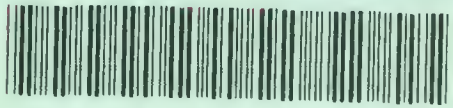


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Millbury, Mass.



Plain and Hand Threading Shuttles

DOMESTIC AND IMPORTED GERMAN HEDDLES, WOOD
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WEBSTER LOOM HARNESS CO. Sole Agent
For Fall River, Mass.

Webster Loom Harness Co.

WILLIAM H. JENNINGS, Treasurer

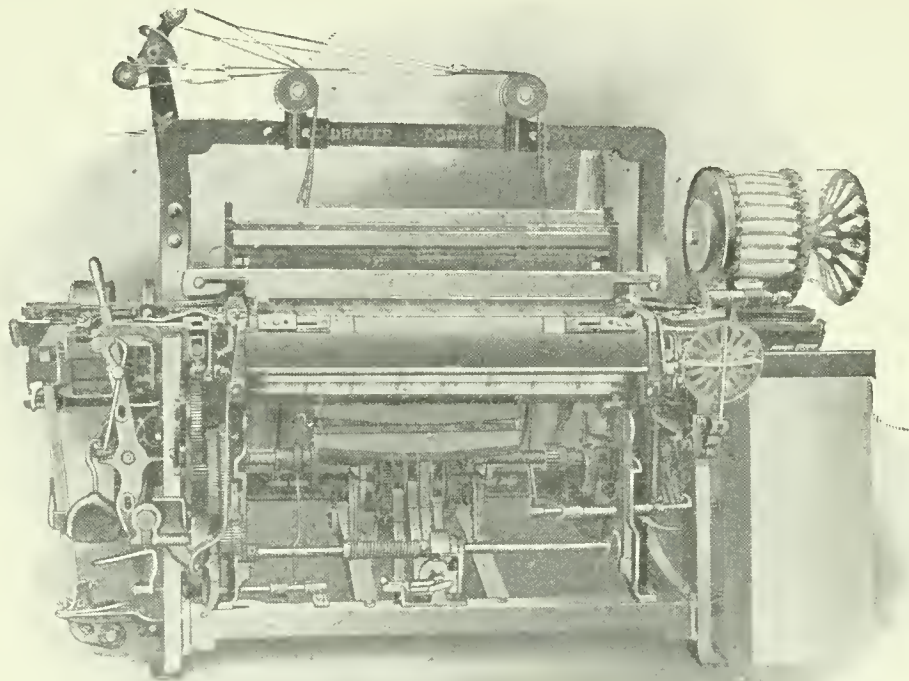
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LOOM HARNESS

Special attention paid to the repairing of old harness

209 BEDFORD ST.

FALL RIVER, MASS.



THE continued success of the Textile Industry in this country depends upon the adoption of the most improved labor-saving machines so as to compete with foreign products made by help working longer hours and paid much less wages per day. Such machinery works to the mutual advantage of mill owners and operatives. In this line,

~ ~ The ~ ~

NORTHROP LOOM

is in a class by itself

We are now furnishing Northrop
Looms for the following wide
range of fabrics:--



Wide and Narrow Sheetings,
Print Cloths, Drills, Denims,
Dobby Work, Worsted Dress
Goods, Damasks, Seamless
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and Various Fancy Weaves.



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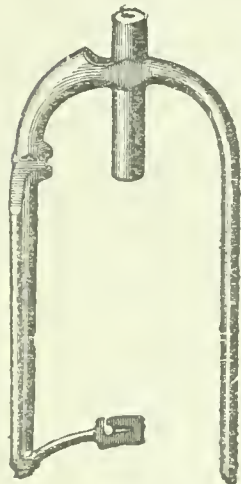
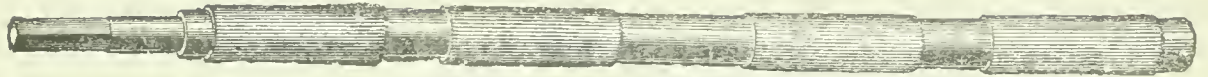
J. D. CLOUDMAN, SOUTHERN AGENT

40 SOUTH FORSYTH STREET

ATLANTA, GEORGIA

A. G. THURSTON & SON

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MANUFACTURERS OF

Fluted Rolls, Pressers for Flyers and
General Machinery

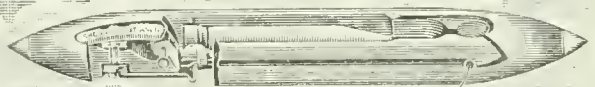
Specialties made of Renecking, Re-fluting,
Filing and Honing of all kinds of Rolls
Speeder flyers repaired and fitted with any style
of presser

Spindles Straightened, Restepped and Retopped

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Fall River, Mass.

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OWNERS OF THE
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FOR HAND THREADING
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MANUFACTURERS OF

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OF EVERY
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WOONSOCKET, R. I.

FALL RIVER

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A PUBLICATION OF PERSONAL
POINTS PERTAINING TO A
CITY OF OPPORTUNITY



1911

1911

"FALL RIVER is the embodiment of the sagacity, energy and industry of her own people, the outgrowth of home industry and good management. No city has greater cause for satisfaction or stronger reasons for a just pride in the achievements of her own citizens, which, under the blessings of a benign Providence, have given her a foremost rank among Manufacturing Cities." :: :: :: ::

COMPLIMENTS OF
FALL RIVER TRADE AND INDUSTRY
ASSOCIATION

B. R. ACORNLEY & COMPANY 16 PLEASANT STREET

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Mill and Builders' Supplies

We make a specialty of Mill Supplies, and carry a large line of BOLTS, PACKINGS, CRAYONS, ROPE, VALVES, BASKETS, BELTING, OILERS, DUSTERS, CLOTH, etc,—In fact everything required for mill use. We also manufacture COTTON BANDING including Rim, Drum, Scroll, Spindle, Braided, and Coop Bands.

TROY BUILDING, 139 PLEASANT ST.

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Your Power Problem

The Power Problem is ever present with all manufacturers. The correct solution is of the utmost importance, and a system selected that will not only meet the present requirement economically, but also allow for further expansion without undue expense.

ASK US ABOUT ELECTRIC POWER

Fall River Electric Light Company



1880-6-10
F. M. Hunter

Fall River Trade and Industry Association

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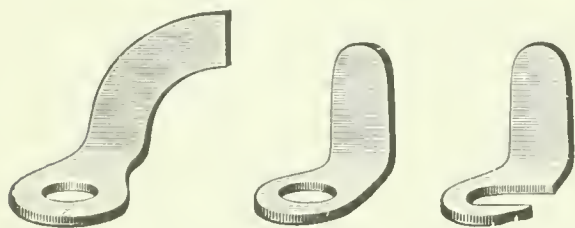
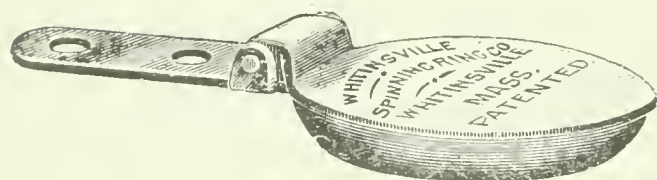
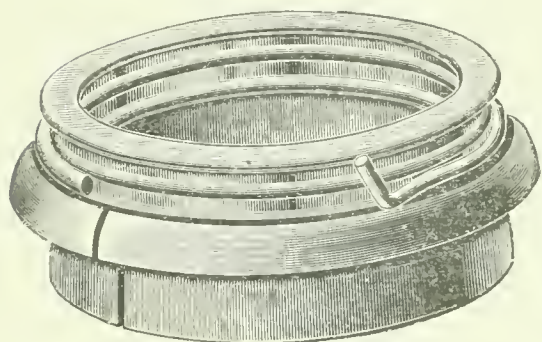
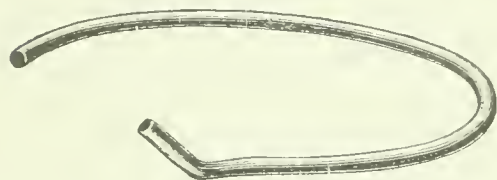
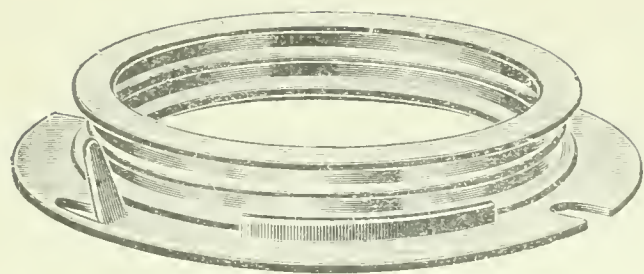
NEW ENTERPRISES—J. W. R. BEESLEY, E. BRIDGE, R. H. CLEGG, D. W. RILEY.

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RAILROAD, TRANSPORTATION AND STATISTICS—F. M. HUNTER, DR. J. WESTALL,
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HIGHEST GRADE
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 AND
TWISTER
RINGS

T H E
 Lightest Running
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RINGS
 Ever Produced

U. S. Standard Traveler Cleaners,
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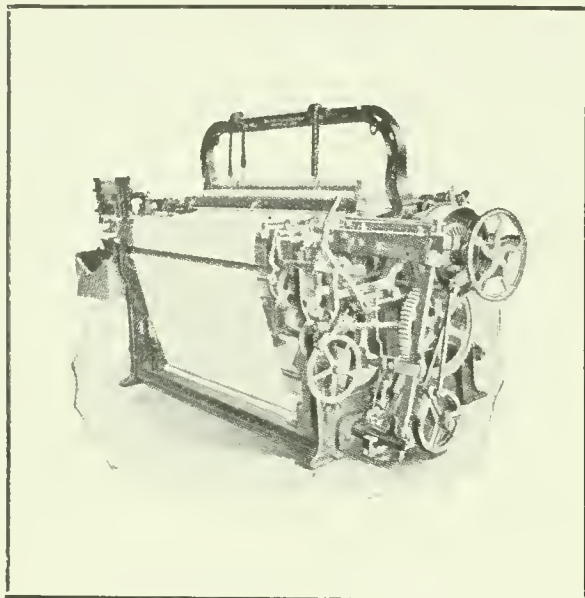
Whitinsville Spinning Ring Co.

WHITINSVILLE, MASS. U. S. A.



JOHN M. YOUNG, Sr.
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“Ideal” Automatic Loom



Unsurpassed in simplicity, durability and those other qualities that go to make a perfect automatic loom.

Uses Cop or Bobbin Filling Equally Well

No Special Mill Supplies Needed

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TEXTILE OILS

For Every Requirement

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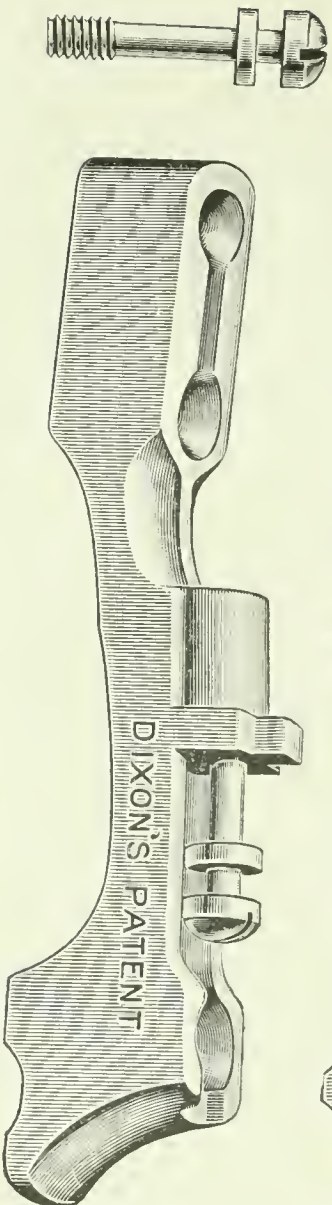
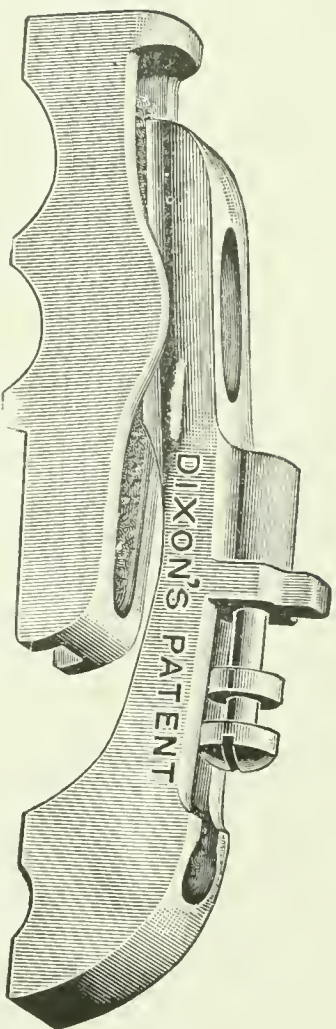
DIXON LUBRICATING SADDLE CO.

BRISTOL, R. I.

ESTABLISHED 1876

Manufacturers of

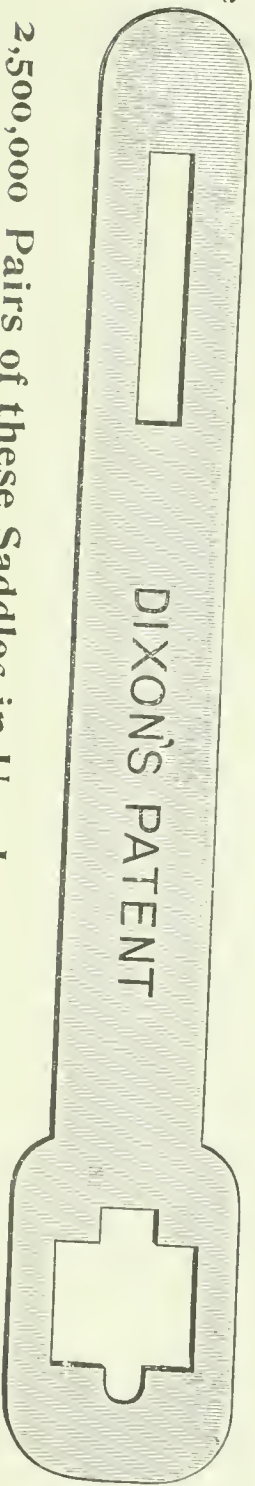
SADDLES, STIRRUPS, LEVERS, AND SPINNERS' SUPPLIES



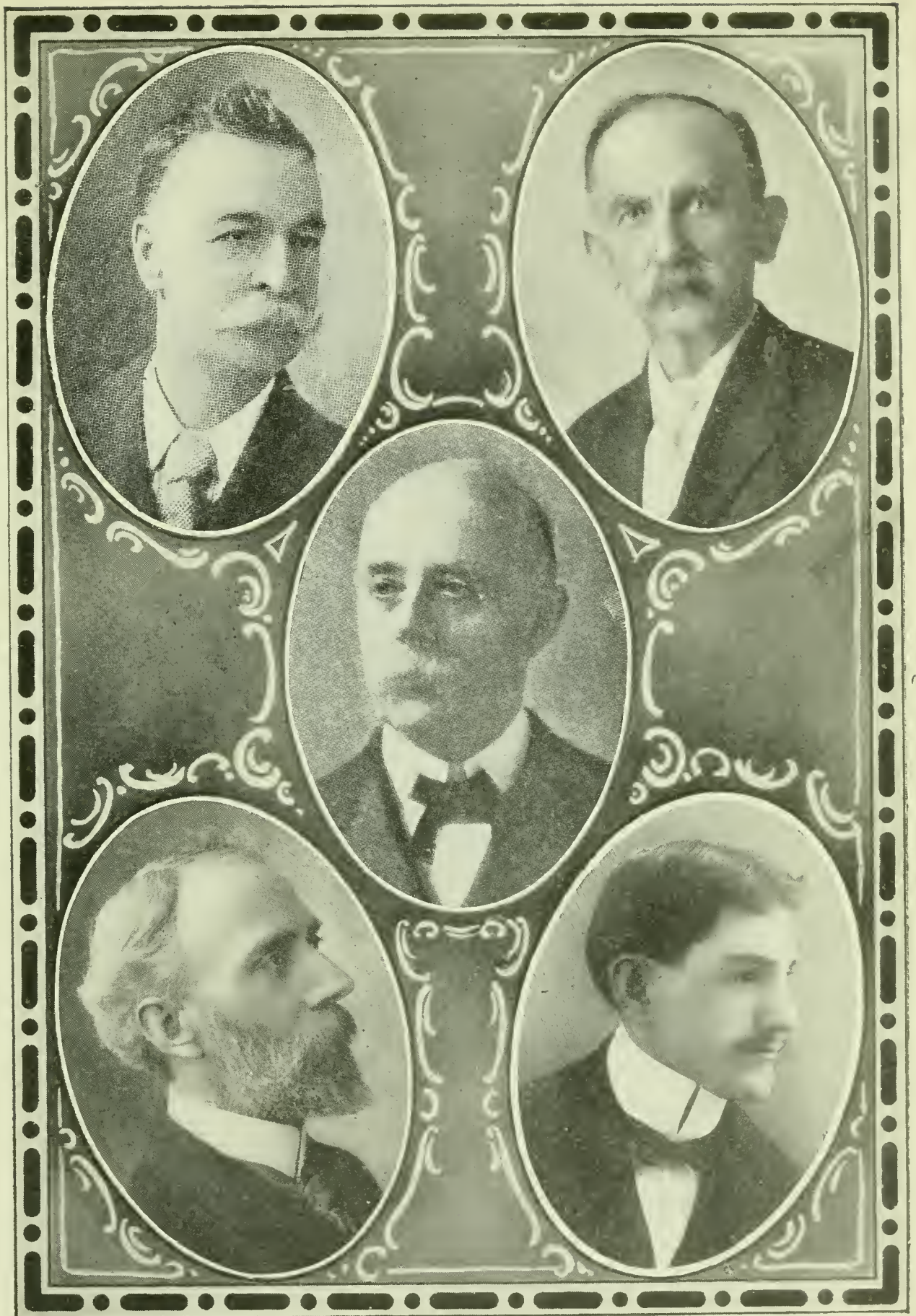
By the use of this saddle there will be no more worn-out or bent stirrups, and the rolls can be set to accommodate different staples of cotton without having the steel rolls grinding into stirrups, as, by using movable notch in saddle, the stirrup can be placed in the same relative position as before rolls were set.

With the above Stirrup Adjusting Lock= ing Saddles you can spin from No. 3 to No. 150 Yarn.

The weight can be taken off and put on to the middle rolls, without stopping your frames, when long staple cotton is used.



2,500,000 Pairs of these Saddles in Use June 1, 1909



DIRECTORS—1911

FRANCIS M. HUNTER

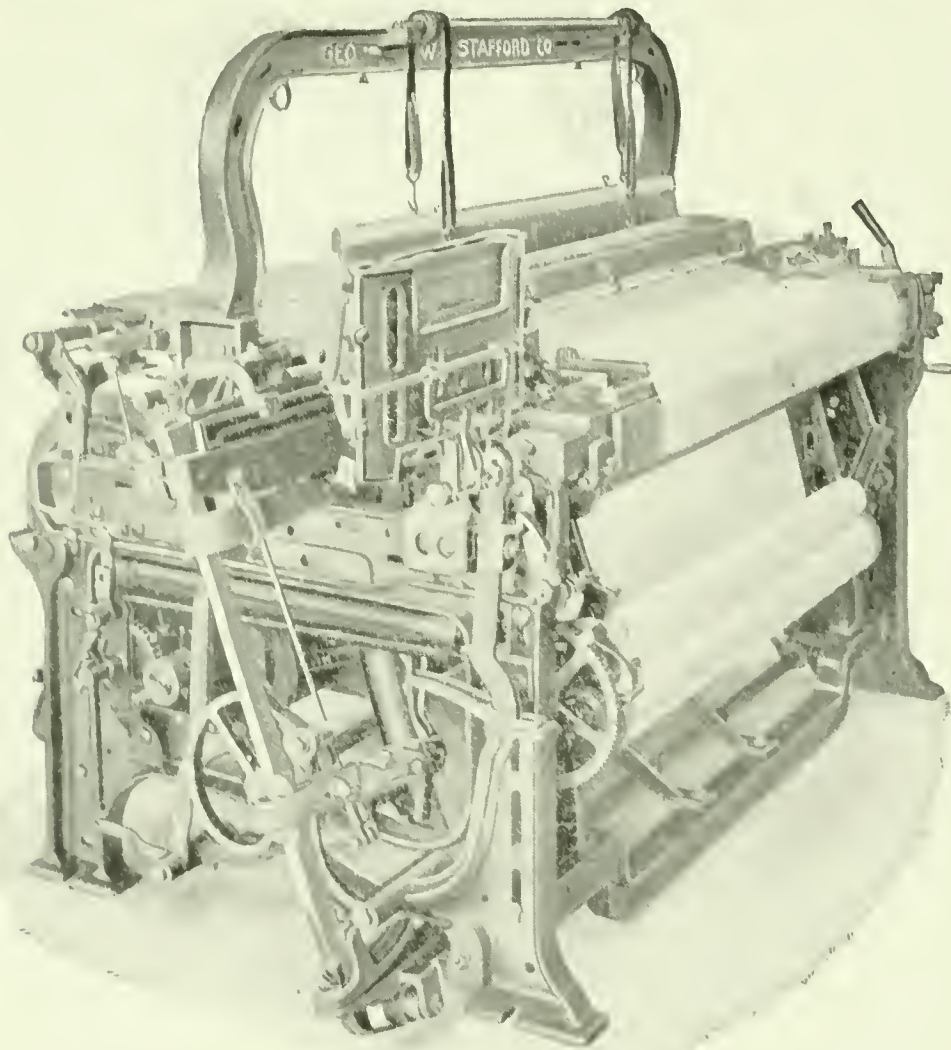
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HON. WILLIAM S. GREENE

DAVID P. KEEFE

M. ROSEN, FIN. SECRETARY

"Ideal" Automatic Loom



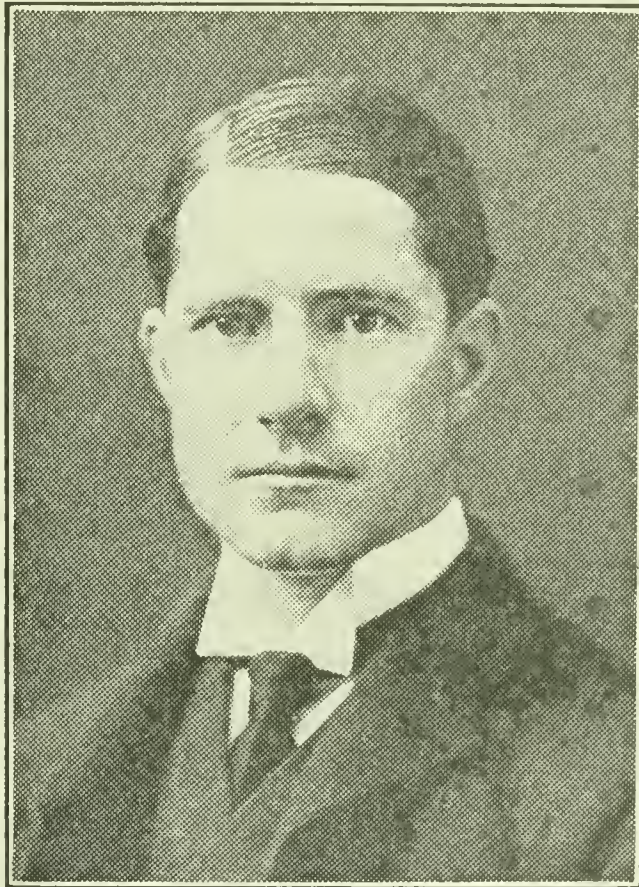
PLAIN GOODS LOOM

The Stafford Company
READVILLE, MASS.

SOUTHERN AGENT,

FRED H. WHITE,

CHARLOTTE, N. C.



HON. LOUIS A. FROTHINGHAM
LIEUTENANT-GOVERNOR

"IDEAL" AUTOMATIC LOOM



Mills equipped with these looms are making the widest range and the most perfect goods ever made on automatic looms.

They effect a saving of fully 60% in weaving and still pay their weavers 50% more than on plain looms employing but one-third their number.

These looms make practically no waste and average over 90% production without overtime.

They are the only looms which can use cop or bobbin filling interchangeably.

The Stafford Company

READVILLE, MASS.

FRED H. WHITE,
SOUTHERN AGENT,
CHARLOTTE, N. C.



HON. THOMAS F. HIGGINS

MAYOR

PROMPT

PRIVATE

PERFECT

Fall River Automatic Telephone Co.

P. O. BOX 133

215 BANK STREET, FALL RIVER, MASS.

THE AUTOMATIC IS CONNECTED WITH NEW BEDFORD

This company has been the means of very materially
reducing the telephone rates in Fall River.

Give Us Your Patronage and Keep the Prices Down

Public Pay Stations at convenient places throughout the city

FALL RIVER GAS WORKS CO.

Lighting by the

WELSBACH LIGHT

is the most economical
illumination known . . .

At the present low price of Gas,
Cooking by a

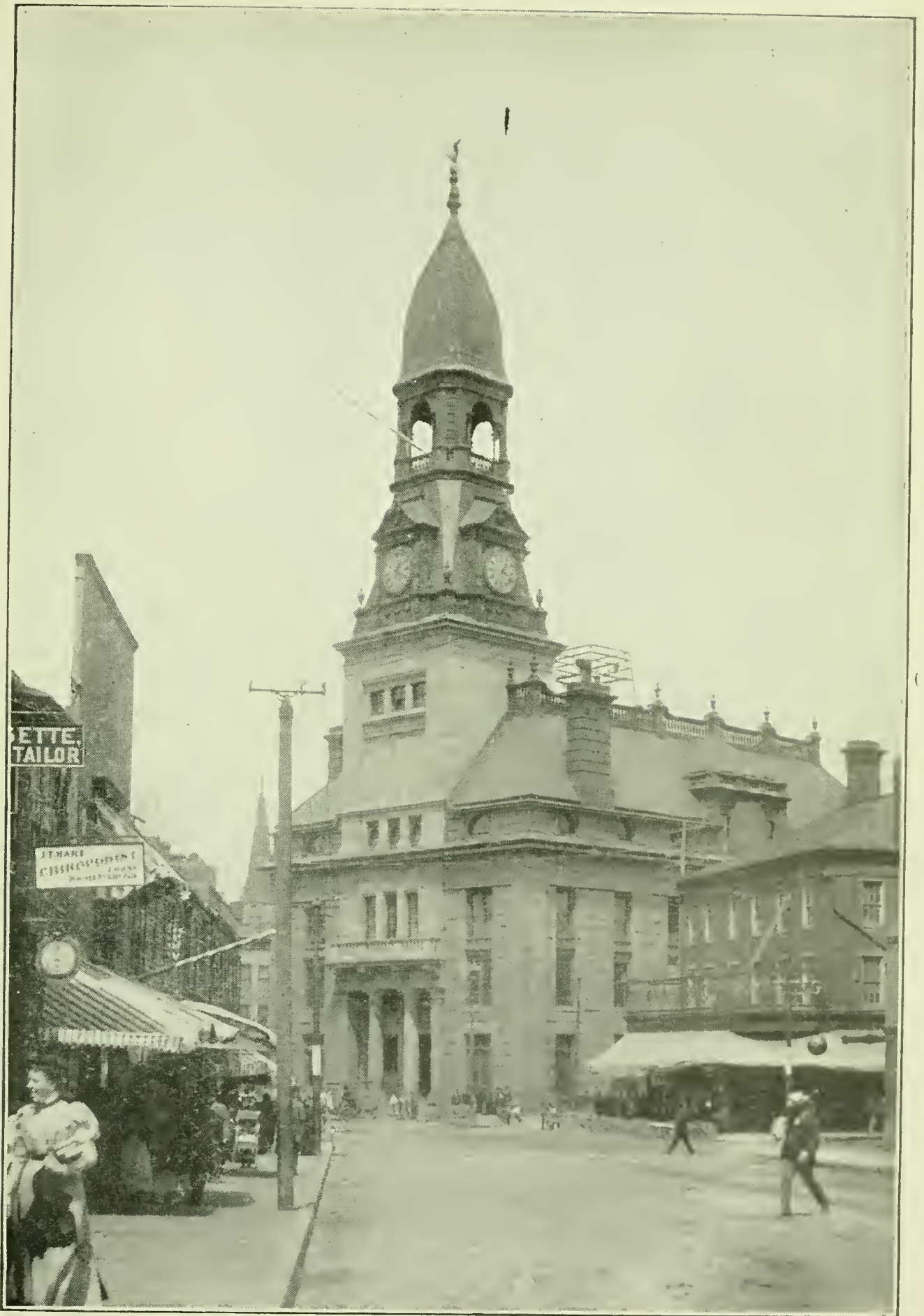
GAS RANGE

is as cheap
or cheaper than by coal.

OFFICE

62 NORTH MAIN STREET

FALL RIVER, MASS.



SOUTH MAIN STREET AND CITY HALL

... THE ...

AMERICAN THREAD COMPANY

KERR MILLS

FALL RIVER, MASS.

ORGANIZED 1903

CAPACITY 60,000 PER DAY

INCORPORATED 1906

The Joseph Hoyle Bobbin Co.

JOSEPH HOYLE, President and Manager

**MANUFACTURERS OF WARP & FILLING BOBBINS, SKEWERS, ETC.
SLUBBERS, SPEEDERS, AND TWISTERS FOR
COTTON AND WOOLEN MILLS.**

Our Specialty: Enamelled Bobbins

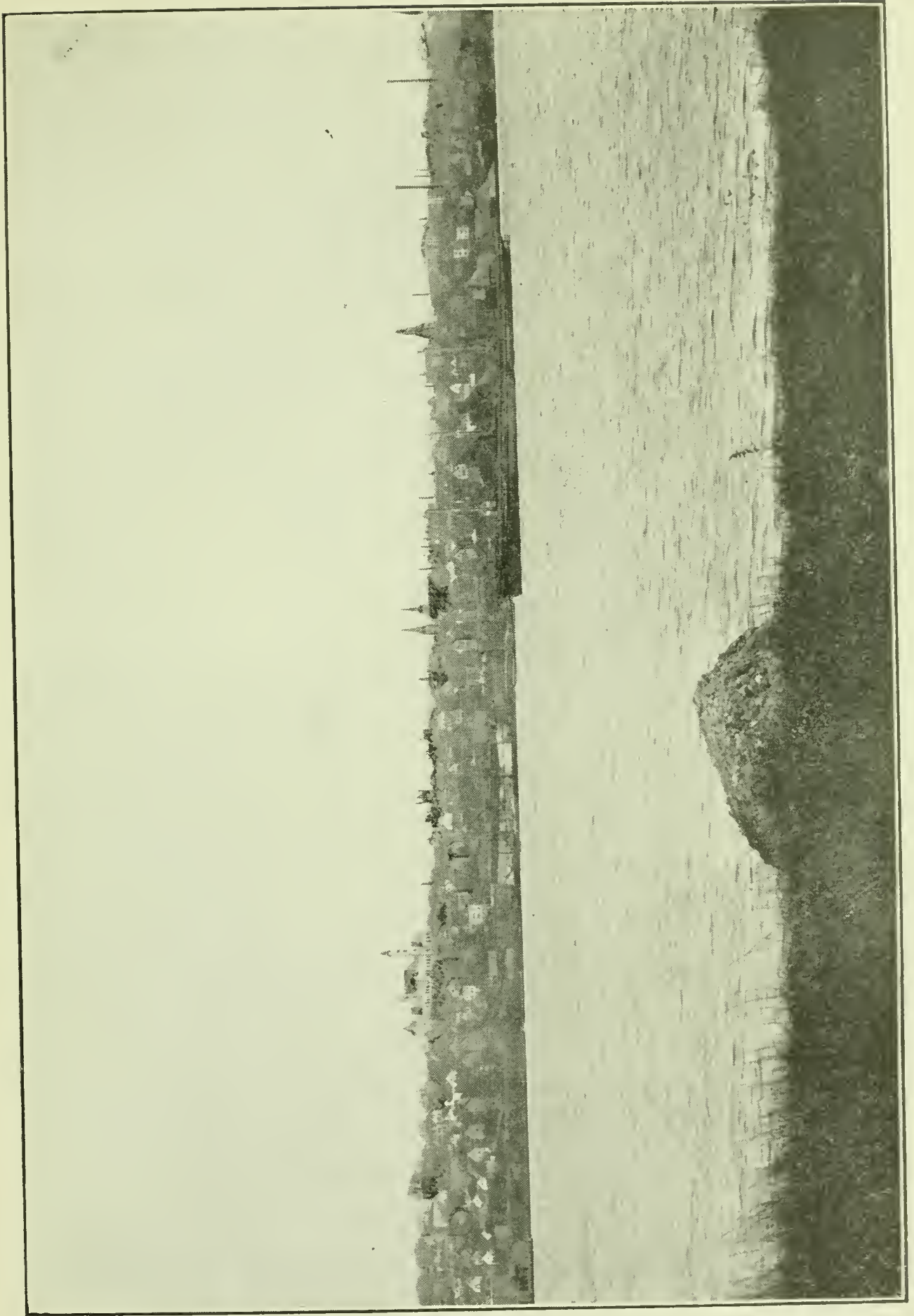
75 Pond St., Woonsocket, R. I.

TO THE COTTON MANUFACTURERS:

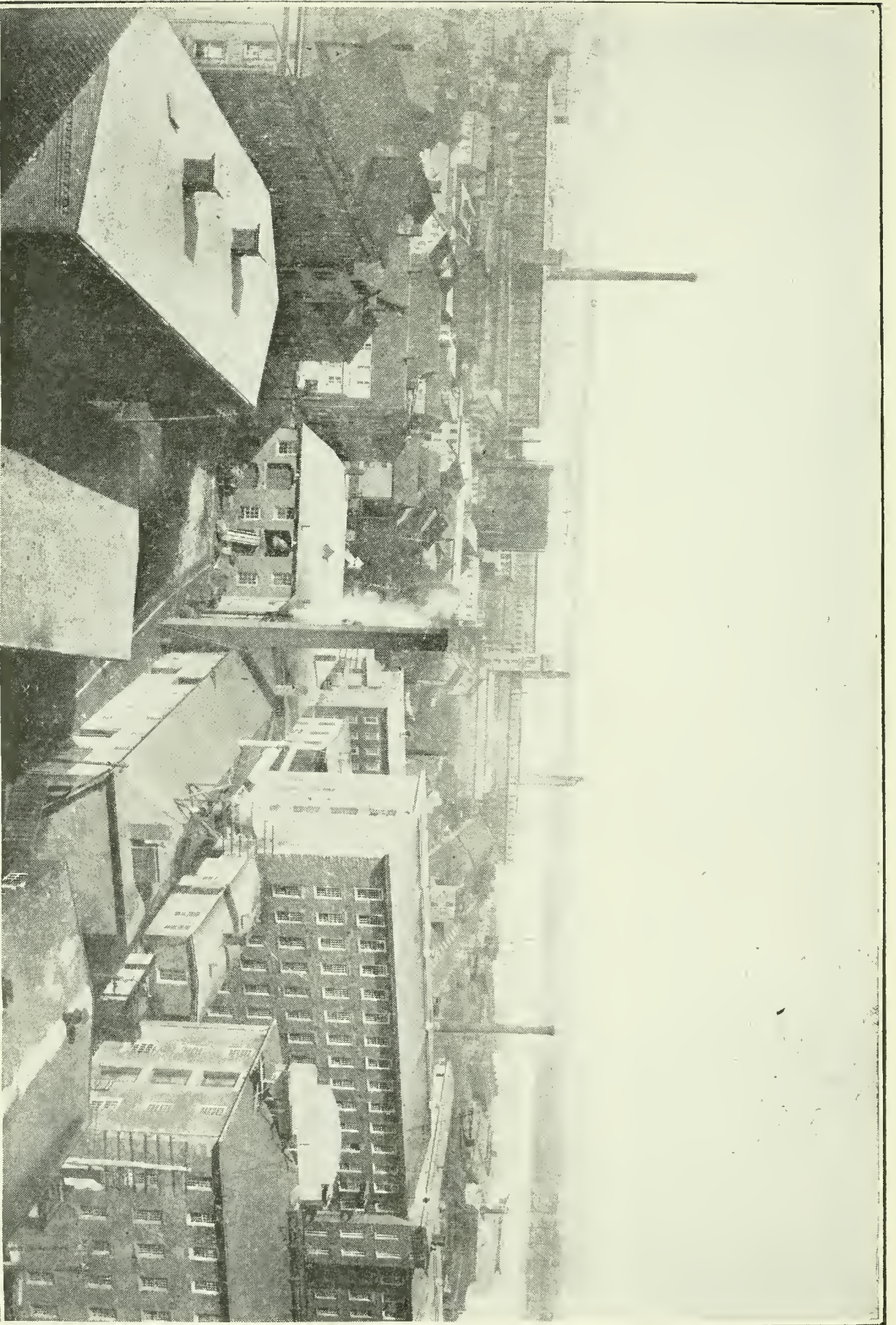
Fall River is all right, and we appreciate the business we are receiving from your city. We are only 75 minutes away, and are pleased to call on you and quote prices. A postal will bring our representative the day following, a telephone the same day. We make a full line of all kinds of bobbins, and sell spools.

An Independent Factory
With Experienced Men.

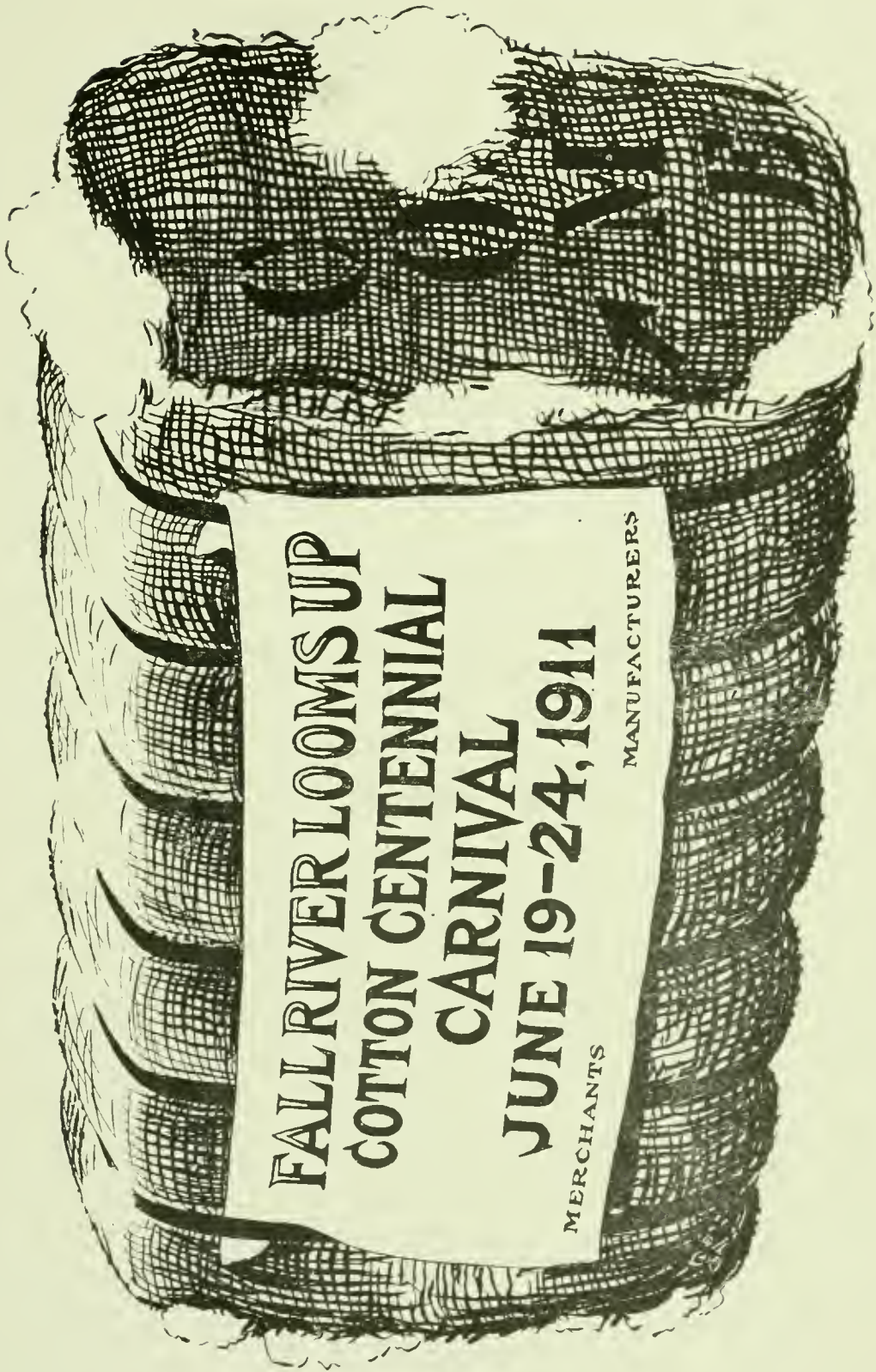
THE JOSEPH HOYLE BOBBIN CO.,
75 POND STREET, WOONSOCKET, R. I.



FALL RIVER FROM THE BAY



FALL RIVER FROM BOYS' CLUB BUILDING



**FALL RIVER LOOMS UP
COTTON CENTENNIAL
CARNIVAL
JUNE 19-24, 1911**

MERCHANTS

MANUFACTURERS

Osborn Mills



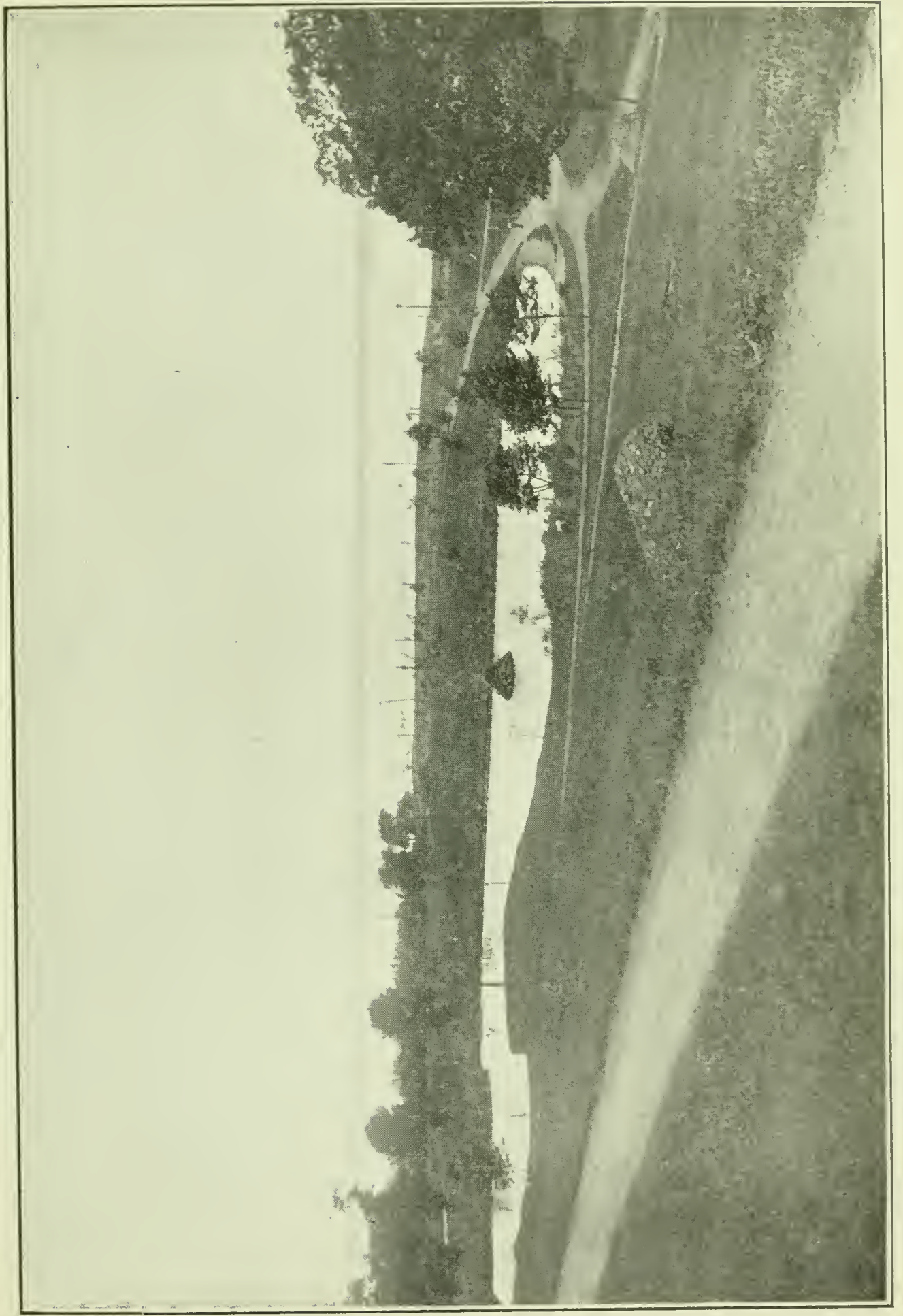
FALL RIVER, MASS.

Fall River Bleachery Company

BLEACHERS
AND FINISHERS

OF ALL GRADES OF
WHITE COTTON FABRICS

For the Manufacturing and Jobbing Trade



LOWER POND, SOUTH PARK, LOOKING ACROSS MT. HOPE BAY

KILBURN, LINCOLN & CO.

FALL RIVER, MASS.

MAKERS OF



FOR COTTON AND SILK WEAVING

Also Shafting, Hangers, Pulleys, and Appurtenances for the
Transmission of Power

Lincoln Manufacturing Co.

OFFICE: 41 NORTH MAIN STREET

MILLS ON STEVENS STREET

Capital, : \$700,000

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TREASURER
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FRANK J. HALE
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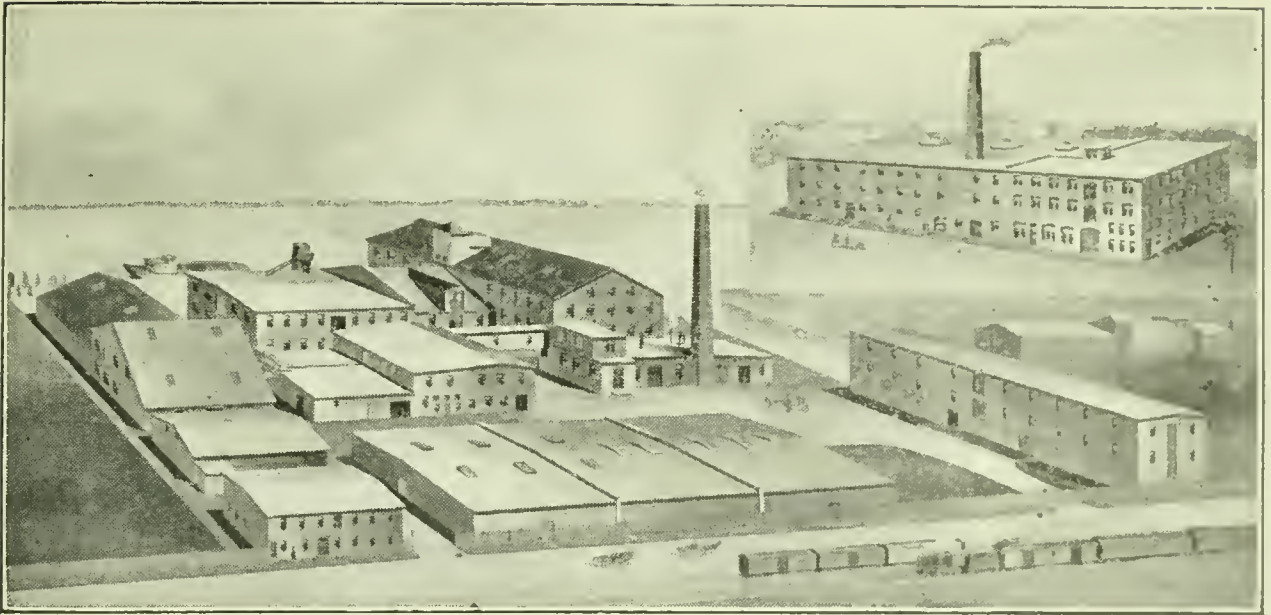
ISRAEL BRAYTON
JOHN H. ESTES
GEORGE W. SLADE
J. T. LINCOLN

BENJAMIN B. READ,

63,000 Spindles

1,250 Looms

MANUFACTURE PLAIN AND FANCY COTTON GOODS



DAVOL STREET PLANT

Massasoit Manufacturing Company

CONTRACTORS AND DEALERS IN

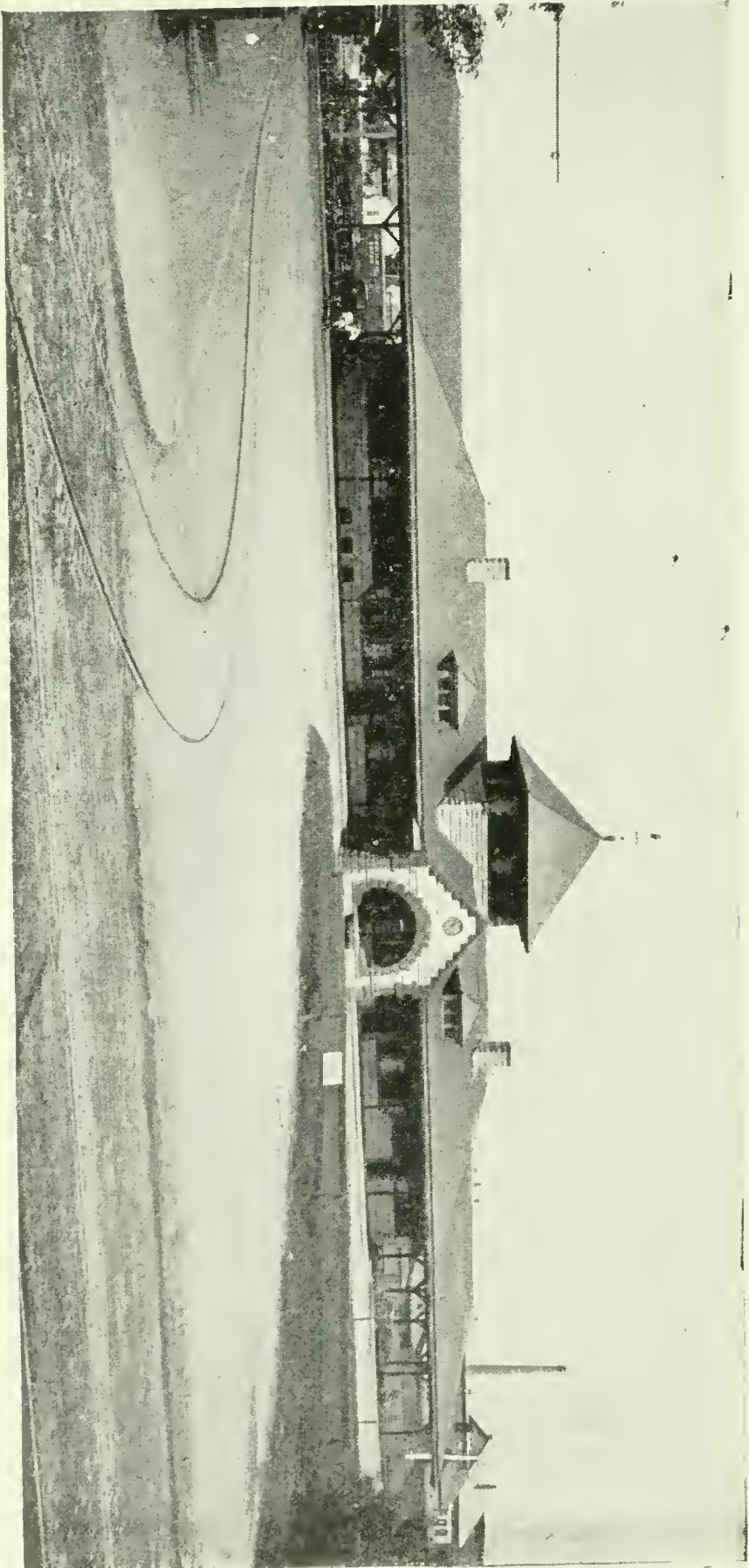
COTTON WASTE OF ALL KINDS

WENDELL E. TURNER, Treasurer

Office: 156 Davol Street, Fall River, Mass.



PLEASANT STREET PLANT



FALL RIVER DEPOT

FALL RIVER, MASS.

“A CITY OF OPPORTUNITY”

Nobody in this wide, wide world, in writing a letter to somebody in *our* city, would think of using the usual, long description of location generally requisite to insure proper delivery. A letter from the uttermost parts of the earth, meagrely addressed to “Abe Smith, Fall River,” for instance, is likely to reach its destination if Abe be living anywhere in or near Fall River. Why? Because Fall River, as a manufacturing city and one of successful, progressive, business men, has a reputation as long and as broad as the wide, wide world, and *every thing comes right*, because of that reputation for manufactures and success.

A few decades ago one of America’s noted editors advised young men to go west. Accordingly, thousands of persons impatient, and panting for success, followed this advice, migrated to various locations in the wild and woolly west, there to delve and strain, plant and pant, for the object of their aspirations, with varied degrees of success and failure. Not all however, did so. Some stayed at home and others, after their western experiences, returned to the east and to Fall River, where they MADE success.

There was also one young man, born in the west and filled with the fire of patriotism, ambitious to sit in the councils of the nation, who, ignoring the advice of Horace Greeley, faced about and travelled east:

Until he beheld, in the evening of the day,
From the western shores of Mount Hope Bay
Fall River; nestling ’mongst majestic hills
’Midst forest trees, and rills, and mills,
Clothed in iridescent beauty.

Here he stopped, and dwelt, and found the goal of his ambitions. For years he has been Fall River’s Congressman, and Fall River, to him, has meant success.

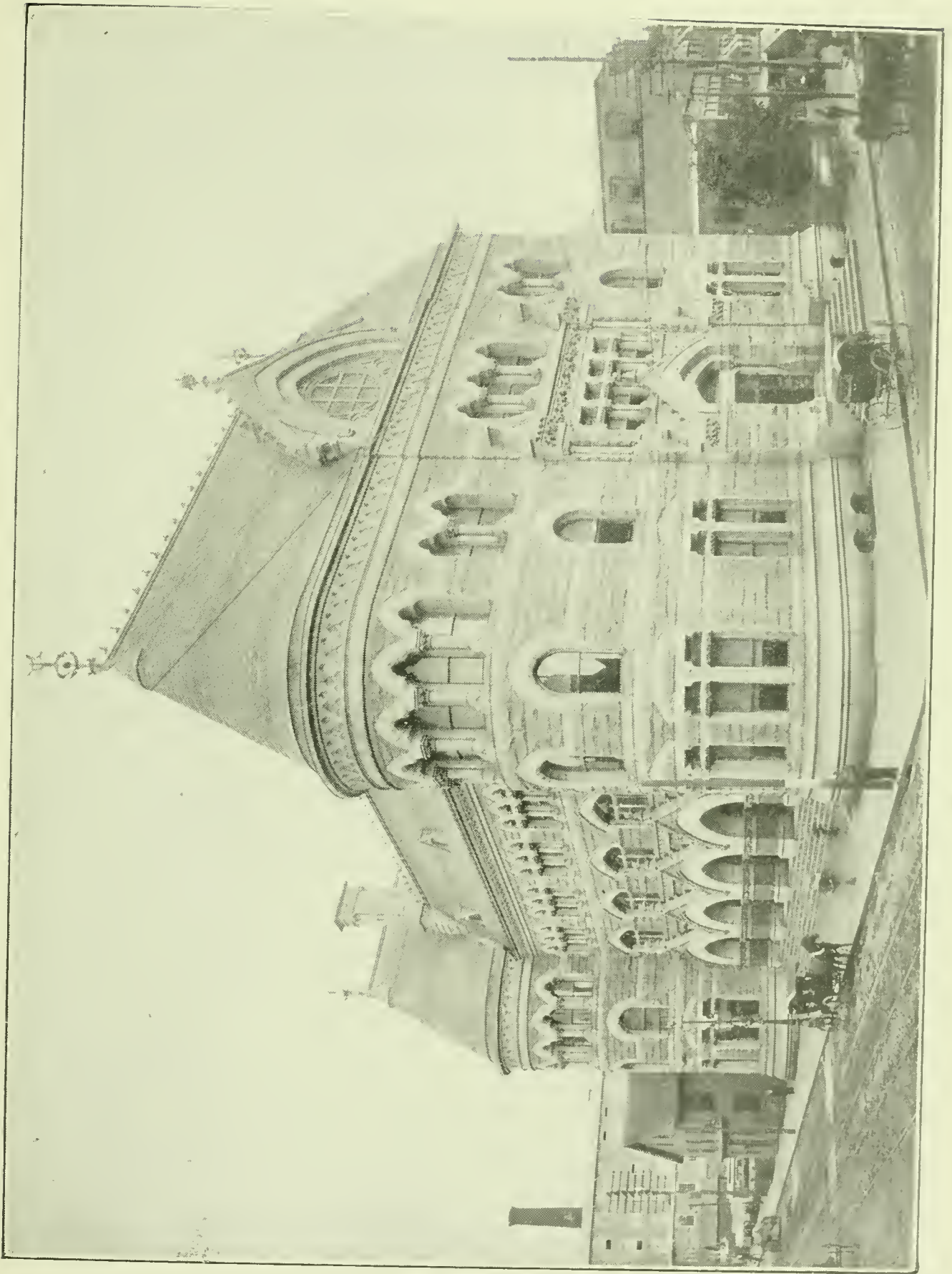
From the days of our childhood we have heard and read of the rock bound shores and stony fields of New England as contrasted with the rich, alluvial lands of the great and glorious west. But experience has taught that with numerous cities of enterprise in close proximity, it does not cost nine bushels of produce from these New England farms to get ten bushels to a market; that the net profit to the New England producer will average equal to that of the western farmer; and we do not know of a producer in south-eastern Massachusetts who is not fairly well to do and blessed with his measure of success.

We have heard of cities that have sprung up in a night, full grown, progressive and successful; whose frame for enterprise were portrayed in such glowing colors as to thrill us with envy. We have read of cities, grown not quite so fast, but whose records for strenuousness were as luridly depicted. But, alas! in a few years, the nation's postman knew not where to find them.

"A thousand years scarce serve to form a state: an hour may lay it in the dust." And so, the hand of Time is as needful as the hand of man, to build a city permanent, progressive, and successful, locate it on one of nature's chosen sites.—dedicated in advance.

Fall River is not of mushroom growth, neither is its reputation. Its progress and development have been so regular and certain, that comparison with the history of other cities compels its every citizen to feel proud, successful, and satisfied; for it *is* the embodiment of sagacity, energy, and industry, with the blessing of a benign Providence, located in one of nature's nooks, designed a city of greatness and grandeur.

What city has so expanded from a settlement into a corporation of 120,000 inhabitants with such regular and normal growth? What city in so short a time has caused the cabins and cottages of its settlers to give place to so many palaces of frame, brick, and granite structure? Where on the Atlantic coast has another village of store and blacksmith shop, grist mill and factory, given place to so many large and imposing corporations of industry so eminently successful? Where, have been opened so many miles of streets, or hewn through granite so many miles of sewers, or laid so many miles of piping, or built so many churches and school houses without assessments for betterments? Where have so many sons of settlers died in affluence, leaving no exact probate of the magnitude of their successes,—fearful, perhaps, that exposure would



CUSTOM HOUSE AND POST-OFFICE

excite the cupidity of strangers, inciting immigration in numbers impossible of assimilation?

EARLY HISTORY.

The first settlement of Fall River was in the regular course of expansion from the Plymouth Colony in 1656, when a grant of land east of the Great Taunton River, six or seven miles in length and extending from Assonet Neck to Quequechan River, was made by the General court of Plymouth to a number of freemen. In 1680 the Governor made a second grant to eight persons, of an additional tract extending southward from the Quequechan to Dartmouth and Seaconnet, and inland (eastward) four to six miles.

Occupation attracted attention to these grants and the position of what is now Fall River, was early recognized as eminently advantageous for manufacturing and commercial pursuits; but early conditions, troubles with Indians and other causes, long and materially delayed development. It has since grown however, into commanding importance, and is now known as the greatest cotton cloth producing city of America, and home of the most skilled and law abiding operatives in the world.

TAUNTON RIVER.

The Taunton Great River, flowing from the north, expands into Mount Hope Bay. The Quequechan is the only outlet from a chain of lakes located inland about two miles (and about 140 feet above sea level) into the waters of Mount Hope Bay. The fall of this river was so beautiful that the Indians named it Quequechan, signifying falling waters, and hence our city's name, Fall River, through whose centre the Quequechan still flows.

Fall River became incorporated a city in 1854, but during the transition stage from village to city (from 1803 to 1854) there was a very slow growth in numbers and a very gradual business development, due, no doubt, to the fact of its location upon two different grants and eventually in two different states, the boundary lines of which were not determined with sufficient definiteness and which in time became a question at issue between Massachusetts and Rhode Island. Thus situated, Fall River was subjected to two jurisdictions and sometimes to conflicting interests. It became known as the "Border City" because of these conditions.

The breaking out of the great civil war in 1861 and the final



COURT HOUSE, NORTH MAIN STREET

adjustment of the boundary dispute between Massachusetts and Rhode Island in 1862, the influx of skilled operatives and the increasing wealth of "First Families" seemed to loosen the fetters that had bound the town, so that the city was enabled to grow more rapidly, and more in that proportion which its pre-eminent location for manufacturing purposes and its other natural advantages seemed to justify; and in the fifty-five years subsequent to incorporation as a city, it has grown from 12,500 in population to 120,000; from \$8,939,000 in valuation to \$86,562,734; from 8 business corporations of small extent to 100 corporations or more; from \$1,680,000 in bank deposits to over \$20,000,000; while its capacity then confined to small industries, is ever increasing and apparently unlimited, its facilities for safe, easy and speedy connection with all other parts of the world, its contiguity to New York and Boston, its educational advantages and climatic conditions are making it more fully known and more frequently inquired into for home purposes and for large industrial and commercial pursuits.

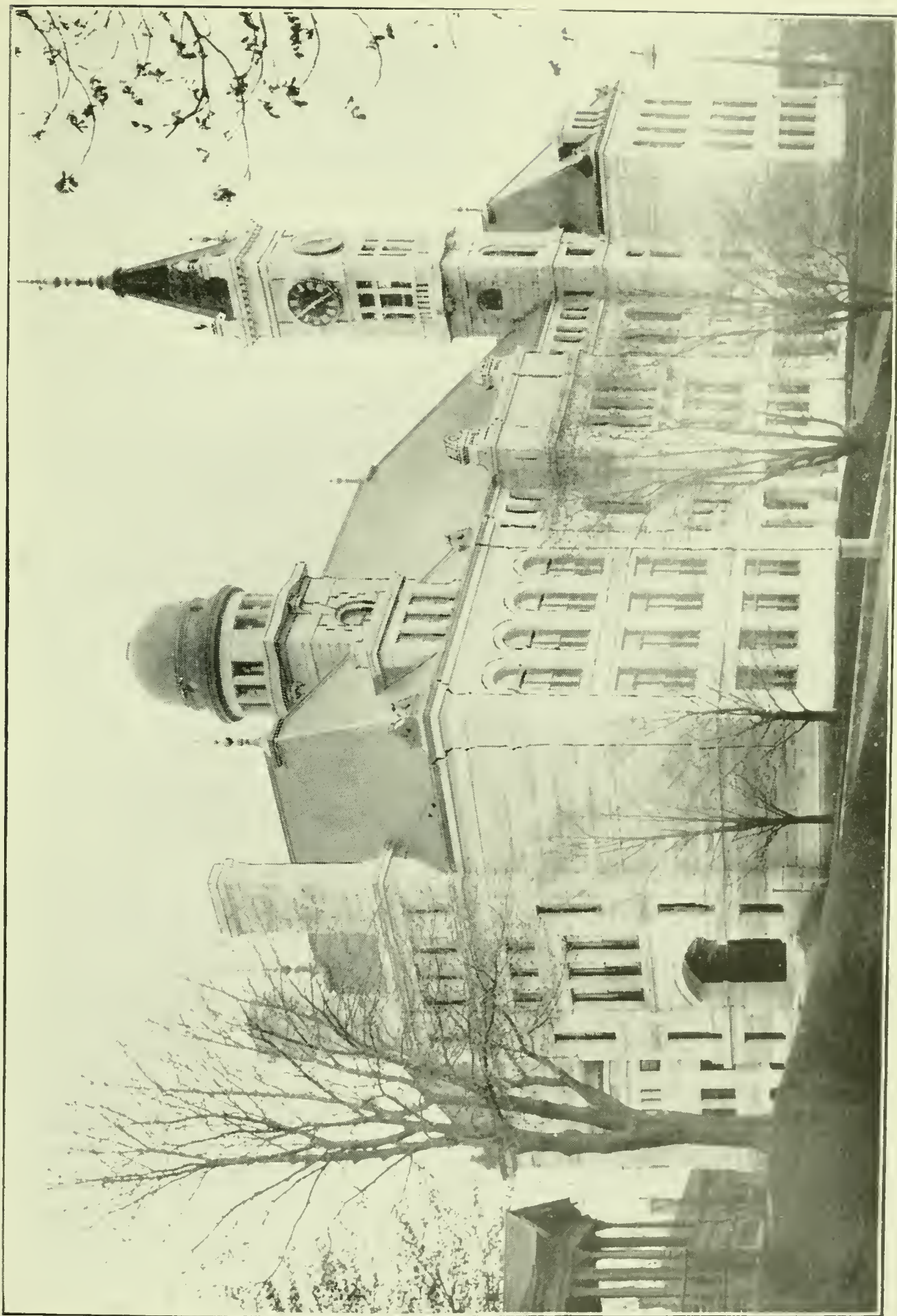
LAKES AND WATER POWER.

No other city on the Atlantic slope possesses such remarkable water power and spacious harbor advantage as Fall River. They in conjunction with the outlying chain of fresh water lakes, are prime factors in the industrial development of the city.

These lakes cover an area of about 3,500 acres and drain about 20,000 acres of surrounding country. They are supposed to be supplied chiefly from springs, although receiving the outflow from several minor sheets of water. The comparatively small drainage area, however, considered in connection with the great volume of water flowing to the bay, may be sufficient to justify the opinion of some that subterranean connection exists with another chain of lakes lying several miles northeasterly from this city.

However this may be, the fact remains that Fall River possesses the finest lakes of pure, fresh water of any city in the Union; whose banks ne'er overflow in times of deluge, nor seemingly diminish in times of drought—the North Watuppa, upon whose west banks the city water works are built; and the South Watuppa, the fishing ground for followers of Isaac Walton, and whose west banks are sites for future factories.

The flow of the Quequechan from these lakes to the bay is estimated to be 121.5 cubic feet per second, or 9,000,000,000 gallons a year or more, of which fully 20,000,000 gallons daily go



B. M. C. DURFEE HIGH SCHOOL

tumbling to Neptune;—pure, sparkling water, innocent of deposit, incapable of corrosion, unequalled for textiles, and unexcelled for chemical or medical purposes.

The advantages of the Quequechan as a mill stream were increased by the building of dams at its outlet from the lakes and along its banks. Over its waters great manufacturing plants have been erected, until this stream for much of its course is absolutely lost to view. This river for almost its entire length flows over a bed of granite, its course is confined between walls of granite; and the water-wheels of the older mills set in the bed of the stream without fear of injury or risk of loss. There is a uniform and constant supply of water coming down from the lakes, yet an overflow or a freshet has never been known.

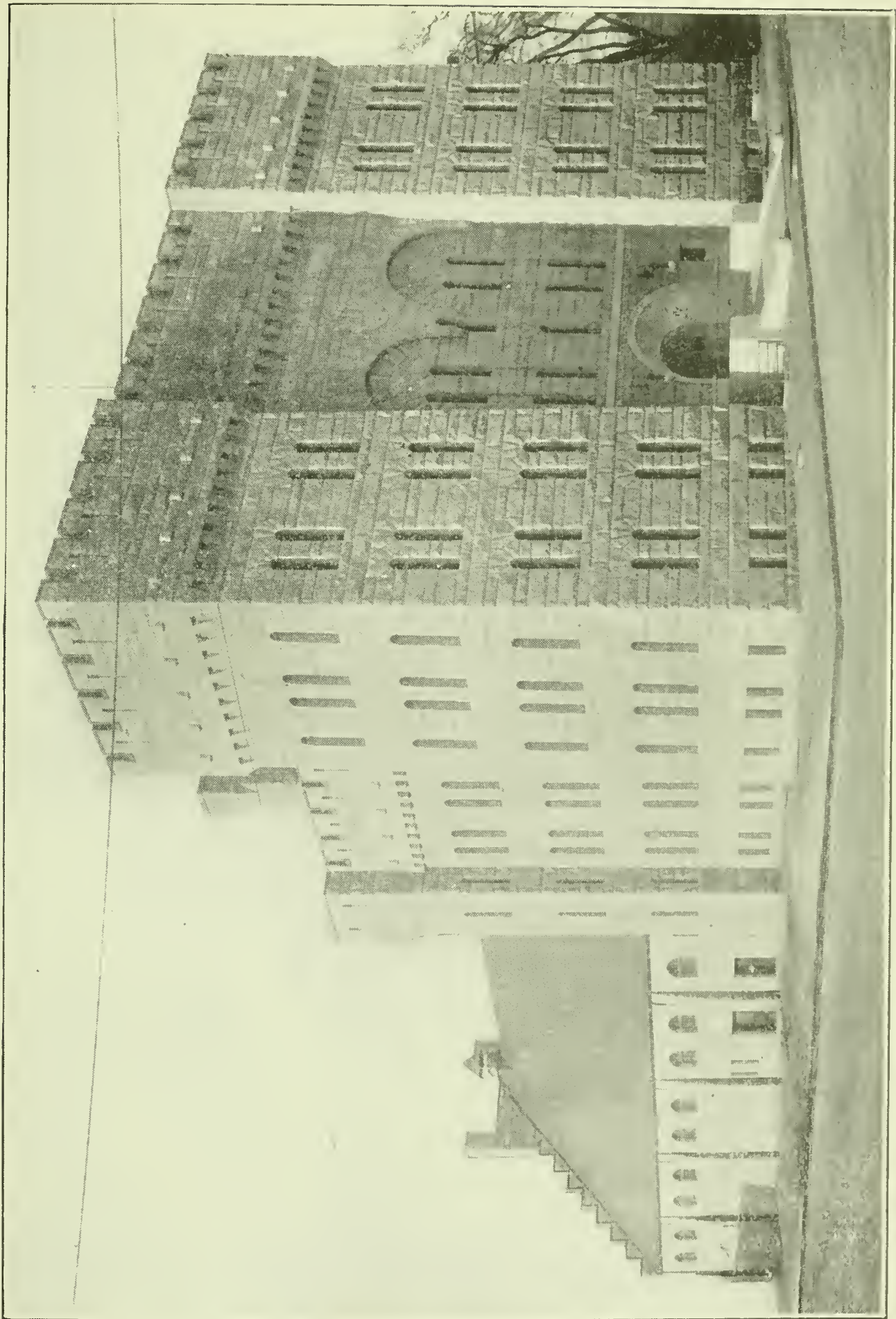
These old time water-wheels have long since given place to more modern machinery, even in many of the earliest constructed mills; yet they are retained in the bed of the Quequechan, for use in case of need. Our mills have always advanced with the progress of improvements and as new mills are erected, the most sanitary buildings are constructed and most improved machinery installed. As large quantities of water must always be necessary for manufacturing purposes, such water as flows unceasingly in volume and quality through the centre of Fall River, from the lakes above to the mills below, must ever be needful to perpetuate our city's present industries and advantageous in promoting new ones.

We oft times have factors from England, France, Germany, Belgium, and other foreign countries visit and inspect our cotton mills, who express surprise at the intelligence, skill, grace, and appearance of our operatives as well as amazement at the grandeur of our granite mills, as contrasted with the conditions prevailing in their respective countries.

MOUNT HOPE BAY.

Not only is Fall River renowned for its manufactures and business success, but also for its splendid, spacious harbor advantages. At its feet lay Mount Hope Bay, a beautiful arm of Old Ocean, some ten miles long, irregular in shape, and varying in width from one to six miles, affording harbor facilities unsurpassed by any location along the Atlantic coast.

With ten good miles for wharfage front upon this bay and ten miles more available upon both sides of Taunton River, the magnitude of Fall River's commercial possibilities has never been



ARMORY, BANK STREET

fully comprehended. Mount Hope Bay, which bathes the base of King Philip's ancient regal throne and washes the feet of Fall River, is deep enough to float the largest ships of commerce and "broad enough to shelter navies upon its unbroken expanse;"—landlocked, spacious and safe. At all times picturesque and beautiful, it is the joy of salt water sportsmen, the place of yachtsmen, its shores the restful resort of thousands.

There may be no place this side of heaven where, for sorrow, pain, and toil, eternal rest is given, yet, if worn and weary man, pleading for relief, can but look aslant the hills of Fall River; if bruised and broken mortal, fashioned in the image of Divinity, can but behold and comprehend the magic influence of Mount Hope Bay, he may turn in restful peace, from this mundane, scenic grandeur, and truly worship in the beauty of holiness.

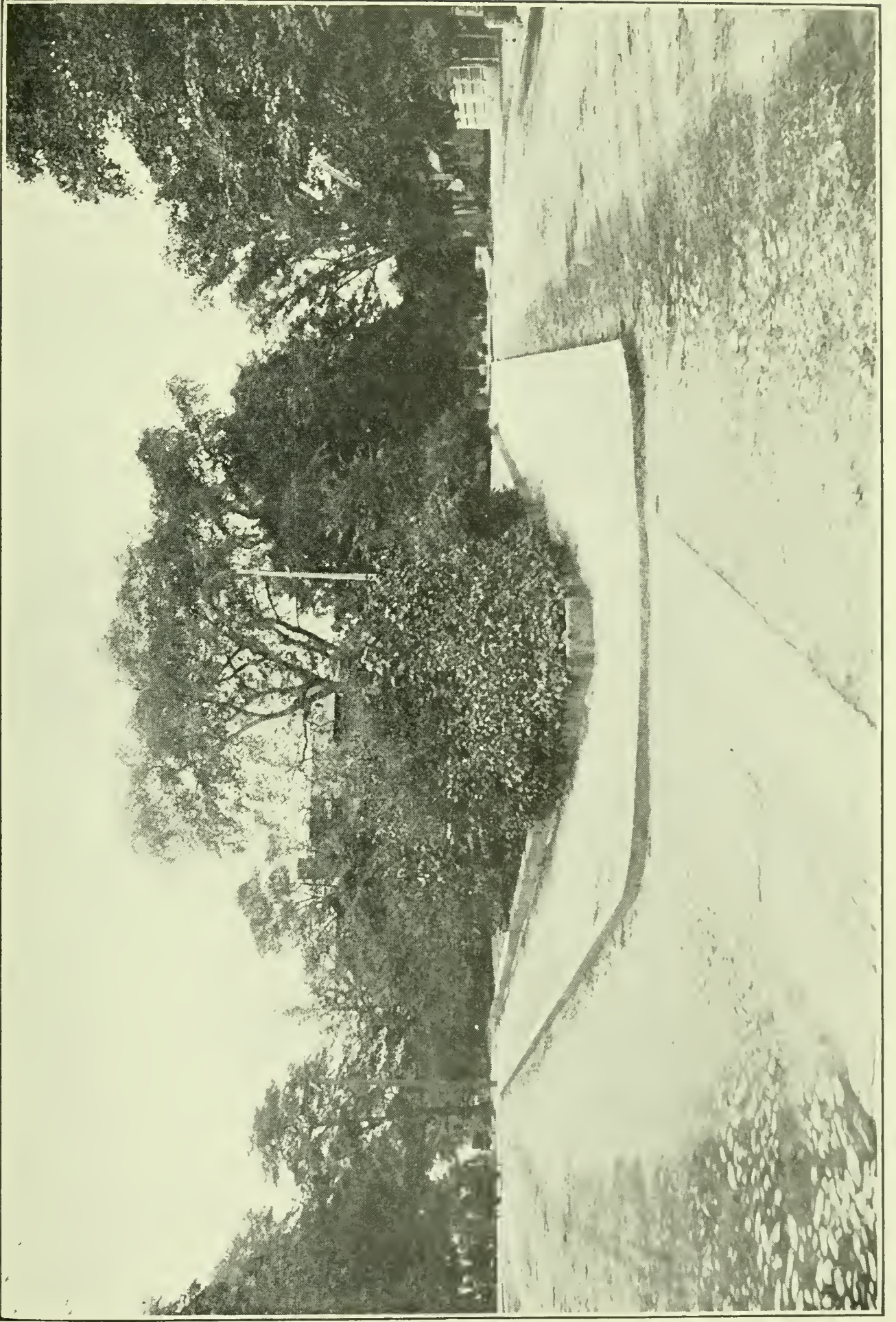
ADJACENT LOCALITIES.

Five miles distant from Fall River, across Mount Hope Bay, rising abruptly from the water, is Mount Hope, known in history as the home of King Philip, ruler of the Six nations (tribes of Indians, implacable foes of our ancestors and famous in American history for their wars against the colonists.) Less than five miles further distant from Mount Hope is the ancient town of Bristol, now most celebrated as the home of the Herreshoffs, builders of the famous marine racing machines and cup winners.

Southward from Fall River is Tiverton, another picturesque place and one of popular resort, it also being visited by summer colonists from all parts of the United States, and southward, eighteen miles from Fall River is Newport the world famous summer resort of the fashionables of this country.

Thirteen miles eastward from Fall River is New Bedford, once the greatest whaling port and probably at this date sending out as many whaling fleets as any other city.

Still further east are found Marion, Mattapoiset, the Miles Standish Monument, and finally the grand old Plymouth Rock. Northward from Fall River only forty-nine miles distant is Boston; and New York City is one night's ride by boat, or 183 miles south. Travel in whatever direction one will from Fall River, he is continually passing from one place of interest to another. Indeed, "Where e'er we tread, 'tis haunted, holy ground," made so by the hand of nature, the history of Puritan ancestry, and the legends of Indian aborigines.



DURFEE GREEN, (SHOWING METHOD OF IMPROVING STREET INTERSECTIONS)

COMMERCIAL ADVANTAGES.

The commercial advantages of Fall River, while natural and unsurpassed, remain comparatively undeveloped; manufacturing interests having first attracted the attention of the people, commercial development became of secondary and incidental consideration—rather a result indeed, of their manufacturing importance, and yet Fall River ranks well up as a port of entry in the United States.

Possessing the best land locked harbor upon the Atlantic coast, with wharfage possibilities extending from Somerset Bridge to the Tiverton Fisheries, with depth and expanse of bay and river, it seems surprising that Fall River has not long since developed an international commercial relation of much larger volume than it yet possesses.

Its manufacturers however, early acquired the habit of depending upon the jobbing houses and agencies of New York City and the latter continues to be the point of export for the products of this city, to all parts of the world.

As early as 1827 Col. Richmond Borden established a line of steamboats for service between Fall River, Providence and intervening points. This enterprise expanded into the Newport, Providence and Fall River Steamboat Company, which continued to do a large and profitable freight and passenger traffic until after the introduction of modern electric express and cheap electric passenger service.

The Dyer Transportation Company was later incorporated as a rival of the Newport, Providence and Fall River line. It has continued in business, and upon the withdrawal of the latter company, succeeded, by contract, to much of its transportation.

In 1847 Colonel Borden and other citizens of Fall River, organized the Bay State Steamboat Company, to ply between Fall River and New York City. Although a success, from the start, it changed owners from time to time, until finally acquired by the New England Navigation Company, a holding corporation for the New York, New Haven and Hartford Railroad Company; and for years this magnificent steamboat service has been known as the famous "Fall River Line."

In 1876 the Clyde Steamboat Company established a line of packets between the cities of Fall River and Philadelphia, principally for freight transportation, which eventually became the



KING PHILIP'S ANCIENT REGAL THRONE

property of the "Winsor Line," that continues the freight traffic between Fall River, Philadelphia, Baltimore, Norfolk, Va., and Washington, D. C., with usually (not less than) three sailings a week.

Beside these steamboat lines enumerated The Joy Steamboat Company of Providence. was started, in competition with the "Famous Fall River Line," for local and New York traffic, with wharf and offices at the foot of Central Street. The Enterprise Transportation Company was also organized by Worcester City interests, in 1905, as another rival line of the "Famous Fall River Line," for New York freight and passenger service, with wharfs and offices at the foot of Turner Street. But these two companies have since been absorbed by the New England Transportation Company.

Beside these we have steamboat connection with Boston, New Brunswick, and Canadian ports, northward of us, and by other



NORTH WATUPPA LAKE

lines, with Richmond, Savannah, New Orleans, Cuba, Panama, Porto Rico, South America, Europe, Asia, and other parts of the world. And yet with much available space for warehouses, wharves, and docks, obtainable and cheap (when compared with prices for similar locations in other commercial cities of the Atlantic coast) Fall River's adaptation for these enterprises seems hardly yet realized.

The United States Government stands committed to closer commercial and political relations with Mexico, Central American and South American countries. This is the meaning of the "Monroe doctrine," and was the dream and ambition of James G. Blaine. There is no port on the Atlantic sea board whence a line of trade and shipping to and with those Southern and South American countries, can be so safely, cheaply, and expeditiously established as from Fall River. There is no sufficient reason why subsidized

American vessels are not already carrying the great volume of American exports, that foreign vessels now carry. There is no sufficient reason why the sons and grandsons of hardy New England seaman (who traded, flying the stars and stripes, and won our wars for independence upon the high seas) should grow up in idleness or forgetful of the trade and glory of their ancestors, for want of American bottoms in which to transport American manufactures.

If Sears and Roebuck, and Montgomery Ward Companies can successfully maintain international money order houses in a city on the plains, if Chicago can successfully manufacture and ship reapers and other agricultural implements to Russia, South America, and the Orient, why cannot similar and larger enterprises be more successfully operated from such an advantageous location as Fall River, on the Atlantic coast?

If we successfully manufacture textile goods for world wide transportation and have machine shops and foundries in Fall River, making and shipping American machinery to China, Japan, and other Eastern countries, why not an awakening to the great advantages of our harbor and location and a greater effort towards the development of these natural blessings? Why not a Fall River demand, a Massachusetts demand, a united New England demand, for the enactment of national legislation, reviving and encouraging New England ship-building industries and the establishment of New England lines of American ships in which to carry our products and our flag to all nations of the world?

There is proposed development of Fall River's advantageous water way, now dawning, but which to New England seamen is by no means new. The importance of an inland canal from New York to Boston, avoiding the dangers of Point Judith and the rocky shores of Cape Cod, and as a shorter route as well as a great annual saving of life and property, seems beginning to be understood and is an early future possibility.

This canal is projected along the southern borders of Rhode Island, west of Watch Hill, on Long Island Sound, and entering Narragansett Bay at the northern end of Conanicut Island, continues via Mount Hope Bay and the Taunton River, on through the various towns to the Fore River and thence to Boston. Fall River would be the important southern entrance for this New York and Boston Inland Canal, as well as the city of important manufactures

and commercial advantage that it is. These advantages which rejoice the Fall River citizens should arouse them to the acceleration of that development which is to make Fall River what it long has deserved to be—at least, “the most important seaport in the State.”

TAUNTON RIVER BRIDGES.

From earliest times the Indians were accustomed to cross the Taunton River by a crude ferry, at a point where it narrows considerably, about one mile north of the confluence of the Quequechan River and the Bay. Here, about 1869, a ferry was established by the Slade family which had settled in Somerset, on the opposite shore, and this location continues known to this day as Slade's Ferry. This ferry was operated by use of horses until advancement required the substitution of a steam ferry boat. This outlived its usefulness and gave place to Slade's Ferry Bridge, a combination structure which afforded a highway for teams and pedestrians on a line with the street, and a track for steam cars over head. This bridge was built at the combined expense of the city, the county and the railroad company, and opened for public use in the year 1876.

Long subsequent to the establishment of Slade's Ferry, a second ferry was provided to meet the increased demand for travel and traffic which was known as the Providence Ferry, with its Fall River slip, at what is now known as the Linen Mill Wharf. These ferries continued in operation until the completion of Slade's Ferry Bridge, when Fall River had out grown the use of ferries. To facilitate their traffic, the railroad company also built a trestle bridge from Somerset village across the Taunton River, to the Fall River side.

All these facilities became outgrown and a few years ago the High Court of Massachusetts, with the consent of the National War Department, authorized the construction of a new, substantial highway bridge. Accordingly there has been built and recently opened for general use, a bridge of architectural beauty, sixty feet in width, with piers of solid granite, and arches high enough to permit tugs and ordinary vessels to pass under, with safety, with an electrically controlled draw of sufficient width to prevent any obstruction to the use of the river as well as to provide for that great growth and use which the development of the next century will demand.



NEW BRIDGE, CROSSING TAUNTON RIVER

This new bridge, handsome in design and solid in construction, is located only a short distance above the old Slade's Ferry Bridge and has already developed into a park and promenade of pleasure where the tired citizen and his family, as also the stranger, may linger and breath the pure air wafted over the waters of bay and river, inhale the fragrance of the sea, and admire the beauties of the surrounding country.

This bridge was constructed under the joint boards of the State Railroad Commission, the State Harbor and Land Commission and the County Commissioners of Bristol County at a cost limited by act of the Legislature to one million of dollars, and within the time limit of the contract.

It is an additional link connecting us with the outer world but it is only the beginning of those greater developments which foreshadow what the future of Fall River is to be. A few miles up the Taunton river the railroad company has recently completed a new and immense railroad bridge and draw, from Somerset Village to

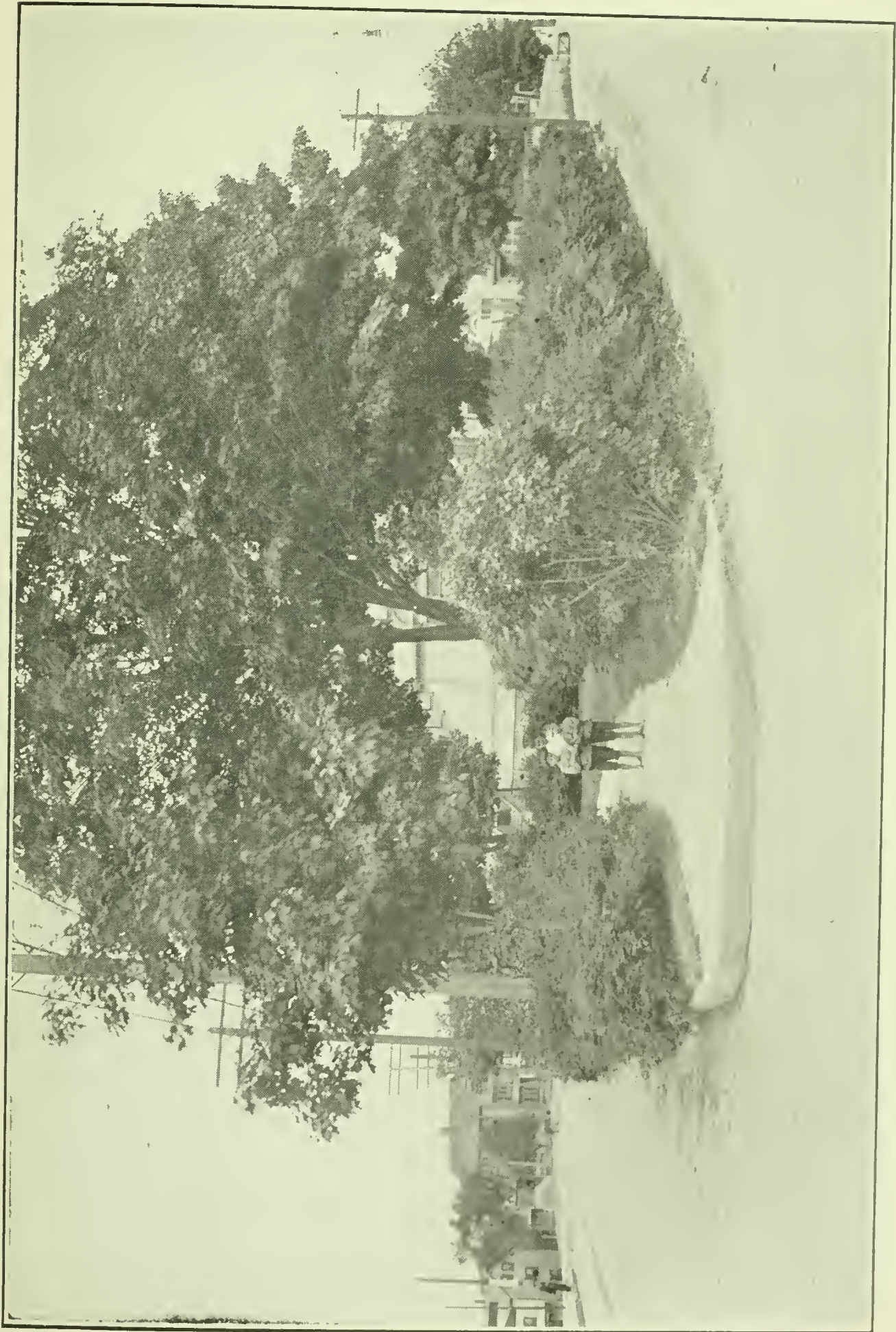
the Fall River side, which demonstrates their faith in our future growth and the need of larger and more substantial, permanent and attractive improvements than any heretofore made by them to meet theirs, and Fall River's successful progress and developing requirements. Thus there are three bridges across the Taunton River, connecting Fall River with the rest of the world, beside its many steamboat and railroad connections, yet these remain inadequate for Fall River's necessities, as will be shown in connection with the service of

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

At or about the time of the incorporation of Fall River, railroad connection with Boston was considered an essential and probably profitable improvement, in keeping with Fall River development. Accordingly a Fall River road was constructed and equipped. Then Newport sought connection, and this extension developed into the Newport and Fall River Railroad, which expanded into the Old Colony Railroad Company, a corporation still existing to enjoy the profits of its leases, but whose road and equipment are leased to the New York, New Haven and Hartford Railroad Company, which, since acquiring control of this road, has contributed very materially to the progress and development of Fall River and to the accommodation of its citizens and merchants, in its provision for expeditious travel and transportation.

All along its line from New York to Boston the New York, New Haven and Hartford Railroad Company has eliminated grade crossings, straightened and improved its road beds, laid new, steel rails and built new bridges. It has tunnelled through East Providence, under College Hill, and constructed a heavy bridge across Seekonk River, to facilitate and develop to a still greater extent, the commercial relations of Fall River with the outside world. At the cost of several millions of dollars it has combined with this city to eliminate grade crossings here and to erect granite walls and iron bridge crossings for streets where grades were changed, for the protection of life and property.

The New York, New Haven and Hartford Railroad Company however contemplates large additional expenditures to advance its own interests, and to aid in the further improvement and commercial development of Fall River. It is already conceded that the Slade's



CAMBRIDGE GREEN, AT STAFFORD ROAD AND CAMBRIDGE STREET

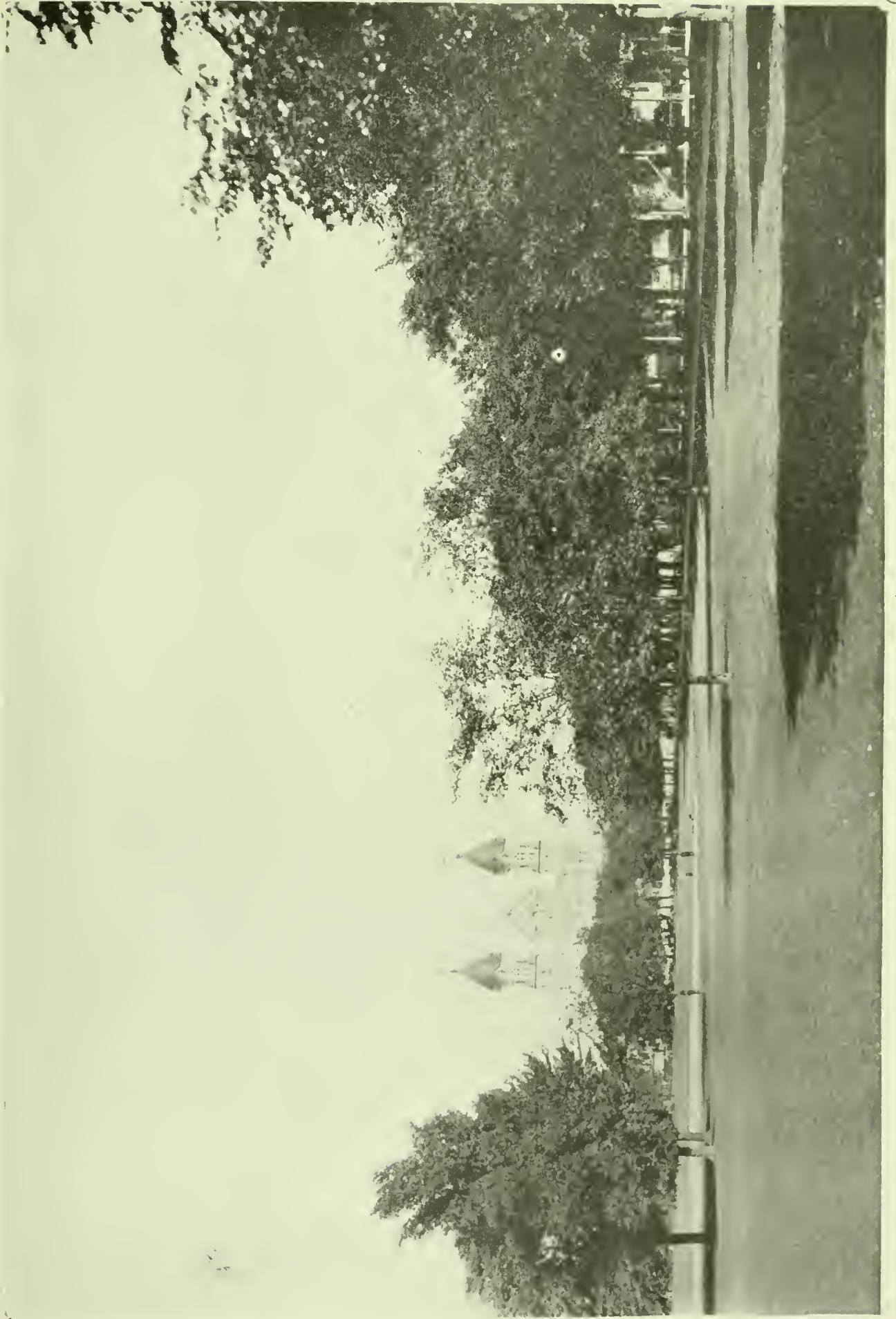
Ferry Bridge is inadequate for present transportation to and from this city by rail; it is already determined that the freight yards of this company in Fall River along the shores of the bay, must be connected with the freight yards in the eastern part of the city on the table lands 140 feet higher; accordingly without unnecessary delay this company will construct another new and modern combination bridge across the Taunton River, with both highway and railroad facilities far superior to those now in use, which will be heavily built and with ample tracts, to take care of developing traffic. The joint ownership of this location by the city, the county, and the Old Colony Railroad Company complicates conditions slightly, but, rapid development and public opinion demand this improvement; and public opinion is a most important factor of our time. The elimination of grade crossings being completed, our viaducts and other improvements in localities used for railroad purposes seem finished and second to none in the State, this railroad company will also shortly expend several millions more in enlarging and improving its freight yards and water fronts, and in connecting them with the east side Watuppa yards, which will mean expensive tunnelling or extensive land condemnations and grading in order to complete these contemplated improvements. The New York, New Haven and Hartford Railroad has three passenger stations on its principal or shore line in this city and one in the eastern section.

These trains are almost continuously leaving one or another of these stations for Newport or Providence, New Bedford or Boston, New York or the West, and the distance is so rapidly and comfortably covered that Fall River seems the centre from which all places radiate.

THE "FALL RIVER LINE."

The famous "Fall River Line," originally organized as The Bay State Steamboat Company, to ply between Fall River and New York City, was a success from its inception and has grown in reputation and popularity as Fall River has grown. Its freight and passenger travel have always been particularly heavy and Fall River citizens have always manifested an especial pride and interest in its success.

Conceived in a Fall River mind, started by Fall River capital, supported in infancy by Fall River trade and travel, it grew and



PLAYGROUND AND BASEBALL FIELD, SOUTH PARK

grew, and continues still to grow in popularity and success. It is one of the great Fall River successes that was allowed to pass out of the ownership and control of Fall River people. But its successive owners evidently understood catering to the public, for from modest beginnings this route has grown into international renown, and with it, improvement has kept pace with prosperity until the beauty of its steamers and the magnificence of their equipment have not only increased the natural pride of Fall River citizens, but command the admiration of the traveling public.

It is a story of romantic interest, the upbuilding of this great transportation system. The elements that account for the growth of an enterprise of the magnitude of the New England Navigation Company have in them vastly more human interest than the fiction of a novelist.

The scope of service performed by this organization includes the operation of a fleet of thirty passenger and freight steamers on Long Island Sound, over routes that aggregate 1,200 miles. Its passenger steamers have a licensed carrying capacity of 18,000 passengers.

Under the ownership and operation of the New England Navigation Company are the Fall River Line, between New York and Fall River, Mass.; the Providence Line, between New York and Providence, R. I.; the New Bedford Line, between New York and New Bedford, Mass.; the Norwich Line, between New York and New London, Conn.; the New Haven Freight Line, between New York and New Haven, Conn.; the Bridgeport Line, between New York and Bridgeport, Conn.; the New London and Block Island Line, between Norwich, New London and Watch Hill, R. I., and Block Island; and the Boston Merchants' Line, a freight line between New York and Boston by the outside route.

The Fall River Line was established in 1847. The service of the Fall River Line between Boston and New York was superior in every way and the Line achieved success from the very start.

The establishment of a through water and rail connection between these cities was made possible by the completion in 1845 of a railroad from Fall River to Boston. It was opened for travel June 9, 1845. Colonel Borden and his brother, who had established steamboat service between Fall River and New York early that year with a small craft named the Eudora, were stockholders and directors in the new railroad. It was first known as the Fall River Branch Railroad. In August, 1845, two months after the



STEAMER PROVIDENCE

road was opened to traffic, its rights and franchises were transferred to the Fall River Railroad Company.

The terminus of the railroad was at South Braintree, where connection was made with the Old Colony Railroad to Boston. It is recorded that the number of passengers carried the first year was 59,382 and that the net earnings were \$10,335. The total cost of building the railroad was \$829,083.12.

The Bay State Steamboat Company was the corporate title of the company which established the steamboat service between Fall River and New York. It was organized in 1846 with a capital stock of \$300,000. The fleet of the new line consisted of two steamboats, the Bay State and Massachusetts. Up to the time of the establishment of the Fall River Line there had been scarcely no improvement or outward change in appearance of the steamboats that navigated the Sound. The Fall River Line steamers were the first to approach the modern style of steamer construction. Both the Bay State and Massachusetts were much larger than any steamboat of that day.

The Pilgrim was the first steamboat on Long Island Sound to be built of iron. She was constructed with a double hull, which was divided into ninety-six watertight compartments. No other

steamer of her day was so large, so safe or so comfortable. The advent of the Pilgrim stimulated passenger traffic on the Fall River Line to a degree not anticipated. A year had scarcely passed when the actual need of another new boat was shown.

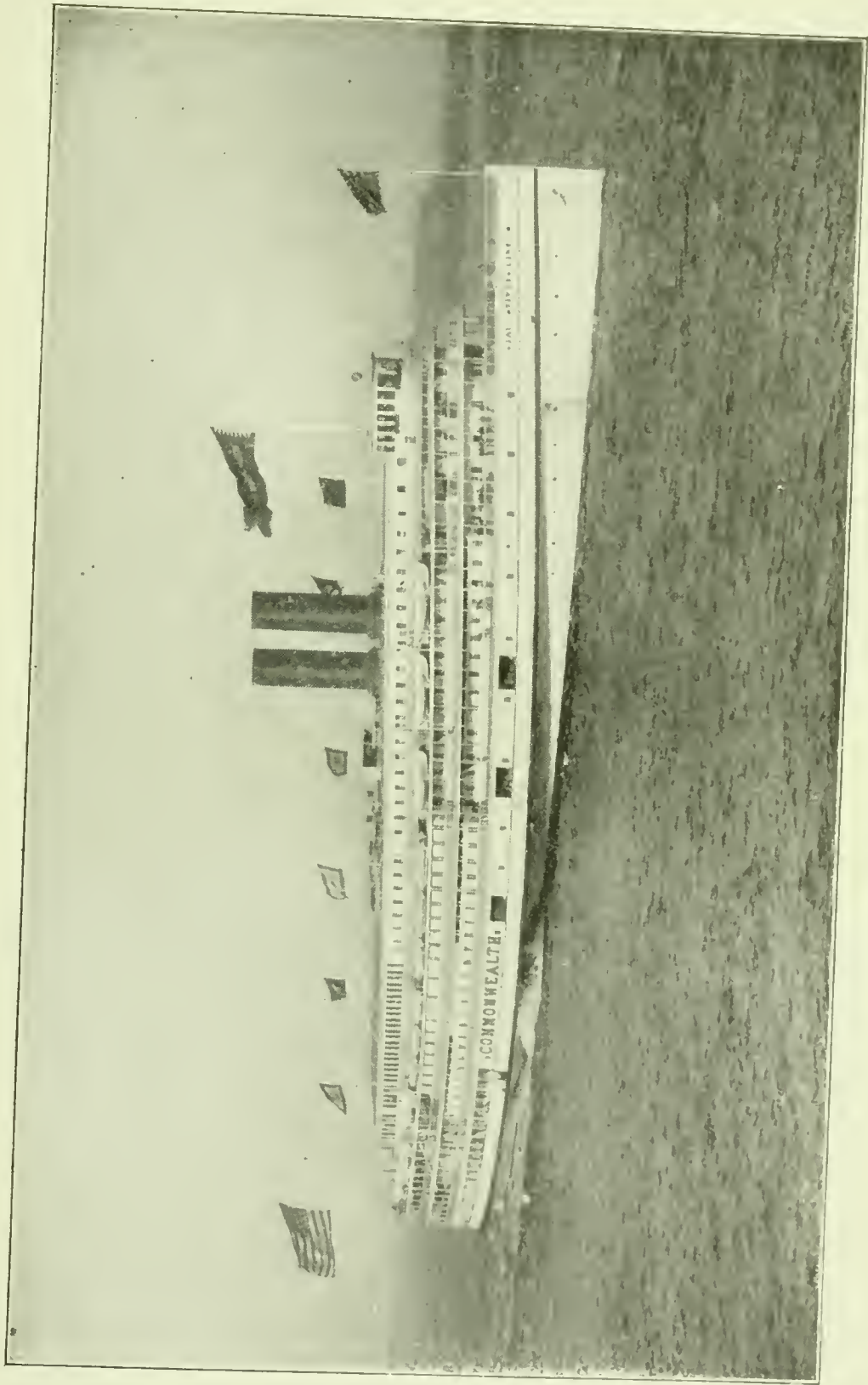
It was the aim of the Fall River Line in those days, as now, to make each new boat faster, safer, more comfortable and more splendid. Then, as now, the newest achievements in marine architecture and construction were incorporated in each new vessel built for the Fall River Line. So it was that the Puritan, the next new vessel to join the fleet, was acclaimed as "The Queen of Long Island Sound," when she appeared on the Line in June, 1889. The genius of George Peirce of the Fall River Line, who supervised every detail of her design and construction, found fitting expression in the Puritan.

In 1890, a year after the advent of the Puritan, the Fall River Line fleet was increased by the addition of another steamer. She was named the Plymouth. She was a fitting prototype of the Puritan, possessing the speed and artistic beauty of her sister ship. While undergoing repairs at Newport in 1906, she was burned at her dock. A new Plymouth, like the fabled Phoenix, arose from her ashes and was placed in service in August, 1907.

The superb accommodations which these and other steamers of the Fall River Line afforded travelers, increased the passenger traffic on this route beyond all precedent and made imperative the need of another addition to the fleet. This need was met by the Priscilla, which was completed in 1894. She took her place on the Line in June of that year.

Not so large as an ocean liner but quite as sumptuous, quite as elegant in point of decoration, the Priscilla received a noisy welcome from the harbor craft as she steamed majestically from her New York pier on her first trip through the Sound. Faster and larger than her sister ship, the Puritan, she was hailed as the new "Queen of the Sound."

The trip between New York and Fall River on the Priscilla is one of pleasant luxury. The finish and decorations of the quarter deck give the keynote to the architectural and artistic treatment of the interior of the steamer. A dado three feet six inches in height from the deck faces the walls. Above the dado are panels in bas-relief, portraying Commerce, Machinery, Architecture, Electricity, Music, Dancing, the Arts, Painting and Home Industry. In the last named panel, the figure is that of Priscilla at her spin-



STEAMER COMMONWEALTH

ning wheel. The dado as well as the stanchions are finished in mahogany.

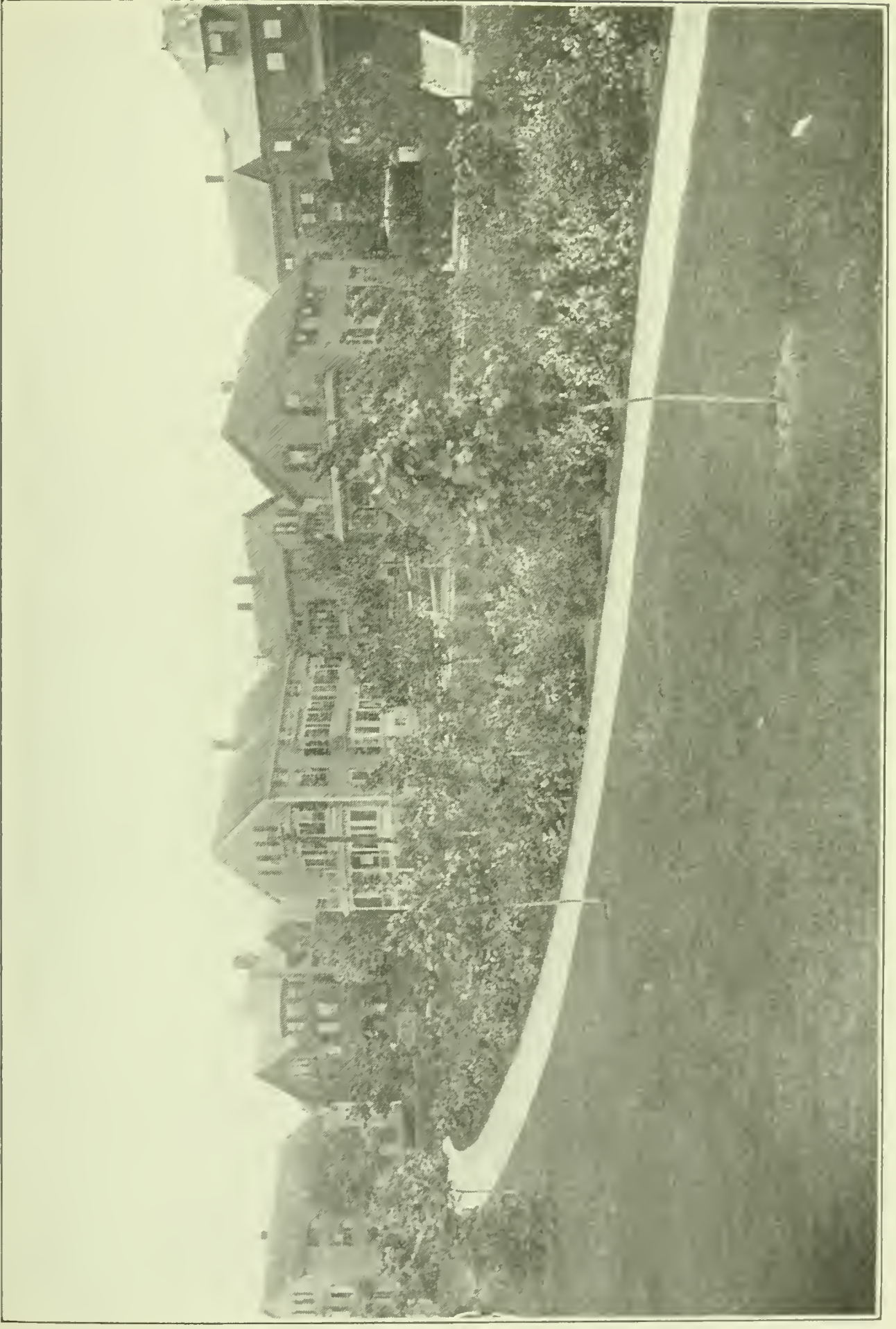
The prominent feature of the grand saloon is the massive staircase leading to the upper deck. The furniture and decorations of the grand saloon equal in splendor the furnishings of the Puritan. Not over-adorned, this apartment appeals to the cultivated eye. Comfort and restfulness are its dominant characteristics.

In June, 1905, eleven years after the Priscilla was placed in service, the Fall River Line was increased by the addition of another superb steamer. She was named the Providence. She is the fourth steamer of that name to navigate Long Island Sound. Although not as large as the Priscilla, she is furnished just as elaborately. Her paddle boxes are enclosed so that her contour remains unbroken, which gives her the appearance of a propeller.

The steamers retained and available for use to meet the requirements of travel between New York and Fall River, are the "Providence," the "Puritan," the "Plymouth," the "Priscilla" and the "Commonwealth," beside several freight boats.

The steamer Commonwealth, which joined the fleet in 1908, is the flagship of the Fall River Line, and is the largest, newest, most magnificent vessel plying in inland waters. She is like a floating hotel, having accommodations for two thousand passengers. Its grand saloon is a beautiful example of Venitian-Gothic decoration so artistically pleasing as to evoke the admiration of its patrons. (In fact all the steamboats on the "Fall River Line" are actually floating palaces.) It is a two million dollar steamer, which price may furnish to the reader some idea of the magnificence of this line of steamers which is of Fall River origin; and some idea of the immense, nightly travel by this line alone, when it is understood that to provision the Commonwealth for a *single trip*, requires a ton of roasts, steaks and chops, two hundred pounds of poultry, two hundred loaves of bread, three hundred pounds of butter, two hundred and forty dozen eggs, one hundred gallons of milk, three hundred pounds fresh fish, one hundred and fifty pounds of salt fish, one hundred pounds of coffee, and other varieties of food in like proportion.

All these "Fall River Line" steamers are equipped with searchlights, wireless telegraph and every up to date requirement and convenience. During their nightly voyage on Long Island Sound they are constantly in wireless "touch" with each other and in fact with the world, for the wireless service on these steamers has



SOUTH PARK, (SHOWING A PLANTATION OF WEGGELIA AND SPIREA)

proven a great convenience to the patrons of the line as it enables them even while in transit, to communicate with their homes and their business.

STREET CAR SERVICE.

Fall River's first street car line was built in the year 1880. George F. Mellen, its projector, formed a corporation known as the Globe Street Railway Company, and its first tracks were laid in Main street and Pleasant street.

Like the steamboat lines and the steam railroad service, this street car service was a success from its beginning. It developed and expanded, and stimulated competing lines, until the city became quite comfortably supplied with street car service. These competing lines were finally brought up and merged into the Globe Street Railway Company.

This service was furnished by horse power until September 1892, in which month electric power was substituted.

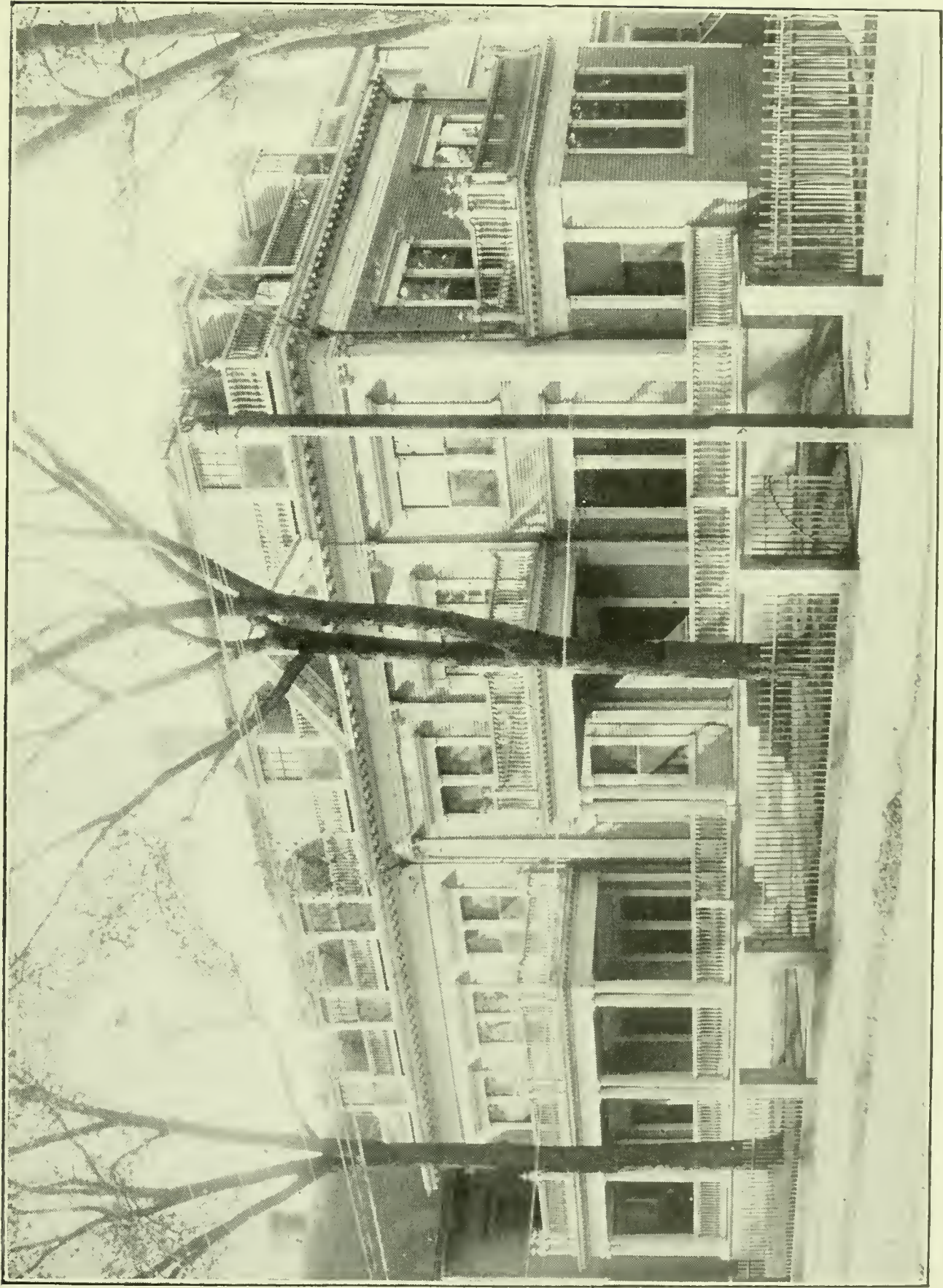
In 1899 the Globe Street Railway became merged with or into the Old Colony Street Railway System, one of the largest electric systems in New England, operating in and through this city and Newport, New Bedford, Taunton, Providence, and Boston, thus giving direct connection with all cities of the six New England States. Tickets for use within the city limits are sold six for a quarter and a general transfer system is maintained. Street sprinkling cars were introduced in 1902 and electric cars for carrying freight and baggage, moving hourly in all directions, in 1903, thus increasing still further, Fall River's facilities for transportation and contact with the world.

MUNICIPAL ADMINISTRATION.

Fall River as a municipality is divided into nine wards and nineteen precincts. It is governed by a Mayor and twenty-seven Aldermen. Its principal officials are a city auditor, city clerk, city solicitor, and superintendent of streets. Its chief commissions are, Police Commission, Fire Commission, Reservoir Commission, and Park Commission.

POLICE COMMISSION.

A police department was naturally organized upon the incorporation of Fall River as a city and was under the control of the



QUEQUECHAN CLUB

mayor and aldermen until, upon the petition of many citizens the Legislature, by act approved in May, 1895, transferred all control of the city police and of liquor licenses, from the mayor and aldermen to a commission of three citizens appointed by the Governor, and who held their offices for a term of three years, and the reputation of this city for order and sobriety is second to no city in the country.

FIRE COMMISSION.

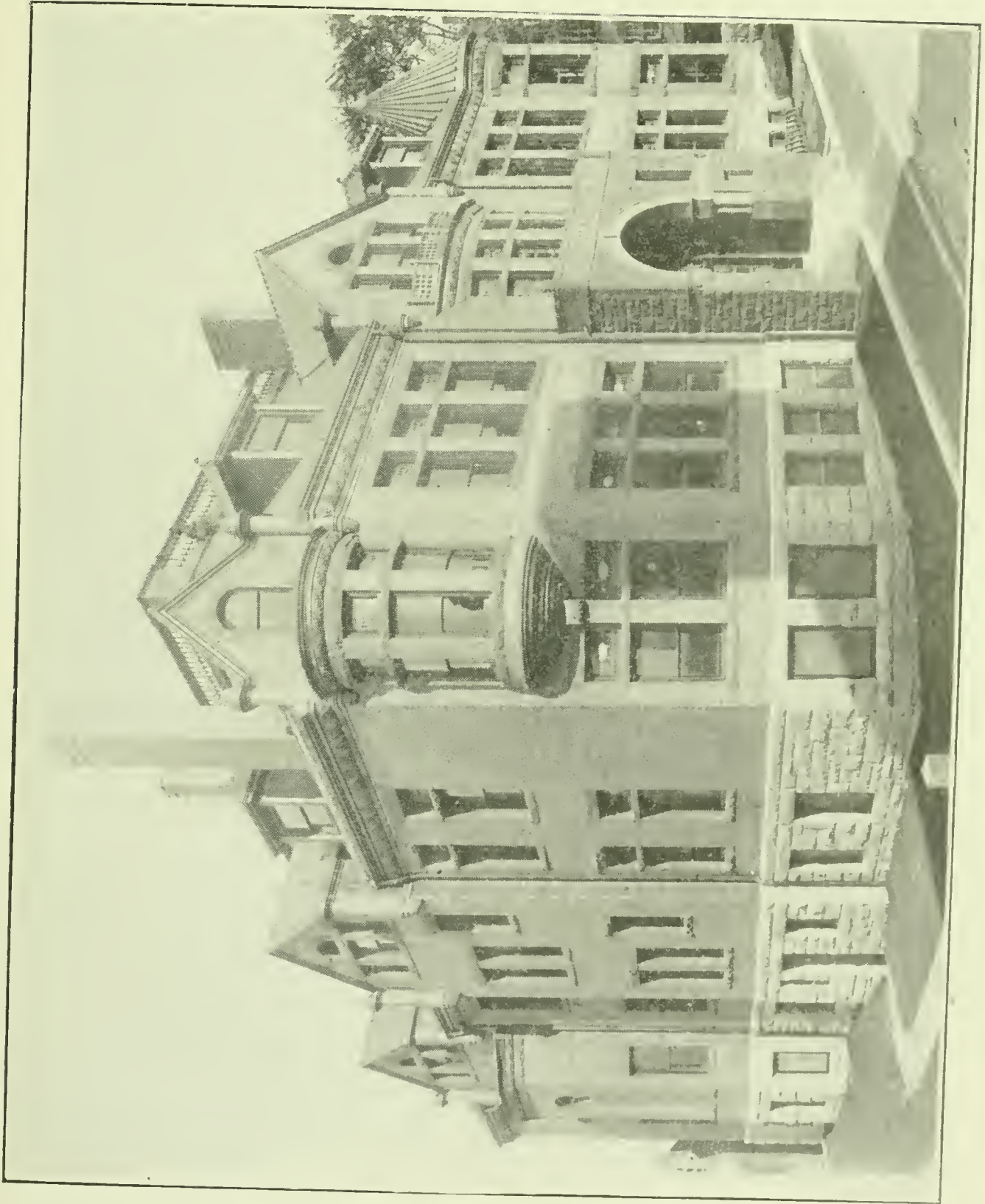
The Fire Department is a well organized and well paid department of permanent men, commanded by a Chief and two assistants, the men being assigned in groups to the several engine houses in different parts of the city, having in their charge six steam engines, four hook and ladder companies, five hose companies and four chemical engines, one auto truck for flying squadron. These firemen have also a Veteran Firemans' Association and sustain a fireman's mutual relief fund.

Engine houses are numerous, modern in construction and equipment and usually are built in combination with police precinct headquarters. The Fire Department organization is so thorough that destructive fires or total losses are almost unknown, no city of the size ever showing so little loss in insurance reports as Fall River.

THE WATER BOARD.

The Reservoir Commission or Water Board as it is now called was first elected about the year 1871 and water works were built in 1873, at a cost in round numbers, of about two millions of dollars, on 48 acres of land purchased at the head of Bedford street, upon the west shore of North Watuppa Lake. Tanks were erected in various parts of the city to insure more even pressure and supply. The laying of pipes through our granite foundation commenced with the building of the pumping station and has been an expensive work.

Now we have three fine engines installed with a daily pumping capacity of twenty-four million gallons of water and considerably more than a hundred miles of piping laid to supply the needs of citizens. We have a daily consumption of about 5,300,000 gallons and 8,200 meters to measure the supply. The cost was great, but the people had to have it, and today this branch of the city service is probably the most remunerated and important.



BOYS' CLUB, ANAWAN STREET

The purity of Fall River drinking water is the pride and boast of the people, and as the city has developed it has been deemed necessary to provide for its continued purity. Hence about 2800 acres of land around the borders of North Watuppa lake have been purchased within the past five years, at a cost of about \$213,000, which will ultimately be converted into an immense park, within whose center will forever be found the placid lake of North Watuppa, the city's pure water supply.

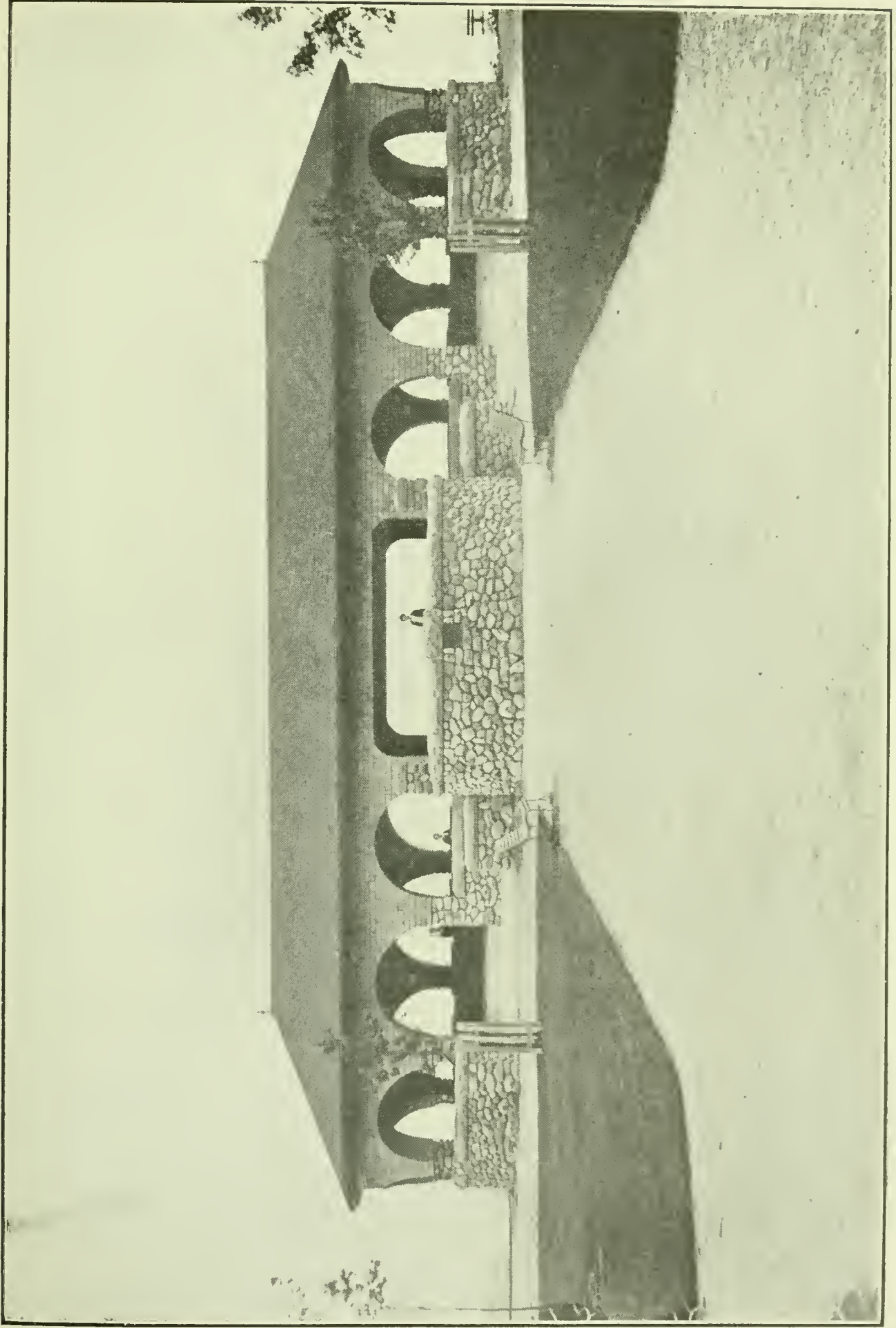
PARK COMMISSION.

The Park Commission is not of very ancient date, the first commission having been appointed by the Mayor in 1902. Fall River possesses three small parks in as many locations. The largest and most important is South Park of 108 acres, extending from South Main Street to Mount Hope Bay. This is a beautiful location with trees, shrubbery, small lakes and playgrounds for the children, as well as a field for sport for older persons. Next in importance is North Park extending from Highland Road to North Main Street, about thirty acres in extent, originally a part of the city farm and also laid out for beauty and the sports of the people.

Ruggles Park lies between Pine and Locust Streets, comprises ten acres of land or less and has become an important place for young people's games of sport in summer and a skating park in winter. Beside these parks the commissioners control several attractive cemeteries; but as all of us will be drawn thither soon enough we leave the consideration of their beauties for the final visit. The commissioners have taken steps to provide several playgrounds in different parts of the city, and the Board of Alderman has authorized a loan of \$100,000 for the purchase of two playgrounds in the eastern and south eastern locations. The Park Commissioners serve the city gratuitously and the efforts of no officials seem more highly appreciated by the citizens.

PUBLIC AND OTHER BUILDINGS.

No city displays so many costly and imposing buildings devoted exclusively to manufacture as does Fall River. The hundred or more mighty buildings of glass and granite, five stories high and immense, are but the workshop of the operative. The factor from any other part of the world, coming to Fall River, is



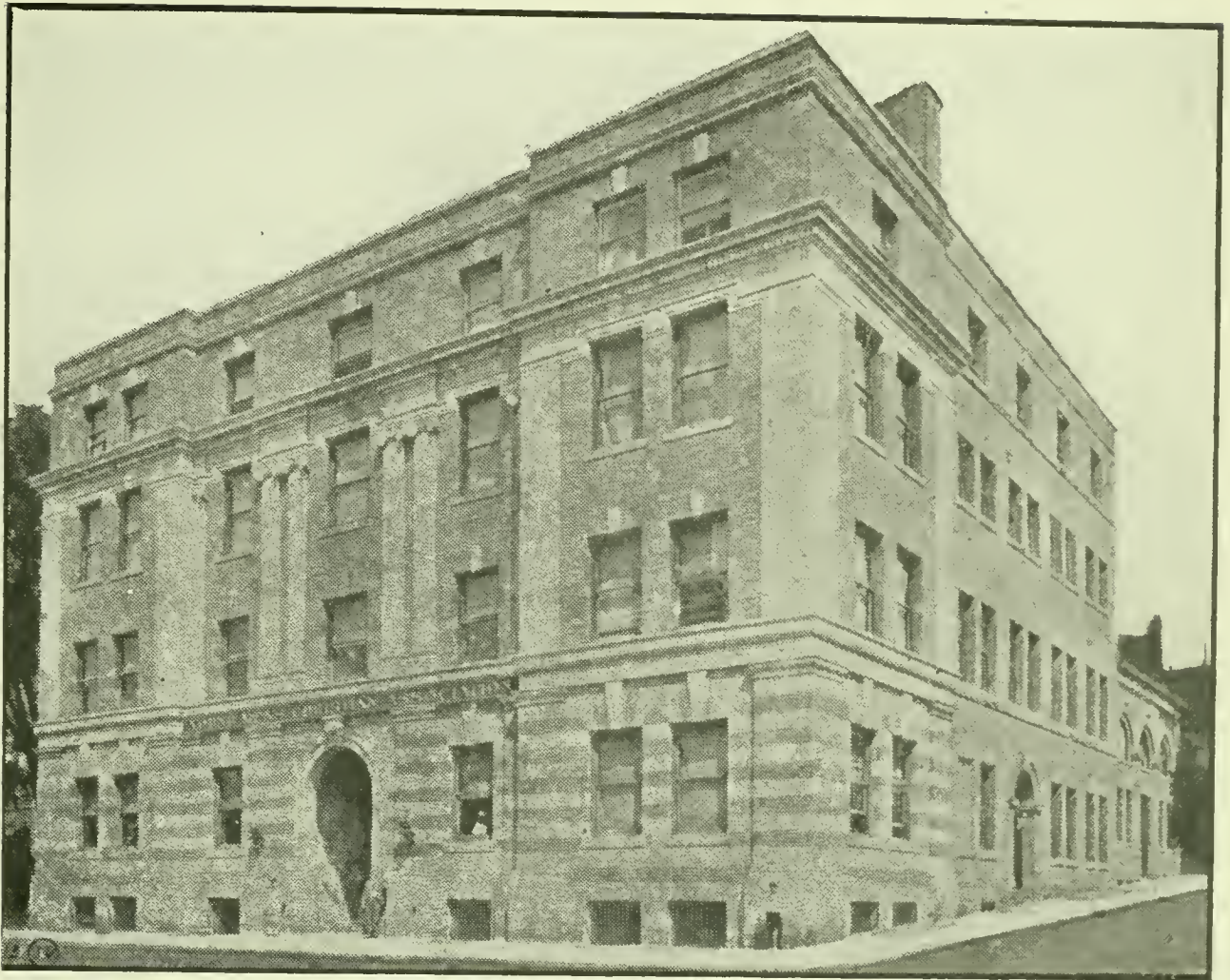
SOUTH PARK SHELTER AND BAND STAND



DAVENPORT SCHOOL

amazed at their number and size, and their evident cost, just for manufacturing purposes.

Where are more imposing buildings than the Post Office and the B. M. C. Durfee High School? The Library and State Armory? The Academy of Music, the Notre Dame, and St. Anne's churches, each costing a million or more? The Granite Block, and City Hall? The Congregational and Ascension Churches? The Mellen House, the Hudner Building, Dunn's Block and Campbell Building? The Lincoln school and other schools, St. Mary's Church, and Bishop's Home, the Globe Newspaper Block, the Charlton Block, the Boys' Club, the Quequechan Club, the City Hospital and Old People's Home, St. Vincent's Orphanage, and so many others that space does not permit to name? Yet all of these are the outgrowth of Fall River's home industries and success.



Y. M. C. A. BUILDING

SCHOOLS AND LIBRARIES.

Fall River has a free public library of 70,000 volumes or more, housed in a new and handsome building erected for the purpose. It has also a Y. M. C. A. building and library and law library, furnished to the Bar Association, but open to the free use of citizens. Here, too, is located the most complete and progressive Boys' Club in the country, in a most beautiful building, the gift of M. C. D. Borden, Esq., who has also recently erected an additional building as a club and resort for men and boys, for games, or exercise, for their advantage and improvement and to counteract the tendency to resorts of doubtful character. Fall River possesses the B. M. C. Durfee High School, the gift of Mrs. Mary B. Young, in memory of her son, and probably the handsomest

building of its kind in America. Also a Textile School for the use of those who aspire to become proficient, and even scientific in the knowledge of textiles and their manufacture.

Its public school system is thoroughly progressive; it has fifty-four public school buildings in addition to those already enumerated, most of which are expensive, modern and model specimens of school architecture.

These buildings contain sixty-three grammar schools and about two hundred and forty of the intermediate and lower grades, where fourteen thousand children are educated under the direction of a corps of five hundred able teachers. The city appropriates over three hundred and seventy-five thousands of dollars annually for the benefit of its public schools, the books and other requirements of the pupils being furnished free of cost. Beside these public schools there are numerous parochial schools for the education of children of different nationalities in their respective faiths and native tongues. In fact, Fall River possesses educational facilities second to those of no city in the land.

CHURCHES.

Fall River has seventy-three churches of all denominations, beside the Y. M. C. A., the Christian Missions, Hebrew Synagogue and the Salvation Army. It possesses several prominent churches, principal among which are the Central Congregational church, the St. Mary's Cathedral, St. Anne's and Notre Dame Churches, all of which are presided over by able and learned clergymen who minister to large congregations.

The cost of some of these houses of worship figures into the millions, and beside these there are orphanages, infirmaries, hospitals and nurseries, all handsome structures and all liberally supported for the good of mankind.

BANKS AND BANKING.

Fall River banks, like Fall River cotton mills, have usually had men of the staunchest rectitude in their control and management. And from the date of the charter of the first bank (which was probably the Fall River Institution of Savings, in 1828, now known as the Fall River Savings Bank) to the present date, there has been no bank failure, nor irregularity of bank officials.

Prior to 1903, when state law inhibited the occupation of the



FALL RIVER NATIONAL BANK

same place by Savings banks and National banks for business purposes, Fall River had seven National banks in good condition. This act of the Legislature resulted in one of our National banks selling its assets to the Metacomet National and retiring. Three others merged to form the present Massasoit-Pocasset National bank and the four savings banks continued to do business in their respective locations.

Fall River therefore has four National banks to wit, the Fall River National, the First National, the Metacomet National, and the Massasoit-Pocasset National with a combined yearly clearing for 1908 of \$50,797,024.71, and 1909 of 61,927,058.28. Showing a gain in 1909 over the previous year of \$11,130,033.57.

In the four Savings banks there are 50,000 depositors with deposits approximating twenty millions of dollars.

In addition to these there is the B. M. C. Durfee Safe Deposit and Trust Company, with a capital of \$400,000, and deposits amounting to \$1,000,000.

Beside these regular banking institutions, Fall River has four Co-Operative banks which have done much to encourage the people to save money and to procure homes.

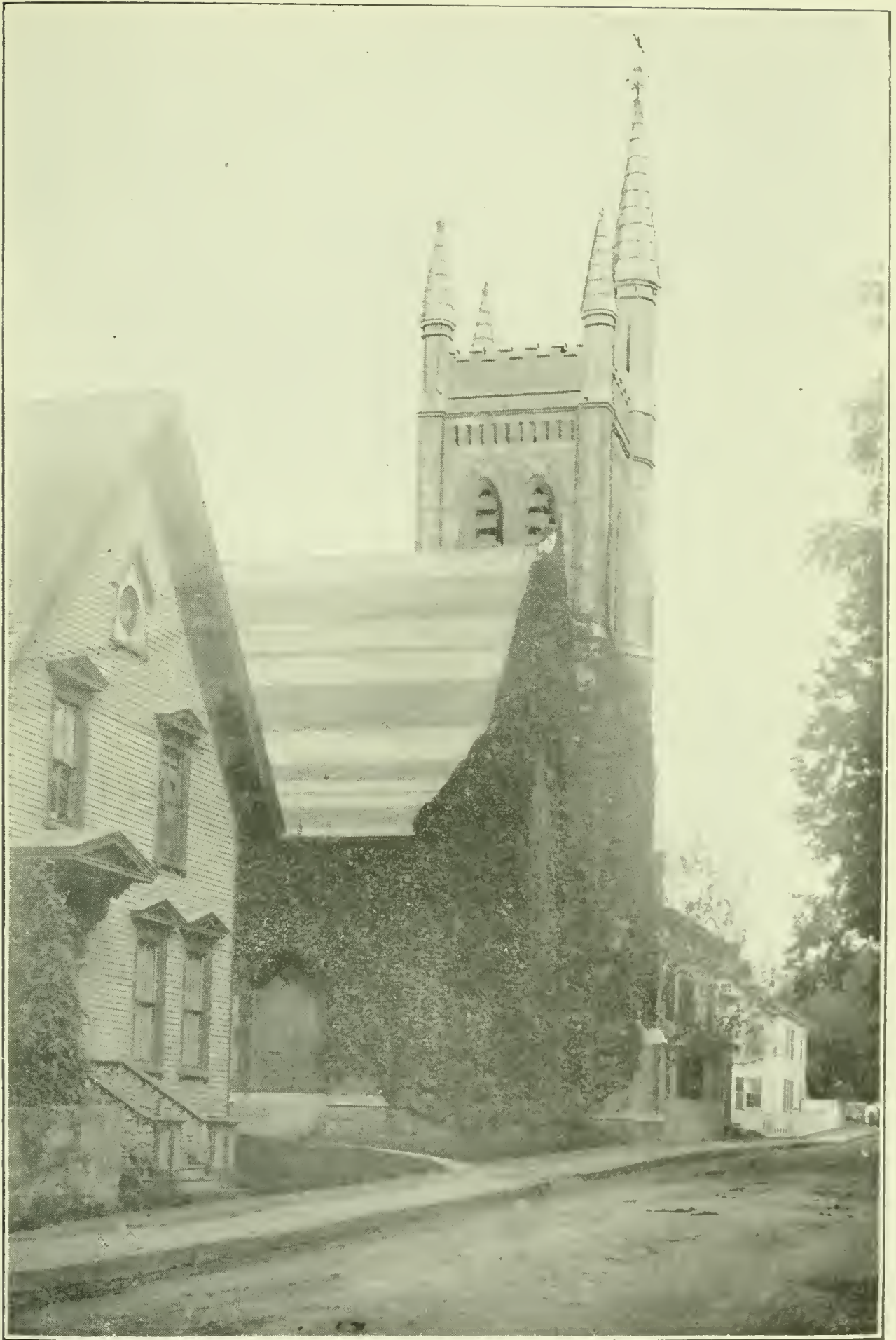
The Troy Co-Operative bank was organized in June, 1880, and is now one of the strongest and oldest banks of the kind in this State. Its assets amount to about \$854,433.43. Profits credited Oct. 31, 1909, of \$114,804.54. It has a reserve fund and surplus of \$36,370.67.

The People's Co-Operative was organized in February, 1882. It has assets of about \$300,000, profits approximating \$45,000, and surplus of about \$9,000.

The Fall River Co-Operative Bank has assets of over \$600,000, with a surplus and guaranty fund of \$28,672, and a membership of over 1000, placing it well in the front ranks of the strongest Co-Operative Banks in the State.

The Lafayette Co-Operative Bank was organized in April, 1894. Shares in the series matured to the value of \$200, each in May, 1906, while the monthly payments thereon amounted to \$144. Dividends averaging nearly 5 per cent. having been credited.

Thus Fall River banks and Co-Operative banks have been eminently successful although strictly conservative, and as safe and sound as any in the land.



CHURCH OF THE ASCENSION

TELEGRAPHS AND TELEPHONES.

The Western Union and the Postal Telegraph Companies each have offices in Fall River. The Southern Massachusetts Telephone Company and the Fall River Automatic Telephone Company also have offices in this city. These companies are all liberally patronized and successful. Recent municipal acts require their lines to be conducted under ground which relieves much of our city of many unsightly wires so often seen in other cities.

CITY STATISTICS.

Fall River has about 150 miles of public streets, 15 miles or more of which are paved with blocks of granite, 60 miles of which are sewered and with many miles of minor sewer connections. A hundred miles are laid with water pipes and connections. The city uses 789 electric lights, 167 gas lights and 311 kerosene lights (in suburban localities) for its nightly illumination. It has an electric fire alarm system extending to all mills and to all parts of the city. It has 20 wharves on its water front, the property of corporations, firms or individuals; 116 halls, blocks and large buildings; 10,000 dwellings or more, some of the handsomest in New England; 120,000 in population, 30,144 male citizens, 16,052 male voters, 2260 female voters and employs over 34,000 persons in its cotton mills. Its valuation is over eighty-one millions of dollars, its debt is about \$3,937,096.97 and its sinking fund \$2,240,564.03, while the cost of maintenance is about \$1,500,000 annually.

In all Fall River's history as an important textile centre, it has experienced but two important strikes. One in the year 1879 which lasted about four months. The second was the result of the colossal and merciless cotton speculations of Wall Street wolves during the year 1904, which brought hardship and misfortune to all communities dependent upon the textile industry.

For six months the prohibitive price of cotton, due to speculation, caused eighty-five mills to stop running, and during that time nearly thirty-thousand skilled operatives were without an earning capacity. Yet during all those months property rights were respected; there were no riots, no bloodshed; there was less fire loss; there were fewer robberies and fewer arrests than ever known before within a decade and for the same given time. Records showed fewer failures or foreclosures, and more prompt



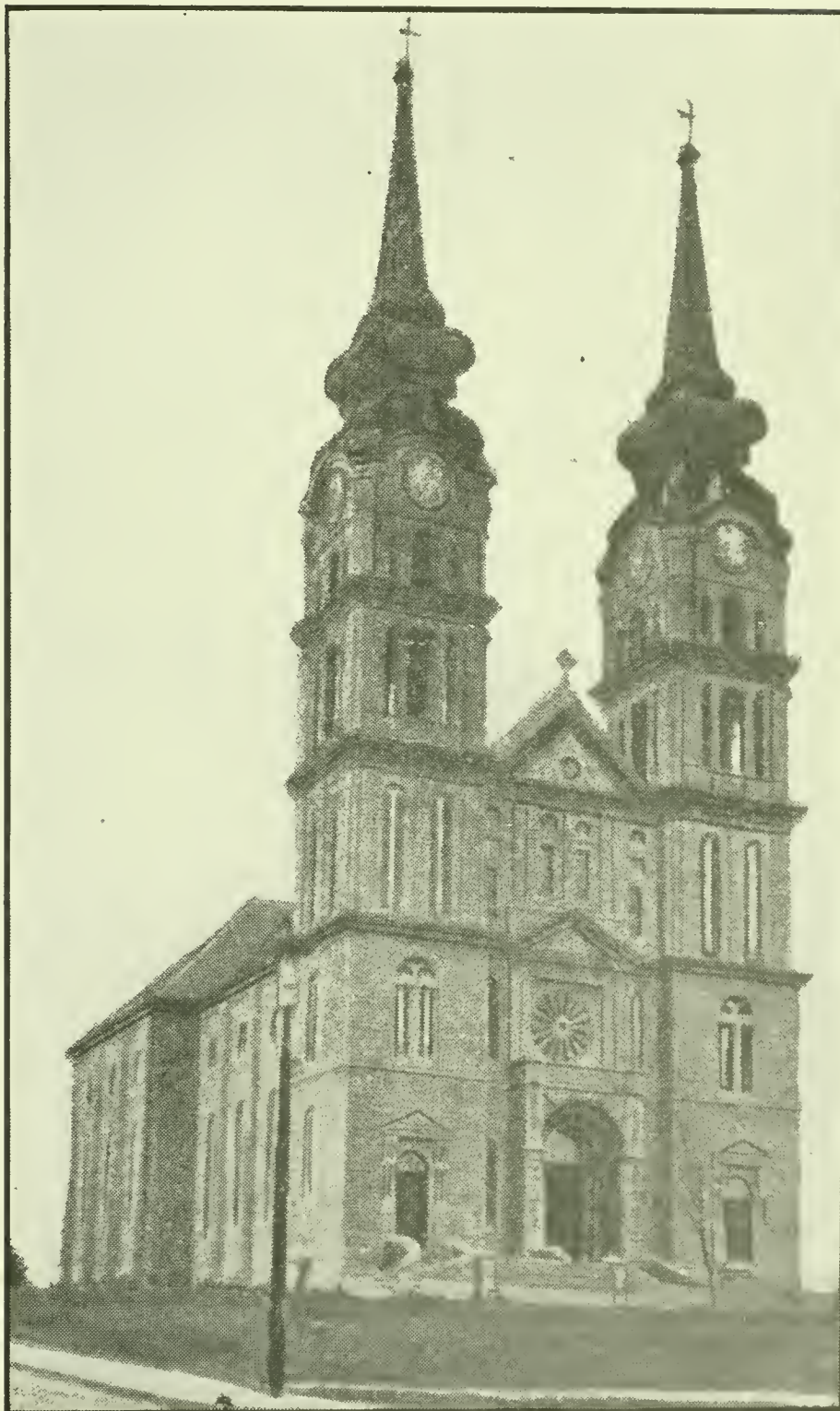
ST. MARY'S CATHEDRAL



ST. ANN'S CHURCH

payments of interest upon mortgages than ever known in shorter periods of depression.

These facts have been quoted in journals and newspaper, from Maine to Texas, from New York to California—"No Pinkerton police, no martial law, no financial crash nor abnormal foreclosures." With some privation and a minimum of pauperization, there is no other city where organized labor abounds, whose record can surpass this. There is no other city in the Union whose firms and corporations are less hampered under strike conditions. This is, indeed, a record, of which Fall River is justly proud, for at no time in her history has the stability of her population been more sorely tried, the greatness and intelligence of her working people so forcefully tested as during that six months' strike of 1904. This record is an illuminating page in the history of the city, (a



NOTRE DAME CHURCH

recommendation of our people to all employers of labor who may come into our midst; as well as a guarantee of peaceful safety to the home-seeker.

City of successes! Grand is your location! Majestic are your mills! The hum of your increasing shuttles is like more classic music to your sons; your myriad spindles are the evidence of your successes; your factory bells and foundry sirens unite with feathered songsters to welcome the dawn of each sunshiny day. Nature has greatly endowed you, history has contributed to your renown, the wealth and energy of man have made you great amongst textile cities, but your crowning glory is not yet.

More ware-houses, docks, and wharves along your water front; your harbor more filled with ships of commerce, laden with trade and bound for every land; developing commerce and more diversified industries, can but crown you a star in the constellation of greatest cities, *south of Mars*.

FINIS.



RESIDENCE ON NORTH MAIN STREET



FIRST PRIMITIVE METHODIST CHURCH

Origin and Purpose

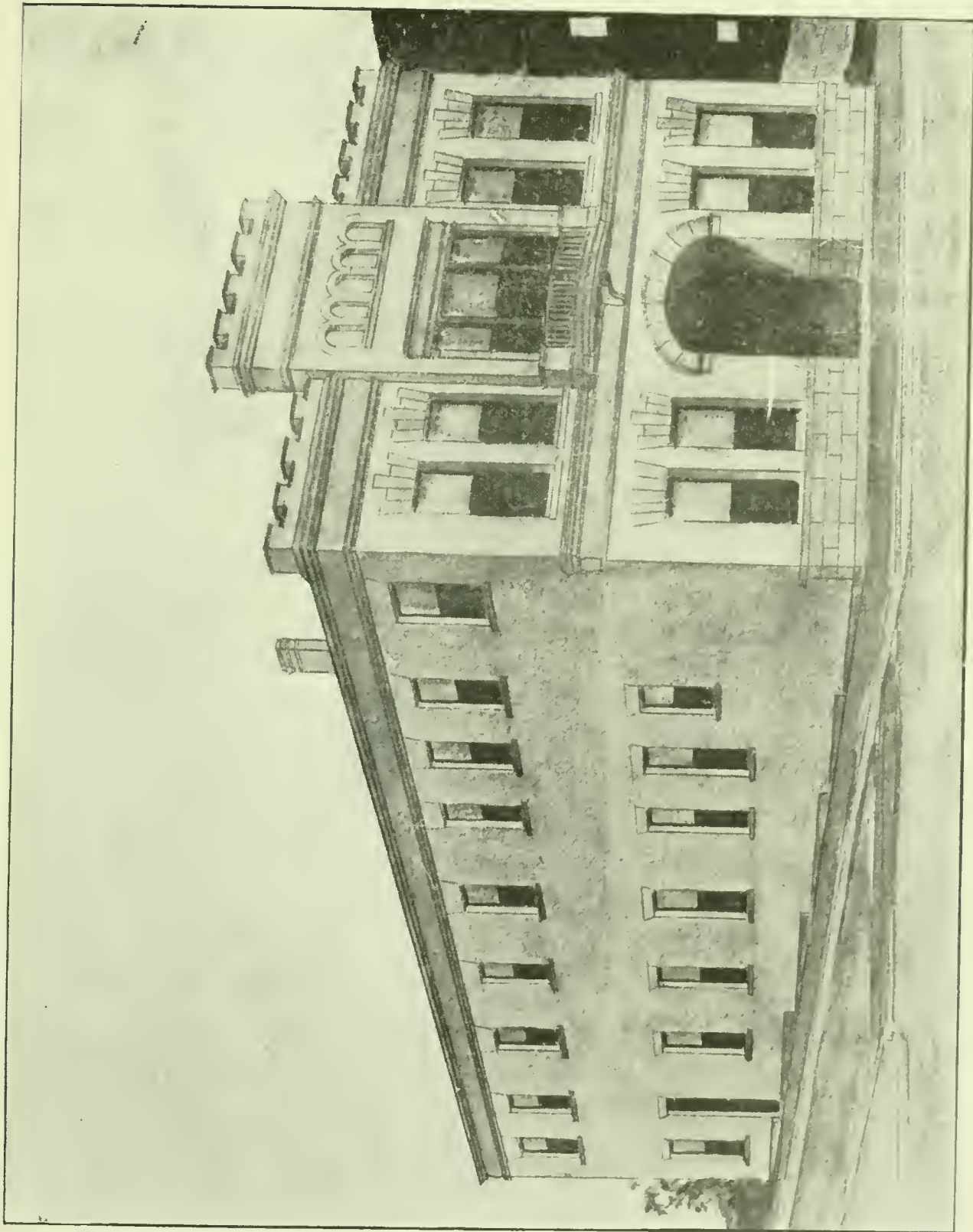
OF THE

Fall River Trade and Industry Association

The city of Fall River, has been developed almost exclusively along the lines of textile manufacturers. It has, of course, other industries, but they as a rule are supplemental, or kindred industries; and what are not so are as yet unimportant, in comparison with the number and value of mills engaged in the production of cotton goods in all their varieties of manufacture. The people of Fall River are justly proud of and are necessarily deeply interested in the growth and prosperity of these mills, for they are peculiarly their own achievement, the result of their home investments and natural development. Indeed, so intensely devoted have they been to this one enterprise, that they neglected to develop other enterprises for which their location is equally as well adapted, until the city's prosperity and growth have brought some citizens to the belief that it is possible for a community to attain such size and importance as to make it essential and for the best interests of all, to encourage the cultivation and development of a variety of industries in order to obviate a possible condition of complete dependence and helplessness in case of prolonged depression in the one important industry.

The Fall River Trade and Industry Association was the outgrowth of such sentiment, and was organized in January, 1905, upon the broad principle of development, the encouragement of trade, to more fully advertise Fall River's natural advantages and to assist in procuring and establishing more diversified industries.

The Association is composed of business men and property holders, having vested and substantial interest in the welfare of



SALVATION ARMY CITADEL

the community; yet it is organized upon such broad principles that citizens of all classes can readily come together upon an equal footing to consider matters of importance to the whole.

This is the basic principle of our State and national existence and it is hoped will prove advantageous in the greater development of our city.

One of the important functions of the Fall River Trade and Industry Association is to educate citizens who have been reliant only upon cotton mills, to invest with confidence in other enterprises. Many members of this Association are owners of stocks in these various mills, and their interests are deeply identified with the progress and success of this principal industry. While not intending to sacrifice any of their interests, these members believe that investments in other enterprises and the encouragement of other industries cannot militate against the interests of their mills and must be of ultimate advantage to the city.

The Fall River Trade and Industry Association is still in its infancy, but its influence has been felt; it has already accomplished much during its existence yet much still remains to be done. It issues this, its souvenir, therefore, with confident predictions of continued, progressive prosperity for Fall River as a city and with the blessings of such prosperity extended to every variety of business located herein, it invites others.

For possessing every natural facility for the growth of great and diversified industries and for commercial expansion, it welcomes every variety of industry.



RESIDENCE ON PROSPECT STREET

PREAMBLE AND BY-LAWS.

PREAMBLE.

Whereas, the City of Fall River has attained one hundred and twenty thousand in population, we citizens believing that it should become more progressive and metropolitan in character, and that diversified industries especially should be encouraged, do hereby organize this Association and pledge ourselves to advance the best interests of our City and promote its more rapid, moral, civic, and commercial development.

NAME.

This Association shall be known as "The Fall River Trade and Industry Association" and every citizen of Fall River may be eligible to membership by complying with the requirements of the Association.

MEMBERSHIP.

Application for membership (containing the full name, address and occupation of the applicant) may be made to any officer or member of the Association accompanied with the annual fee.

All applications must be forwarded to the Executive Committee for approval and by said committee reported to the next regular meeting of the membership to be voted upon.

MEETINGS.

There shall be held a regular monthly meeting of the membership on the first Wednesday evening after the first Monday of each month at 8 o'clock for the transaction of any business that may properly come before it.

Special meetings may be held at the call of the President, or of

the secretary, by direction of three members of the executive committee.

QUORUM.

Seven members of the Association shall constitute a quorum at any regular or special meeting.

OFFICERS.

The officers shall be a President, First and Second Vice-President Secretary, Treasurer, Financial Secretary. There shall also be an Executive Committee composed of the officials above named and five other members.

STANDING COMMITTEES.

There shall be the following committees appointed: Membership; Legislation; New Enterprises; Waterways and Harbor; Railroad, Transportation and Statistics; City Improvements and Taxation.

ANNUAL ELECTIONS.

The Officers of the Executive Committee shall be nominated annually by the membership at the regular meeting in March, and elected at the regular meeting in April.

DUTIES OF THE OFFICERS.

It shall be the duty of the President to preside at all meetings of the Association and the Executive Committee: sign all documents of an official character pertaining to the Association, appoint all committees unless otherwise ordered, exercise a general supervision over the affairs of the Association and call special sessions of the Executive Committee when necessary.

It shall be the duty of a Vice-President to preside at the meetings in the absence of the President.

It shall be the duty of the Recording Secretary to answer all correspondence of the organization; record the proceedings of all meetings of the Association or of the Executive Committee; keep a correct roll of all the members and their residences and to preserve the books, papers and documents belonging to the organization.

It shall be the duty of the Financial Secretary to record the receipts of all fees and other moneys which may come into the organization and to pay the same into the hands of the Treasurer, taking



DWELLY ST. P. M. CHURCH



FRIENDS' CHURCH

his receipt for the same, and it is his duty to render an annual report at the end of each year.

The Treasurer shall be answerable for all moneys received by him and shall pay all warrants regularly drawn on him signed by the President, countersigned by the Secretary. He shall deliver to his successor all moneys, vouchers and receipts that he may have belonging to the association.

It shall be the duty of the Executive Committee to investigate all matters concerning the welfare of the citizens in Fall River and at their meetings determine what matters shall be laid before the General Bodies. They shall also take action upon those matters upon which they shall have authority of the General Body.

EXECUTIVE COMMITTEE.

Vacancies.

The Executive Committee may temporarily fill vacancies in any offices, and officers so elected shall serve until others are elected by the membership.

MEETINGS.

There shall be held at least one regular meeting of the Executive Committee each month on the Monday evening prior to the regular meeting of the Association. Special meetings may be held at any time and place, upon call, five members constituting a quorum.

All amendments or alterations to the By-Laws shall be submitted in writing at any regular meeting and acted upon at the next regular meetings of the membership, but a two-thirds vote of the members present shall be necessary to adopt any change in By-Laws.



CENTRAL CONGREGATIONAL CHURCH



CHURCH IN SWANSEA



SYKES PRIMITIVE METHODIST CHURCH

MEMBERSHIP.

Acornley, B. R., 16 Pleasant St.	Printer
Allen, Frank G., 109 So. Main St.	Mercantile School
Abbe, A. J., 375 Rock St.	Physician
Ashton, Herbert, 1199 Rodman St.	
Audet, A. L., 37 So. Main St.	Insurance
Archambault, E., 133 Forest St.	Clerk
Allwood, Arthur, 36 Cash St.	Real Estate
Andrews, George, 16 Pleasant St.	Printer
Bouvier, W., Pleasant St. & Eastern Ave.	Druggist
Brough, George W., 37 Lee St.	Blacksmith
Bridge, Thomas, 577 Mt. Hope Ave.	Comb Manufacturer
Bridge, Ernest, Mt. Hope Ave.	Comb Manufacturer
Butler, Wm. H., 234 Bedford St.	Physician
Brocklehurst, W, H., 401 So. Main St.	Retired
Buffington, Jas. N., 44 Bedford St.	Insurance
Bakst, Michael, 254 So. Main St.	Clothing
Bernard, Isaac R., 536 Ferry St.	Merchant
Brady, J. C., So. Main St.	Druggist
Boyer, R. W., 53 Hall St.	Teamer
Beesley, J. W. R., 561 Birch St.	Contractor
Broderick, George, 518 Birch St.	Harness
Bodreau, Frank O., Howland St.	
Bergeron, F., 181 Division St.	Physician
Brayton, Israel, Granite Block	Lawyer
Berard, Joseph, 304 Pleasant St.	Furniture
Coughlin, Hon. John T., 1007 Rock St.	Attorney-at-Law
Coffey, Joseph T., So. Main St.	Cigars
Cole, Elmer E., Fourth St.	Salesman
Crapo, Robert C., 256 Maple St.	Teller
Corrigan, D. F., 1484 So. Main St.	Druggist
Cantwell, Edw., 314 So. Main St.	Druggist
Cadoret, Albert, 66 Hackell St.	Real Estate
Comstock, George F., 115 N. Seventh St.	Stables

Carman, Wm. A., 102 Bay St.	Insurance
Cohen, Louis L., (Cohen & Priest)	Mill Waste Dealers
Chavenson, A., 299 Alden St.	
Cahill, Richard, 363 E. Main St.	
Curley, M., 2669 So. Main St.	
Connell, C. W., Highlands	Physician
Crane, John, Pleasant St.	Merchant
Chase, F. M., 24 Bedford St.	County Commissioner
Clegg, R. H., 311 Fifth St.	Loom, Fork & Spring, Maker
Dubuque, Hon. H. A., 11 So. Main St.	Attorney-at-Law
Dunn, Wm. J., 239 Central St.	Speculator
Dunn, Jno. W., 114 Hamlet St.	Speculator
Durfee, Wm., Central & Main Sts.	Retired
Doherty, B. A., 732 Bedford St.	Grocer
Delemarre, Rev. D. V., 2492 So. Main St.	
Destremps, L. G., 56 No. Main St.	Architect
Destremps, L. E., 56 No. Main St.	Architect
Dupre, Alfred, Howland St.	
Dionne, Victor, 93 Fenner St.	
Denehy, Timothy, 188 Kilburn St.	Teamer
Dundis, J. E. Main St.	
Davis, Jas. A., 87 Sixth St.	Clerk
Dandelin, N. N. S., Touisset	Sateen Manufacturer
Entin, A., Middle St.	Physician
Estes, Joseph, Grinnell St.	
Foulds, R. A., 88 Barnaby St.	Treasurer
Feitelberg, Jacob	Clothing Merchant
Forman, K., Main St., Brockton	Cloaks & Millinery
Feitelberg, M., Bay St.	Clothing Merchant
Fournier, E., 820 King Philip St.	Grocer
Fisette, Jean, 127 Arch St.	Hatter
Freeman, Wm., Slade St.	
Fournier, Joseph, 1246 So. Main St.	
Garland, J. A., 25 North Main St.	Advertising
Gray, Alex. F., 456 June St.	Auditor
Greene, Hon. Wm. S., 40 Bedford St.	Congressman
Guiney, Edw. J., 499 Rodman St.	Lumber Merchant
Griffin, J., 289 Central St.	Hay & Grain Merchant
Golden, Jno., 25 Hudner Building	Pres. U. T. W.
Galkin, Jacob, 384 Columbia St.	Mouldings & Picture Frames
Golbberg, Ellis	Shirt Manufacturer



FRANKLIN STREET CHRISTIAN CHURCH



F. S. BROWN COMPANY

Gee, Fred'k A., 661 High St.	Investor
Gorman, A. P., 182 Second St.	Paint Store
Garneau, Dr. J. P. A., 1684 So. Main St.	Physician
Gagnon, Oscar D., 44 Bedford St.	Insurance
Grandfield, Robert E., Brayton Ave.	Custom House
Giguere, Rev. J. E. II., 889 Pine St.	
Gagnon, Donat, 2641 So. Main St.	Grocer
Gendreau, J. N., 304 Pleasant St.	Furniture
Hudner, M. T., 150 So. Main St.	Supply House
Hood, A. H., 29 Bedford St.	Attorney-at Law
Hunter, F. M., 361 So. Main St.	Real Estate & Insurance
Halfenlein, B., 262 E. Main St.	Clothing House
Heatley, David, 371 Hanover St.	Real Estate
Haffenreffer, R. F., 866 Davol St.	Treas. Old Colony Brewery
Hart, A. T., 108 Second St.	Furniture House
Hart, Wm. J., Buffinton St.	Salesman
Hebert, O. J., 1522 So. Main St.	Jeweler
Holmes, H. G., 1381 So. Main St.	(Sunderland & Son)
Healy, Mrs. Lizzie, 977 So. Main St.	
Hodgkinson, Miss Hannah, 1351 So. Main St.	
Higgins, Patrick J., 1777 So. Main St.	
Isherwood, Jno., 2175 So. Main St.	Grocer
Jackson, John P., 341 Washington St.	Physician
Keefe, David P., 105 Locust St.	Agent
Kelly, M., 255 Third St.	Physician
Kapstein, S., 227 Whipple St.	Clerk
Kenney, James, 740 Dwelly St.	
Kennedy, T. W., 295 Columbia St.	Grocer
Kay, James H., 2064 So. Main St.	Machinist
Leeming, A. H., 366 Bank St.	Carpenter & Contractor
Lewis, Thomas, 313 Durfee St.	Cotton Waste
Lake, Alfred, 74 Hunter St.	Real Estate
Lincoln, A. N., 29 Bedford St.	Attorney-at Law
Letourneau, A. S., 105 Pleasant St.	Druggist
LaPlante, Isaie, 586 Mt. Hope Ave.	Hay & Grain Dealer
LaMontagne, Achilles F., 47 Benjamin St.	
Lynch, Jno. H., 1645 So. Main St.	Agent
Lavault, Roch, Cor. State & So. Main Sts.	Druggist
Lanoie, Dr. J. E., 31 South St.	Physician
Lamontagne, Amedee, 47 Benjamin St.	Baker
Leclaire, Chas., 1246 So. Main St.	Mason & Contractor



CITY HOSPITAL



HOME FOR THE AGED

Leviss, Chas., 187 Washington St.	Grocer
Maloney, Thomas E , 592 No. Main St.	Veterinary Surgeon
Markelevich, M., 502 Ferry St.	Clothier
McFarland, R. F., 409 So. Main St.	Baker
McIsaac, J. D., 776 Plymouth Ave.	Carpenter
MacKenzie, Judson, (Mackenzie & Winslow)	Hay & Grain
Murphy, E. F., 694 So. Main St.	Insurance
Mills, Asa A., 175 So. Main St. (Dry Goods)	McWhirr Co.
McDermott, P. F., 340 So. Main St.	Undertaker
Mussley, Rev. J. Henry, 967 Stafford Road	
McKnight, Frank, E. Main St.	Laundry
MacKnight, R. B., 406 June St.	Insurance
Mercier, Dr. J. E., 1648 So. Main St.	Physician
Metras, A. P., 295 So. Main St.	Grocer
Mills, J. O., 1765 So. Main St.	Merchant
Murphy, C. C. Jr., 1474 So. Main St.	Merchant
McLoughlin, T. J., 741 Dwelly St.	Tea & Coffee
Miller, D. C., 2239 So. Main St.	Painter & Paper
Moore, Fred, 443 Bay St.	Ex-Representative
Normand, Dr. J. N., 1552 So. Main St.	Physician
Nadeau. Ovide A., 128 Last St.	Baker
O'Rourke, M., 17 Borden St.	Manager
O'Connor, Dr. J. E., South Main St.	Physician
O'Neil, J. H., 32 Second St.	Hotel
Porter, George R., 25 North Main St.	Advertising
Prevost, Rev. J. A., 529 Eastern Ave.	
Pritchard, A. J. W., 130 So. Main St.	Real Estate & Collector
Reed, L. N., 101 No. Seventh St.	Livery Stable
Rogers, W. S., 109 So. Main St.	Mercantile School
Rosen. Morris. 263 Bedford St.	Leather & Shoe Findings
Rosen. Morris L. 263 Bedford St.,	Leather & Shoe Findings
Reagan, Wm. J.	Postal Telegraph Co.
Roy, P. J.,	
Rodgers. Chas., 16 Pleasant St.	Tailor
Riley, D. W., 335 President Ave.	Real Estate
Riley, Frank, Osborn St.	Merchant
Radovsky, D. R., 533 William St.	Attorney
Radovsky, Samuel, Plymouth Ave.	Nat. Grocery
Roy, Jos. C., 490 Eastern Ave.	Merchant
Sullivan, D. F., 263 Third St.	With Allen, Slade & Co.
Smith, D. R., Second St.,	Druggist



Shore of Lee's River.
Steep Brook.

Terry Homestead, New Boston Road.

Harvesting Scenes.
Lane near Fall River Bleachery.

Sullivan, M. F., 534 Osborn St.	Teamer
Stone, Samuel, So. Main St.	Merchant
Sinclair, James, High St.	Bookkeeper
Shogan, Benjamin, 184 Pleasant St.	Watchmaker
Stanton, John, 298 Third St.	Retired
Silvia, M. J., 35 Lawton St.	Insurance
Simmons, Wm. H., Melville St.	Shoe Findings
Sears, George, 231 So. Main St.	Dentist
Sokoll, E. J., 32 No. Main St.	Confectionery
Staincliffe, George, 855 Broadway	Grocer
Sawyer, C. S., 1800 So. Main St.	Hardware
St. Denis, Ovila, 385 E. Main St.	Painter
Schwartz, Samuel, 1668 So. Main St.	Shoe Store
Smith, David, 625 Almond St.	Machinist
Shea, J. L., So. Main St.	Real Estate
Soferenko, N., 192 So. Main St.	Wholesale Woolen House
Skinner, A. Homer, 78 Sixth St.	Lumber Merchant
Sunderland, James, (Sunderland & Son)	Furniture
Sunderland, George, 1381 So. Main St.	Furniture Dealer
Skiff, B. A.	Baker
Sullivan, E. E., 79 Cambridge St.	Supt. Fraprie-Douglas Co.
Soforenko, Louis, So. Main St.	Clerk
Sanguinet, Miss J., Park St.	
Trainor, J. B., 1521 So. Main St.	Physician
Tompkins, Samuel, 16 Court Sq.	
Thompson, Edward T., 55 French St.	Dry Goods
Townley, Peter, 813 Broadway	Merchant
Thorber, Mrs. Margaret, 111 Cambridge St.	
Turner, Joseph, Wilson Road	Senator
Theberge, Emil, 304 Pleasant St.	Furniture
Vezina, Geo. E., 698 So. Main St.	Grocer
Westall, John, 955 So. Main St.	Physician
Williams, F. P.	Grocer
Welch, Martin J., 58 Tuttle St.,	Merchant
Wood, Elmer E., Granite Block	Lawyer
Wood, I. U., 1414 So. Main St.	Druggist
Wingard, Max, 180 So. Main St.	Merchant Tailor
Walker, W., 2 Main St. (No. Tiverton)	Dry Goods
Willetts, Isaac, No. Main St.	Representative
Whitworth, Wm. S., 297 Osborn St.	Clerk
Young, John M., 24 Bedford St.	Coal Merchant

JOY LINE

MODERN STEEL SCREW STEAMSHIPS



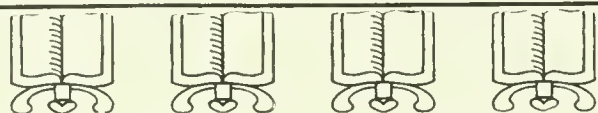
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FALL RIVER, MASS.

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PUBLIC LIBRARY



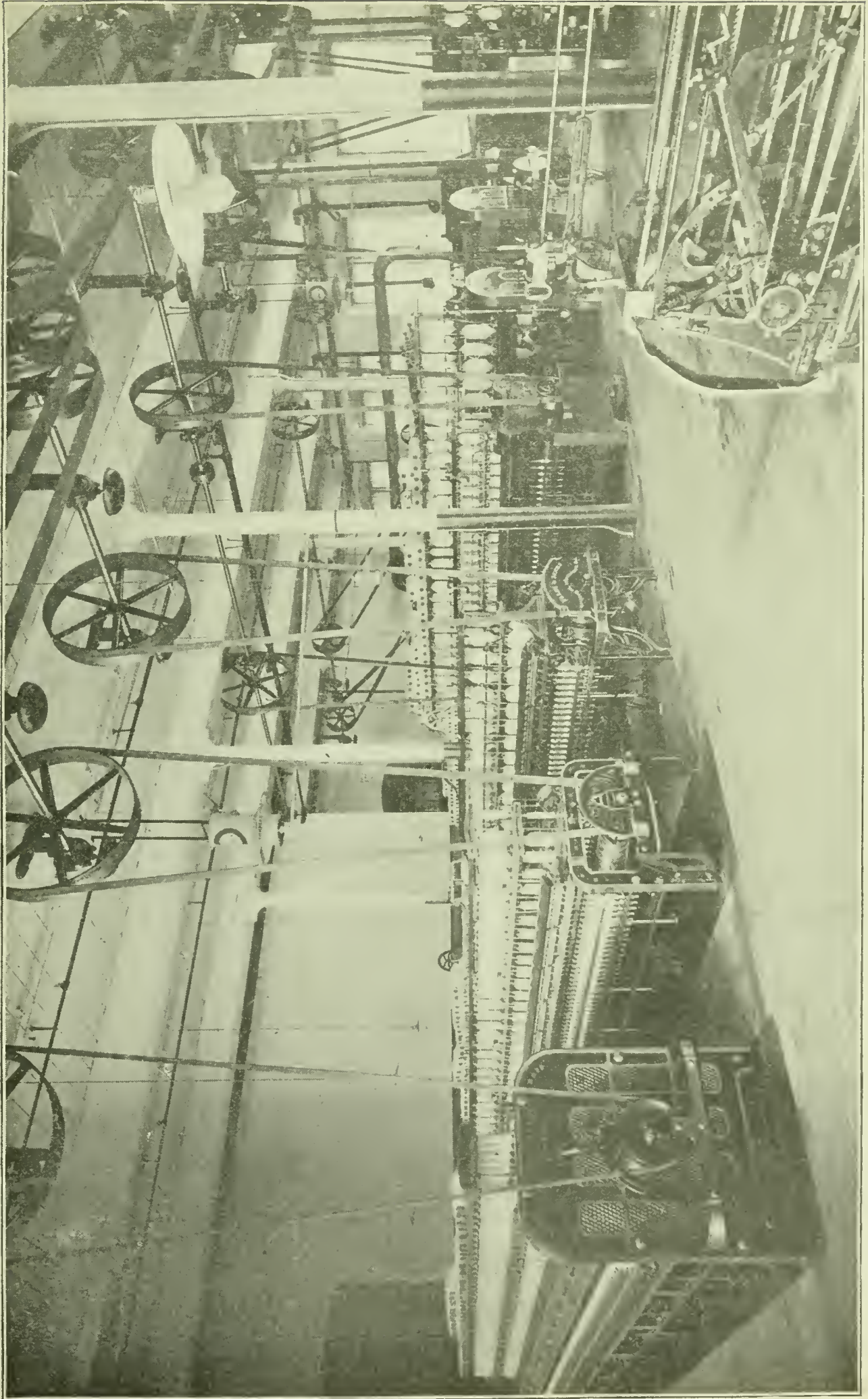
BRADFORD DURFEE TEXTILE SCHOOL

JOSEPH M. DARLING
CONTRACTOR AND BUILDER
...ARCHITECT...

SHOP, 29 SEVENTH STREET

FALL RIVER, MASS.

Office, 56 North Main Street



SPINNING AND FLY FRAMES AT BRADFORD DURFEE TEXTILE SCHOOL

Experience is a Wise Teacher and the Best One

Some of the best experience there is, is the experience of others. When we were twenty-one we couldn't see it that way.

The Turbo Humidifier

(The Humidifier with the Guarantee)

is the result of experience and we are passing it along. The inventor of the Turbo had had experience with every humidifier then existing. With no knocks intended—allow me to say that that was why he went to work on the Turbo.

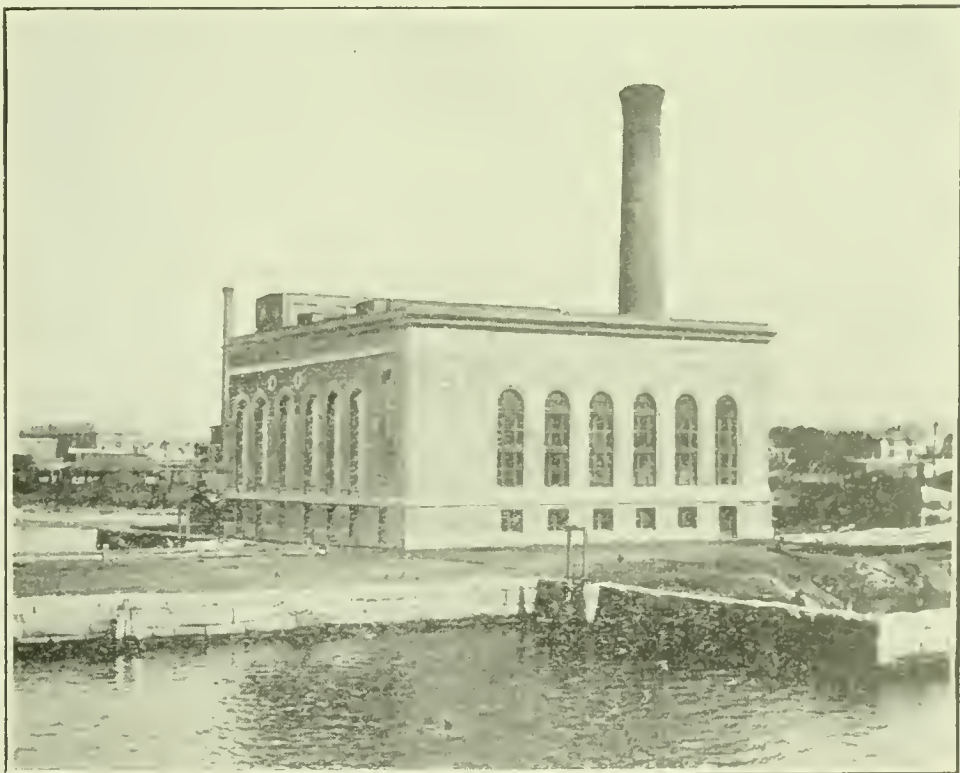
And there you have it—experience; evolution. Shall we call and expound, or will you see the catalogue first?

THE G. M. PARKS COMPANY
FITCHBURG, MASS.

Southern Office: No. 1 Trust Bldg., Charlotte, N. C.
F. S. COTTRELL, Manager



SHOW-ROOM AT BRADFORD DURFEE TEXTILE SCHOOL.



GENERATING STATION, FALL RIVER ELECTRIC LIGHT CO.

Massasoit-Pocasset National Bank

FALL RIVER, MASS.

CAPITAL, \$650,000 - - SURPLUS, \$325,000

LETTERS OF CREDIT

In sums to suit the requirements of travelers. available throughout the world.

SAFE DEPOSIT BOXES

In Burglar and Fire Proof Vaults with seperate rooms insuring privacy.

We offer exceptional facilities for handling any banking business and

INVITE YOUR ACCOUNT

CHAS. M. SHOVE, Pres.
THOS. D. COVEL, Vice Pres
E. W. BORDEN, Cashier.

A. S. PHILLIPS, Pres.
MICHAEL McNALLY, Vice Pres.

JOHN R. HILTON, Treas.
ERNEST HILTON, Mgr.

Mechanics Foundry & Machine Co.

IRON FOUNDERS AND MACHINISTS

Brass, Bronze and Aluminum Castings

MANUFACTURERS OF

MARINE GASOLINE ENGINES

Pattern Making

Automobile work a specialty

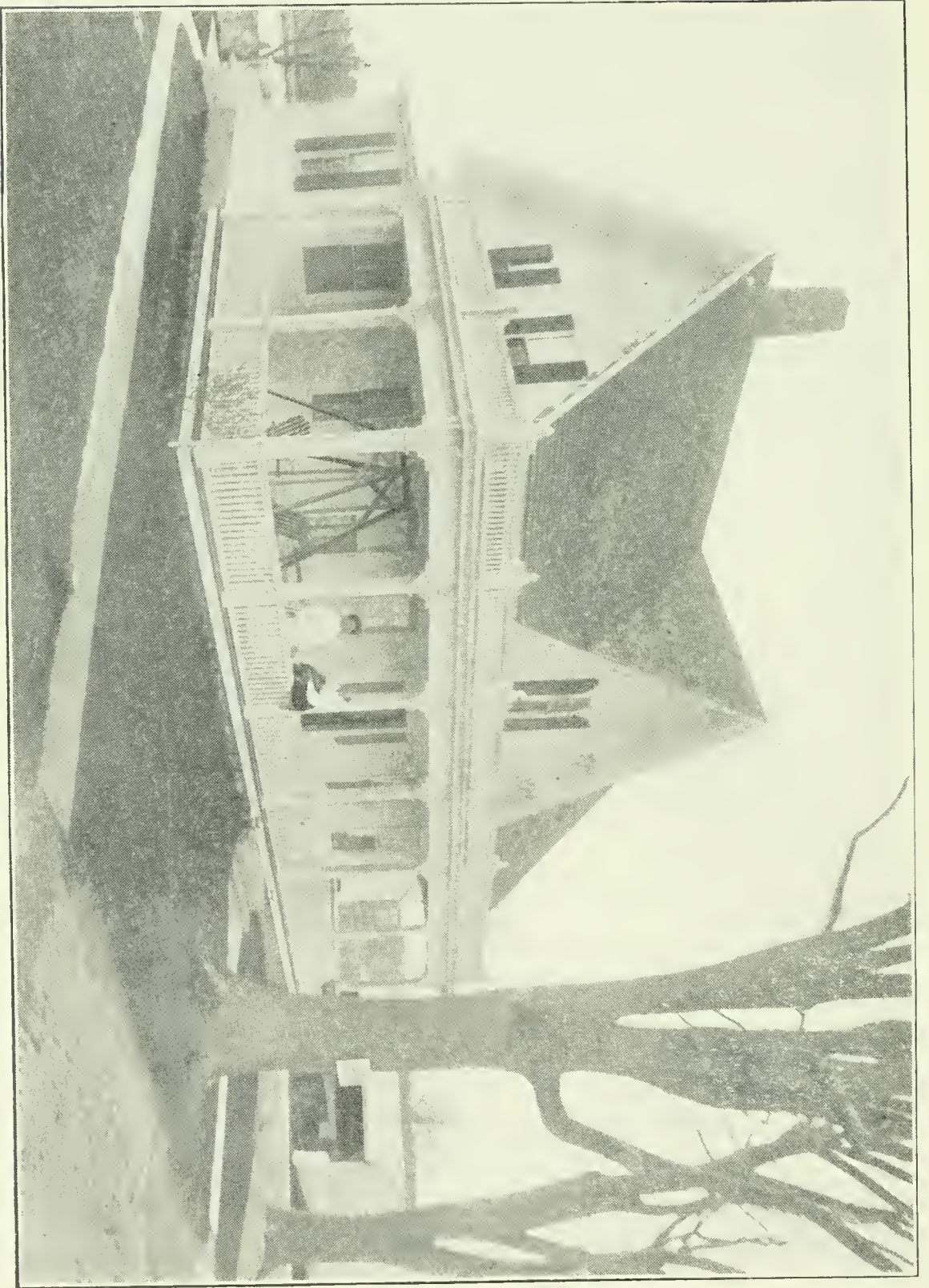
Repairing of all kinds

Hangers, Pulleys and Couplings

FALL RIVER, MASS.



MASSASOIT-POCASSET NATIONAL BANK



RESIDENCE OF EDWIN R. YOUNG

All in Favor of Canal Project

FALL RIVER MEN APPEAR BEFORE COMMITTEE ON HARBORS AND PUBLIC LANDS.

Fall River Trade and Industry Association take the Initiative, and the Merchants Association and other citizens endorse the movement.

“Wake up Fall River” was the slogan of a regular meeting of the Fall River Trade and Industry Association, Feb. 12, when arrangements were made for doing the best that can be done to have the bill for the Fall River and Fore River canal favorably considered. Members of the association have conferred at various times with Congressman Greene, who is working hard for the bill, but like others as energetic complained that people in general about the city were showing a lack of interest. The Trade and Industry Association received notice that the Harbor and Land Commission would give a hearing on the matter at the State House, Friday, Feb. 18th, at 10.30 a. m. As a result of complaint that people seemed afflicted with apathy in the matter, the association considered the matter at length and decided to enlist the services of Mayor Higgins, Senator Turner, the representatives, business men and all others who can do something effective to promote a bill that will be of great benefit to the city.

The members of the committees are as follows: Waterways and harbor, Congressman Greene, John M. Young, William H. Simmons, David P. Keefe and W. Bouvier; Railroads, Transportation and Statistics, Dr. John Westall, Francis M. Hunter, J. W. R. Beesley and F. McKnight.

Fall River men demonstrated to the legislative committee

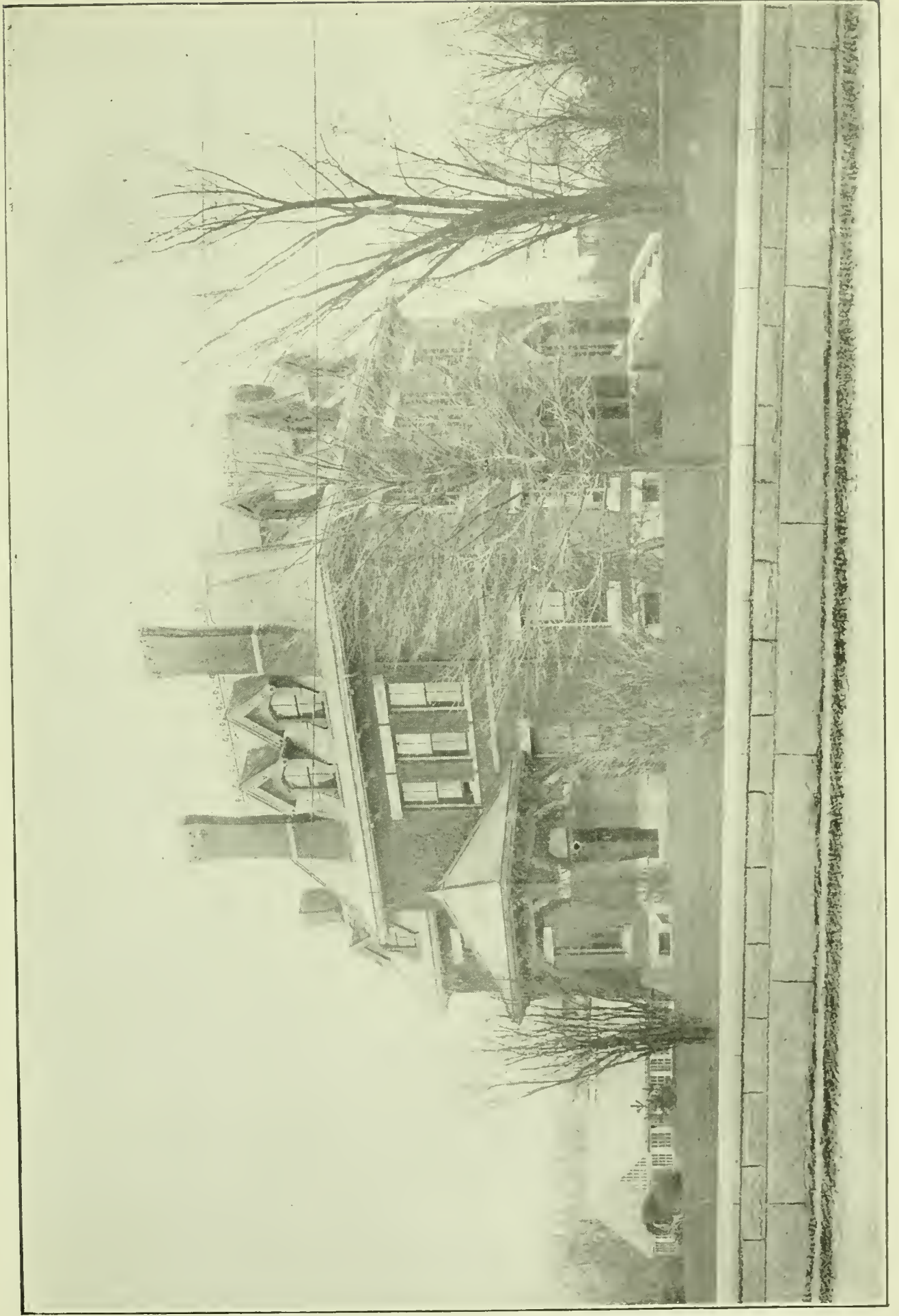
on harbors and public lands Feb. 18th the worth of endorsing the work the federal government seems to be willing to undertake, of building a canal from Fall River to Boston as a part of the great inland waterway which is to reach the whole length of the Atlantic coast. The Fall River delegation was instrumental in giving weight to the project.

Mr. A. H. Skinner said, "Fall River was the third largest city in the State, with 120,000 people and \$92,000,000 of valuation. The association which has endorsed this project, and which he appears for, represents \$51,000,000 of that valuation. One argument in favor of this canal is that of safety of shipping in the storms of winter and the fogs of summer. A second reason is the time to be saved in avoiding rounding the Cape.

Taking up the first argument, Mr. Skinner referred to the different calamities that have happened on the Cape this winter. In the last 10 years there have been 1076 sailors lost on the coast from New York to Boston, and of these 540 perished on the shores of the Cape. This means 30 lives lost every year. Somebody is certainly to blame for allowing these conditions to continue, and on this argument of humanity alone the canal should be built.

Then there was the argument of time saved. From Point Judith to Boston, going round the Cape, was 188 miles, which through the proposed canal it would only be 98 miles. It was not so much the time saved in going this extra distance as it is the waiting time that would be avoided. Vessels frequently have to lay off in sheltered places along this route, waiting for pleasant weather so they can continue, and the time wasted this way, if summed up, would be something appalling. There is more commerce passing Point Judith than any other place in the world, with possibly two exceptions--the canal connecting two of the great lakes and the Suez canal.

Taking up the subject of freight rates, he said the saving in charges would be very great. Water freight rates are from one-seventh to one-eighth those of railroad rates. For example, rail rates from New York to Fall River are \$5 a ton and by water they are 40 cents. From Norfolk rail rates are \$4.40 per ton and by water 60 cents. From Jacksonville, Florida, the railroads collect \$7.50 per ton and the water rate is \$1.25. It would take four locomotives and 375 cars to haul the amount of coal that one tug can bring by means of a tow of barges. Boston alone uses 9,000,000 tons of coal a year and this canal route would save from



RESIDENCE OF JOHN S. BRAYTON

10 to 15 cents per ton on freight charges. Reduced to dollars and cents it means \$900,000 a year.

Fall River, by this canal, would get into communication with other parts of the country. Steam canal boats would be going back and forth and the steamers from the South to Boston would go through the canal and make Fall River a port of call.

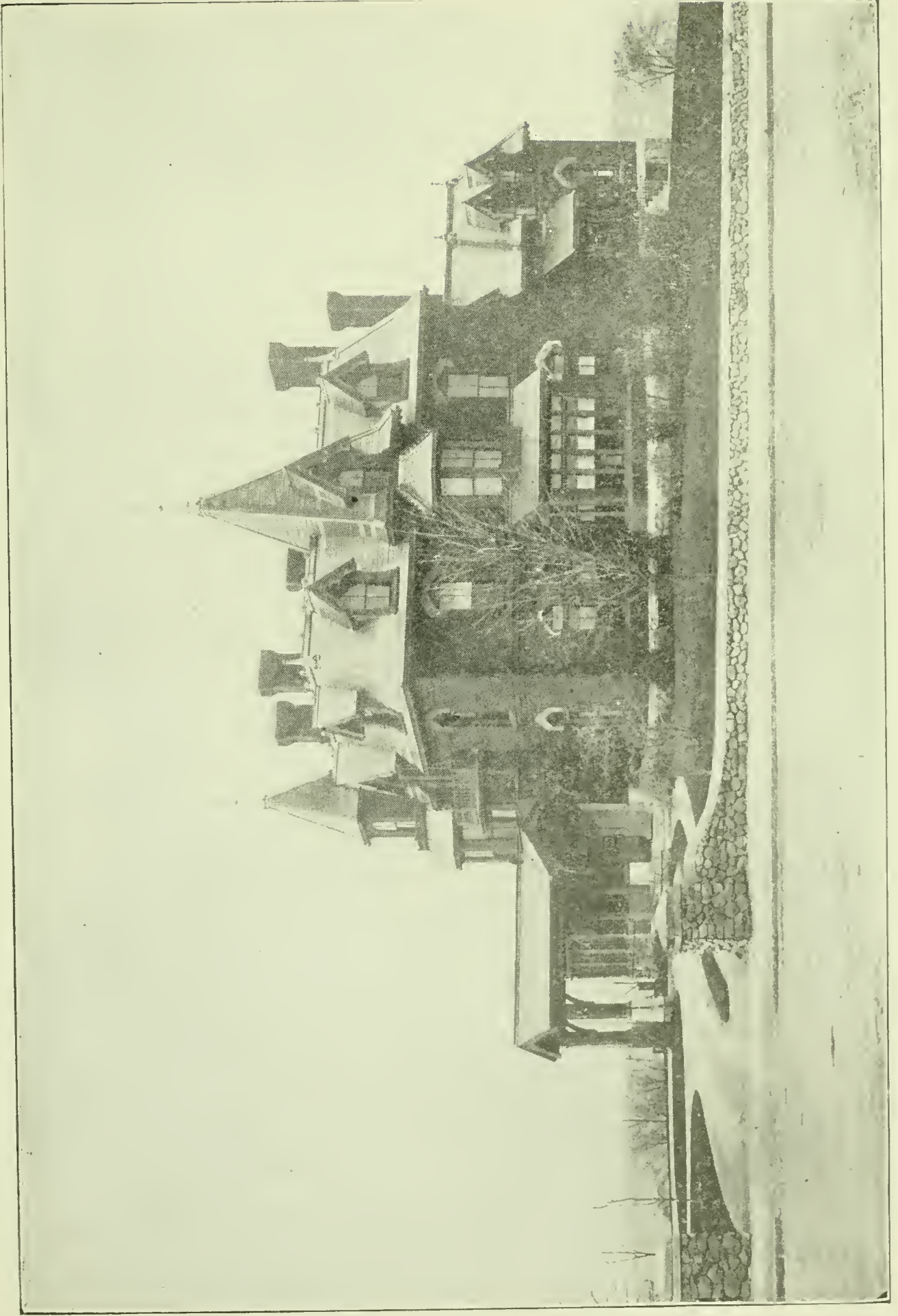
The federal government spent \$675,000,000 last year and 60 cents on every dollar went for war purposes, and \$51,500,000 was expended for harbor improvements, and of this latter sum Massachusetts only received \$600,000."

Ex-Mayor John W. Coughlin said, "The people of Fall River are deeply interested in this project. The State should take up and assist in this investigation and demonstrate its practicability. Aside from the toll of death that is being annually collected there is another thing, that of the business interests to be considered. If the United States is willing to go into this project it is up to the citizens to see that Massachusetts does her full part and endeavor to develop the business interests all along the route of the proposed canal. We know already that such an undertaking will have the endorsement of the governor of this commonwealth. It may be years and years before the bells will ring again to announce that such another golden opportunity is knocking at the door of the State. There is not a State in the whole Union that can receive so much benefit from an inland waterway that Massachusetts can.

"We in Fall River want to build up our city," he said, "we want to see our merchants prosper, our freight rates lowered, and we want to be connected up with Boston. We want to see great industries all along the route of this canal, and the smoke from their chimneys ascending to high heaven, testifying to all the world that our people are prosperous and happy.

It has always been claimed that the cities located on the coast or rivers were the most prosperous, and in Europe that argument is proven. Here, however, we seem to have allowed the inland cities to get an advantage. We have here the opportunity to put an end to the greed of commerce, which causes the sending out of men in coffin ships to end their days, and Massachusetts should stand in the vanguard, and it is up to you, gentlemen of the committee, to take the first step to bring about this result."

Those present at the hearing were Ex-Mayor John W. Coughlin, City Solicitor Hanify, A. Homer Skinner, County Commissioner



RESIDENCE OF MISS SARAH S. BRAYTON

Chace, Representatives Willetts, Parks, Harrington, Gifford and Booth, Dr. R. Thompson, Alderman C. A. MacDonald, Harry P. Brown, Jas. N. Buffinton, Warren Barker, representing Merchants Association; F. M. Hunter and B. R. Acornley, representing the Fall River Trade and Industry Association. Senator J. Turner, Representatives D. P. Keefe and F. Mulveny were absent on committee work, but endorsed the project.

As a result of the above hearing the following resolution was adopted by the Harbors and Public Lands committees and read in the senate:

Harbors and Public Lands—A resolve on the recommendation of Governor Foss that the “governor, with the consent of the council, shall appoint a commission of seven persons within 30 days after the passage of this act, one of whom he shall designate as chairman, to consider how best the commonwealth may cooperate with the federal government in the construction of a ship canal free and open to the commerce of the world, and without tolls or charge for the passage of freight thereon across the state, as now being surveyed by engineers of the U. S. war department under the river and harbor act of 1909—the same being the intercostal waterway between Boston and the Rio Grande, Texas, in harmony with the plans advocated by the Atlantic Deep Waterway Association.

“To consider how best the Commonwealth may cooperate with other states, more especially Rhode Island, in the development of these inland waterways.

“To consider the value of such a canal to the State and its interests in the development of institutions, the reduction of the cost of handling raw material and manufactured products or otherwise, and the benefit to transportation generally along the Atlantic coast.

“The commissioners shall serve without pay and shall report to the general court their findings on or before May 1, 1911.”

The committee on traffic for the proposed intracoastal canal between New York and Delaware Bays, submitted its report to J. Hampton Moore, president of the Atlantic Deeper Waterways Association on March 14th. The committee states that on a conservative estimate at least 5,200,000 tons of traffic would be shipped through the proposed canal during the early years of its operation. This will make a direct communication with Fall River



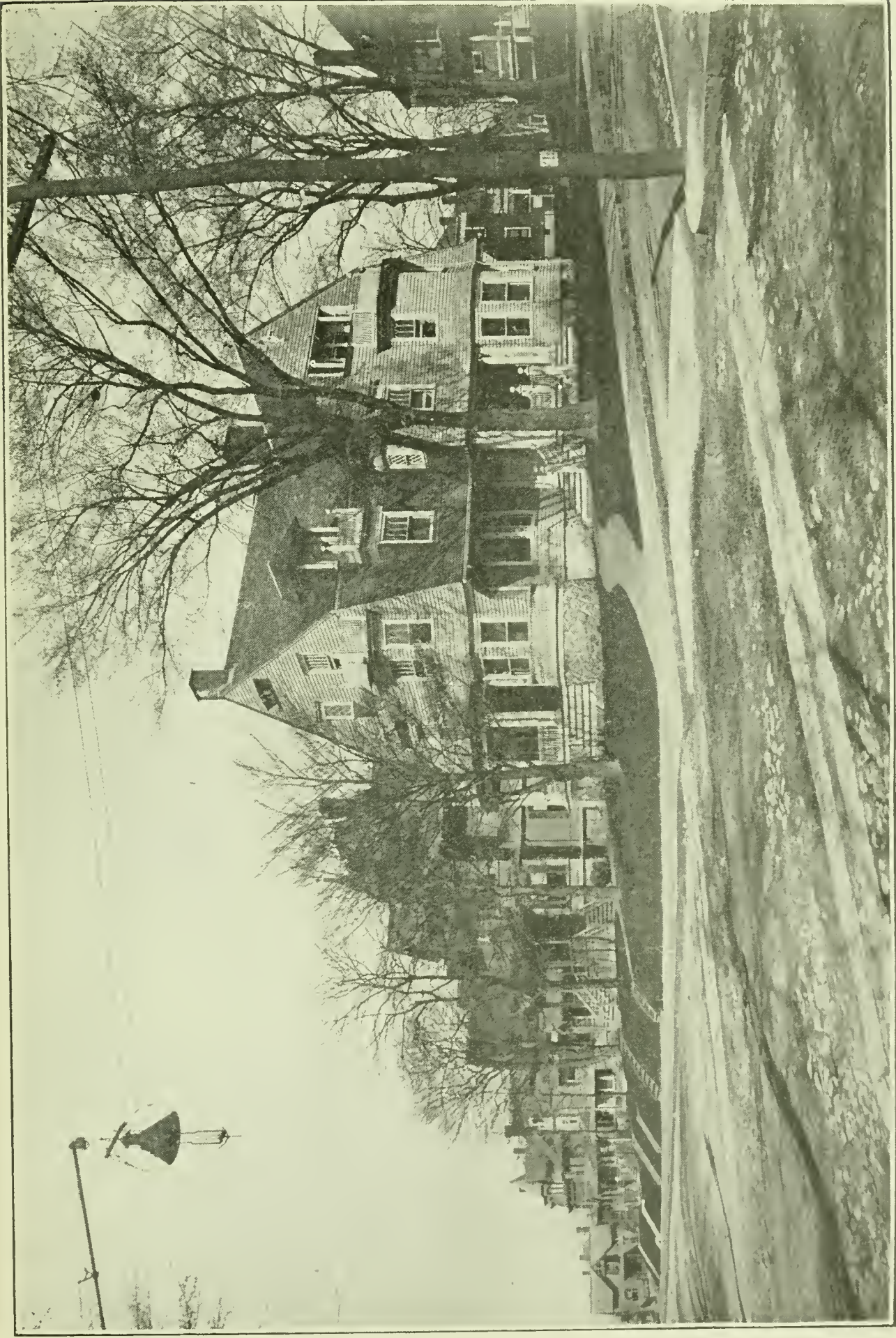
RESIDENCE OF MRS. FRANK S. STEVENS

by canal, thus connecting Fall River with Boston, New York and Philadelphia with an inland waterway.

The report advocates a sea-level canal, with dimensions as great or greater than those of the Erie and Champlain canals. The army engineers estimate that the cost of a sea-level canal between New York and Philadelphia, with a base width of 125 feet and a depth of 18 feet, will be \$35,250,000. This sum is estimated as less than the value of the property lost along the Atlantic seaboard by shipwrecks in the last ten years, which is stated to have been about \$38,000,000.



PUBLIC LIBRARY, SWANSEA |



PROSPECT AND ROCK STREETS

MY CREED.

BY R. U. Y. DE WAKE, UPLIFTER.

I believe in Fall River, where I live; her people, whom I know, and their interests; her natural beauty, which I see, and her industrial advantages.

I believe in spending my money in Fall River, where I make it, through my fellow-citizens, for MADE-IN-FALL RIVER goods.

I believe that one good word for Fall River is two for my own business.

I believe in keeping my business promises and ALL my promises and in "setting the pace" in my line of business endeavor.

I believe in investing in and patronizing HOME INDUSTRIES, today and every day and the day after.

I believe that Fall River CAN be made a more beautiful city, a CLEANER and a GREENER city, with better and sweeter homes for the multitude, with more of God's-out-of-doors, more sunlight, more of the ocean tide for us all and MORE of the life abundant, and I CAN HELP to hasten that day.

I believe in the STRENGTH and POWER OF THE CITY'S MANHOOD, and in the GLORY OF HER WOMANHOOD, and in THE FUTURE of her BOYS and GIRLS, and in the OPPORTUNITIES of our citizenship.

I believe in the young men and ALL men of the city, their faith and energy and initiative, the inspiration of their citizenship as the foundation stones of civic betterment and civic growth.

I believe that EVERY citizen is in duty bound to SOME service [in the interest of his home city and I believe in hearing the "call to SERVICE" if within my power.

I believe in speaking well of all PUBLIC-SPIRITED MEN and in being one myself.

I believe in commending and not condemning; in boosting and not knocking; in helping, not hindering; in Uplifting, not pulling down.

I have faith in my home city; I am optimistic, not pessimistic; enthusiastic, not indifferent; and I believe in advertising my faith.

I believe in letting the world know WHAT A GOOD PLACE Fall River is to live in, to grow up in, to make money in and to talk about and work for.

I believe in the destiny of my city; as A CITY OF OPPORTUNITIES, its pre-eminence as a city and as a port, and its contribution to the welfare of the nation and its message as a city of the Republic.

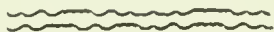
I believe I can do something EVERY DAY to help Fall River forward toward a Bigger, Better, Busier and more Beautiful burg, and I believe I can influence a hundred others to help in the same way.



TOWN HALL, SWANSEA

“WELCOME TO QUEQUETEANT.”

(FALL RIVER.)



The City of Granite as Solid as the Pyramids.

The city with a wealth of opportunities for health, happiness and prosperity.

Quality stores, up-to-date merchants, and bargains for economical buyers.

Unrivalled manufacturing advantages, and extensive transportation facilities.

Unlimited water power, beautiful hills for beautiful homes, crystal lakes, refreshing to the thirsty, enjoyable to the pleasure seeker.

A water-front, bay and harbor suitable for yachts or ocean-going steamers.

Possessing the best land locked harbor upon the Atlantic coast.

A birds-eye view of beautiful and historic landscape.

Superb educational institutions for the youth.

A vast area of ideal home and manufacturing sites.

Sound banks and a comfortable climate all the year around.

The city that adjoins the world's greatest summer resorts; links Massachusetts and Rhode Island; connects Massachusetts with New York, the South and the West.

The home of the famous "Fall River Line."

The beauty of its steamers and the magnificence of their equipment command the admiration of the traveling public.

The home, hunting and fishing grounds of famous American Indians.

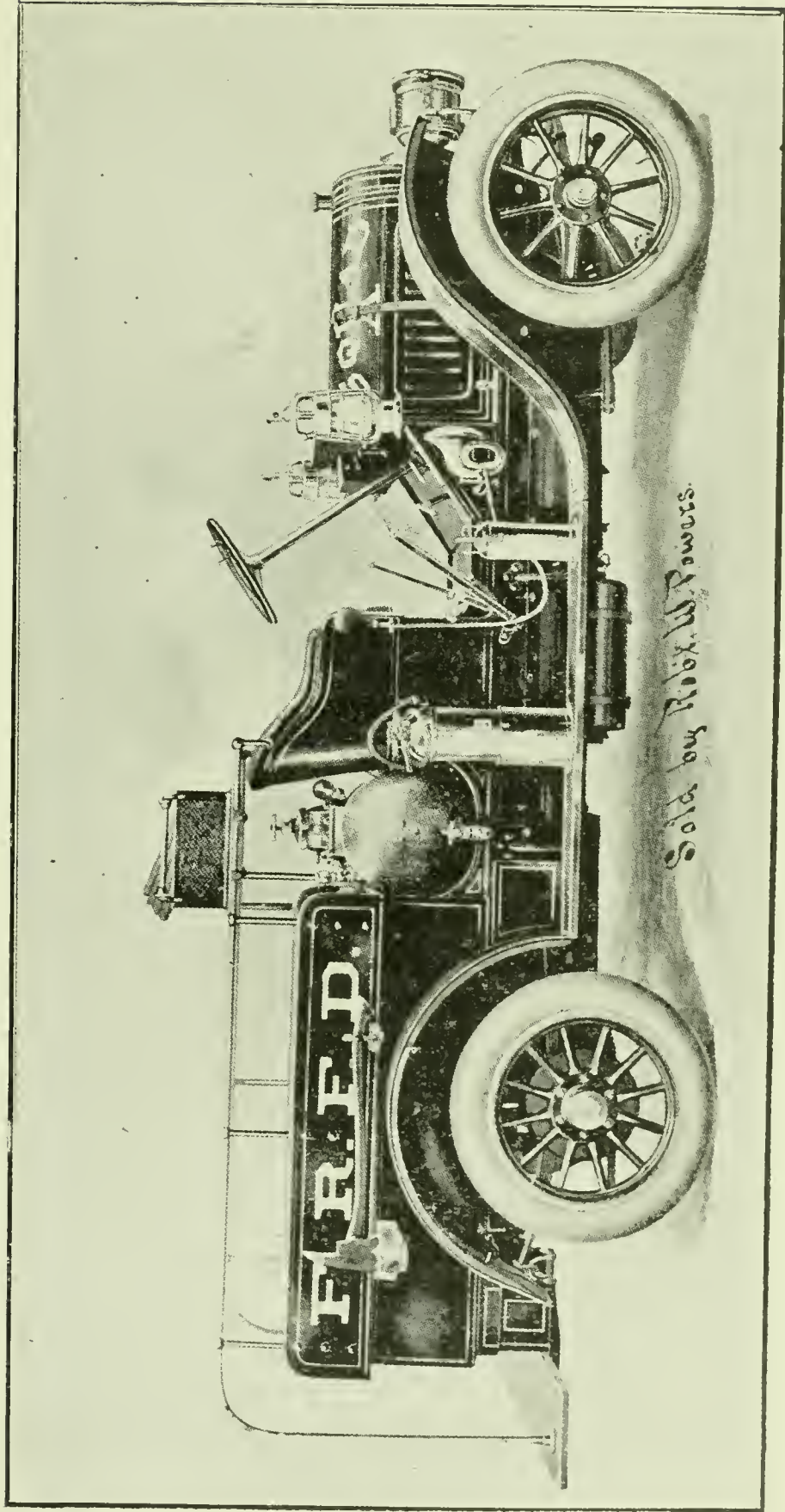
The largest cotton manufacturing center in America.

The home of the most skilled and law abiding operatives in the world.

City of successes! Grand is your location! Majestic are your mills!

Nature has greatly endowed you! History has contributed to your renown!

The energy of man has made you great amongst textile cities!



FALL RIVER

Leads America in Manufacture of Cotton Cloth.

Largest city in Southern Massachusetts, with population of 120,000.

One hundred and four cotton mills, built of brick and granite, containing approximately 4,000,000 spindles and employing 37,000 operatives, weaving nearly 20 miles of cotton cloth a day, including fine and coarse goods and ginghams, besides spinning yarn and thread. An investment exceeding \$50,000,000, distributing \$275,000 weekly in wages.

Two calico print works, having 40 printing machines, with capacity of 6,000,000 yards per week.

Large hat, piano and shoe factories and many narrow fabric industries.

Eastern terminal of Fall River Line, world renowned for equipment, spaciousness and beauty of decoration and construction.

Port of call for Merchants & Miners Line, with direct communication with Philadelphia and Southern points.

On Old Colony division of New York, New Haven & Hartford railroad, 50 miles from Boston.

Unsurpassed harbor, 18 miles inland from Atlantic ocean.

Natural market for prosperous agricultural district.

Up-to-date fire department, equipped with motor and horse-drawn apparatus, manned by permanent firemen.

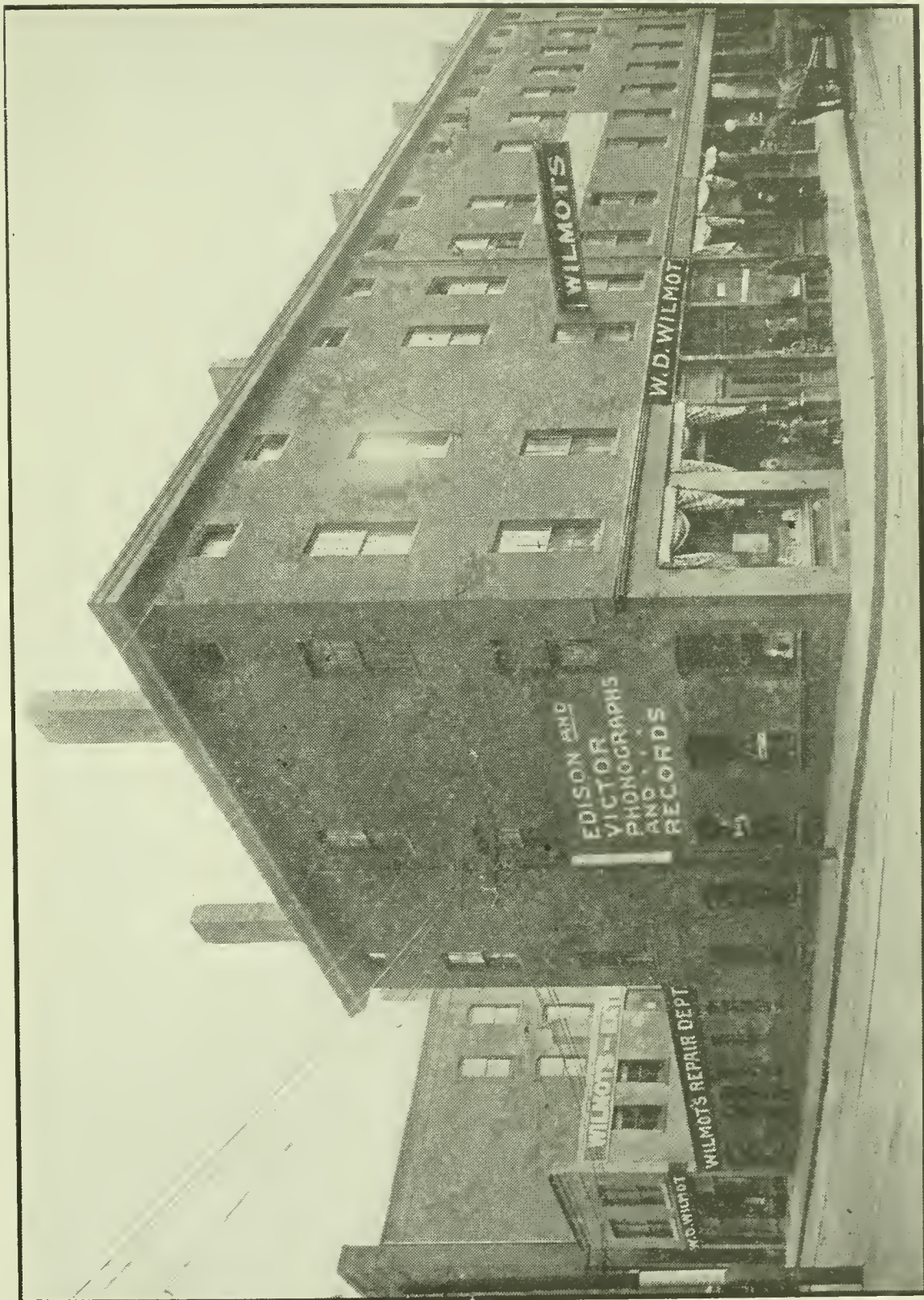
Sixteen miles of paved streets, 144 miles of accepted streets, 850 electric street lights, 650 other street light.

Adequate school system, with English, classical and manual training High school; seat of Bradford Durfee Textile School. First free text books in America.

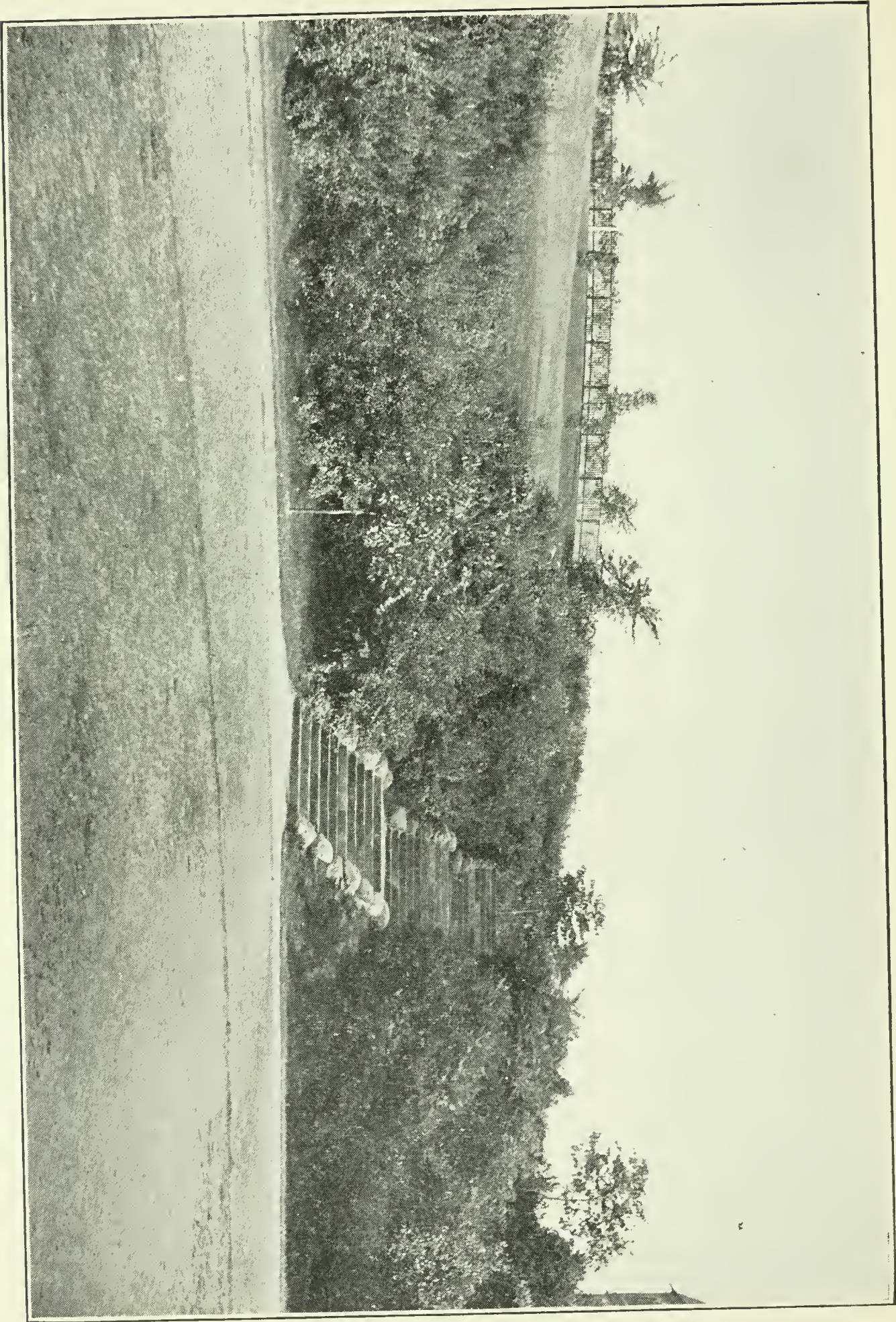
Churches of all denominations, Y. M. C. A., fine Public Library, clubs for men, boys, women and working girls.

Beautiful surroundings between two bodies of water, exceptionally healthy community, with climate unsurpassed.

Excellent location for manufacturing enterprises, with abundance of help, old and young.



WILMOT'S STORE AND EXTENSION



NORTH PARK (SHOWING THE EFFECT OF MASS PLANTATION OF SHRUBBERY)

THE LOCATION OF AN INDUSTRY.

It has been well said: "A successful industry is like the progress of a great City—it is never finished." It is always extending its buildings and adding more equipment, increasing the output and is of great benefit to the community in which it is located.

It may have its beginning from a company recently organized to promote some staple article of manufacture wherein there is a good field for its product, or it may be an old fashioned firm of many years standing which from a modest beginning has grown to such large proportions such as the big industries are known to-day.

Large as well as small concerns are looking for new locations, many of them regret their present location and are now investigating new localities. Competition in the respective lines of manufacturing is now so keen that manufacturers desiring to locate are beginning to do so in a systematic manner and go into such details as will enable them to decide on a location that is best suitable for their particular interests.

The first thing that is done in this respect is to lay out a general plan of the plant. This plan would show all the necessary buildings, allowances for future extensions, necessary railroad track facilities, ample ground for yard storage and future conditions.

The making of the general plan involves detail work in laying out the company's equipment and product and arranging same so as to effect all economies possible, each department by itself, and finally combining them in a general plan of a model layout. In conjunction with this the company makes a tabulation showing for statistical purposes, amount of raw material it consumes within a given period, labor statistics, information regarding amount of shipments made and general summary of local conditions for an industry already existing, and in case of a new industry, a model layout is made with an estimated tabulation of its proposed capacity of output. With this general plan as a guide and tabulation of

its product the manufacturer proceeds to look up a new location and begins by obtaining information on

LOCAL CITY DATA.

Any information of a local nature can be obtained through the Fall River Trade and Industry Association.

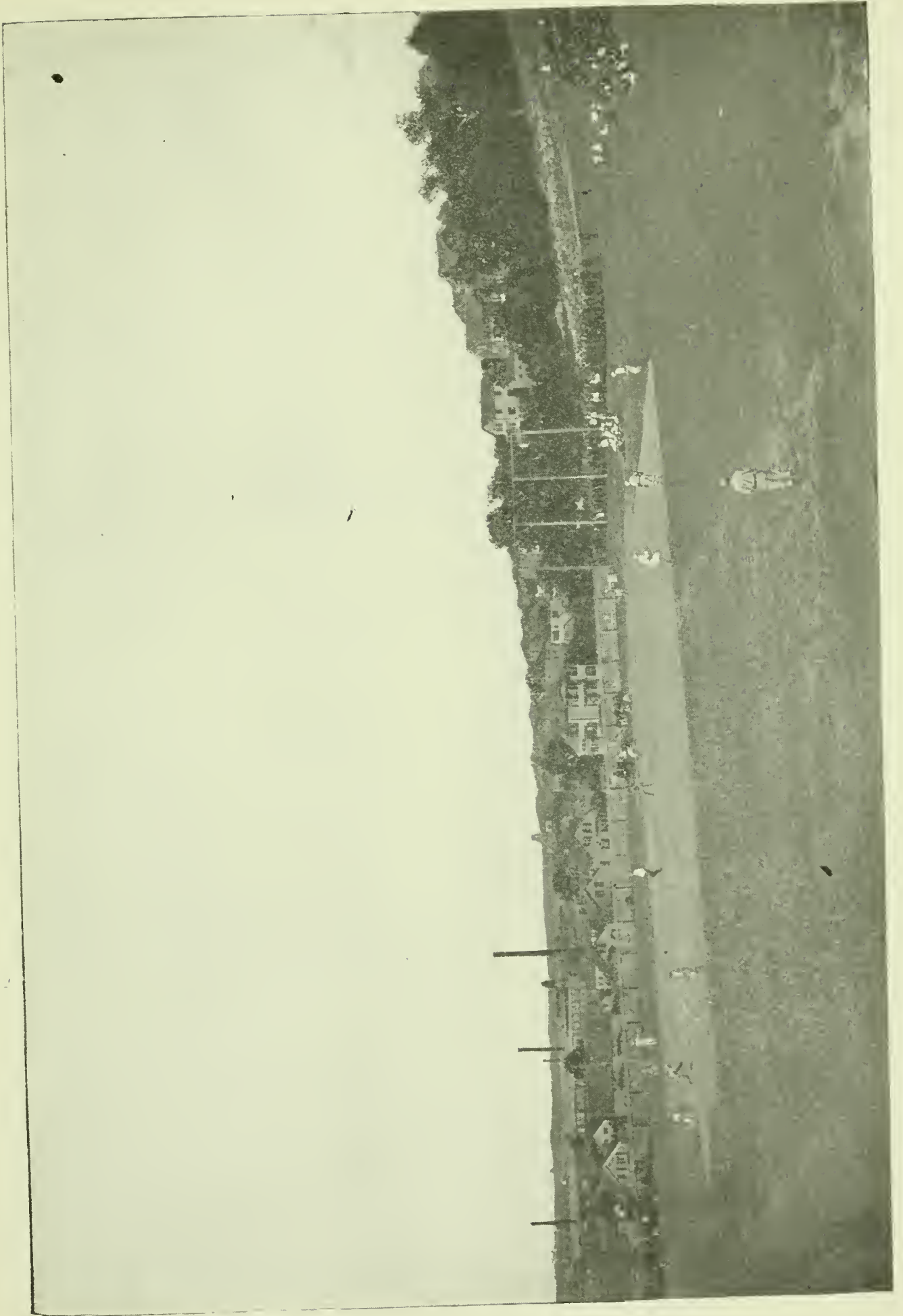
One of the things a manufacturer desires in a new locality is a map of the city and vicinity. With this map as reference he notes on same all the available sites with special notes as to their proximity to railroads and navigable waters. He also gets large detail maps of sites showing amount of ground, acreage, its shipping facilities, whether by rail or water, or both, and if he is looking for a site with buildings on same obtains detail plans of these buildings with general dimensions and other information.

The next step he takes is to go to the city department and obtain information regarding the city water, if any is piped to the site, if not, how near it comes to it, the size of the main and the city water pressure. He also asks for the cost of the city water per 1,000 gallons, whether a flat rate per year, or meter rate, at the same time, if possible, obtain analysis of the water to determine as to its use for boiler and domestic purposes.

While the manufacturer is in the city departments he looks up the question of assessed valuations, also what percentage of the real value is the assessed valuation. The tax rate is also ascertained, as it is essential for him to obtain approximately the company's yearly taxes. The manufacturer then looks into the insurance of the factory buildings and equipment by obtaining the local base rate. In conjunction with this he inquires as to how far the fire department engine house is from the various proposed sites, how far away is the nearest alarm box, the sources of water supply, as these have a bearing on the insurance rate independent of the class of buildings that are erected.

TRANSPORTATION FACILITIES.

The matter of transportation is not only in direct relation to materials, but also has an important bearing on the labor situation. Referring first to materials, a visit is made to the various railroad offices and the freight rates are obtained on the shipments of the manufacturer's product to all the largest cities in both carload and



BASEBALL FIELD, NORTH PARK

less carload lots. As to the incoming materials freight rates are obtained from these points where such materials are shipped from. In making the tabulation of freight rates the same cities both for incoming and outgoing freights are used so as to get a true comparison in considering the question of freight rates. In the case of those cities that have water transportation the freight rates are also obtained and an important point to know in reference to water transportation is how many months same is open to navigation, and if any site is considered along the water front what is the depth of the water at the site. Next to the question of freight rates is the service of the railroads.

There is a lot of other information to be considered, such as the population of a proposed locality, the number of industries, the banking facilities, the question of power, light and heat in case a manufacturer desires to buy same, the cost of the various sites considered; all these matters should be considered with the other memorandums of information obtained.

A city that caters to its home industries, keeping them in many ways is just the city that secures new industries.

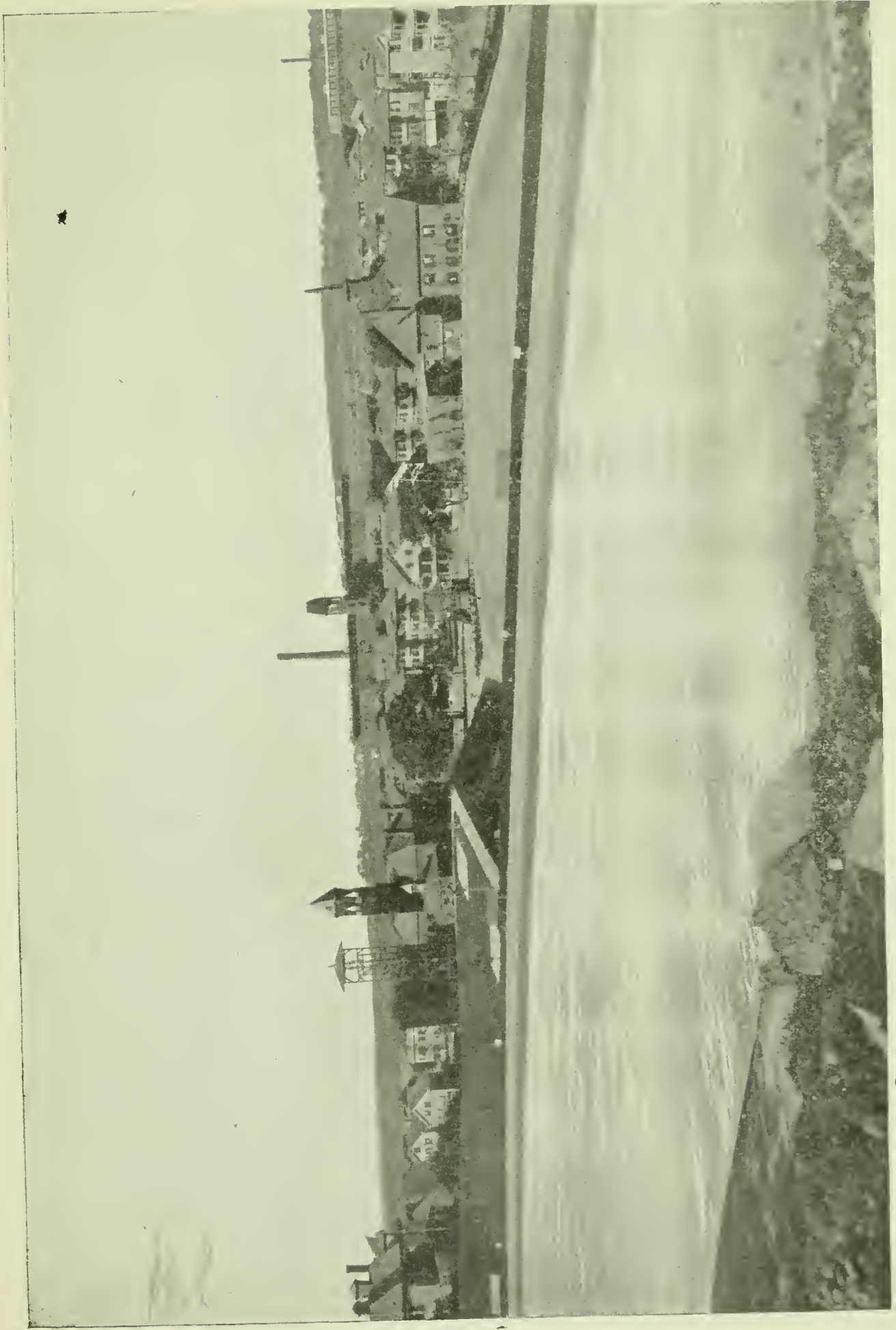
A city with good water facilities like Fall River, excellent fire protection, means low insurance cost for the manufacturer.

A city with good express, telegraph, telephone, post office and banking facilities greatly aids a new industry.

A city with many of these advantages already described must have available sites, and these to be readily accessible is the one that finally secures the new industry.



RESIDENCE OF MILTON REED



WADING POOL, NORTH PARK. (SHOWING LOCATION FOR PROPOSED OUTDOOR GYMNASIUM)

In Locating a Manufacturing Plant

Consider first, the time of getting raw material to your plant, and the cost and time of delivering your finished goods to your customer. After that, consider the labor question, climate and other advantages of the locality. :: :: ::

We Ask You to Locate in Fall River

. . . BECAUSE . . .

Fall River is a Billing Point

(That is, all merchandise coming into or shipped out of FALL RIVER gets the benefit of New York and Boston rates.) ::

Fall River is a Port of Entry

(Having its own custom house, to which goods may be shipped in bond.) :: :: :: :: :: :: ::

Fall River has the Best Transportation Facilities

(Direct routes by water to New York, Philadelphia, Baltimore and Providence. By rail direct to all western points, via South Framingham.) :: :: :: :: :: ::

WE can tell you more in detail of each of these features; then we will tell you of our CLIMATE, and prove what we tell you; we will tell you of the advantages of our NATURAL LOCATION; we will tell you why FALL RIVER is a city to live and grow up in, and prove why it is BETTER THAN MOST; we will tell you what FALL RIVER'S EDUCATIONAL ADVANTAGES are, and prove our statements; we will show you why it is CHEAPER TO LIVE HERE, and prove it; we will show you why FALL RIVER is the NATURAL RETAIL TRADING CENTER; and why FALL RIVER LABOR is so good; why FALL RIVER is everything that any other city is and THEN SOME.

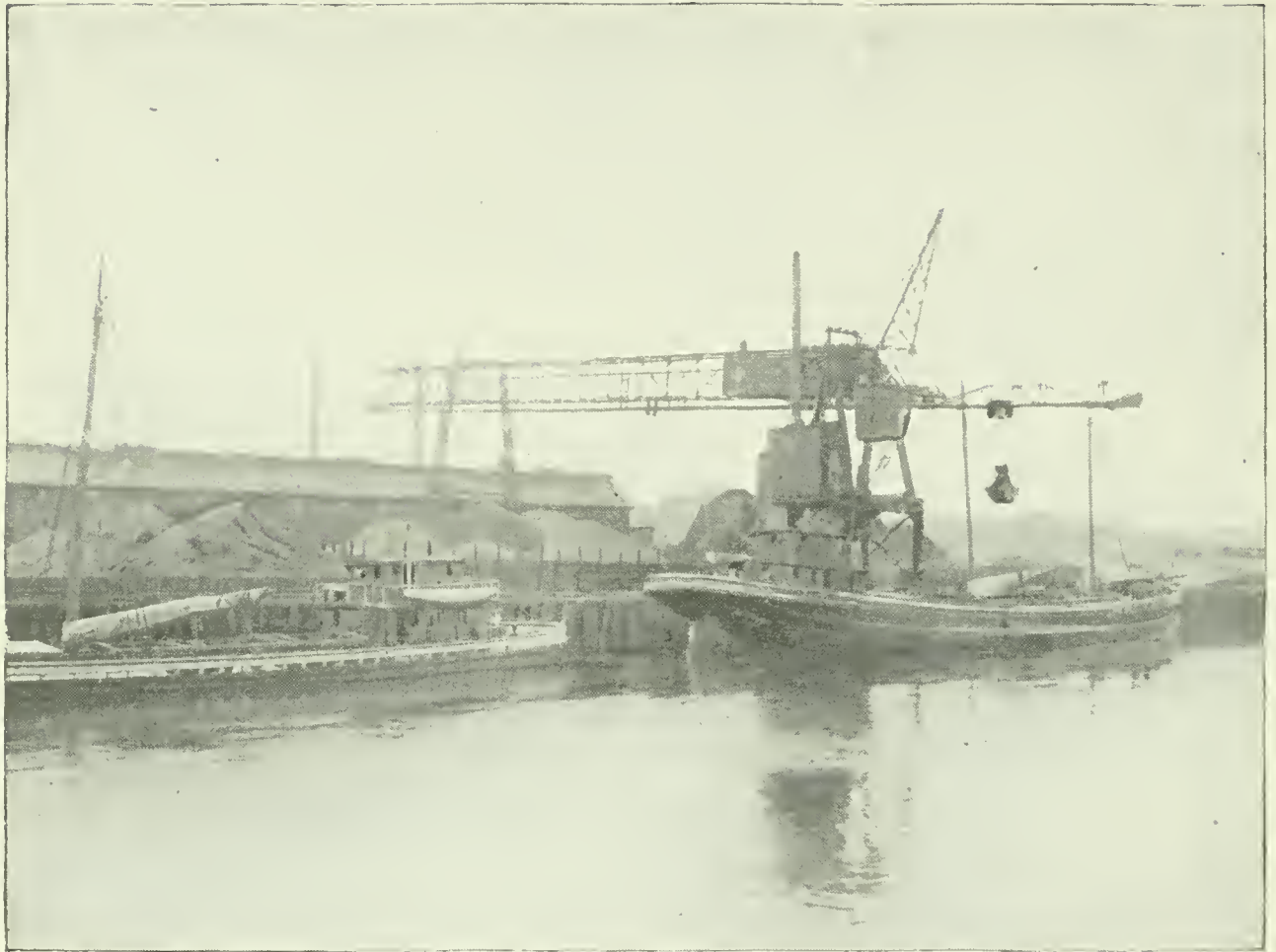
WE CAN PROVE WHAT WE SAY, IF YOU WILL GIVE US A CHANCE

FOR DIRECT PARTICULARS ADDRESS

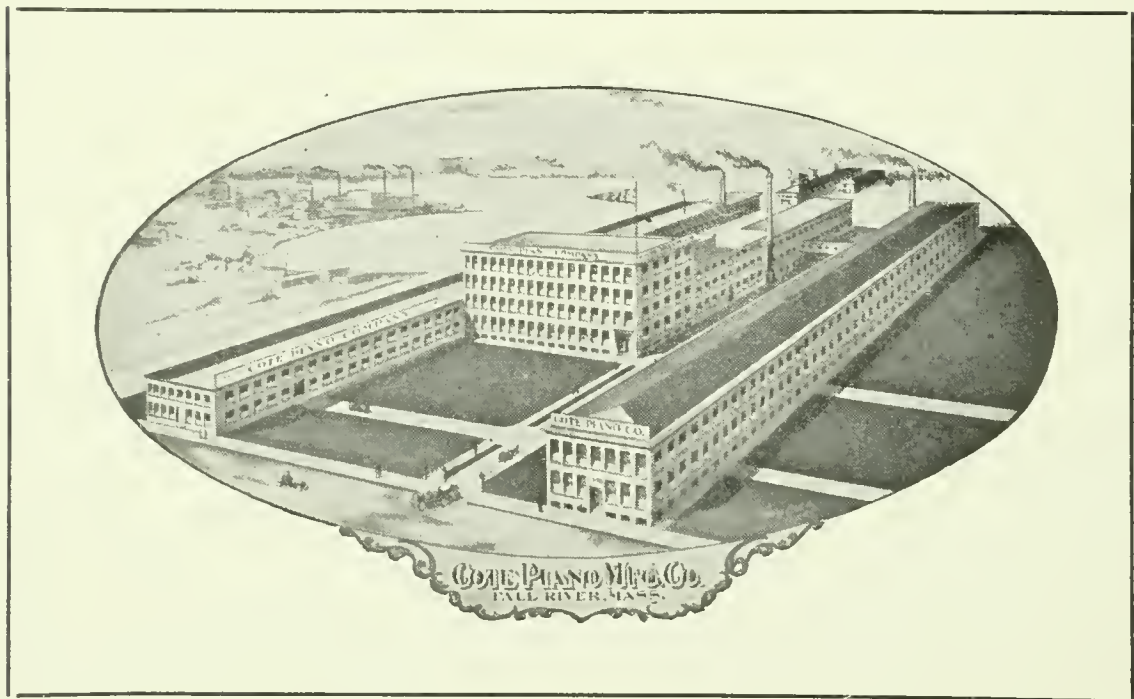
Fall River Trade and Industry Association



A VISTA IN RUGGLES PARK



STAPLES COAL COMPANY, (GLOBE WHARF)

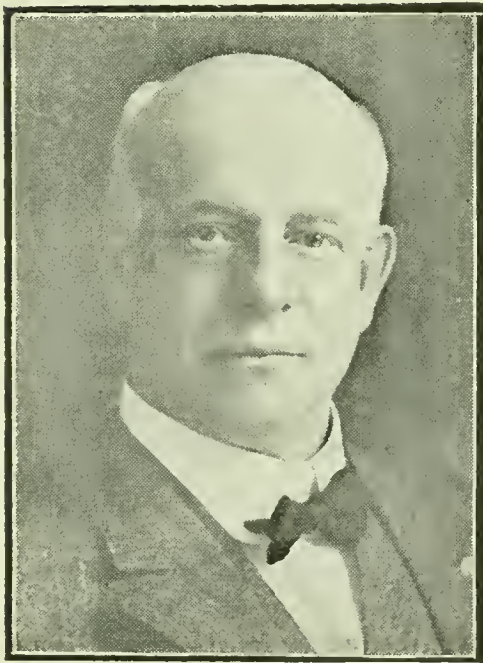


COTTON CENTENNIAL CARNIVAL!

A BOOM TO FALL RIVER.

“THE CITY OF OPPORTUNITY”

“LOOMS UP.”



W. D. WILMOT,

General Secretary of the Carnival.

Finances—Ellis Gifford.
Historical—E. S. Adams.
Reception—C. D. Burt.
Water Carnival—Frederick Webb.

The Fall River Merchants' Association will conduct a Cotton Centennial Celebration in this city in June, from the 19th to the 24th inclusive.

Various committees have been appointed to have charge of the arrangements for the event, by President Harry P. Brown, and the plan will involve much hard work. The following is a list of the committees:

Advertising—E. T. Thompson.

Automobile Parade—George H. Waring

Badges and Souvenirs—M. M. Higgins.

Carnival Parades—W. E. Barker.

Decorations—F. G. Wells.

Exposition—O. S. Hawes.

Transportation—J. N. Buffinton.

Trades Parade—J. H. Mahoney.

Publicity—W. D. Wilmot.

There will also be an advisory committee, consisting of the chairmen named above and President Brown. W. D. Wilmot, secretary of the association, will be general secretary of the Carnival.

Every suggestion and every effort to help making the Carnival a great big success will be welcome, and if sent to the general secretary he will see that it is handed to the proper committee.

All of the committees report wide general interest by the public, and notwithstanding the exhibition committee has not yet begun asking the manufacturers to place their products in the exhibition, the manufacturers are of their own accord already sending applications for space, and signifying their desire to aid in every way they can. From present indications there will be more good and interesting exhibits than there will be space.

Though definite plans have not yet been worked out, it is expected that invitations will be extended to President Taft, Governor Foss and other prominent men to be present, and the navy department will be asked to station light-draft warships in the harbor during the celebration. The plans also call for a civic, trade and military parade, an automobile parade, a water carnival, yacht races, and an electric parade. There will be automobile sight-seeing parades, and the entire week will be filled with attractions for the visitors who are expected in large numbers.

The committee on Carnival parades has decided to invite the mayors of Boston, Providence, Brockton, Taunton, New Bedford and Newport to act as judges in awarding prizes for the parade.

It is expected that the observance of the Centennial will entail an expenditure of \$10,000, at least, which will be met by the merchants and by private subscription.

The proposed celebration will be in observance of the 100th anniversary of the building of the first cotton mill here, the little stone mill still standing at the corner of South Main and Globe streets, and in connection with it, it is planned to have a notable exhibition of the city's products.

Displays will be made of Fall River's products in the Armory, which has been secured for that purpose, as well as at other places.

The board of directors of the Bradford Durfee Textile school met and considered favorably the request made by Chairmain O. S. Hawes of the exposition committee for the use of the Textile school building during carnival week.



1811—FALL RIVER'S OLDEST COTTON MILL—1911

From all that can be learned, everyone connected with the Bradford Durfee Textile school is heartily earnest and enthusiastic in a desire to make the exhibit in the Textile school the most interesting and instructive part of the celebration. Besides making an elaborate display of their machinery they will have an art exhibit of the finest.

This same spirit of enthusiasm and emulation is growing throughout Fall River, and when Fall River makes up her mind to do things, things are always done well.

The Water Carnival committee, of which Frederick Webb is the chairman, reports that the officers of the Hicks' Bridge Boat Racing Association have promised to bring their fast boats to Mount Hope Bay on regatta day.

Another interesting feature for regatta day will be an exhibition of whale harpooning by regular whalers' crews in real whale

boats, the crews, boat steerers and harpooners, etc, coming from New Bedford, and a unique exhibition is promised.

The meeting of the Merchants' Association was held in Music hall. President Brown reported that the executive committee had held several meetings to consider the proposed celebration of the Centennial. He asked for an expression of opinion from the members of the association and for instructions from them as to whether or not such a celebration should be held.

John M. Young moved "That the association approve of holding a Cotton Centennial Carnival and leave the working out and arranging for the same in the hands of the executive committee." It was seconded by several members, and after a brief discussion the motion was carried by unanimous vote.

The one hundredth anniversary of the establishment of the cotton industry in Fall River is an event worthy of celebration. Massachusetts leads the country in the number of spindles, the census report for 1910 showing 9,835,610, or 37 per cent of the total number in the United States, and of these Fall River has more than three millions more than are credited to the entire State of Rhode Island, which was the first to spin cotton successfully by water-power. It was in 1811 that Colonel Joseph Durfee, a Revolutionary soldier, built a small mill in the section of Fall River now known as Globe Village. "The oldest mill in Fall River" is still standing; its stone walls apparently are as substantial as when they first inclosed spinning machinery, and the city is fortunate in having the ancient Durfee mill to exhibit to visitors for the purpose of showing the remarkable advances made in construction during the past one hundred years.

Col. Joseph Durfee was the owner, but whether the structure as it stands today is the result of the original plans, although it is probable that it is, is not known, because legend has it—there is no history extant of it—that the first building was of wood and was destroyed by fire in 1838. However, there is no doubt as to its original owner.

Col. Joseph Durfee was the son of Hon. Thos. Durfee and Patience Borden, who were married in Tiverton, R. I., August 9th, 1749. They had twelve children, one being Col. Joseph Durfee, who was born April 27th, 1750, and died in 1841, and his remains interred in the North cemetery, Fall River.

His residence in 1811 was the old gambrel-roofed house that stood on the spot now occupied by the building at the corner of



SANDY BEACH

South Main and Slade streets in which Dr. Normand's drug store is located.

Col. Durfee commanded the local troops that defended this section when the British troops raided it in May, 1778. After the war, he was elected town assessor and for many years represented Tiverton in the General Assembly, which then generally convened at Newport.

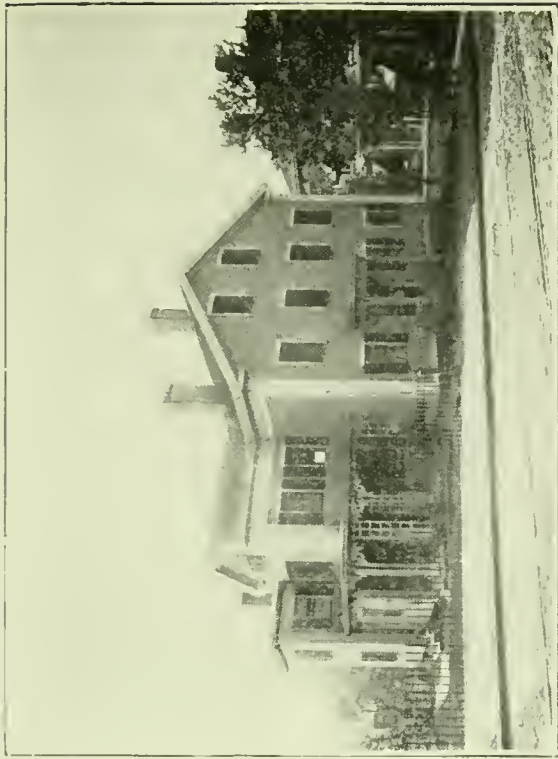
One of the privileges of his farm, which was bounded on the north by what is now Freedom street and on the south by Birch street, then, of course, not in existence, on the east by the Watuppa pond and on the west by Mt. Hope bay, was the stream that leads from Laurel lake or Cook pond to the bay named, but his "brook" was considered of little value for manufacturing purposes. But he had associated with far-seeing men during his years in Newport and in 1811 he joined forces with several of them and began to improve his water supply. A dam was erected at the southeast corner of the present building and another was placed at the outlet of the main pond. The channel between the two was deepened and widened and the water was allowed to back up on the surrounding land. This is how the Globe or Slade pond was formed.

Then the mill was built. The lower floor was fitted for a storehouse, machine shop and wheel pit. The second floor contained about six breakers and finishers, and the third story was used as a spinning, sorting and reeling room. The cotton was sent out in bundles to the wives of neighboring farmers who picked from it the seed that the crude ginning of the time allowed to remain in it. There were no looms in the mill and the weaving of the spun yarn was done by these same women.

The number of spindles in the mill is believed to have been about 500.

The water wheel was the cause of many mishaps. It was known as a "tub" and the floats were placed diagonally with the axis, and water was conveyed to them in one solid stream. It was impossible to govern its speed, and it was no uncommon thing for the operatives to see their machines fall apart as the power increased or slow down to the stopping point as it decreased. The damage caused by the "tub" was very serious and eventually it became necessary to supplant it with a "breast" wheel.

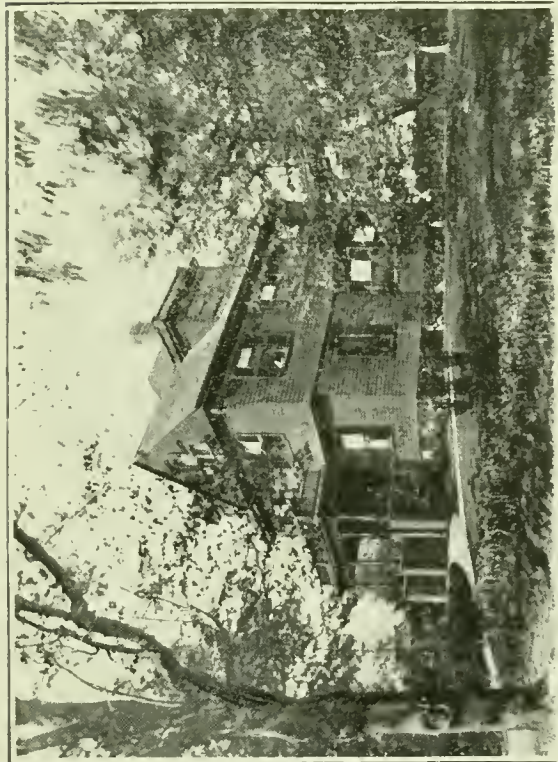
The rest of the machinery also gave no end of trouble. There



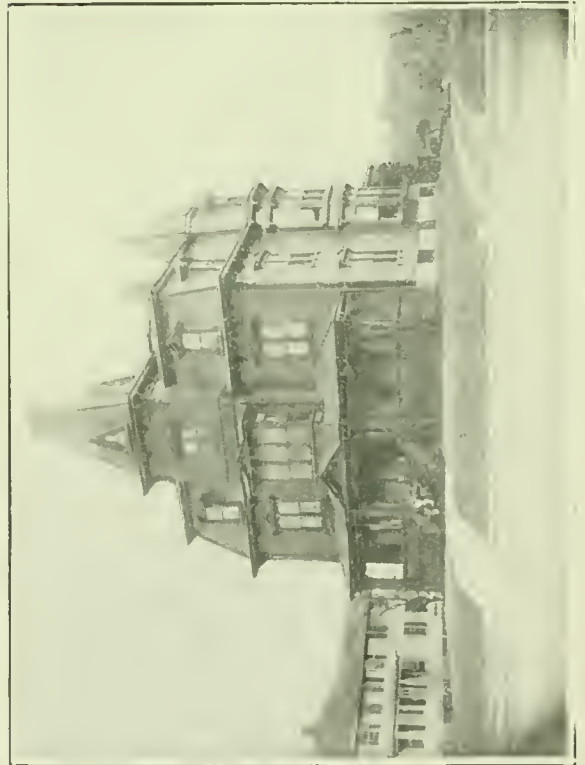
RESIDENCE OF JOHN P. SLADE



RESIDENCE OF E. E. HATHAWAY



RESIDENCE OF C. D. BURT



RESIDENCE OF WILLIAM J. HARLEY

were no speeders, mules, slubbers or trimming frames in those days and the queer old substitutes would cause no end of labor troubles at the present time.

The wages were small, a mason who worked on it receiving about seven shillings a day, while one operative worked for two years for \$1.20 per week. Sixteen hours constituted a working day.

The mill passed through several hands and then the machinery was removed and machinery for the printing of calico substituted. Potter & Chatburn were the new owners and it took an entire year to effect the change. Later, it became necessary to enlarge the plant and an addition to the north end was erected for the use of the engravers.

Along about this time, Holder Borden was in charge of the plant for a while.

From 1835 to 1839 the place was known as the Tiverton Print Works. Walter C. Durfee, who was many years afterward agent and treasurer of the Wampanoag mills, conducted the works from 1839 to 1842 and among those who worked there was Samuel B. Wilcox of Bay street, who served in the common council from old ward one and who died a few years ago at a ripe old age.

In 1843 and 1844 Prentiss & Marvel were in control. The senior member of the firm was the father of Junius P. Prentiss, who later owned the Fall River Laundry, and Mr. Marvel was William Marvel, afterward the senior member of Marvel & Davol.

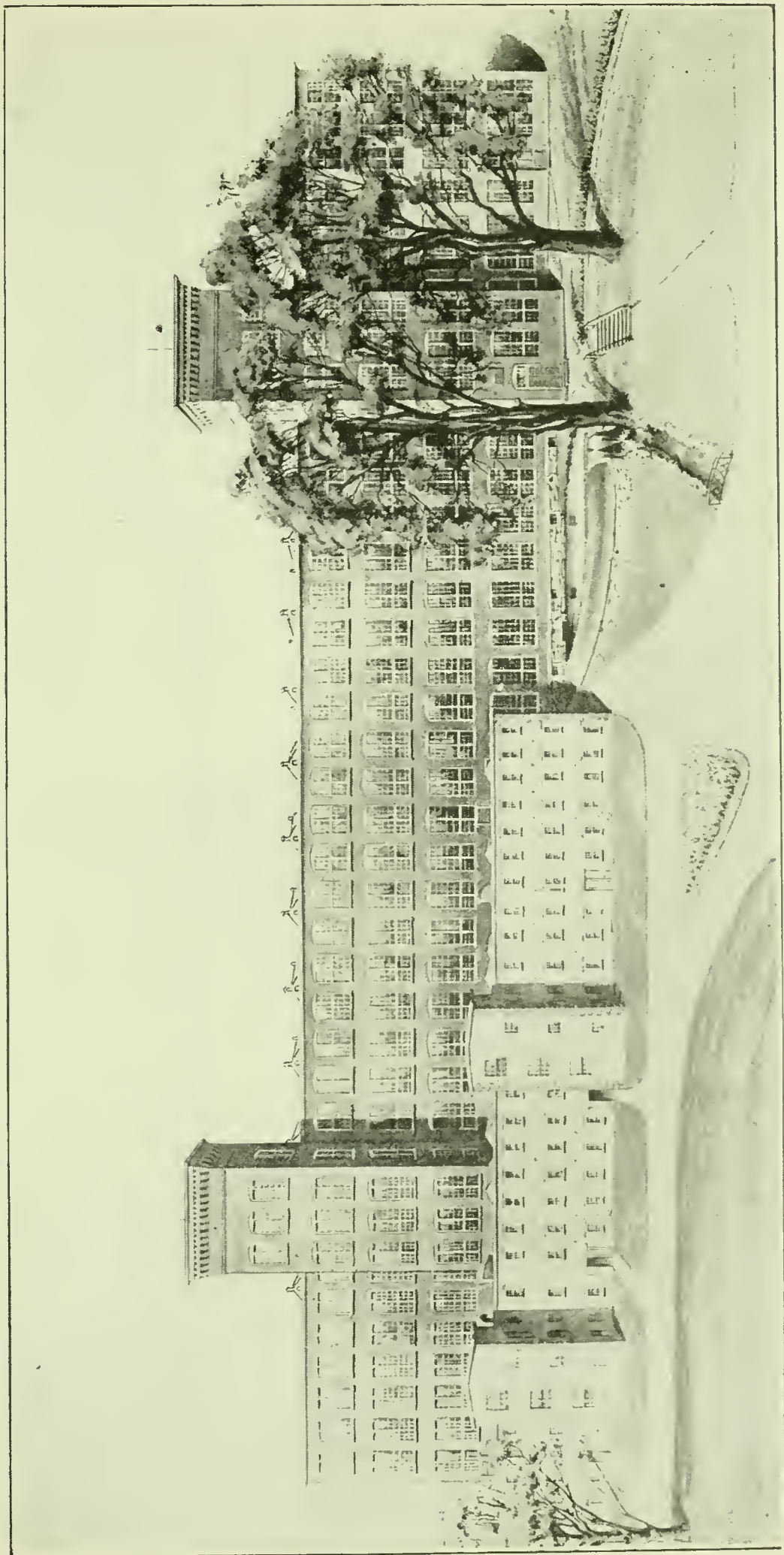
In 1845 the place was purchased by W. & C. Chapin, and from that year on until about 1853 affairs went along prosperously. The Bay State Print Works, with its extensive plant, was established in the last named year and there were halycon days for Globe Village for about a decade.

In 1858 the Bay State Print Works, including the old mill, were purchased by the American Print Works Co. Since then the old mill has been either unused or used as a storehouse.

In 1876, after the plant had been idle for several years, the whole property was sold to a syndicate headed by the late George F. Mellen.

At the present time the old mill is owned by the Globe Yarn and Laurel Lake Mill Cos., and is held by them because its ownership controls in part the water privileges of the aforementioned "brook."

A little more about the career of Col. Durfee might make interesting reading. He was the son of Hon. Thomas Durfee and



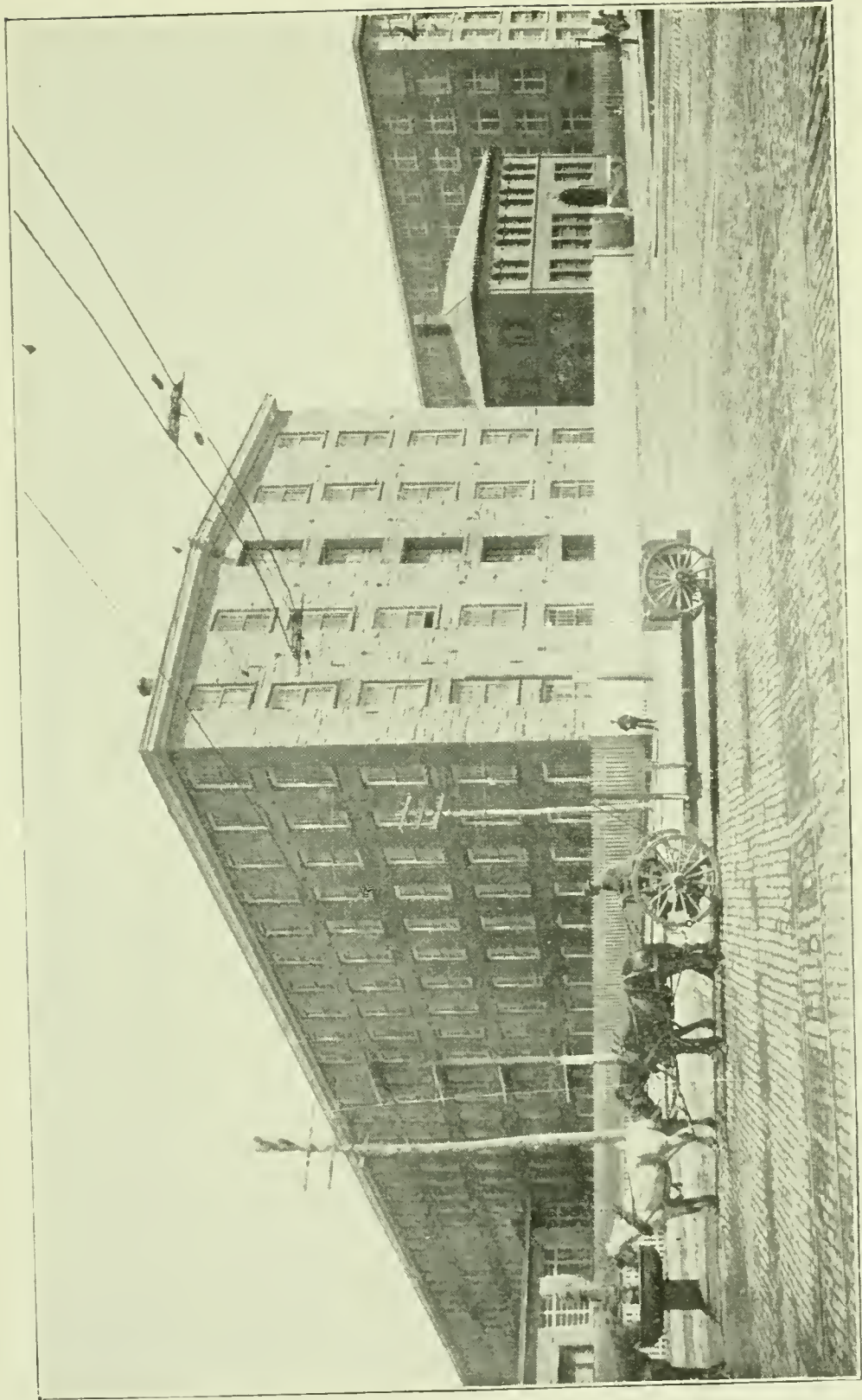
MARSHALL'S HAT FACTORY

shortly after the breaking out of the Revolution he received a captain's commission in the Continental Army, and under this authority organized a band of "minute" men for the protection of this section. Subsequently, he, with a company of 60 men, marched to the American camp at White Plains, N. Y., and took part in the operations in that vicinity.


Later, he was made a major and returned to this section to forestall the depredations of the British in Little Compton. Before the close of the war, he had risen to a lieutenant-colonelcy and served under General Sullivan in the battle of Rhode Island. In the final portion of his life he suffered much with rheumatism and at time was obliged to use two canes to get about. During Gen. Jackson's incumbency of the presidency, he received back pension amounting to \$800, and a monthly pension of \$40 per month. He was 92 years old when he died.

A century of cotton spinning in Fall River affords excellent opportunities for exploiting the resources and advantages of the greatest city of spindles on the American continent. Suitable observance of the first century of its textile industry in Fall River, therefore will appeal directly to thousands. Although Rhode Island has the credit of starting the cotton industry, Fall River has the distinction of surpassing all other cities and towns in the number of spindles. This achievement is one that calls for an elaborate and dignified centennial programme which will appeal to the entire country, and not to New England alone.

Twenty years ago it was said that the cotton mills of New England were about to be closed because of the superior advantages of the South. Southern mills have done well, it is true, but today Fall River has about as many spindles as either of the two largest cotton manufacturing States of the South--North and South Carolina; while Massachusetts has increased its manufacturing to an extent that seemed impossible when the South began to build modern mills. Some note should be taken of this remarkable showing. It is fitting that Fall River should honor the name of Durfee and at the same time give an ample demonstration of the supremacy of Massachusetts men and methods in the cotton manufacturing world.



STAFFORD MILLS



MASON MACHINE WORKS

HAS BUILT FOR

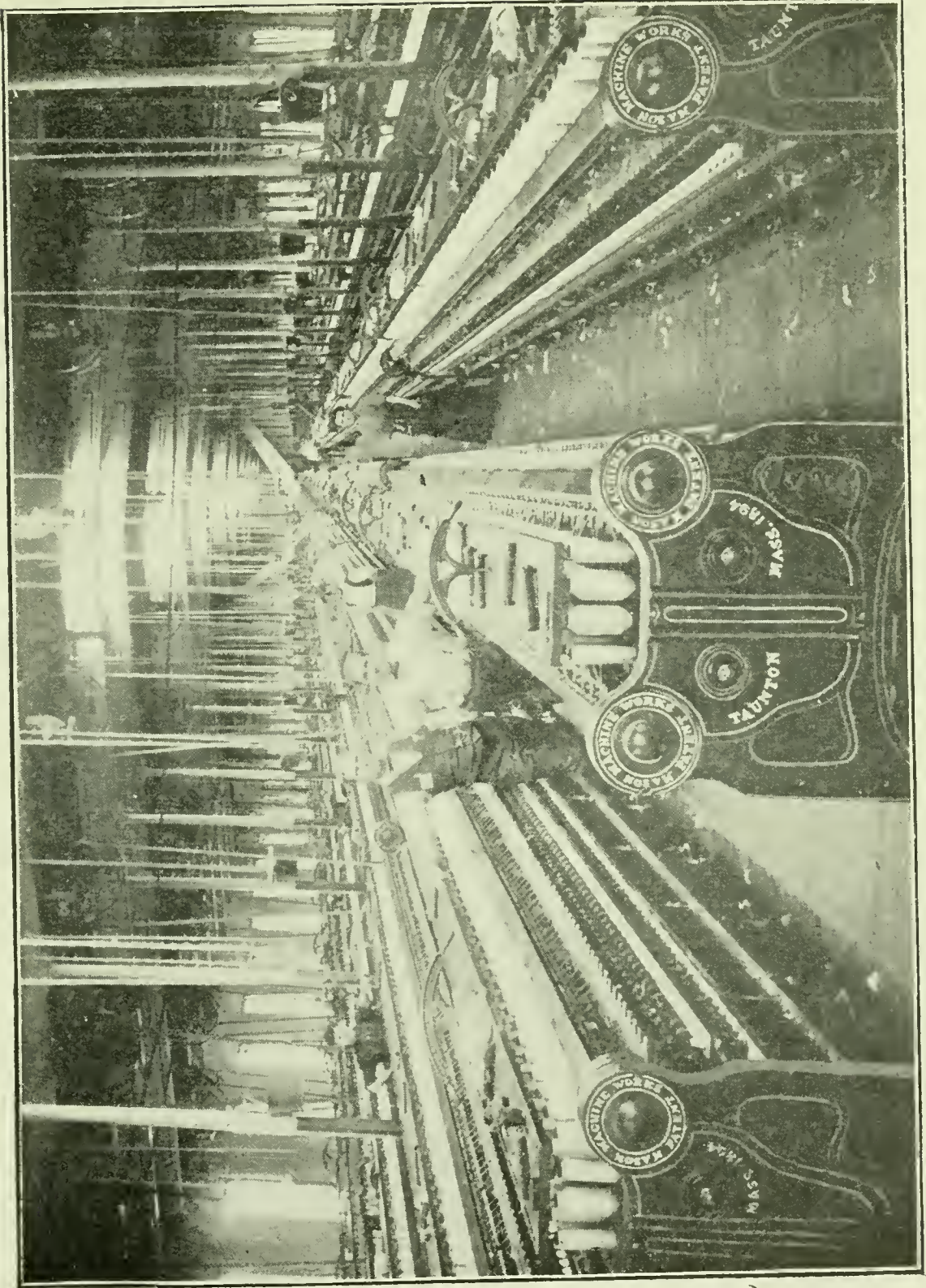
Fall River Mills

1,323,144 SPINDLES

OF SPINNING

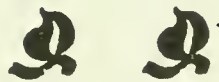
—AND—

46,110 LOOMS



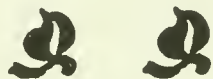
SPINNING ROOM IN STAFFORD MILL

CORNELL MILLS

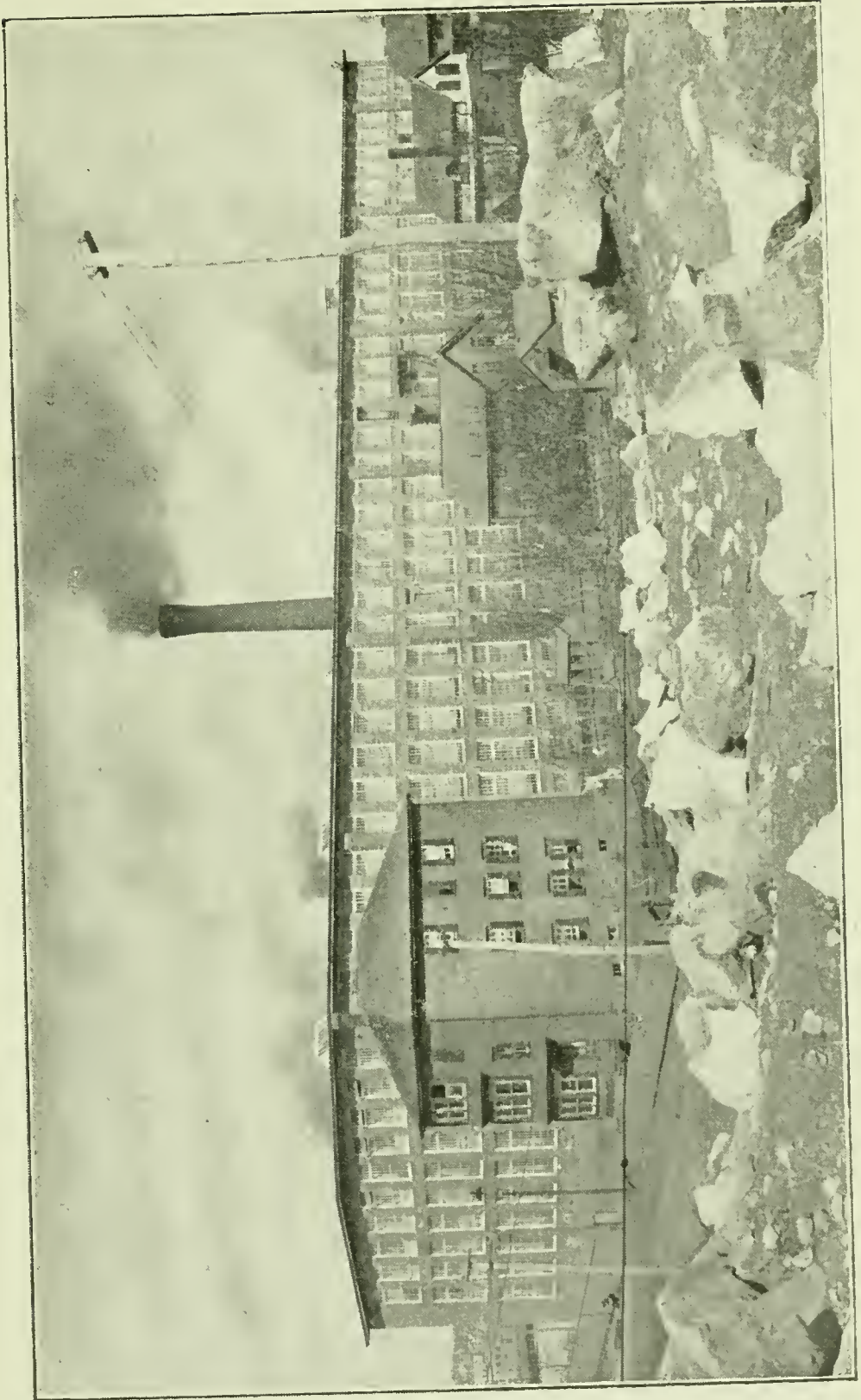


FALL RIVER, MASS.

STAFFORD MILLS



FALL RIVER, MASS.



CORNELL MILLS

Barnard Manufacturing Co.

N. P. BORDEN, Jr., Treas.

... Cotton Cloth ...



FALL RIVER,

MASS.

Norwood Engineering Co.

MANUFACTURERS OF

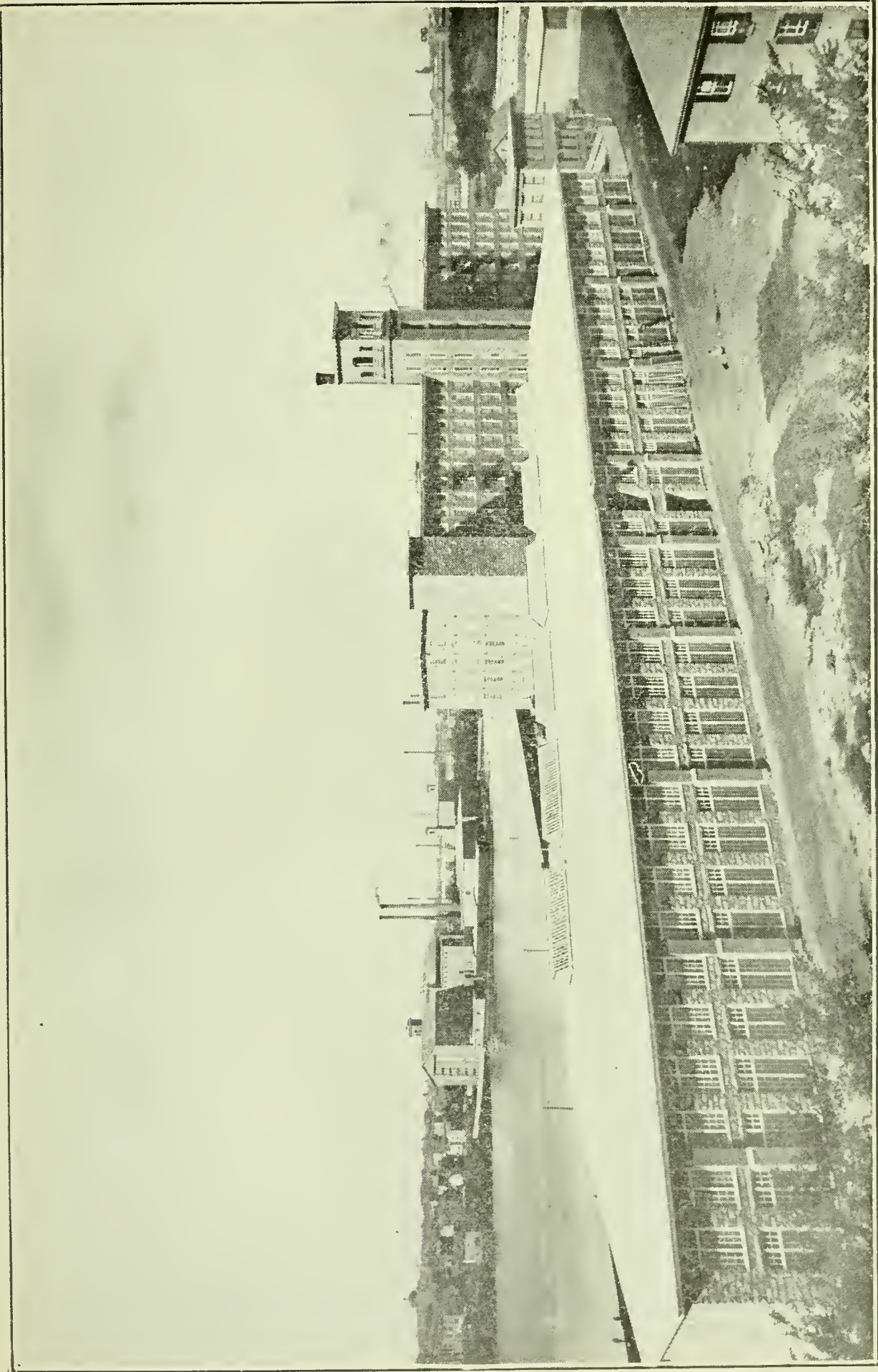
FIRE HYDRANTS

— **AND** —

WATER FILTERS

For Municipal and Industrial Work

FLORENCE, MASS.



BARNARD MANUFACTURING CO.

Richard Borden Mfg. Co.

FALL RIVER, MASS.

Manufacturers of

Cotton Goods to Order

IN PLAIN AND FANCY WEAVES

DAVIS MILLS

QUEQUECHAN STREET, FALL RIVER, MASS.

CAPITAL - - - \$1,250,000

LEONTINE LINCOLN, President
FRANK L. CARPENTER, Treasurer
JAMES A. McLANE, Superintendent
GEORGE K. BROWN, Bookkeeper

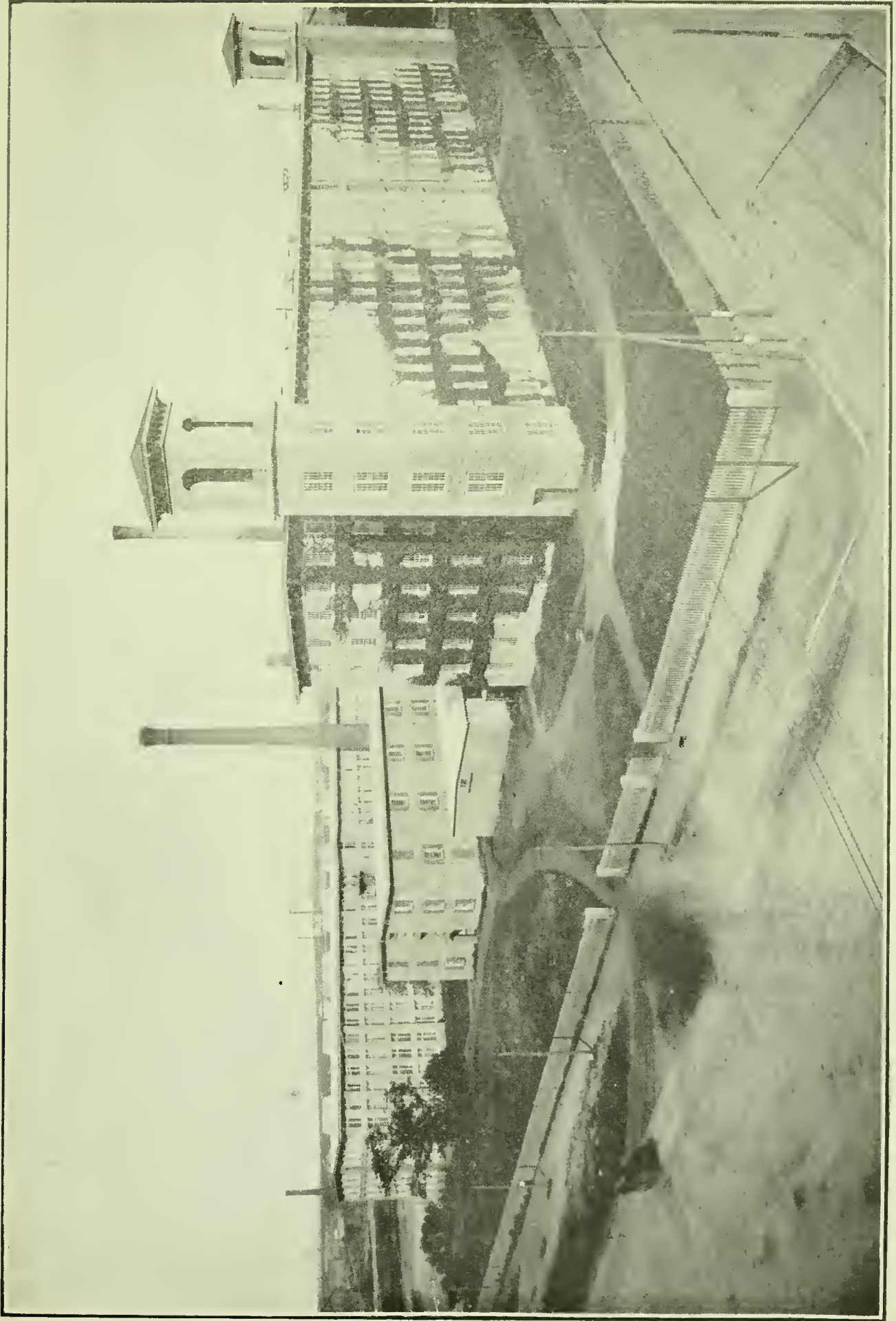
.. DIRECTORS ..

LEONTINE LINCOLN	FRANK J. HALE	CHAUNCY H. SEARS
DANIEL H. CORNELL	JOHN H. ESTES	F. L. CARPENTER
THOMAS D. COVEL	WILLIAM E. FULLER, JR.	

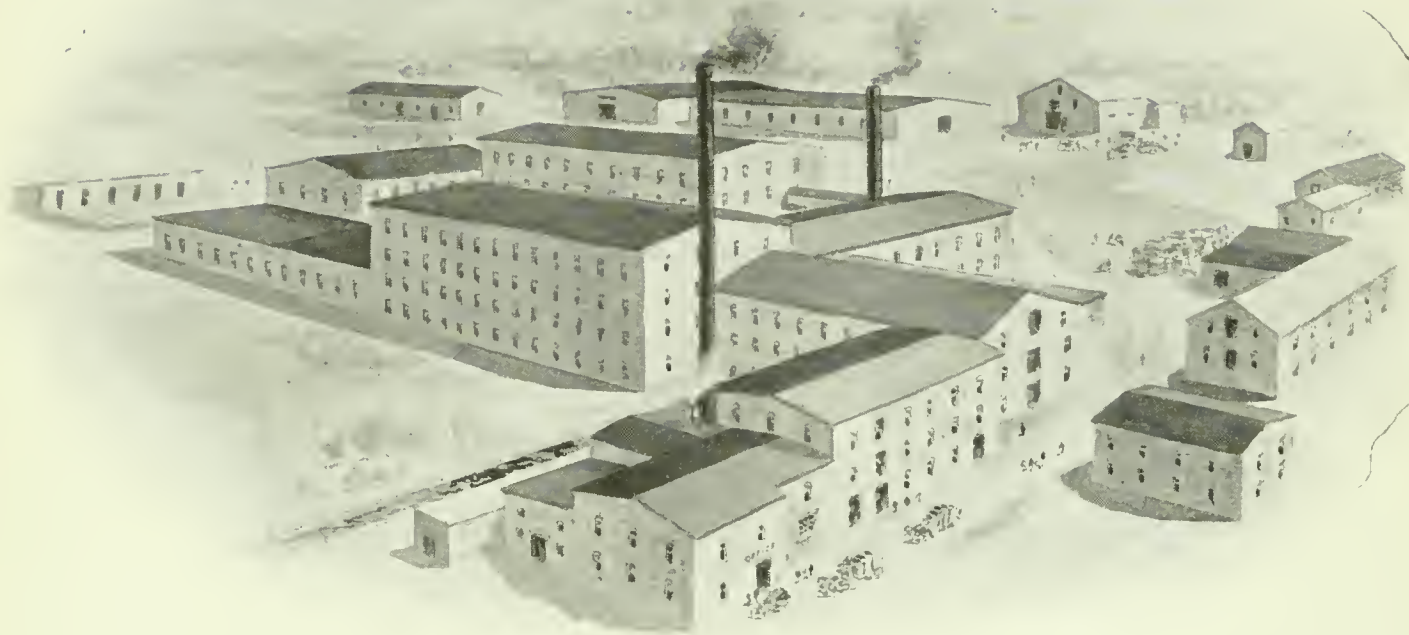
127,504 Spindles

2,442 Looms

MANUFACTURING FINE AND FANCY GOODS



RICHARD BORDEN MANUFACTURING CO.



ESTES MILLS

ESTES MILLS

FALL RIVER, MASS.

MANUFACTURERS OF COTTON

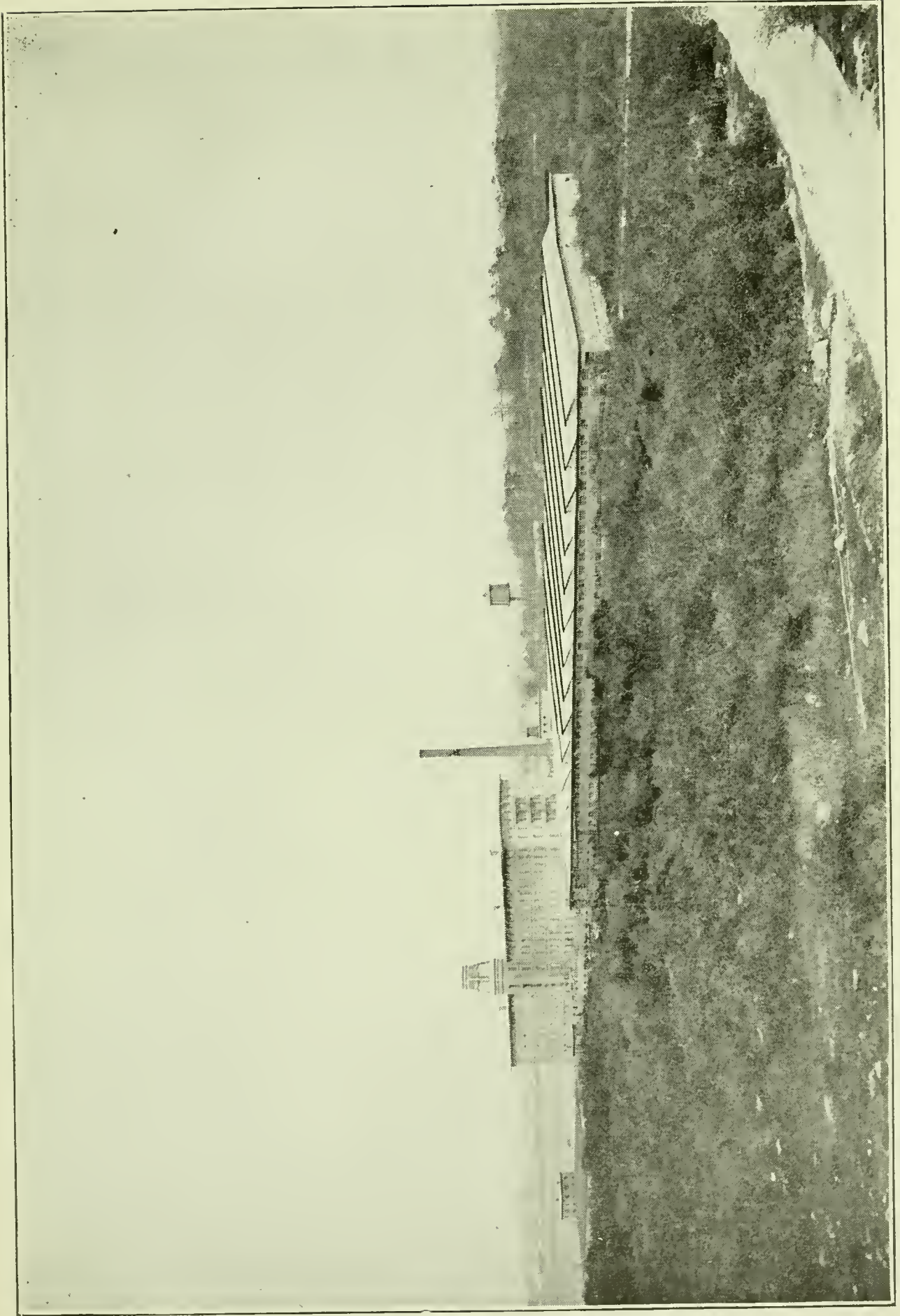
TWINES, WARPS,
YARNS, ROPES,
CLOTHES LINES,
SASH CORDS,
FLOOR AND DISH MOPS,
MACHINERY WASTE,
WICKING.

ALSO MANUFACTURERS OF

ABSORBENT,
SOLUBLE,
BLEACHED,
TINTED,
CALKING AND
CHRISTMAS
COTTONS.

AND DEALERS IN

COTTON WASTE, PAPER STOCK, BAGGING AND TIES.



BOURNE MILLS




CONANICUT MILLS

Cotton Goods

FALL RIVER,

MASS.



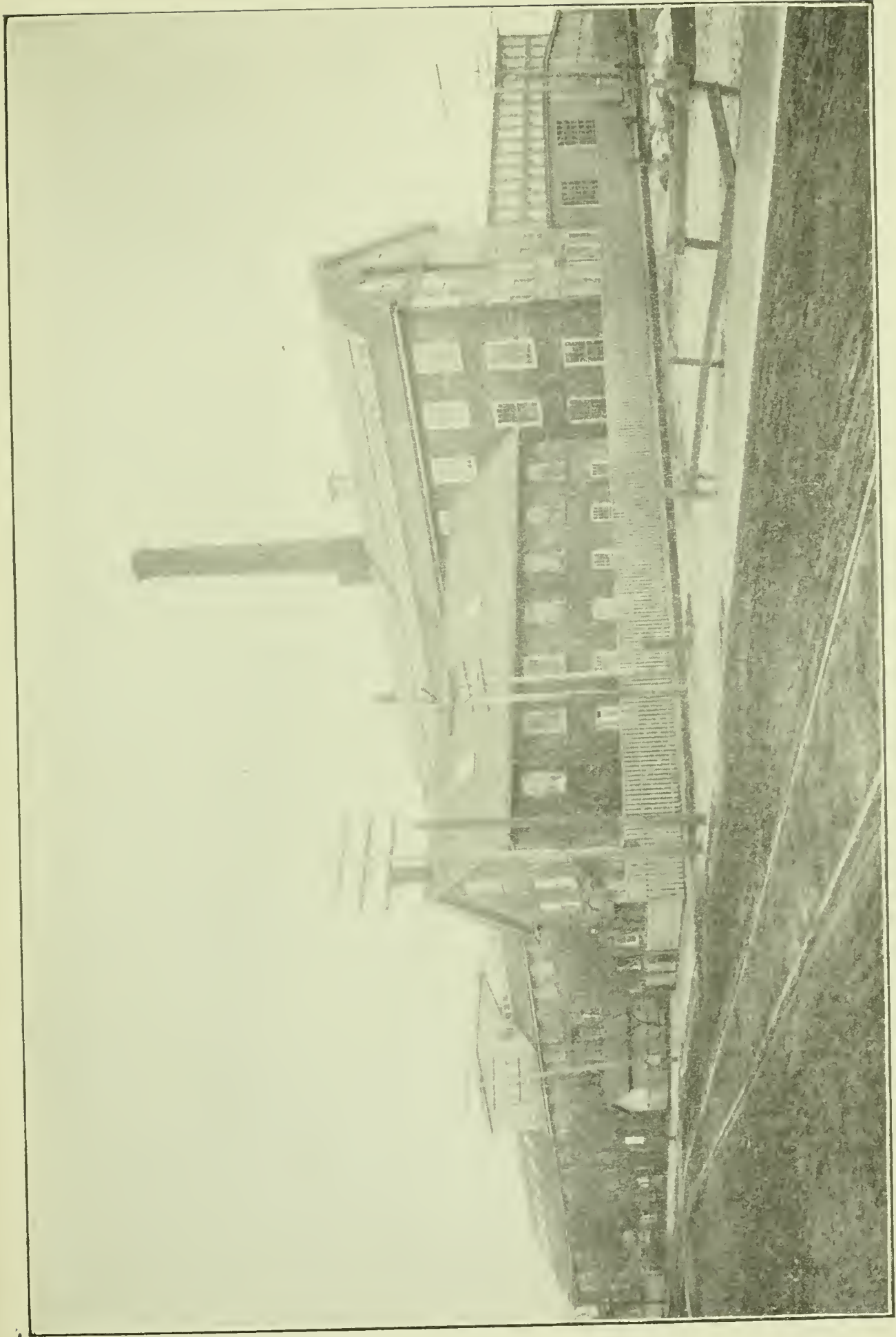
BOURNE MILLS

Cotton Goods

Twills and Sateens

FALL RIVER, MASS.





CONANICUT MILLS

D. M. DILLON'S STEAM BOILER WORKS

MANUFACTURERS OF

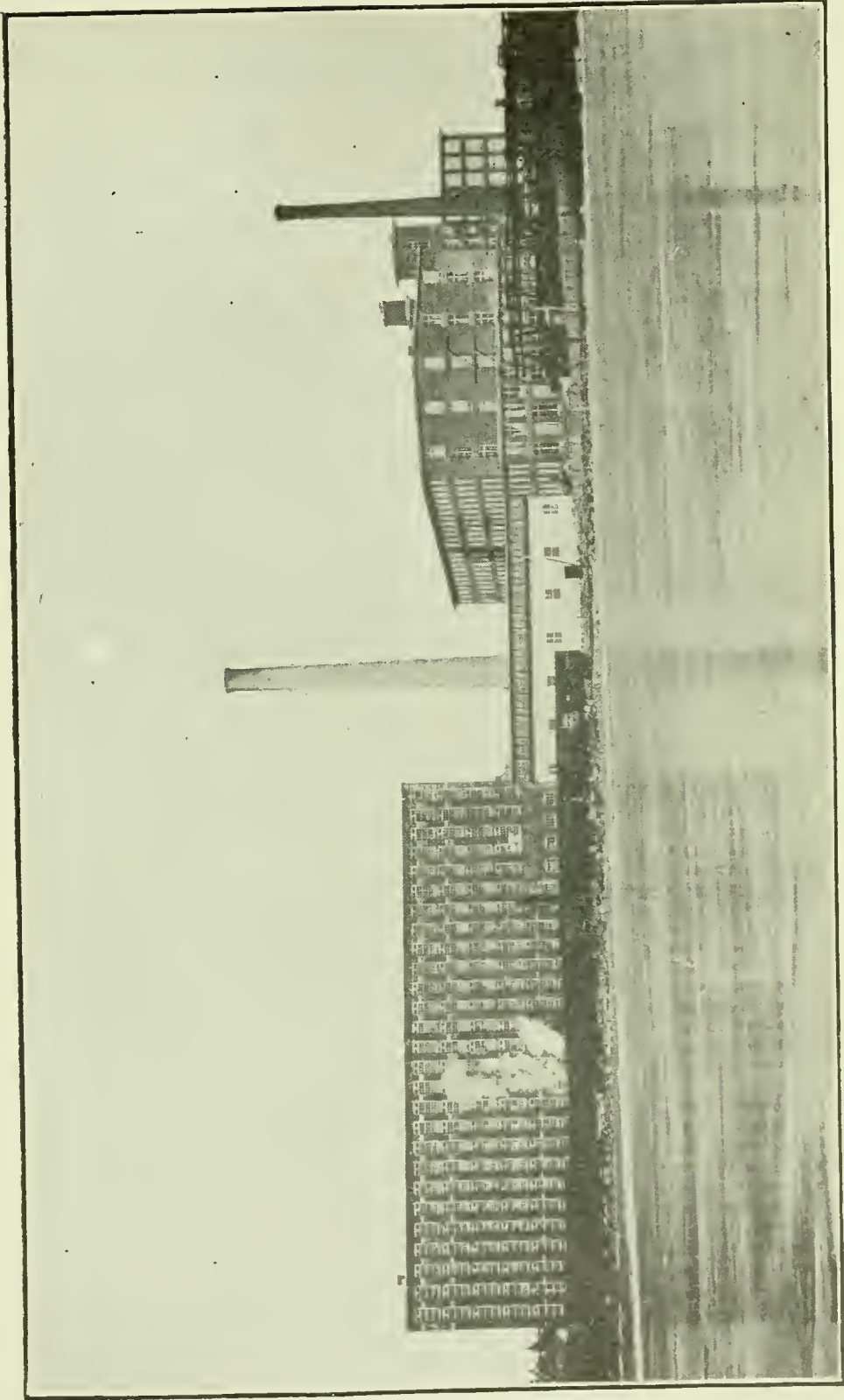
MANNING, PLAIN UPRIGHT, LOCOMOTIVE,
MARINE, HORIZONTAL

STEAM BOILERS

TANKS, PENSTOCKS, BLEACHING KIERS.
FILTERS, DIGESTERS, SMOKE-
STACKS, SMOKE-FLUES AND
PLATE IRON WORK

Some of the Installations We have Recently Made.

Amoskeag Mfg. Co., Manchester, N. H.,	10000 H. P.	Boston Mfg. Co., Waltham, Mass.,	1500 H. P.
American Woolen Co., Boston, Mass.,	8000 "	Flint Mills, Fall River, Mass.,	1500 "
Nonquit Spinning Co., New Bedford, Mass.,	6600 "	Lincoln Mills, Fall River, Mass.,	1400 "
Pacific Mills, Cochecho Dept., Dover, N. H.,	6000 "	Lancaster Mills, Clinton, Mass.,	1400 "
B. B. & R. Knight, Providence, R. I.,	6000 "	Fitchburg Yarn Co., Fitchburg, Mass.,	1250 "
Anglo-Newfoundland Development Co., Grand Falls, Newfoundland,	4000 "	Fitchburg Paper Co., Fitchburg, Mass.,	1200 "
Farr Alpaca Co., Holyoke, Mass.,	3350 "	International Paper Co., New York, N. Y.,	1200 "
Atlantic Mills, Olneyville, R. I.,	3000 "	Everett Mills, Lawrence, Mass.,	1200 "
Crocker, Burbank & Co., Fitchburg, Mass.,	2900 "	Border City Mfg. Co., Fall River, Mass.,	1200 "
Manomet Mills, New Bedford, Mass.,	2500 "	Hathaway Mfg. Co., New Bedford, Mass.,	1200 "
Lyman Mills, Holyoke, Mass.,	2500 "	Bigelow, Harriman Construction Co., Montville, Conn.,	1200 "
Quissett Mills, New Bedford, Mass.,	2500 "	S. H. Greene & Son, Riverpoint, R. I.,	1000 "
Berkshire Mills, Adams, Mass.,	2500 "	Byron Weston Co., Dalton, Mass.,	1000 "
Whitm Machine, Whitinsville, Mass.,	2500 "	Lawton Spinning Co., Woonsocket, R. I.,	1000 "
Dartmouth Mfg. Corp., New Bedford, Mass.,	2500 "	Greylock Mills, North Adams, Mass.,	1000 "
Sharpe Mfg. Co., New Bedford, Mass.,	2250 "	Butler Hospital, Providence, R. I.,	1000 "
Taber Mills, New Bedford, Mass.,	2000 "	Chase Mills, Fall River, Mass.,	950 "
U. S. Finishing Co., Providence, R. I.,	2000 "	Aspinook Co., Jewett City, N. J.,	800 "
Bigelow Carpet Co., Clinton, Mass.,	2000 "	Nashua Mfg. Co., Nashua, N. H.,	800 "
American Printing Co., Fall River, Mass.,	2000 "	Princeton College, Princeton, N. J.,	800 "
Davis Mills, Fall River, Mass.,	2000 "	Joseph Benn & Sons, Centredale, R. I.,	750 "
Orswald Mills, Fitchburg, Mass.,	2000 "	New Bedford & Agawam Finishing Co., E. Wareham, Mass.,	600 "
Fall River Bleachery, Fall River, Mass.,	2000 "	Mt. Hope Finishing Co., No. Dighton, Mass.,	600 "
New Bedford Cotton Corp., New Bedford, Mass.,	1750 "	Cranska Mills, Moosup, Conn.,	600 "
Holmes Mfg. Co., New Bedford, Mass.,	1750 "		
Coventry Co., Anthony, R. I.,	1500 "		



KERR THREAD MILLS

EDWARD E. HATHAWAY, Pres.

CHARLES M. SHOVE, Tres.

GRANITE MILLS



Manufacturers of

Cotton Goods to Order

IN PLAIN AND FANCY WEAVES

Luther Manufacturing Co.

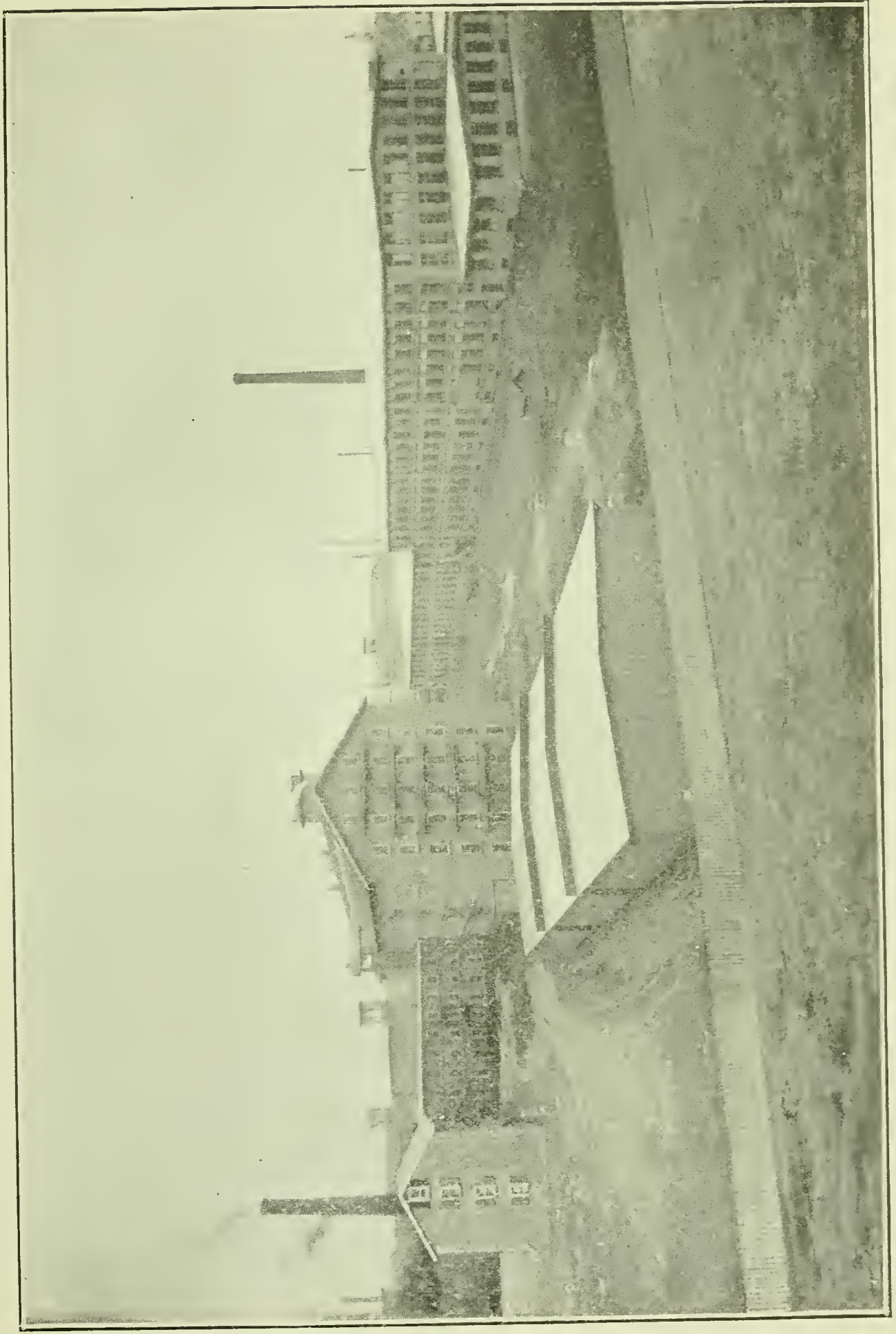
LEONTINE LINCOLN, PRESIDENT

CHARLES B. LUTHER, TREASURER

...Manufacturers of Fine Cotton Goods...

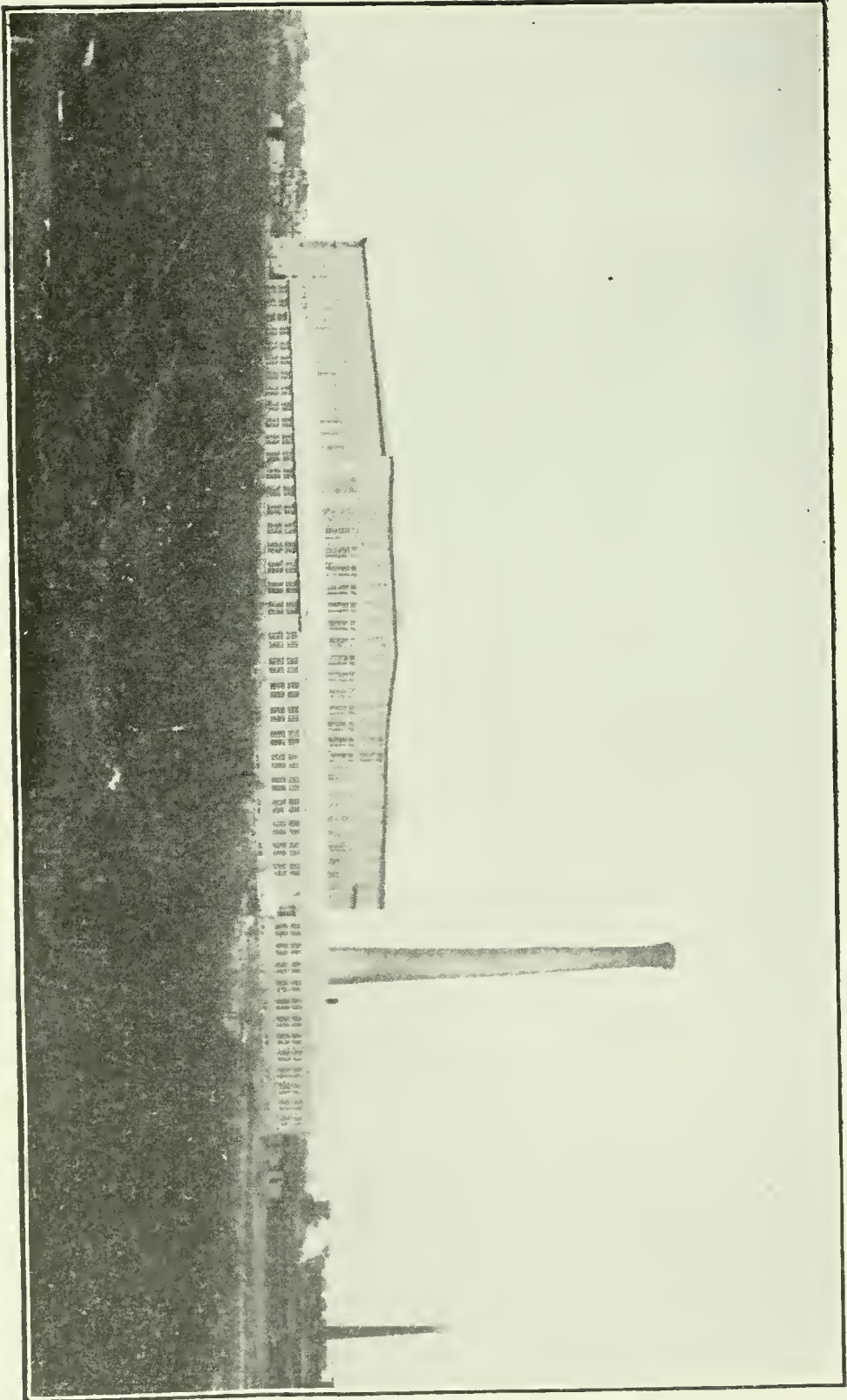
51,600 SPINDLES. 1,173 LOOMS

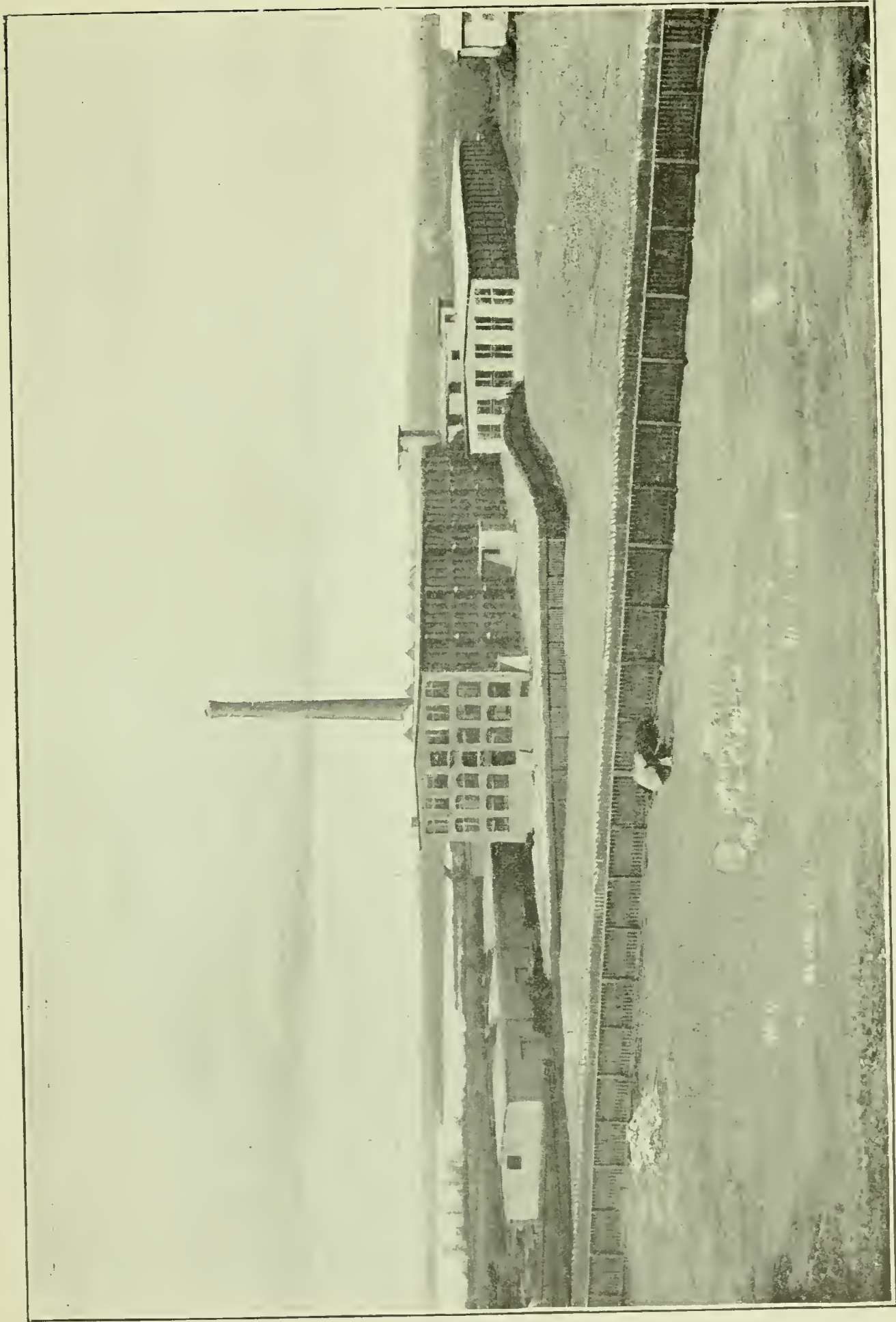
240 HARTWELL STREET, FALL RIVER, MASS.



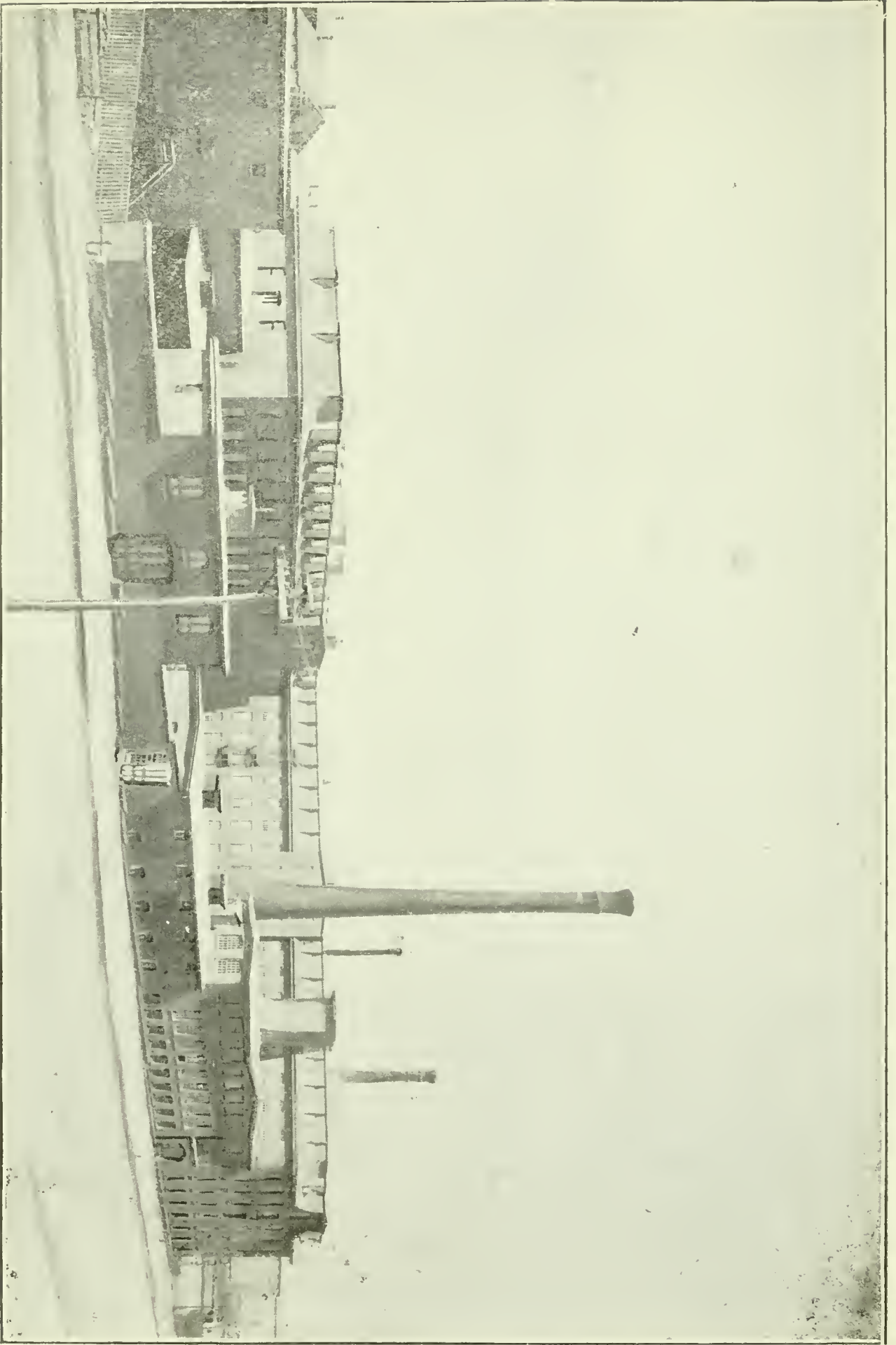
GRANITE MILLS

LINCOLN MILL,

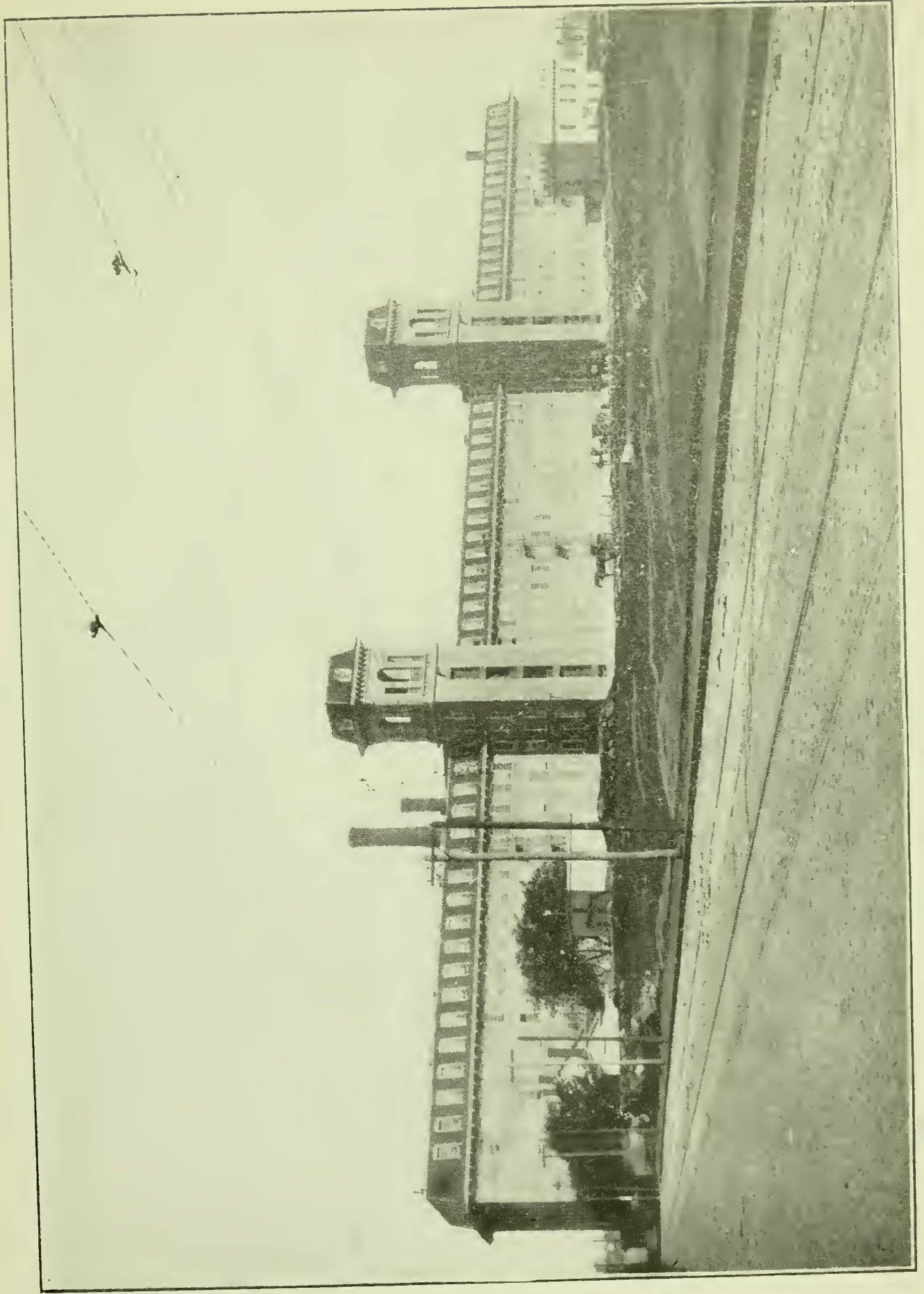




STEVENS MANUFACTURING CO.

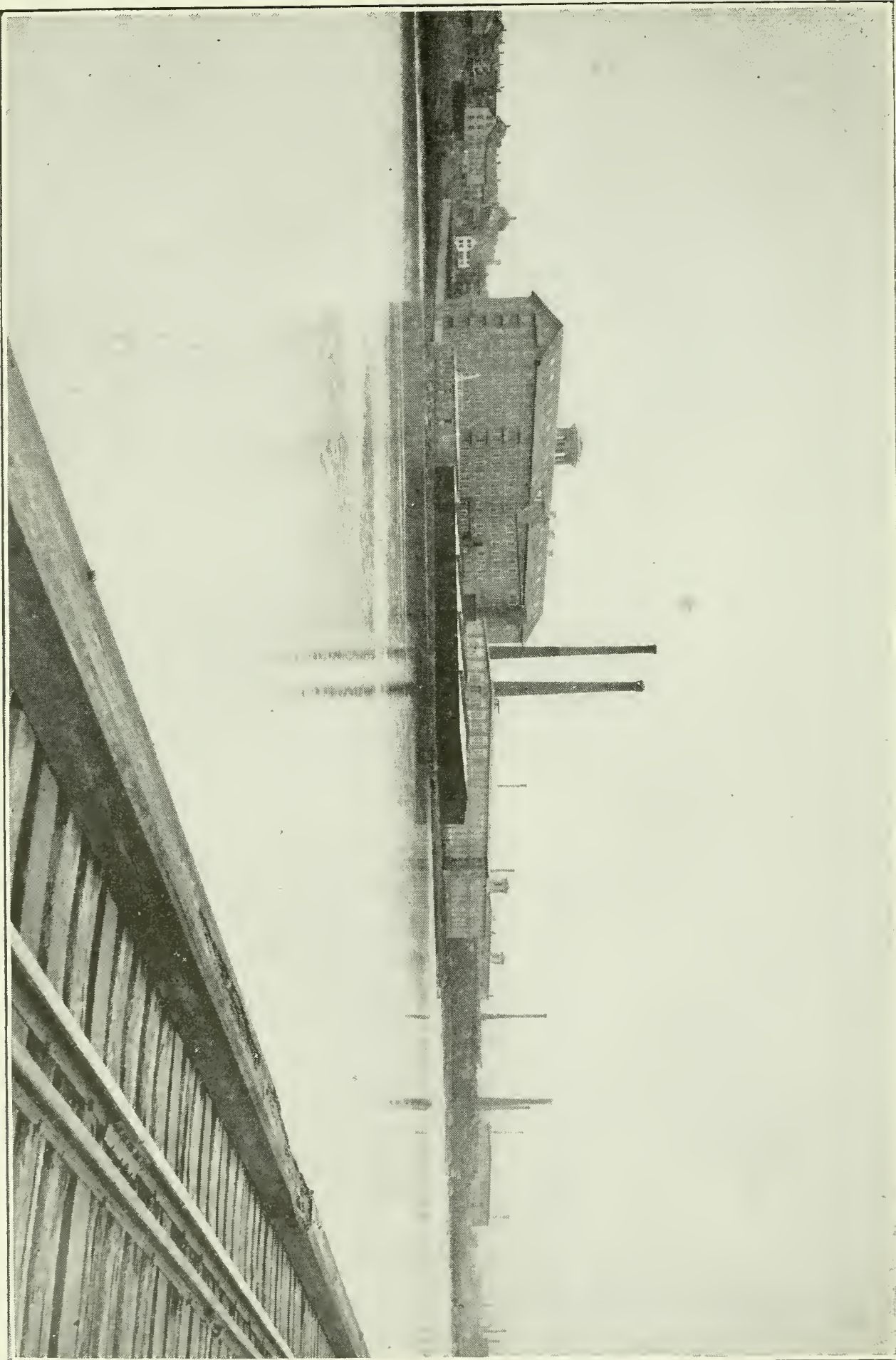


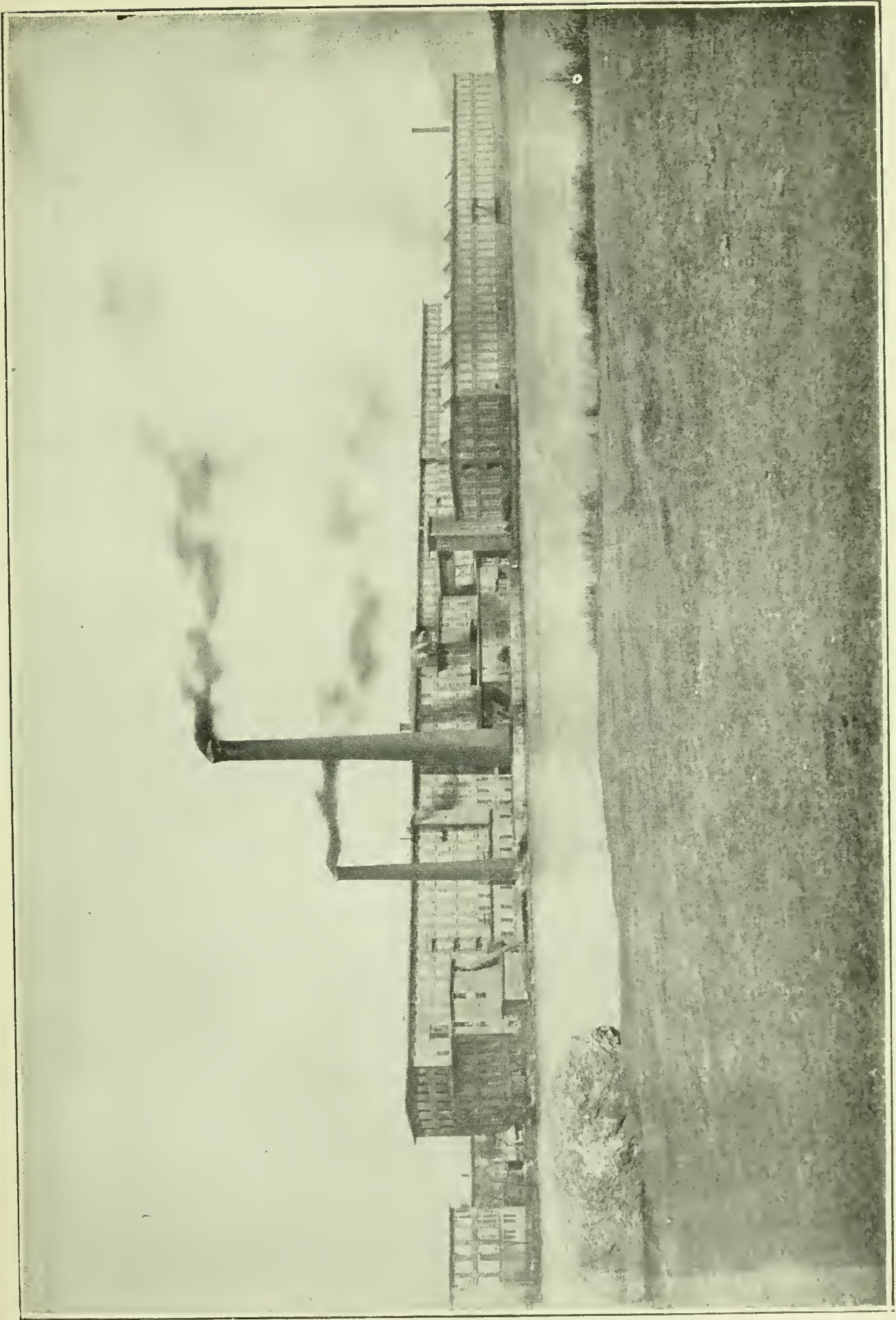
DAVOL MILLS



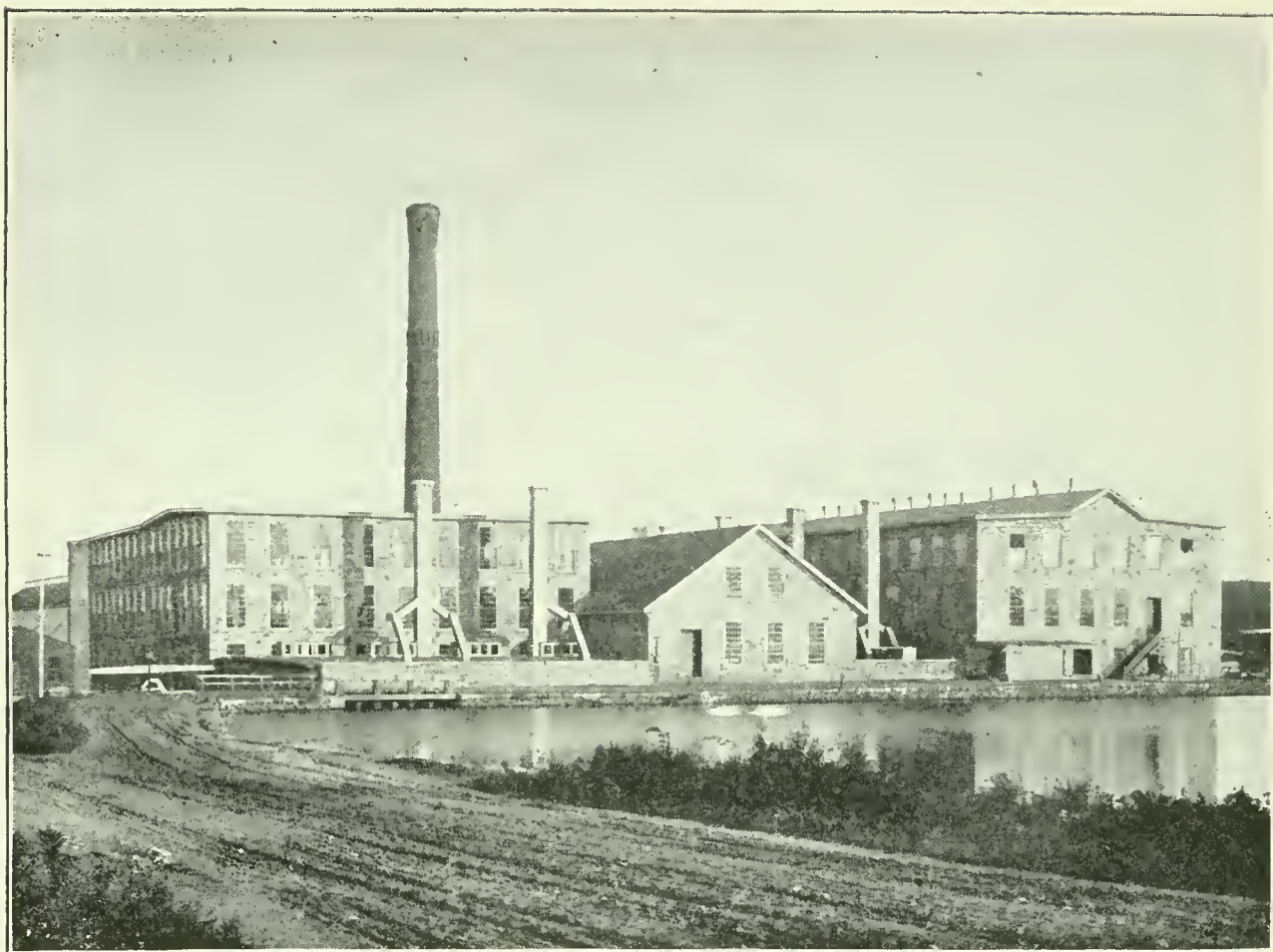
MERCHANTS MANUFACTURING COMPANY

CHACE MILLS





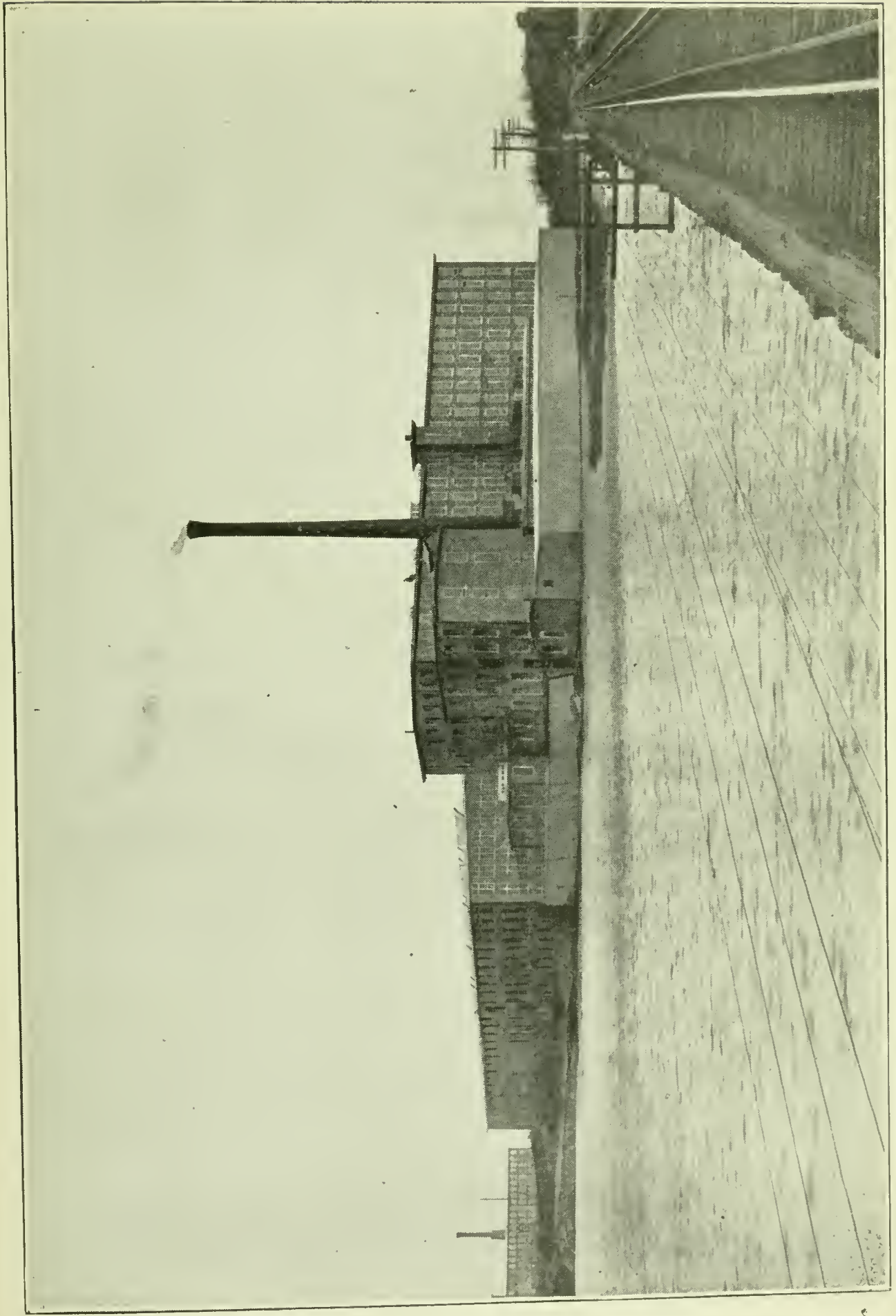
KING PHILIP MILLS



FALL RIVER BLEACHERY

CONCERNS IN FALL RIVER
 USING STEAM BOILERS MANUFACTURED BY
THE
D. M. Dillon Steam Boiler Works
FITCHBURG, MASS.

American Printing Co.,	2000 H. P.	Davis Mills,	2000 H. P.
Lincoln Mills,	1400 H. P.	Fall River Bleachery,	2000 H. P.
James Marshall & Bros.,	800 H. P.	Chace Mills,	900 H. P.
Bourne Mills,	500 H. P.	Ashworth Bros.,	200 H. P.
Border City Mfg. Co.,	1200 H. P.	Flint Mills,	1750 H. P.
	Algonquin Printing Co.,	300 H. P.	



SEACOMET MILL



Ancona : Company



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For further particulars apply to the President or Secretary of the Association.

JOHN M. YOUNG, President.
B. R. ACORNLEY, Secretary.

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