
 Sawdy Pond, II-149; III-13
 Saw Mills, I-85, 90, 104. On the Falls River, I-73-74, 152; II-133, 188; III-128
 Sawyer, Henry B., III-61
 Schermerhorn, Angenetta, II-59; III-18
 Schools. Each Public School is indexed under its own name. (See Schools, Catholic.)
 School Books, II-53, 56, 62
 Schools, Catholic, II-31-35
 School Committees, II-21, 24-26, 41, 48, 54-58, 60-63, 65, 70, 78, 81, 85, 89, 97; III-18

- Schools, Company, II-52, 61
 Schools, Continuation, II-72, 76, 90
 Schools, Cooking, II-57, 59
 Schools—Enrollment of Fall River Schools in 1940. III-179-181
 Schools, Evening, II-67, 75, 78-79
 Schools, Finishing, II-49
 Schools, Grammar, II-54, 56-57, 74, 77, 81
 Schools, High, II-25, 27, 31, 35, 41, 53, 57, 59, 66, 76, 79, 81, 88; III-85
 School Houses, II-4, 12-13, 16, 22, 27, 30, 38, 49-60
 Schools, Infant, II-52
 Schools, Junior High, II-67-69, 71, 75-77
 Schools, Lancastrian System, II-52
 Schools, Manual Training, II-62, 89-91
 School Nurses, II-66
 Schools. Physical education, II-68
 Schools, Primary, II-56
 Schools privately owned, I-77; II-25-26, 35, 51-52, 57
 Schools, Public, I-27, 29; II-52-53; III-13, 18
 School Superintendents, II-25, 44, 60, 62, 64-65
 School Teachers, II-3, 35, 43, 49, 52, 55, 57, 61-62
 Scituate, I-13, 70, 83, 86, 89, 92
 Scotch Hole, III-162
 Scotch immigration, III-50
 Scouts, II-97
 Seabury, Pardon, I-80
 Seaconnet Mills (Sakonet), II-130, 135, 160
 Seapowet Avenue, I-103, 109
 Sears, Chauncey H., II-160, 183
 Second District Court House, I-80-81; III-93
 Second Street, I-82-83, 135; II-25, 31, 39, 52, 54, 115, 162, 183; III-23, 39, 44, 70, 72, 97, 111, 113
 Seekonk, II-121
 September Gale, The, III-121
 Servants: Indian servants, I-68; Sakonet Settlers as servants, I-106; scarcity of servants, III-68
 Settlement of Fall River, First, III-4-5
 Seventh Massachusetts Infantry Volunteers, Companies A and B, III-136
 Seventy-fifth U. S. Colored Infantry, III-137
 Sevigny, Charles E., II-172
 Sewage disposal, III-49
 Sewers, III-81-83
 Sewing Society, Civil War, III-138
 Shad in the Taunton River, III-6
 Shattuck, Kate E., II-64
 Shaw, Edwin, III-43
 Shaw's Pond, III-157, 163
 Shawmut Mills, II-130, 133
 Shay, Bartholomew, III-107
 Sheehan, Robert, III-136
 Sheep introduced into the Colony, III-12
 Sheldon, Benjamin, I-110
 Shell Oil Company Plant, I-87
 Shephard and Buffinton, I-82
 Sherman, Samson, III-126
 Sherman, Samuel, I-138
 Sherman's Stable, I-81
 Sherman, Waldo A., III-125
 Ship Building: first ship built in Plymouth Colony, I-69; at Steep Brook, I-90, 92; ship builders, II-7, 120; III-12, 38, 129
 Shipping, mostly from the northern ferries, I-73, 90
 Shipwrights, I-90, 92
 Shoemakers, Travelling, III-13
 Shove, Azariah, III-51
 Shove, Charles M., II-126, 132
 Shove, Charles O., II-126, 129; III-44, 47
 Shove, Clark, III-36
 Shove, Jervis, III-117
 Shove Mill, I-126; II-129, 132-133
 Shove, Samuel, I-75; II-121
 Sidewalks, III-18, 71, 74, 79
 Silvia, Frank M., III-110
 Simmons, Capt. A. G., II-181
 Simmons, Elizabeth H., II-59
 Simmons, Capt. James, III-130
 Simmons, John, his tavern and ferry, I-98-99
 Sinclair, James, II-110
 Sinclair Oil Wharf, I-110
 Sin and Flesh River, I-110-111
 Singing Classes, II-52-53, 61; III-20
 Singleton, Harry, II-161
 Sippican, I-67, 88, 97
 Sisson's Corner, I-104
 Sisson, George, II-138
 Sisson, William, III-91-92
 Six Rod Way, I-114; III-167
 Skeleton in Armor, II-91, 93; III-9
 Skinner, Maj. Harry A., III-142
 Skinner, Homer, III-67
 Skraelings, I-4
 Slab Bridge, III-96
 Slack, Charles T., II-110
 Slade, Abbott E., II-130
 Slade, Albion K., II-59, 75-76, 82
 Slade-Brightman Ferry, I-74; III-23, 25, 27-28, 38, 70, 130, 163
 Slade, Charles M., II-127
 Slade, Eber, II-119, 125
 Slade, Everett N., II-31, 60, 165-166
 Slade's Ferry Bridge, II-177; III-28, 74
 Slade, George W., II-115
 Slade's Hill, III-163
 Slade House, II-95; III-31
 Slade, John P., II-129-130, 165-166; III-52
 Slade, Jonathan, III-44
 Slade, Leonard N., II-16, 166
 Slade Mills, II-127, 132
 Slade, Nathan, I-76-77; III-31
 Slade School, II-60-62, 70-71, 76
 Slade Pond, III-163
 Slade Street, alias Pine Street, I-137; III-70, 75, 167
 Slade, William Lawton, II-127-128
 Slade's Wharf, alias Long Wharf, I-73; II-164
 Slaughter House Island, III-163
 Slavery: of Indians to Europeans, I-11; of Europeans to Indians, I-36, 62-63; of Negroes, I-85; II-17; III-45, 131-133
 Slave Trade, III-132
 Slee, Charles, II-166
 Slocum, Giles, I-136
 Small Pox Epidemic, II-100
 Small, Ralph M., II-85
 Small, Reuben C., II-98; III-56
 Smalley, Harry, II-67, 77
 Smith, Alfred, II-168
 Smith, Lieut. Clinton M., III-142
 Smith, Rev. Emelius W., II-26
 Smith, Iram, I-80; II-19
 Smith, Iram N., II-83, 85
 Smith, Isaac, Jr., III-47
 Smith, Capt. John, I-11-12
 Smith, Nathaniel, II-171
 Smith, Richard, I-31
 Smith, Thomas Russell, *Cotton Textile Industry in Fall River*, III-73
 Smithfield, R. I., III-132
 Snell, George, III-36

- Snell, Samuel, I-112, 126, 132, 139
 Snow, Rev. Charles A., III-137
 Snow Storms, III-121
 Socialism, I-60-61
 Social Welfare Agencies and Charities, II-66, 96-98
 Society of Colonial Wars, I-125
 Soldiers and Sailors' Relief and Bonus, III-68, 127
 Somerset, I-21, 92; II-19, 187; III-12, 21, 122
 Somerset Junction, II-177
 Sons of the American Revolution, III-130
 Sorel, Leah, II-77
 South Bank Street, alias Tasker Street, alias Morgan Street, III-72, 167
 South Dartmouth, III-23
 South End, III-163
 South Main Street, see Main Street
 South Market Street, alias Pocasset Street, III-167
 Southwick, John, III-66
 Southworth, Alice, I-122
 Southworth, Constant, I-65, 68, 93, 107, 122, 131, 153
 Southworth, Nathaniel, I-123
 Southworth, Thomas, I-68-69, 93
 Sowans, alias Warren, I-16, 23, 25-26, 49
 Spanish-American War Monument, II-176
 Spanish-American War, III-139-141
 Special Aid Society for Preparedness, III-143-144
 Spelling Bees, III-13
 Spencer Borden School, II-69
 Spencer, David, II-75
 Sperry, Rev. Willard L., II-14
 Spindles, II-134
 Spitfire Spring, III-163
 Split Rock, III-163
 Sprague, Samuel, I-120
 Sprague Street, I-136
 Spring Brook, III-158, 163
 Springfield, III-101
 Spring Street, III-44, 70, 81, 117
 Squanto, I-23
 Stables: Blake and Kirby's Stable, III-31; Bristol House Stable, III-31; Kirby's Stable, III-30; Stone Stable, Pocasset House and Exchange House, III-30
 Stacey's Creek, I-34, 65-66
 Stafford, Foster H., II-127
 Stafford Pond, I-114; II-133, 149, 152
 Stafford Road, I-128, 137; II-101, 133, 183, 186; III-11, 23, 72
 Stafford Square, III-25, 163
 Stafford Street, alias Hamlet, III-23, 167
 Stage Coaches, I-76, 89, 92; II-185; III-23-33
 Stage Drivers, III-26-27
 Stang, Bishop Williams, II-32
 Staples Coal Company, II-153
 State Avenue, I-144; III-17
 State Board of Lunacy and Charity, II-41
 State Guard, III-143
 State Line, I-126, 128, 148 (see Boundaries)
 State of Maine, II-180
 State Normal Art School, II-84
 Statue of General Lafayette, II-99; of Prince Henry the Navigator, II-176
 Steamboats, I-83 (see under individual names of boats and steamship lines)
 Steamboat Dock, II-176; III-70, 76
 Steamboat Train, II-179; III-113
 Steam Fire Engines, III-113
 Steam Power in Mills, II-122; III-7
 Steam Railroads, II-176-178
 Steam Rollers, III-75
 Stearns, Lizzie O., II-64
 Steep Brook, I-74, 87, 91-92; II-22, 52, 59, 168, 175, 177, 183; III-3-4, 22-23, 27-28, 38, 46, 66, 163
 Steep Brook Corners, III-163
 Steep Brook Schools, II-59, 70, 74
 Steiger Building, III-118
 Stepping Stones, III-4
 Stevens, Frank Shaw, II-116, 127, 129, 184
 Stevens Street, III-167
 Stevens Textile Manufacturing Company, II-131, 135
 Stewart, William, II-80
 Stickney, Charles P., II-164, 187; III-49
 Stillwell, Daniel, III-39, 71
 Stillwell's Store, III-39, 47
 Stoddard, Ann, I-136
 Stone Bridge, I-9, 97, 111-112; III-4, 25-27, 129
 Stone Bridge and Fall River Turnpike, III-25-26, 72, 167
 Stone Cottages, on Green Street, I-77; on Stone Lane, I-74
 Stone Crusher, III-75
 Stone Cutter, I-88
 Stone Lane, I-74; III-112, 167
 Stone Mill of Newport, III-120
 Stone's Stable, I-76, 81
 Stone Walls, III-37
 Stoney Brook, I-104
 Stove Foundry, Steep Brook, I-90
 Street Department, I-82
 Street Lighting, III-18, 80-81
 Street Names, listed alphabetically, III-70-72, 77, 164-168
 Street Sprinkling, III-79
 Strikes, III-49-50
 Stump Pond, III-163
 Sturgeon, III-6
 Sucker Brook, III-163
 Sullivan, Bridget, III-97, 110
 Sullivan Building, III-118
 Sullivan, Daniel F., III-59
 Sullivan, Lieut. Herbert A., III-142
 Sullivan, James E., III-49
 Sullivan, Jeremiah F., III-117
 Sullivan, John R., III-36
 Sullivan, Mrs. Michael F., III-144
 Sullivan, William M., III-58
 Swansea, I-21, 34-35, 130; II-3, 5, 7-8, 16, 26, 46, 185-187; III-21, 28
 Sweeney, Michael, II-110; III-53
 Sweet, George H., II-175
 Swift, James M., II-103; III-90
 Swift, John T., II-103-104
 Swift, Marcus G. B., II-103
 Sylvester, Charles, II-191
 TABER, JOSEPH, I-104
 Taber's Saw Mill, I-104
 Taft, President, III-57
 Talbot's Block, III-122
 Talbot, Edmund P., III-58-59
 Tallman, Hannah, I-133
 Tallman, James, I-133, 137, 139
 Tallman, alias Taelmon Peter, I-49
 Tanbark, III-5
 Tannery, Read's, I-90
 Tansey, James, II-90, 145-146
 Tan Yard, II-159
 Tasker Street, alias Cherry Street, III-18, 70, 167
 Tatuckamua, alias Tokamona, brother of Awashonks, I-57
 Taunton, I-21, 33-34, 67, 90, 106, 153; II-3, 7, 44, 48, 102, 178; III-16, 21, 23, 26, 138

- Taunton River, I-29, 34-35, 39-40, 66-67, 153; II-51, 138; III-3, 6-7
- Taverns (see Hotels)
- Tavern Signs, III-29
- Taylor, Father, Pastor of Methodist Church, I-75
- Taylor, Rev. Edward T., II-19
- Technical High School, II-79, 85-86
- Tecumseh Mills, II-126, 135
- Telephone and Telegraph Company, II-190-191
- Temperance Hotels, III-30
- Temple Beth-El, III-119
- Ten Pin Alley, I-75
- Terry Brook, III-163
- Terry's Lane, alias Ward Street, III-167
- Terry Street, alias Harvard Street, III-167
- Tetlow, John, II-76
- Tew, Abigail, I-138
- Tew, Richard, I-138
- Tew, William, I-138
- Tewksbury, M. C., II-60, 62, 78, 88
- Thatcher, Peter, I-87
- Thatcher, Ralph, I-87
- Thaxter, Samuel L., III-41, 43
- Thayer, Edwin S., II-76
- Theaters, III-49
- Third Engineers Division, Naval Battalion, Massachusetts Militia, III-142
- Third Regiment, Louisiana National Guards, alias Seventy-fifth U. S. Colored Infantry, III-136-137
- Third Regiment, Massachusetts Infantry Volunteer, Company C, III-137
- Third Street, I-135; II-57, 89-90, 159; III-67-68, 70, 72, 74-75
- Third Street School, II-55, 57, 59
- Thirteenth Street, III-27, 72
- Thomas E. Brayton and Company, II-167
- Thomas, Captain Nathaniel, I-99, 107, 117, 120-121, 129-130, 154
- Thomas, Victor F., II-155
- Thornton, John D., I-80; III-30
- Thread Mills: American Thread Co., II-131, 135; Fall River Thread Mills, III-19; Oliver Chace's, III-19; Joseph M. Davis' Thread Mill, III-19; Hill and Buffinton Thread Mill, III-41
- Thurston, A. G., Machine Shop, in Mt. Hope Village, III-19
- Thurston, Edward, I-91; III-72
- Thurston, Rev. Eli, II-14
- Thurston, Gardner, III-36
- Thurston Ledge, III-163
- Thurston's Wharf, I-91-92
- Tillinghast, Christopher W., III-43
- Tin Peddlers, III-19, 67, 107
- Tisquantum of the Patuxet Tribe of Indians, I-12, 15
- Titcomb, Walter T., II-64, 70
- Tiverton, I-9, 14, 21, 29, 35, 83, 97, 99, 106, 109-111, 128, 137-138; II-10, 12, 51, 111, 115, 118, 121, 125, 185, 187; III-4, 17-18, 25, 27, 41, 72, 95, 105, 126, 130
- Tiverton Four Corners, I-98, 103-106
- Tiverton Mills, II-133-134
- Tobacco, II-68; III-11
- Tobias, Indian Counsellor to King Philip, I-33
- Toll Bridge, I-111
- Toll Board of Fall River and Watuppa Turnpike Corporation, III-24
- Toll Gate, III-25
- Toll Houses, III-25-26
- Tolony, Sachem of the Sakonet Indians, I-15, 56
- Tootle, Michael, III-50
- Tories, I-90; II-3, 5; III-125, 127-128
- Torrent No. 2 Fire Engine, III-112
- Town Avenue, alias Durfee Street, I-74-75; III-36, 66, 167
- Town Avenue School, II-55-56, 59, 65
- Town Farm, I-85; III-18, 21, 72
- Town Hall, I-75; II-23, 25, 91; III-39, 66-67, 92-93
- Town House, I-74, 89; II-52
- Town Meeting, I-88; III-18-19, 35-36
- Town Pond, III-121
- Town Pump, III-67
- Townsend Hill, I-139, 148; II-186; III-25, 27, 76, 163
- Townsend, Katherine, I-126
- Townsend Captain Thomas, I-125-126, 139
- Trades Parade, III-57
- Trade Routes, I-88, 91
- Trafford, William B., II-121
- Trafton, Charles, I-80
- Trafton, Curtis E., II-187
- Train, Capt. Charles J., U.S.A., III-139
- Trawlers in Mt. Hope Bay, III-5
- Tripp, Azariah S., II-128; III-32
- Tripp, Philip E., II-132
- Troy (see Fall River)
- Troy Bank, III-119
- Troy Cotton and Woolen Manufacturing Company, II-15, 111, 122, 125, 135, 143, 149, 167; III-7, 119
- Troy Dam, I-83
- Troy Street, I-134; III-4
- Truant Officers, II-60-62, 78-79
- Truesdale, Dr. Philemon E., II-97
- Tucker Street School, II-61, 67, 74, 83
- Tucker Swamp, III-163
- Tucker, Thomas, III-25
- Tunnel at foot of Central Street, III-75
- Tunnel under Fall River, II-177
- Turner, Humphrey, I-83
- Turner, Joseph, I-83
- Turner's Lane, III-167
- Turner Street, III-70, 75, 112
- Turner, Wendell E., II-106, 130, 184
- Turnpike Lane, III-167
- Turnpike School, II-59, 61
- Turnpike Street, III-167
- Turnpike, III-24-26
- Tuttle, Hurley, and Company, II-103
- Twelfth Company, Coast Artillery Corps, Mass. National Guard, III-142
- Twelfth Street, I-131
- Twenty-first Unattached Company of Infantry, III-138
- Twenty-sixth Massachusetts Infantry Volunteers, Company G, III-136
- UNCAS, I-36
- Underground Railroad, II-17; III-132-133
- Undertaking Business, III-99
- Ulms, John G., II-77
- Umpleby, Fenwick, II-91
- Union Cotton Manufacturing Company, II-109, 122, 125-126, 135, 138, 140, 167
- Union Hall, I-77; II-10-11; III-44
- Union Hospital, III-144
- Union Savings Bank, II-112; III-97, 119
- Union Street, III-71-72
- Unitarian Church, II-24; III-86

- United Spanish War Veterans, III-140-141
 Upper New Boston Road, III-168
 Upper New Boston School, II-69
- VAGABOND INDIANS,**
 I-34
 Valentine, David, I-94
 Valentine, Edson, III-36
 Valentine, Elizabeth, II-89, 94
 Valentine Estate, II-97
 Valentine, James, I-80; III-30
 Valentine, Joseph, I-94; III-127
 Valentine, Samuel, I-94; II-100
 Valentine, William, I-94; II-100; III-127
 Valley Falls, alias Central Falls, III-132-133
 Varney, Edward B., II-160
 Vehicles in use in 1827, listed, III-24
 Verrazano, Giovanni, I-4, 6-7, 9; II-29
 Veterans' Aid, I-59-60, 103, 124
 Veterans' Meeting Place, Civil War, III-32
 Viaduct, I-73; II-177
 Vickery, Caleb B., III-66
 Vickery, Elizabeth C., II-59
 Vickery, Frances, II-59
 Victory Loan Campaigns, III-143
 Viking Explorers, II-5
 Vines, Dr. Richard, his life with the Indians, I-12
 Vinland, I-4-6
 Violette, Abel J., III-92
 Virginia, I-20
 Voluntary Fire Company, III-112-113
 Volunteer Firemen, III-111-113
- WADE, HENRY,** II-8
 Wading River, II-126
 Wadsworth, Christopher, I-84
 Wadsworth, Recompense, II-4
 Waite, Thomas, I-103, 117, 126, 130, 154
 Waite, William A., III-31
 Wallace, Rev. David, II-24
 Wallace, Joseph A., II-85; III-61
 Walley, John, I-60
 Walnut Street, I-79; III-40, 72
 Walon, Jephtha, III-19
 Wampanoag Indians, I-14, 30, 35-37
 Wampanoag Mills, II-135
 Wampum accepted in payment of taxes, III-11
 Wamsutta, alias Alexander, I-14, 23, 45-47, 50, 65-67
 Wamsutta Steam Woolen Mill, II-121
 Wanton, Edward, I-130
 Wanton, Joseph, I-110, 112
 War Camp Community Service, III-144
 War Dances, I-38, 53, 55, 88
 War Gardens, III-5-8
 War Library Committee, III-144
 War of 1812, I-74; III-130
 War Savings Stamps, III-143
 War Veterans, II-55, 60, 100
 Ward, Richard, I-137-138
 Ward Rooms in 1854, III-44
 Wardrop Place, III-168
 Wardrop's Island, III-163
 Ward Street, alias Terry Lane, III-167
 Wardwell, Benjamin, III-40
 Wareham, I-15
 Waring Brothers, II-170
 Waring, James, II-128
 Warren, I-9, 14, 20, 25, 26, 46; III-21
 Warren, Elizabeth, I-122
 Warren, Joseph, I-72, 74
 Warren, Marshall, I-71-72, 76
 Warren, Richard, I-122, 126
 Warren Street, III-74
 Warwick, II-9, 15, 35, 36
 Warwick Patent, II-20-21
 Washbourne, John, II-107
 Washburn, Rev. Saul, II-14
 Washing done in the Stream, I-76; II-120
 Washington School, II-52
 Washington Street, III-41, 70, 72, 81
 Water Board, III-68
 Water Carnival, III-57
 Watering Carts, III-80
 Water Rights on the Quequechan, I-71; II-149, 153; III-7
 Water Works System, II-185-187; III-39-68
 Water Street, III-75
 Watering Streets, III-80
 Watering Trough, III-39, 67
 Waterman, Fred E., II-131
 Waterman, Susan A., III-18
 Watertown, III-59
 Watson, John, I-87
 Watson, George, I-87
 Watson, Samuel, III-52
 Watts, Frederick W., II-112
 Watuppa Dam, I-83
 Watuppa Ponds or Lakes, I-21, 82-84, 86, 88-96, 113-114, 128; II-12, 51, 62, 98, 133, 138, 149-151; III-3-5, 9, 11, 17, 83, 86, 163
 Watuppa Mills, III-7
 Watuppa Reservation, III-3, 58, 68, 163
 Watuppa Reservation Corporation, II-149-151, 186
 Watuppa Water Board, III-48
 Way, William, II-3, 49
 Weather Vanes, III-37
 Weaver, Benjamin, III-130
 Webster, Rev. Chauncey, II-23
 Weequequequa, husband of Wectamoe, I-46
 Weetamoe, alias Namumpum, alias Tetapanum, wife of Wamsutta, I-14, 30-31, 33, 35-37, 39-43, 45-50, 53, 65, 69, 95, 107; III-9
 Weetamoe Mills, II-127, 135, 144
 Wectamoe Street, I-85-86
 Welch's Court, III-168
 Wells used before City Water, III-32
 West Bank Street, III-168
 West Central Street, alias Central and Bedford Streets, I-71, 73, 75, 164; III-69, 168
 West End, I-71-77; III-164
 Westall, John, II-27, 64
 Westall School, I-83; II-64, 66, 69, 76, 86
 Westgate, Abner L., II-19-20, 162; III-114
 Westgate, Frank L., II-115
 Westgate, Rev. George L., II-87
 Westgate, J. Oscar, II-162
 Westgate, Joseph C., II-162
 Westgate, Samuel H., I-72, 74
 West Indies, I-91
 Weston, Christopher C., III-136
 Weston's Colony, I-15
 Westport, I-14, 82, 143; II-177; III-3, 21, 24, 28, 98
 Westport Harbor, III-28, 122
 Wetherbee, Alice, II-97
 Wetherbee, Marjorie, II-92
 Wetherell, Daniel A., II-161
 Wetherell, Daniel H., II-161-162
 Wetherell, Howard B., II-161-162
 Wetherell, Orin B., II-162
 Weymouth, Captain George, I-111
 Weybosset Street, III-97, 100

Weypoyset River, I-66
 Whaling, III-6
 Wharf Company Store, I-72
 Wharves, I-72-74, 76, 83, 89,
 91, 93, 97, 133; III-128
 Wheeler, Dexter, II-119, 125
 Whigs, III-125
 Whipple, Clark, I-82
 Whipple Street, III-72
 Whitely's Swamp, II-152;
 III-164
 White Brook, III-164
 White Chapel Bridge, III-
 164
 White, Charles H., I-105
 White Mill, I-72, 105; II-
 119, 143
 White, Peregrine, I-68
 White Rock, III-164
 White, Susannah, I-68
 Wigwams, I-8, 16-17, 30, 38,
 54, 55
 Wigwam Lot, I-54, 94; III-9
 Wigwam Pond, I-54
 Wilbur, Darius (King Wil-
 bur), III-32-33
 Wilbur, George K., III-32
 Wilbur, Henry, III-43
 Wilbur's Restaurant, III-32
 Wilbur, Dr. Thomas, III-43,
 47
 Wilbur Woods, Little Comp-
 ton, I-54, 56, 108; III-9
 Wilcox, Andrew D., II-170
 Wilcox, Daniel, I-100, 103-
 105, 107, 126-130, 139,
 154
 Wilcox, Capt. Edward, I-126
 Wilcox, Henry C., III-92,
 136
 Wilcox, Robert A., II-169
 Wilcox, Thomas, III-81
 Wilcox and Wardwell, I-75
 Wilder, John, III-30
 Wiley, William J., III-50
 Willet, Thomas, I-32, 48; II-
 65
 William Connell School, II-7
 William J. Wiley School, II-
 69, 77
 William Street, III-25
 William S. Greene School,
 II-66, 77, 88
 Williams, Eliab, III-43, 88
 Williams, John, I-16
 Williams, Roger, I-14, 16-17,
 22, 25-26, 28, 32, 38
 Williams, William, III-18
 Williamstown, I-13
 Wilson, David, I-88-89; II-
 168
 Wilson, Hezekiah, I-89; II-
 168; III-36
 Wilson, James H., I-89; II-
 168, 183
 Wilson, Job T., I-88; II-168

Wilson Road, I-88-91, 95;
 II-52, 60; III-23, 28, 29,
 72, 168
 Wilson Wharf, I-89-90
 Winslow, Abiel W., I-176
 Winslow, Albert, III-43
 Winslow, Benjamin F., III-
 49
 Winslow, Edward, I-16, 22-
 23, 68, 119, 122
 Winslow, Elizabeth B., II-59
 Winslow, Isaac, I-89
 Winslow, Job, II-3
 Winslow, John, I-119
 Winslow, Josiah, I-65-68,
 107, 123, 153-154; II-4
 Winslow, Luther, I-92; III-
 36
 Winslow, Mary J., I-136
 Winslow, Smith, III-43
 Winslow, Susannah, I-119
 Winslow, William, II-4
 Winter Street, I-80; III-40-
 41, 72
 Winthrop, Gov., I-16, 22, 122
 Winward, Emily, II-86
 Winward, James, III-19
 Wise, Rev. Daniel, II-20
 Wisner, James, Indian Con-
 vert, I-38
 Wolf's Hole, III-164
 Wolves, III-5
 Wolstenholme, Albert, II-171
 Women's Committee of the
 Council of National De-
 fence, III-144
 Women's Liberty Loan Com-
 mittee, III-144
 Wood, Edward S., III-101
 Wooden Household Utensils,
 III-12
Woodhouse, The, I-28
 Woodley, Father Robert, II-
 30
 Wood Lots, III-5
 Woodman, Lieut. Charles B.,
 III-140
 Woodman, Ucal, III-18
 Worcester, III-82, 133
 Wordell, Gershom, I-131,
 140, 143-144
 Works Progress Administra-
 tion, I-84, 87, 89
 World War I, III-58, 141-
 144
 Worthington's Tavern, Bos-
 ton Stage Coach Terminal,
 III-26
 Wright, Andrew R., III-92,
 137
 Wrightington, Ellen M., I-80
 Wrightington, Hannah, III-
 71
 Wrightington, Stephen C.,
 II-128
 Wyatt, Benjamin D., II-109
 Wyatt, William T., III-66

Wyoming Mill, II-121, 152
 YANKEE OVERSEAS DI-
 VISION, WORLD WAR
 I, III-142-143
 Yarmouth, I-15, 121
 Yarn Mill, II-119; III-19
 Yarn Mill Meadows, III-158,
 164
 Yellow Hill Road, I-88; III-
 23, 28, 159, 168
 Young, Hortense, II-76
 Young, Jeremiah S., II-107
 Young, Mary Brayton (Mrs.
 Jeremiah S. Young), I-77;
 II-21, 83-84, 90, 92, 107
 Young, Russell, III-66
 ZUILL, ROBERT W., II-
 131