

## EARLY DAYS OF TURNERS FALLS

by

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It is to be understood that the words used as a title to this paper, "The Early Days of Turners Falls" refer to the early days of the present village of Turners Falls. The earlier, and very early days, the days of King Philip, Capt. Turner, Elisha Mack and Timothy Dewey's grandfather, have been so fully written up as a part of the history of the Conn. Valley, that to say much along those lines would be a needless repetition. But as a foundation for the story that we are to tell, it will be necessary, however, to take in, or begin with to some extent, the days of the early navigation of the Conn. River, because that period is the real beginning of the village of Turners Falls.

A few years ago, perhaps forty or fifty, if anyone in Boston or any other place, distant from Turners Falls at any place other than a railroad ticket office, should speak about going to or coming from Turners Falls, the first question asked would be "Where is Turners Falls?" The proper answer to such a question was to say, "It is in the western part of Mass, in the Conn. Valley, near Greenfield, 36 miles north of Springfield, and 20 miles above Northampton." Now what I am going to say in this paper is in part to answer these three questions, "Where," "Why," and "What," is the village of Turners Falls?"

A certain woman after making a tour of observation of New England, general on her return was asked what features of special interest she had observed. She said that one in particular that she noticed was that practically all of the large towns of New England were located on a river. This, as we can understand, is a natural result of a natural situation.

Henry W. Erving, of Hartford, Conn., in a very interesting book recently published by the Conn. River Banking Co. of Hartford, a financial institution formed in 1825, to assist in the development of navigation of the Conn. River

and which has just observed its 100th birthday, says, "The means and methods of travel and transportation are a prerequisite of civilization". For many years all north and south travel and transportation of merchandise in the Conn. Valley, was limited to Indian canoes and trails, which later were made passable for pack horses and which in turn as actual roads began to appear, were succeeded by ox-teams and two horse and four horse wagons. Then by canals to make navigation of the river more feasible, which in due time were superseded by railroads, and it appears by recorded history, that every move made to improve these means of travel and transportation from the canoe and trail, to the automobile and auto truck, has been met with determined opposition.

For over 200 years the Conn. River was the main artery of travel and transportation between the towns and cities of the coast and nearly all the territory embraced by its watershed in Vermont, New Hampshire and western Mass.

Apparently to Adrian Block, a native of Holland, belongs the credit of discovering the Conn. River, he having come to Manhattan from Holland in 1612 and in 1614 was the first white man to sail up the river, from Long Island Sound to the foot of Enfield Falls, about fifteen miles north of Hartford.

William Pynchon was the first man to establish navigation on the river above Hartford, which at that time was called the head of sloop navigation, though in fact the point now called Warehouse Point was actually the head, that being at the foot of Enfield Falls, where in 1636, Mr. Pynchon built a warehouse where merchandise coming up the river was stored and transferred to smaller boats and ox-teams, to be brought to Springfield, then called Agawan.

From Warehouse Point, boats of a lighter draft were used and with a fair run of water, and a favorable wind, they were poled by what was called the "white-ash breeze" up the rapids, and in that way navigation was brought to Springfield, or rather to the foot of the rapids at South Hadley Falls.

Records show that in the spring of 1638 a fleet of 50 canoes, filled with corn and manned by friendly Indians from Deerfield, went down the

River to the lower towns that were impoverished by a scant harvest, following the Pequot war.

The Enfield Dam and the locks and canal at Windsor Locks, on the other side of the river from the Warehouse Point, were built in 1824. The Locks and Canal on the South Hadley side, were built and opened in 1795. The Turners Falls locks and canal were opened for business in 1798 and at Bellows Falls in 1802.

We have been talking so far in regard to the navigation of the Conn. Riv but that is only one of the attractive features of the Conn. valley, for aside from the material use made of the river, the valley itself has its use as a natural object of enjoyment; and as expressing my own opinion of its natural beauty I am going to give you a tradition that has come to my notice and which may be applied for that purpose.

The tradition is that when this world was first created, it was left unfinished, and later the Maker directed his attention to putting the finishing touches to that part now called "The Old World", first. After that he turned his attention to the Western Hemisphere and in due time to that part now called New England and to that particular part of N. England called Massachusetts.. Before beginning his work here, one of the angels said to him, "Master, let me try my hand at finishing this part of your world. The Master said, "Very well, here is a part that in due time is to be called Mass., and here is some of the finishing material such as has been used elsewhere." The angel took charge of the work, beginning with the eastern part of the territory. When she arrived at the western part, she said to the Master, "Master, in doing my work to this point I have used up all the material that you gave me." The Master said, "You have done well so far; but in this section that you are to work on now, between these hills, in due time a river will run, that will be called the Conn. River, and this will be called the Conn. Valley. Here is some of the material similar to that used in finish Paradise, now go on with your work." If in the minds of any there is doubt as to the truth of this tradition, some day when you are out for a drive an

at the northerly end of the street, near the D.L.Moody homestead, stop for a moment, and if it is a clear day, look up river towards Hinsdale and Brattleboro, or if on the other side of the river, at Mount Hermon, stop near the Chapel and Gymnasium and take in the southerly view of the valley from that point.

As has already been mentioned, the locks and canal at Turners Falls were opened in 1798, and for the next 40 or 50 years, a very prosperous business was carried on, but in 1846, when the Conn. River R.R. was built to Greenfield, and began the transportation of travel and merchandise, the business of the canal very rapidly diminished, until soon it did not pay for its cost of operation, the last boat going thru the locks in 1856. From that time until 1865, the old canal was going to decay as to its locks and the dam, and the canal bed was growing up to brush.

We now come to a consideration of the inception and promotion of the village of Turners Falls, and also to learn something of the promoter, who was Colonel Alvah Crocker of Fitchburg; a man who had been a leading spirit in power and development first of his owntown, Fitchburg, and the building of the Fitchburg R.R. from Boston to Fitchburg, being its first president, and then the first president and active spirit in the building of the Vermont and Massachusetts R.R. from Fitchburg to Greenfield.

By reason of his interest in the development of transportation facilities thru western Mass., looking eventually to a thru line to the west, he became interested in the construction of the Hoosac Tunnel and was made a commissioner representing the state of Mass., to prosecute that work. In that way, he became acquainted with Wendell T. Davis of Greenfield, who had been for a number of years, the Sec. and Treas. of the old Locks and Canal Co.

On account of the loss of its business, the canal property had become practically worthless, but its organization had been maintained. Col. Crocker thru his knowledge of the development of water power already made at Lowell Lawrence and Holyoke, realized the possibilities and value of a similar development at Turners Falls. He, therefore thru Mr. Davis, secured control of the stock of the old corporation, and proceeded to change the name and

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organize "The Turners Falls Co." In this enterprise, to show the strength of support both financial and moral, that he had, thru stockholders of the new organization, I want to give you the names of some of the original stockholders of the Turners Falls Co.

Besides Col. Crocker in Fitchburg, he had with him among others, George Fay, Gardner S. Burbank, Rodney Wallace, and Otis T. Ruggles. In Lowell, he had Benjamin F. Butler, J.C. Ayer, and George W. Nesmith. In addition to those he had Moses Stevens of Andover, Charles A Stevens of Ware, Thomas Talbot of Ball's River. Alexander H Rice of Boston, Oliver Ames and Oaks A. Ames of North Easton. Also Edwin Bulkley and William C. Dunton of New York. A little later he had B.N. Farren and R.N. Oakman of Montague.

Of these men, four, Benjamin F. Butler, Thomas Talbot, Alexander H. Rice and Oliver Ames, later were governors of the state of Mass.

In 1866, after the Co. had, by act of the Legislature been relieved of the obligation of maintaining the canal for navigation purposes and was empowered to build and maintain a dam and canal, and lease and sell the use of water for power purposes, they began the construction of the dam and headgates.

This dam was the fourth to be built in practically its present location, since 1793. Timothy M Stoughton, born in 1818, and for 90 years a resident of Riverside, said to me that he had seen three dams, either carried out or seriously injured by ice freshets before this dam of 1866 was built. The engineer for the construction of this dam was Charles Francis, a son of James B. Francis, the engineer of the Locks and Canal Co. at Lowell, and a noted authority on hydraulics, but after the construction of the dam, it was decided that a change should be made in the engineer.

Col. Crocker had a brother, who at that time was engaged in the practice of civil engineering at Laconia, N.H., and in Sept. of 1867 this brother, William P. Crocker, was engaged as engineer to go on with the work of developing Turners Falls, and it was with him, as a boy just starting in to learn surveying, that I came to Turners Falls, on Sept. 18 of that year, altho

On my arrival at Greenfield, I was met at the station by Goerge W. Potter who at that time and for some years previous, had acted as agent for the Locks and Canal Co. in the care of some of its property, and during the building of the dam of 1866, acted as purchasing agent. Mr. Potter brought me to Turners Falls by the way of the old toll bridge at Montague City, and left me at the Old Hotel, so-called which as a matter of fact, was not a hotel at all, but had previously been the residence of the Supt. of the Locks and Canal of the old Co., and later had been used as a boarding house for the men employed in the construction of the new dam.

The proprietress of the Old Hotel was Mrs. Susan Lebourveau. There was a Mr. Lebourveau, Louis by name, but he was not very much in evidence. Both were much along in years. The principal experience in the early life of Louis that he liked to refer to, was the time when he drove the stage from Keene to Brattleboro. He was a very methodical man. In the main livingroom there was a large fireplace, and at the left hand side, Louis had a regular seat. The last thing he did before going up stairs to bed, was to put his hat on the mantle over the fireplace. The first thing he did after coming down was to put on his hat, then light his pipe, then put on his shoes, then start the fire in the kitchen stove.

Mrs. Lebourveau was a most excellent cook and by reason of her skill in that line did quite a buisness in transient meals. She sometimes expressed considerable feeling when Geo. W. Potter put butter on the pie crust.

The next morning on looking the place over, in addition to the Old Hotel and the Lock tender's house, near the dam, with Samuel D. Emery as guide, I found the Goss tenement house, the Goddard and Taft houses up near the ferry a small house near where the Schuler block now stands and one other house on the old road to Montague City, near where the Griswold tenement block now stands, temporarily occupied by John Dunbar and family. This was the situation at the beginning of the early days of the present village of Turners Falls.

Mr Crocker, the engineer, at once began his work of laying out the pro-

... most extent followed the line of the old one

- also to formulate ideas and lay out streets for a village. That was our work during that fall and winter. The first plan of the same was made during the winter of 1867-8 and was entitled "Plan of the projected City of Turners Falls, Mass. by Wm. P. Crocker, Civil Engineer. Dated 1868."

Early the next summer, after the plans for the canal and village had been accepted by the Co., Preparations were made for the beginning of work on the canal, and the selling of building lots for the village.

The office of the Co. at that time was in a small old building, located where the present hotel building formerly the Farren House, stands, that at one time had been used for a schoolhouse, there having been several children in this district when the navigation canal was in operation, but at this time, both school and school-house had been abandoned.

I well remember the day when Col. Crocker and B. N. Farren, who had just finished the work of construction of the Troy and Greenfield R.R., from Greenfield to Hoosac Tunnel, came in the office, after looking over the proposed plan and location for the new canal; and Col. Crocker said to Mr. Farren, "Mr. Farren, Make your price for doing this work." Mr Farren set the prices for various classes of the work to be done. Col. Crocker said "Begin the work tomorrow!" That is all the contract that was made for the beginning of development of water power at Turners Falls.

The first auction sale of building lots was held in Sept. of that year, 1868. The sale had been widely advertised as the beginning of the building of a manufacturing city, and a large crowd gathered. The first lots were sold on 3rd St., midway between Ave A and L St. Just as the auctioneer was to begin operations, Col. Crocker said, I want <sup>to say</sup> a few words to the gentlemen who are gathered here. "We are now going to begin an enterprise that is to have large results. Whoever buys a building lot here today will get large returns for his money. We have just made arrangements for the transfer of Green River Cutlery works from Greenfield to Turners Falls, and we are about to begin the construction of a cutlery plant that will employ 1200 people who will come here to live and help build up the place. We are also to begin the construction of a pulp mill, which will be followed by a paper mill

and within a few years you will see here a second Holyoke.

One, and the principal reason for the slow and gradual growth and development of Turners Falls, as compared with Holyoke, was that Holyoke was well started before the beginning of the war of 1861, and during those war years, by reason of demand for war goods, at war prices, great headway was made in the manufacturing interests and development of that place. Turners Falls was started at the close of the war-at the beginning of the period of deflation, with the consequent depression of general business interests, which culminated in the Jay Cook financial panic of 1874.

A second auction sale of lots was held the following year, but in the meantime, construction of the cutlery works, and of the pulp mill was going on, and dwelling houses were being built.

In carrying out the plans for a development of the place, one of the first things to be considered was how to get a R.R. in - the next to establish a Post Office, then build a hotel, then start a bank. In the meantime, a school house was being built, two Churches were started and following those, was the establishment of a printing office with a newspaper, then a fire department, a water supply and settle <sup>ing of</sup> a doctor and a lawyer.

Several different surveys were made for a R.R., first from Millers Falls, then from a point down near Montague Town, but finally, on the advice of Alfred R. Field, an engineer, who had been connected with the construction of the Troy and Greenfield R.R., the present location was adopted, and the branch R.R. from Greenfield was built in 1869, B.N. Farren having the contract and Aaron Wright of Greenfield building the bridge at Montague City, which was under construction at the time of the 1869 flood, the water at that time coming to within two feet of the lower chord of the structure; and for 24 hours it was a question with the builder and others, whether or not the bridge would stand the strain, but it did.

The first station agent was W.G. Potter of Greenfield.

At the time of the construction of the dam, and for some years afterwards, the Post Office was at Montague City, in the store of R.L. Goss, he being Post Master. During the construction of the dam, he had opened a branch



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store at Turners Falls in the basement of a large building built by Geo. A. Andrews, of Montague City, located near the present end of the pulp block, on First St. for the use of some of the help that were working on the dam, as tenements. This branch store was run by a young man named Frank W. Rugg, now living in Montague City. Our mail for two years was brought up by said Frank W. Rugg in his pocket. This building is the one now standing on L St., near Second, sometimes called The Battery.

In 1874 a petition was presented for a Post Office at Turners Falls, and Benj. W. Mayo, who had been in the employ of R. L. Goss, was appointed Postmaster and the office was in a wooden building standing at the corner of Ave. A and 3rd St., but which burned in 1876. Early in 1872 the need for a hotel was apparent, and Mr. Farren said that he would build one, so the Farren Hotel Co. was incorporated and the present hotel block was built, the ground floor to be used as stores and a bank and the upper part as a hotel. The first proprietor was Col. N. P. Brower, from Penn. He was succeeded in a short time by Geo. T. C. Holden, who ran the hotel for a number of years, or until he took over the management of the Mansion House in Greenfield.

The next institutions established were the banks, The Crocker National and the Savings Institution, Col. Crocker being Pres. of both. R. N. Oakman Jr. was the first cashier of the National Bank, also Treasurer of the Savings Institution. Both banks were located in the part of the hotel block now occupied by the Town offices.

During the winter of '67 and '68, a school was run in the basement room of the brick house owned by the Goddard estate located near the upper suspension bridge. The number of pupils was 12, the teacher Miss Susan Rowe, daughter of George Rowe of Montague, and granddaughter of the Susan before referred to.

Just as a matter of comparison, today in the village including Montague City, there are eight school buildings, forty teachers, about 1500 pupils, including the parochial school, and the annual appropriation to pay for the same is about \$150,000.

The first school building built was the wooden one now standing on the

alley between 2nd and 3rd Streets, and owned and used by the society of Hermann's Sons. The Oakman School house was rebuilt in 1874, the first building having been destroyed by fire.

The first Church was built by the Catholics, a one story wooden building painted white, located on L St., in the rear of the present Rectory. The next was the Methodist Church on 5th St. The Baptist Church was built on Prospect St. in 1872, and the German Church on K St. in 1874.

So far as I know, the first religious service held in the village, and which I attended, was held in a board<sup>ing</sup> shanty kept by Mrs. Julia Horrigan for men employed in the construction of the Canal located near the river bank, where the Griswold Cotton Mill now stands, Father Robinson coming over from Greenfield, and said Mass there at ten o'clock one Sun. morning in the fall of 1868, soon after the work on the canal was started.

A fire department was organized in 1871. The first Chief Engineer was Nathaniel Gilmore, who came to Turners Falls from Bellows Falls, and had charge of the work in the foundry of the Clark and Chapman Machine Co. The first piece of apparatus was a second hand steamer, bought of the city of Fitchburg, and named "Alva Crocker." The first water supply of the village was furnished by the Turners Falls Co. thru an aqueduct system supplying water pumped from the river.

The houses built on the upper level of the place, however, could not be supplied in that way. They had to depend on cisterns filled with rainwater from the roof. A permanent and complete supply was introduced from Lake Pleasant in 1886.

The people of the village, including Montague City, had been doctored so far by Drs. Deans and Walker and Fiske of Greenfield, but in 1871 Dr. Erastus Coy came from Worthington, Mass. and for many years was the well beloved friend and physician of many.

Our first lawyer was George L. Barton, son of Benjamin Barton of Riverside a most estimable young man and a very promising member of Franklin Co. bar; his death soon after moving into his new house on prospect St. was a great loss to the community. He was succeeded by William S. Dana.

It may be of interest to the geologists to know that after the Montague Paper Co. had started and was in need of additional water supply John D. Farwell who had been driving oil wells at Titusville, Pa. was called to Turners Falls by Geo. E. Marshall to try for water under the bed of the river back of the mill. He drilled a six inch well thru the rock, 900' deep, but without results as to water. The Paper Co. then secured the right to take the water of Fall River, at Factory Hollow. A 24" pipe was laid across and under the river, and that is the supply at <sup>the</sup> present time.

In this connection, it may be of a little interest to record how Lake Pleasant received its name. Heretofore it had been known as "Great Pond." One day in the fall of 1868, when we were at dinner at the Old Hotel, Geo. W. Potter came in bringing with him a man who he introduced as Charles H. Comee, Asst. Supt. of the Vermont & Mass. R.R. They sat down and had dinner with us. In due time Mr. Potter said that he and Mr. Comee had been looking around for a place to develop as a picnic ground. They had been over looking at Great Pond and had decided that that was the place to develop. They had also decided to name it Pleasant Lake. The grounds were developed as picnic grounds and for many years it was very popular as a place for excursions and camp meetings. The name, when advertised was changed to Lake Pleasant.

The lower suspension bridge was built in 1871 and finished in the spring of 1872. The upper suspension bridge was built in 1878, and it may be of interest to know that two colored men by the name of Dorsey from Northampton had charge of putting in the foundation and superstructure.

The Old Hotel was burned in 1874, being occupied at that time by Charles P. Bardwell and family.

The largest fire the place has experienced was the burning of the Keith Mill in Nov. 1877.

The New Haven and Northampton R.R. was built into Turners Falls in 1881 and for a short time we had a thru train with parlor car attachment from Turners Falls direct to N.Y. city.

The year 1872 was the beginning of the principal building operations and business enterprises of the village. The Farren House block was one of the

principal buildings put up that year, and in which were located the banks, the hardware store of Braddock & Peabody, the drug store of W.W. Hosmer, a graduate of the old store of Howland & Lowell in Greenfield, and the clothing store of Barrett & Allen. The Schuler Block on the corner of Ave. A and 2nd St., was built that year by William Schuler who came over from Greenfield.

The Turners Falls Reporter was also started that year by Addington D. Welch. On Jan 1, 1873, was held the "Founders 'Ball," and in the list of names published at that time as founders, the only ones known to be now alive are William D. Russell, of Greenfield, and Converse Ward of Athol. This new year saw Starbuck's block on Ave. A and Clapp's block at the corner of Ave. A and 7th Street built. Also the Keith Mill began operations.

In 1874 Maria Colle of Greenfield built a block at the corner of Ave. A and 3rd St, now known as the Opera House block. It also saw a telegraph office installed in the hotel with Mrs. G.T.C. Holden as the first operator. At this time Cecil T. Bagnell took over the publishing of the Turners Falls Reporter, which has recently been merged with the Greenfield Recorder. It also saw D.P. Abercrombie, Sr. installed as cashier of the National Bank and Treas. of the Savings Bank.

The Rist block on the corner of Ave. A and 4th St., also the Bartlett block on the corner of Ave. A and 5th St. were built in 1879.

The brick block on the corner of Ave. A and 3rd St was built in 1878 by Dwight Kellogg of Amherst.

The population of Turners Falls is very much mixed as to nationalities and it is of a little interest to learn why this is so. The first or pioneer settlers of the village were men from Maine, largely from the vicinity of Fairfield on the Kennebec river, who came here to work on the dam, they being experienced lumber men and dam builders. Among these were the names of Emery, Richardson, Dunbar, Gerald and Ricker. These men settled built their homes and raised their families here.

The next settlers were the French, who came here as experienced rock men, as all rock drilling was done by hand at that time, and the excavation of the canal was largely rock. They were headed by Peter McClure, who built the

small house now standing on L St. between 2nd and 3rd. Among these were the names of LaPointe, LaPorte, Ducharme, Desautelles, Nadeau, Vivier, Derjie, Lapean and Moreau.

The next settlers were the Irish who also came largely from <sup>the</sup> Troy and Greenfield R.R. and Hoosac Tunnel work of Mr. Farren, coming as stone masons, bricklayers and laborers, and among these were the names of Thomas, Cunningham, donovan, Powers, Costello, Murphy, Burke, O'Leary, O'Connell, O'Brien, Sullivan, Shanahan, McAlister and Welch.

At this time also came John C. Short, the expert bricklayer, together with John W. Morrison, later the faithful Police officer, and his son, S.R. Morrison

The next were the Yankees, coming from Conway and Ashfield as carpenters at the time of the building of the cutlery works, and among these were Geo. O. Peabody, Ora C. Hitchcock, Wm. R. Farnsworth and Chester O. Tyler.

The next were the Germans, who came over from Greenfield, on account of the moving of the cutlery works and the building of the pulp mill, buying lots and building homes, largely on Second St. Among these were the names of Sauter, Jacobus, Yetter, Eppler, Milkey, March, Seiler, Haigas, Strehle, Schotz and Luippold.

Next came the English, as expert paper makers, and among these were the Howards, Jacksons, Raeveleys and Smiths.

Later to quite an extent Bohemians came as cutlery workers, followed in due time by Lithuanians and Poles, the latter principally as farmers.

The fact that the population is of a mixed nature, is a case of "In Union there is Strength" for the standard of the people as a whole as to ability, Physically and morally, is high and as citizens of the town and country, their allegiance and loyalty to the U.S. is as firm and reliable as any could be and to judge by the progress made in the schools by the second and third generations, as well as the record of the honors and prizes won, it is possible that some who boast that their ancestors came over first class in the Mayflower may be matched if not overtaken by some whose parents and grandparents came over more recently in the steerage of a White Star Liner.

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To MR. B. N. Farren, more than anyone else locally, credit is due for the early material development of the village, and who at the time of the construction of the Troy and Greenfield R.R., was the most popular man in western Mass. In many ways he was a remarkable man and had a great many friends. He made a specialty of being good to the poor, but he was also a strict disciplinarian and at times a hard master. It was my privilege before beginning to keep house for myself, to have been a member of his family for nearly seven years, and I very well know that the building of the hospital in Montague City, to a great extent, is an expression of his appreciation of the friendly treatment received by him from the people of Franklin Co. during those early years.

He was born in Elizabethtown, Pa. of Irish parents. His father in a moderate way, was a contractor for canal work in that state and the son, early in life, took up that line of work, giving special attention to tunnel work on the Penn. R.R., between Altoona and Pittsburg, and it was on account of his high reputation for ability as a tunnel man that Col. Crocker had him come to Mass. to assist in the building of the Hoosac Tunnel.

He was generally known as "Barney Farren." Very few knew his first name.

There is a man living in Greenfield today by the name of B. F. Waite. He is a son of Henry Waite, who was the son of David Waite, who formerly lived on the Waite farm in Cheapside. During the construction of the Troy and Greenfield R.R., Henry Waite worked for Mr. Farren as a foreman. One morning when Mr. Farren was going over the work and came to Mr. Waite's pit, Mr. Waite said to him, "We had a little boy born at our house last night." Mr. Farren said "I congratulate you, what are you going to name him?" Mr. Waite said, "He is already named, and we named him for you, 'Barney Farren Waite'." Mr. Farren said "My name is not 'Barney' it is Bernard." Mr. Waite then said "We will change the name of the baby tonight."

I have always felt that William P. Crocker, The Civil Engineer, has never been given due credit for the ability shown in the matter of laying out the place, preparing for the future, and in solving the general engineering problems connected with that work; and I am very glad to have opportunity of

paying this tribute of deserved merit to his memory. He was a man of marked personal peculiarities but he had an able mind and time has shown that he made very few mistakes in those plans.

Credit for the generally substantial character of the place as a New England village as well as all its institutions, should be given in great measure to the ability, forethought and personal influence of George E. Marshall, Gilbert Rist, Joseph F. Bartlett and James A. Gunn Sr.

It may be of interest to note that the building of the pulp mill before referred to, was one of the first in the country to engage in the making of ground wood pulp. An elderly German, Burkhart by name, had been for some time experimenting in that line at Curtissville, N.Y., and desired financial aid to further develop and extend his ideas. He became connected with A. Pagenstecher of N.Y., and they with Col. Crocker, one day in the fall of 1868, came to Turners Falls, and I well remember hearing them decide to locate at Turners Falls, and build a mill on the site just above the cutlery.

The Turners Falls Co. gave them power at a low price and a large amount of it because an income was desired as soon as possible and also because it was thought then that the supply of water in the Conn. river was inexhaustible and the additional inducement was that on the banks of the river just above the dam and on the plains, there was also an inexhaustible supply of poplar trees growing. At that time it was thought that only poplar wood could be used for pulp, it being free from gum and having a long fibre. It was thought that this source of supply of wood, with what would be drawn in by the farmers from surrounding towns would keep the mill running for all the years to come - but the end of that supply soon came, and George E. Marshall who had been put at the head of the Pulp Mill, as well as of the Montague Paper Co., found that under certain treatment, spruce wood could be used, soon had a supply coming down the river from northern Vermont and New Hampshire. As compared with the amount of wood used then, it may be in order to say that the amount now used annually by the mills of the International Paper Co. is approximately one million cords.

It may also be in order to take notice of the change made during the

past few years in the manner of making use of water for power purposes - then it was necessary to build the mill on the river and below the dam and canal, each mill developing its own power. Today, practically all new mills are run by electric power. The mill may be placed anywhere, and the power carried to it. A good example of this can be given. After leaving Fitchburg, by R.R. train going west, when near west Fitchburg, off to the right on a hill, one may see the roof and chimney of a large mill. This is one of the paper mills of the Crocker, Burbank Co. and is run by electric power generated by the dam at Vernon, on the conn. river.

It may also be in order to note that Turners Falls has passed thru all the stages, changes and developments of the methods of public travel and transportation of merchandise. First the trail and canoe, then the oxteam and wagon, then the canal, then the R.R. which put the canal out of business, then the trolley which killed the R.R. to be killed later by the automobile.

As the sawmill is a forerunner of nearly all building operations in a new place, the first lease of water for power purposes made by the Turners Falls Co. was made with Nathaniel Holmes, who in July 1867, with his family moved from Gardner to Turners Falls and lived in the Hubbard Taft house near the ferry while their new home at Riverside was being built, and who that fall started to build, and later, with David A Wood, ran a sawmill at the Gill end of the dam. This plant was destroyed by fire ~~in~~ Dec. 31, 1903.

So far as I know, the only man living today that worked on the dam of 1866, is Edward E. Barnard of Montague City. There was a woman who had an important part in carrying on this work and is now living in Turners Falls. She is Mrs. Nancy Bowman, who in 1866 with her family lived on the Herrick Howland place in Riverside and there boarded many of the men that built the dam.

The funeral of col. Alva Crocker, the promoter of Turners Falls, and of John Russell, the founder of what is now the John Russell Cutlery works, were held the same day, in Dec., 1874

Turners Falls is a manufacturing town: In fact the products of its mills the Russell Cutlery, Keith and Esleeck paper mills, the Griswold Cottons



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are sent out to the world, sold and used, because of their standard qualities but there is another product of the village, of equal or more value to the country, and that is the boys and girls that go from homes and schools of the village each year, going into the larger fields of action, and making for themselves in the professional, musical, literary and political world, a reputation for quality that is a matter of pride and satisfaction to their friends and a credit to the Turners Falls of today.