THE GREAT BORE.

A SOUVENIR OF THE HOOSAC TUNNEL.

EAST PORTAL.

THE GREAT BORE

A SOUVENIR OF THE

HOOSAC TUNNEL

A HISTORY OF THE TUNNEL, WITH SKETCHES OF NORTH ADAMS, ITS VICINITY AND DRIVES; WILLIAMSTOWN AND MOUNT GREYLOCK

BY

J. L. HARRISON

NORTH ADAMS
ADVANCE JOB PRINT WORKS
1891

CONTENTS.

THE GREAT BORE

NORTH ADAMS

THE GREAT BORE

A SOUVENIR OF THE HOOSAC TUNNEL

THE GREAT BORE.

HISTORY OF THE HOOSAC TUNNEL.

SEATED in a comfortably upholstered chair in a luxuriously fitted car, the uninformed traveller is not apt to realize, as his train plunges into and through the Hoosac mountain, the vast amount of labor, the great cost, the consummate skill, which the Hoosac tunnel represents. It stands for twenty-four years of work, for a cost of 195 lives and fourteen millions of money, and for one of the greatest triumphs of

engineering in this country. Next to Mont Cenis, it is the longest tunnel in the world. It is excavated to a height of twenty feet and a width of twenty-four feet through nearly five miles of granite-like mica slate. Two million tons of rock have been blasted out of it by 500,000 pounds of tri-nitro-glycerine. Thirty million brick arch it for more than a third of its length. And over it is a mountain whose lowest point is 800 feet above its roof and whose highest elevation towers more than 1,700 feet into the air.

The Hoosac tunnel was first proposed for a canal in 1819, the object being to open a direct line of communication between Boston and the west. Six years later the legislature of Massachusetts took up the problem. It appointed a board of commissioners, with Engineer Laomi Baldwin at its head, to ascertain the practicability of making a canal from Boston to the Hudson river and through the Hoosac mountain. The commissioners examined the country by way of Worcester, Springfield and the Westfield river, and also by Fitchburg and the Miller and Deerfield rivers, making North Adams a point common to both routes. They decided in favor of the Deerfield and Hoosac river route, over which Engineer Baldwin, it is said, was so enthusiastic that he exclaimed, "It seems as if the finger of Providence

had pointed out this route from the east to the west." Whereupon a bystander, who was somewhat less of an optimist, remarked dryly, "It's a great pity the same finger was n't thrust through the mountain." It was in this same year, 1825, that the first American railway was put in operation at the Quincy granite works, for the transportation of granite by horse-power to the Neponset river, a distance of three miles. Its construction caused such a sensation that the canal tunnel project was given up.

EARLY RAILROAD HISTORY.

Then came the years of the introduction and development of the railway and the locomotive engine. During this period the fascinating scheme of piercing the Hoosac mountain was not permanently lost. In spite of the fact that before the end of the year 1842 the Boston and Albany railroad was running smoothly, there were some discontented spirits who clamored for a more northern route to Boston, that is, for a route which should follow the canal survey of 1825, claiming that the distance was shorter by nine miles and that the gradient was easier. The agitation was successful and the first link in the chain to bind the east to the west through the Hoosac mountain was forged when, in 1845, the Boston

and Fitchburg railroad was completed. Shortly afterward, with the completion of the Vermont and Massachusetts road to Greenfield, the second link was forged and connected. In 1848 came the proposition of the Troy and Greenfield railroad company to construct the third, last and most difficult link, —the link which was to follow the windings of the Deerfield from Greenfield to the Hoosac mountain, to penetrate this great barrier of rock and darkness and then to continue its course along the banks of the Hoosac to the Vermont state line, there to make direct connections for Troy.

In 1851, three years after its incorporation, the Troy and Greenfield railroad company began work. Its history is simply a continued and hopeless struggle for funds. In 1851 and again in 1853 the company appealed to the state for money, but without success. In 1851, however, Massachusetts granted it, on certain conditions, $2,000,000 "to complete the Hoosac tunnel." During the seven remaining years of the company's existence two contracts were made with E. W. Serrell & Co., 1855 and 1856, and two with Herman Haupt & Co., of Philadelphia, 1856 and 1858. They were years of incessant poverty, frequent misunderstandings, serious trouble with Mr. Haupt and much legislation. But in spite of disappointments and failures more than

one-twelfth of the entire length of the tunnel was excavated. In 1851 a difficulty between Haupt & Co. and State Engineer Whitwell concerning the payment of the installments of the state loan, caused the contractors to abandon the undertaking. Up to this time much work had been done at both approaches to the mountain, the east-end heading of the tunnel driven 2,400 feet, the west shaft sunk 325 feet to grade and 56 feet tunneled from its base, and 610 feet excavated from the west end, though this part was afterward deserted.

THE STATE ASSUMES CONTROL.

After the abandonment by the Haupt company nothing further was done until 1862, when the state took possession of the road, the tunnel and all the property of the Troy and Greenfield company, and appointed a commission to examine the work and report to the next legislature. The commission reported in February, 1863, recommending the prosecution of the work by the state. In October of the same year the commissioners, with Thomas Doane as chief engineer, took up the work where Haupt & Co. left it, and continued it until the winter of 1868.

These five years were notable in many respects.

The old bore at the east end was made available by cutting it to the required size. In 1863 work was begun on the central shaft. In 1866, taking the hint from Mont Cenis tunnel, machine drills, driven by compressed air, were substituted for hand drills. The Deerfield river was dammed at an expense of nearly $128,000. It was thought that by this means sufficient power might be furnished to supply compressed air not only at the east end, but, through pipes, at the central and west shaft workings. The dam was a disappointment. It did not even supply enough power for the east end. A year after the mouth of the central shaft was opened work was begun on the new west end heading, and with it one of the most disheartening pieces of work on the tunnel was commenced. The miners struck "demoralized rock," a rock which in its normal condition was like rock, but which when exposed to the influences of the air and water ran like quicksand. It was not until drifts had been run out for a considerable distance on either side of the line to drain off the water and a complete casing of timber had been erected inside, that progressive work could be resumed. In 1866 George M. Mowbray introduced nitro-glycerine as an explosive, coincident with which the feasibility of firing the blasting charge by electricity was proven. When the state stopped

work, in 1868, the total length of tunnel excavated was 9,338 feet, leaving 15, 693 feet to be worked.

In Consulting Engineer Latrobe's report for 1867 it was urged that work on the tunnel hereafter be performed by contract. The question came before the legislature in the form of a bill, which resulted in an enactment authorizing a contract to be made for completing the entire work, provided it could be done in seven years, for $5,000,000. In response to the governor's proposals for bids, twelve, ranging from $4,027,780 to $5,378,354, were received. The contract was finally awarded to Messrs. Walter and Francis Shanly, of Canada, for $4,623,069.

THE SHANLYS PUSH THE WORK TO COMPLETION.

The choice was a most fortunate one. With great energy, conspicuous ability and indomitable will, through fire and flood, strikes and political bickerings, jealousy and indifference, the Shanlys steadily pushed to completion the work which they had undertaken. Everything was at once thoroughly systematized. Air compressors, drills and nitro-glycerine, were improved and perfected. As soon as the central shaft could be sunk to grade, operations were conducted from the east and west headings and from the central and west shafts. At

the central shaft an elevator was constructed capable of making the descent of 1,028 feet in a minute and a quarter, and of hoisting enormous quantities of rock. The water which collected in the shaft at an average rate of 15,000 gallons per hour was pumped out by a pump bought for the purpose at a cost of nearly $90,000. At times 1,000 miners, Germans, Danes, Irish, French Canadians, English from Cornwall, with a sprinkling of Savoyards and Piedmontese from the Mont Cenis tunnel, were employed. They were divided into three shifts, working night and day, each shift being on duty eight hours. The efforts of this gang of men were directed and controlled by the Shanlys and the engineers having charge of the major divisions of the work,—Benjamin D. Frost, at the west end; Carl O. Wederkinch, at the central shaft; and A. W. Locke, at the east end,—men of pronounced ability, skill and energy.

Day by day, step by step, the rate of progress was advanced until, on Thanksgiving day, November 27, 1873, at a distance of 10,134 feet from the western portal and of 2,050 feet from the central shaft, the headings of the Hoosac tunnel met. The last blast was discharged at about 3 o'clock in the afternoon in the presence of some 600 people, including state legislators, railroad officials and engi-

neers. It was a big one. It blew a hole five feet by five and a half through thirteen feet of rock. Before the noise attending the terrific explosion, effected by 160 pounds of nitro-glycerine, had died away and amid vibrations which seemed to shake the very mountain, a line was formed with Mr. Shanly at its head, and slowly advanced to the ragged opening. When it was reached Mr. Shanly courteously stepped aside, inviting Senator Sylvander Johnson, chairman of the Hoosac tunnel committee, to be the first to pass through.

The tunnel received its second christening, so to speak, on February 9, 1875. On the afternoon of that bitter cold winter day the first train came through the mountain and the vision of half a century became a practical, working reality. There was no public demonstration. The train, consisting of a locomotive, three platform cars and an ordinary freight car, made the trip through the tunnel, from east to west, in thirty-four minutes There were about 125 persons on the train, among whom were Chief Engineer Frost, Dr. Elihu S. Hawkes, one of the oldest and most faithful friends of the tunnel and one of the directors who, on January 8, 1851, broke ground for the Troy and Greenfield railroad; Engineer W. P. Granger, and Consulting Engineer Doane.

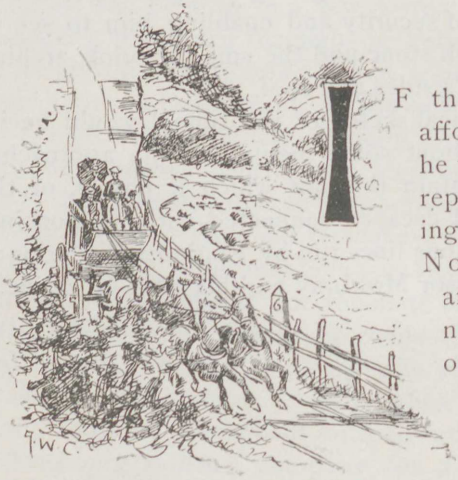
SUBSEQUENT HISTORY OF THE TUNNEL.

The salient points of the subsequent history of the tunnel can be told in a few words. The first passenger train passed through on February 6, the first freight on April 5, and the first train from Boston to Troy on October 13, of the year 1875. On July 1, 1876, the tunnel was officially declared to be ready for business. During the legislative session of 1875 the question arose as to whether it was best to consolidate the Troy and Greenfield railroad with the other roads, thus making a consolidated line from Boston to Troy, or for the state to retain its control and permit connecting roads to use it on equal terms. The latter policy was adopted and continued until January 5, 1887, when the tunnel and the Troy and Greenfield railroad were sold to the Fitchburg railroad company for $5,000,000 in fifty-year bonds and $5,000,000 in common stock. During the first summer of its proprietorship the Fitchburg company took up the problem of lighting the tunnel by electricity. After many experiments, the great difficulty being to secure adequate insulation, the electricians were successful, and in the course of two years the heart of the mountain was illuminated by 1,300 glow lamps. The electroliers are placed 650 on a side and at an average

distance of thirty-eight and a half feet apart. They throw out bright, cheerful flashes of light as the train rushes past them, giving the passenger a certain feeling of security and enabling him to see in turn the rough stone and the smooth brick arching of the tunnel's sides and roof.

This historical sketch of the tunnel would be incomplete without some mention of its approaches and the mountain through which it passes, of the accidents and escapes connected with its working, of the marvelous lines run by Engineer Wederkinch and of Professor Mowbray and his nitro-glycerine.

THE HOOSAC MOUNTAIN AND HOW IT WAS TUNNELED.



IF the tourist can afford the time, he will be richly repaid by leaving his train at North Adams and taking the nine-mile drive over the Hoosac mountain. It is one of the most famous and beautiful drives among the Berkshire hills. The Rev. Dr. Washington Gladden has even gone so far as to declare that two of the views which it affords, those from the eastern and western crests of the mountain, can not be surpassed in New England. At an easy incline, around great bends and ever offering a broader view, the mountain road of the old stage-coach days winds its way from the busy, go-ahead town of North Adams to the solitude of the western crest. About half way up the moun-

tain can be seen across the fields to the right a huge pile of rocks; a little way beyond it is the western portal of the tunnel, and some 500 feet up the hill, in a direct line with the tunnel's entrance, is the west shaft, now filled. During the active days of the tunnel's construction the west shaft was a village of itself. About the shaft clustered the rough but sufficiently comfortable huts of the miners; in a building over its mouth—and its annexes—were the blacksmith shop, the machine shop and the engines which generated the power to work the compressors and hoist the rock; not far distant were the brick-yards of Mr. Holbrook, and a little to the south stood the buildings where Professor Mowbray manufactured his nitro-glycerine.

With a steady, gradual climb of half or three-quarters of an hour more, the western crest is reached. The view from its summit, once seen, will not soon be forgotten. Away down below, at a point where the Stamford, Williamstown and Hoosac valleys merge into each other, as if to leave man an open spot wherein to catch his breath among all the grandeur of this mountain scenery, nestles Berkshire's largest town, North Adams. To the north the little farming village of Stamford, in Vermont, spreads itself out on the broad meadows of the valley, to the west the spires of Williamstown tower

above the trees which shade the dormitories and college halls of old Williams, and to the south can be seen the houses, factories and churches of Adams. Down the valley from the north and through the valley from the south come the two branches of the Hoosac to unite and work their way westward as one river. Above all, and as if guarding all, stand the everlasting mountains, withGreylock, the highest point in the state, rising majestically in their midst.

It is three miles across the valley which separates the crests of the mountain. The scenery is quiet, though by no means inane, and the air delightfully bracing. The Cold river flows peacefully through the valley from north to south and the town of Florida, with its scattered houses and broad pastures, enhances rather than detracts from the serenity of the landscape. About half a mile west of the lowest point in the valley and a mile and a half from the road is the central shaft, probably the most gigantic chimney in the world. It is in the form of an ellipse whose major axis coincides with the line of the tunnel and whose dimensions are twenty-seven by fifteen feet. Before the completion of the tunnel the central like the west shaft had its community of miners, its cluster of shops and the requisite machinery for pumping air and hoisting rock. A rough by-road leads to the shaft.

where there is nothing to be seen, however, but smoke and the melancholy evidences of former activity.

The view from the summit of the eastern crest stretches for miles over undulating hill-tops until away in the dim distance mountain and sky seem to meet and the curtain of vision is dropped. Fifty or sixty miles to the east the shadowy outlines of Monadnock and Wachusett can be seen in the horizon. At first the eye is held spellbound by this picture of mountain, ravine and sky. Then slowly the quiet beauty of the valley below, with the meadow-fringed Deerfield flowing lazily through it and the great rough hills lovingly protecting it, stands out like a silhouette of peace against the grand force of its mountain background.

The two-mile drive down the mountain takes a comparatively short time. The road, shaded most of the way by a canopy of green, comes out into the valley of the Deerfield through orchards and meadows, and near the site of the famous old white tavern of Jencks & Rice,—handed down from father to son and always as white as white paint could make it—unfortunately destroyed by fire in 1890. The country is rugged but exceedingly picturesque. The little hamlet of Hoosac Tunnel, with its store and handful of houses, seems entirely shut in by the

mountains. The Deerfield rushing down from the hills of Vermont, makes a big bend and then proceeds more quietly on its way to the Connecticut. High on the right bank of the river and just below the long dam which sets its waters back for more than a mile, is the gray stone ruin of the machine shop and compressor building, which contained the enormous air pumps used to drive the Burleigh drills into the rock at the heading of the tunnel. About the portal of the tunnel are several things suggestive of the past, the place where work was first begun, the smooth, handsome cutting of the old boring machine, but one's interest at the "east end" does not center in these relics of former days—the fascinating influence of the scenery is too potent.

HOW THE TUNNEL-HEADINGS WERE MADE TO MEET.

During the working days of the tunnel there could usually be found in a little shanty at the central shaft, dignified by the name of engineer's office, a man clad in the uncouth miner's dress of the region, but possessing a face so frank, so fresh, so full of vigor and earnestness that it at once attracted and held attention. This man was Carl O. Wederkinch, the very life and spirit of the work at the central shaft. Graduating from the University of

Copenhagen with a prize of $200 in his pocket to be spent abroad, he left his native country of Denmark after a two year's apprenticeship to a joiner and brick-worker and came to this country. Mr. Wederkinch landed in Boston completely ignorant of the English language, but with a determination to overcome all obstacles to success. Unable to obtain such employment as he desired, he worked at first as a common laborer, then as machinist and finally as assistant to a manufacturer of astronomical and surveyor's instruments. While thus engaged he met Chief Engineer Frost and secured a position on the engineering staff of the tunnel. He was assigned work as assistant engineer in charge of the central shaft.

After the shaft had been sunk to grade, in August, 1870, the question of how to project a line from the top of the mountain to the bottom of the shaft and then to run lines from it to meet the headings from the east and west ends, became of the greatest possible importance. It was left to Mr. Wederkinch to answer. It is not necessary to consider here the steps he employed in the solution of the problem. By means of special and ingenious instruments constructed by himself, he was able to establish at the foot of the shaft two points, twenty-three feet apart. It now remained to effect the true projection

into the tunnel of the short line connecting the points. To accomplish this Mr. Wederkinch designed another set of instruments, involving the same principle as those used on the mountain, only differently applied. Two years later, in December, 1872, when the meeting of the east end and central shaft workings was effected at a distance of 1,563 feet from the shaft, Mr. Wederkinch handed his chief the proved answer to the question,—the miners met and shook hands over lines which wanted but five-sixteenths of an inch of coming together!

PROFESSOR MOWBRAY AND HIS NITRO-GLYCERINE.

During the past quarter of a century, and until his death in June, 1891, North Adams was the home of Professor George M. Mowbray, widely known as an operative chemist and as the inventor of tri-nitro-glycerine. He was a quiet man, with a strong, kindly face and courteous manner; always busy with his books and experiments and much respected by the citizens of the town. In 1865 when the state commissioners became anxious to push things faster than black powder enabled them to do, they sent for Professor Mowbray to introduce his nitro-glycerine into the tunnel as an explosive. He came at once from the oil fields

of Pennsylvania, erected a factory at the west shaft, and from that day till the completion of the work manufactured the only explosive used. After the adoption of nitro-glycerine there were fewer accidents from explosion than before, and Professor Mowbray always asserted that with ordinary care it could be handled with perfect safety. For use the explosive was placed in tin cartridges about one and a half inches in diameter and into one end of which was introduced an exploder. After a number of holes had been drilled in the rock, the cartridges inserted and connections made with an electric battery, the charges were exploded. The depths of the drill-holes varied from seven to thirteen feet and were just large enough to hold the cartridge, which also varied in length in proportion to the depth of the hole,—a twelve foot hole requiring a cartridge from four to six feet in length. The greatest progress attained any one month in the tunnel by the use of nitro-glycerine was at the central shaft, when 180 feet were excavated.

DEATH, PERIL AND ESCAPES.

The peril attending the construction of the tunnel was constant, the accidents frequent, the escapes many. Miners were killed by explosions at the

headings, drowned in subterranean floods, crushed under heavy timbers. The shifts to which they belonged, becoming suddenly superstitious in the presence of death, dropped their shovels and picks and turned their backs forever on the black hole in the Hoosac. New men took their places, the wreck was cleared away or the water pumped out and the work went on. There was not a member of the engineering corps but narrowly escaped death more than once. At one time Mr. Wederkinch was descending the shaft on the cage and had nearly reached the bottom when a jack-screw at the top gave way, broke into fragments and fell. Nine pieces struck in the cage; one passed entirely through a two-inch plank in its flooring, but as if by a miracle, he was spared. On another occasion a mass of rock smashed a cross-section bar, while on either side of it stood an engineer unharmed. Again, a party of miners were seated one day at the east end on a large box used for storing tools. A number of rats ran by. Ready for a little sport, the men gave chase. Scarcely had they left their seat than the box was crushed and buried by a mass of falling rock.

The saddest chapter in the history of the tunnel is the terrible central shaft disaster of Saturday, October 19, 1867. At 1 o'clock on the afternoon of

that day the large building erected over the shaft caught fire from the explosion of a tank of gasoline, which had been used in lighting the shaft. In this structure, with its additions, were included the machinery, shops, tools, offices and everything connected with the working of the shaft. When the fire burst out the bucket had just ascended filled with stone. There were thirteen miners at work at the bottom, 583 feet below. The attendant instantly dumped the bucket and attempted to lower it for the men, but the flames prevented. The fire soon melted its connections and it plunged down the shaft. The first landing above the opening, arranged for tools of all kinds, gave way, and 300 drills, hammers and chisels poured down the shaft, an awful shower of steel. Then the timbers and roof fell, covering the mouth of the shaft with a layer of charred wood and gray ashes and entombing the miners, alive or dead, in that long elliptical vault.

During the awful night which followed gangs of men worked to extinguish the flames and then to clear the opening of the shaft. The fearful descent for the recovery of the dead was made at 4 o'clock on Sunday morning by Thomas Mallory, one of the workmen, who was lowered by a rope tied around his body. Hundreds of people, hushed into a

silence that could be felt, surrounded the scene and waited in intense suspense the result of Mallory's investigations. The time seemed interminably long —twenty, thirty, forty minutes elapsed before the expected signal came from below and then Mallory was drawn up, breathed the single words, "no hope" and fainted. He had gone to the bottom of the shaft, found it covered with water to the depth of ten or fifteen feet, with partially burned timbers floating on the surface, but saw no traces of the unfortunate men.

One year later, when the machinery had been restored and the water pumped out, the bodies were found and recognized!

A BIT OF PROPHECY.

In October, 1847, the meeting which incited the petitioners for the Troy and Greenfield railroad was held in North Adams. Colonel Alvah Crocker, of Fitchburg, presided. Representatives were present from all along the line from Troy to Boston. After Engineer Edwards had reported on the survey from Greenfield to Troy, including the obstacle of the Hoosac mountain, Colonel Roger H. Leavitt, of Charlemont, arose, and said:

"Gentlemen, nature has planned out the valleys

of the Deerfield and Hoosac and has left this bluff to test the perseverance and energy of man. Some day it will become the great thorough-fare from Liverpool to Pekin, and the embassador from the court of St. James to China will pass up the Deerfield valley on his way to Canton."

The prophecy of four-and-forty years ago was realized, practically if not literally, when on November 27, 1873, an electric spark fired the last great blast and the travail of the mountain was complete.

HOOSAC TUNNEL.

RECAPITULATION.

First proposed for a canal,	1819
Surveys made for canal,	1826
Troy and Greenfield railroad chartered,	1848
Surveys made for railroad tunnel,	1850
Work begun on railroad tunnel,	1851
Headings met November 27,	1874
Completed,	1875
First train through, February 9,	1875
First freight train through, April 5,	1875
First passenger train through, October 13,	1875
Sold to the Fitchburg railroad company,	1887
Total length, feet,	52,081
Distance from east portal to central shaft, feet,	12,837
Distance from west portal to central shaft, feet,	12,244
Distance from central shaft to west shaft, feet,	9,694
Depth of central shaft, feet,	1,028
Dimensions of central shaft, feet,	15x27
Depth of west shaft, feet,	318
Dimensions of west shaft, feet,	10x14
Width of rock excavation, feet,	24
Height of rock excavation, feet,	20
Rock excavated, tons,	2,000,000
Tri-nitro-glycerine used, pounds,	500,000
Total length of brick arching, feet,	7,573
Brick used in arching, number,	30,000,000
Grade per mile, from portals to central shaft, feet,	26–40
Water discharged, east end, per minute, gallons,	100
Water discharged, west end, per minute, gallons,	600
Lowest elevation of mountain above tunnel, feet,	800
Highest elevation of mountain above tunnel, feet,	1,718
Men employed,	800 to 1,000
Lives lost,	195
Miles from North Adams,	2
Miles from Troy,	50
Miles from Boston,	136

SADDLE RANGE FROM THE NORTH-EAST.

NORTH ADAMS

NORTH ADAMS.

HISTORY OF THE TUNNEL CITY.

OWARD sunset on a mid-summer evening three-and-fifty years ago Nathaniel Hawthorne left the tavern where he was staying, crossed the old wooden bridge at the foot of Main street and made his way to the hill-side just beyond. The beauty of the scene, the rugged boldness of the mountains and the restless industry of the little hamlet of North Adams must have made their impression, for after returning to the inn he wrote in his journal:

"The village has a peculiarly happy and peaceful look. It lies on a level, surrounded by hills, and seems

as if it lay in the hollow of a large hand. It is amusing to see all the distributed property of the aristocracy and commonalty, the various and conflicting interests of the town, the loves and hates, compressed into a space which the eye takes in as completely as the arrangement of a tea-table. The hills about the village appear very high and steep sometimes, when the shadows of the clouds are thrown blackly upon them, while there is sunshine elsewhere. These hills, surrounding the town on all sides, give it a snug and isolated air; and, viewed from certain points, it would be difficult to tell how to get out, without climbing the mountain ridges."

North Adams has changed since the great romancer walked its streets, climbed its mountains and exchanged cordial greetings with its pioneers. Its grand scenery is the same, but the struggling little town of 1838 stretches out now beyond the level of the valleys upon the hill-sides; the mountains no longer even appear as a barrier to those who wish to come and go, and its various interests are so complete in themselves, so delicately adjusted with reference to each other, that the friction of hate has given way to the smoothly running machinery of general good-will.

It was a century before Hawthorne visited the village that the first earnest endeavor was made to

settle the Hoosac valley. In 1738 a commission was appointed, with Captain Ephraim Williams, the founder of Williams college, at its head, to survey the valley and open it for settlement. During the following year the commissioners, accompanied by surveyors, worked their way into the then unknown wilderness and surveyed and located three townships,—East Hoosuck, now North Adams and Adams; West Hoosuck, now Williamstown, and Clarksburg. For some reason, however, settlers did not avail themselves of the opportunities offered by the state legislature, and so for a decade more the deer and black bear had almost undisputed possession of the narrow valley and the wooded mountains which shut it in, and the trout swam unmolested in the brooks and streams. In 1749 East Hoosuck was re-surveyed and the town laid out seven miles north and south and five miles east and west. In 1762 it was sold (owing to the failure of the settlers to comply with the act of 1738) at public auction, at the Royal Exchange Tavern, Boston, for £3,200 sterling to Nathaniel Jones, of Weston. Sixteen years later the town began its real existence. On October 15, 1778, a special act of the legislature authorized the changing of the name of the plantation of East Hoosuck to that of the township of Adams, in honor of Samuel Adams.

It is not necessary in this short sketch to trace in detail the subsequent history of the town, born in the valley of the Hoosac amid the throes of the Revolution. In 1795 the first store was opened. Six years later, when Captain Jeremiah Colgrove set up a carding-machine in his grist-mill, the click of the first machinery was heard in the valley; in 1810 the first cotton-mill was built; in 1829 the first print-works was erected, and so, step by step, straight on through trials, disappointments and failures, the great industries which make North Adams of to-day the busiest manufacturing town in western Massachusetts, were established.

INDUSTRIES.

Before speaking of the scenery which has drawn so many to this bustling town, nestling down among the hills of northern Berkshire and before mentioning the delightful drives and walks which the tourist may take, a few words regarding the industries which form the backbone of the Tunnel City's wealth and those institutions which give it an enviable reputation throughout the commonwealth, will not be out of place.

There are located in North Adams three woolen mills,—the Linwood, at Briggsville; the North

Adams manufacturing company's, at Braytonville, and the S. Blackinton company's, at Blackinton,— together employing 725 operatives, producing each year 1,000,000 yards of goods, cassimers, cheviots and worsteds, and with an aggregate annual pay-roll of $216,000;

Two print-works,—the Arnold print-works, with four cloth-mills, the North Pownal, Williamstown, Beaver and Eclipse mills, and the Freeman manufacturing company, distributing annually $864,000 among their 2,970 employees and every year weaving and printing 100,000,000 yards of cloth;

Two gingham mills,—the Johnson manufacturing company's and the Greylock manufacturing company's, employing 725 hands at a yearly cost of $240,000 and producing annually 6,000,000 yards of ginghams;

Six shoe shops,— the C. T. Sampson manufacturing company's, where, in 1869, Mr. Sampson, with characteristic boldness, closed the doors of his factory against striking Crispins and put in their places Chinese workmen; H. T. Cady's, N. L. Millard's, Canedy & Wilkinson's and the two shops of W. G. Cady & Co., employing (not including the new W. G. Cady & Co. factory) 1,400 operatives, with a monthly pay-roll of $56,000 and producing 6,150 cases of shoes per month.

There are other important industries, among which may be mentioned the James Hunter machine company, the lumber yards and mills of Captain S. B. Dibble and Bartlett Brothers, the brick yard of Matthew Owen, the marble-dust mills of E. A. Rand & Son, the broom factory of T. E. Brigham, besides seven carriage and sleigh manufactories, three flour, feed and grain mills, four marble and granite works, eight cigar manufactories, several wholesale and retail hardware, clothing, and boot and shoe houses and five large and well stocked dry and fancy goods stores. The town requires five banks,—the Adams National, Berkshire National, Hoosac Savings, North Adams Savings and a co-operative bank—to transact its banking business. It supports ten clergymen, eleven lawyers, twenty-five physicians, one architect, five civil engineers, thirteen insurance agencies, six real estate offices, ten hotels and three newspapers, —the *North Adams Transcript*, *Hoosac Valley News* and *Sunday Express*.

POPULATION.

The growth of North Adams, its schools and public institutions and its moral welfare, have kept pace with its material prosperity.

In 1790 the population of the town, including the north and south villages, was 2,040; in 1850, 6,172, and in 1875, the last census prior to the division of the town, 15,760. In 1878 the town of Adams was divided by legislative enactment, the south village retaining the original name of Adams; the north village being incorporated under the name by which it was always known, North Adams. The growth of these towns during the past ten years has been remarkable. According to the census of 1890 their population is, North Adams, 16,067; Adams, 9,217.

PUBLIC SCHOOLS.

The public schools of North Adams rank among the best in the state. The school system, of which Drury academy is the nucleus, is an elaborate one, maintained at an annual cost approximating $40,000, requiring eleven buildings, including three large brick structures, to shelter the 2,398 pupils whose names appear on its roll-calls, and sixty teachers to give instruction. In addition to the day schools, free evening schools, for instruction in the common branches, and free evening drawing schools are carried on, and the French and Irish catholics support parochial schools of their own, having an attendance of upwards of 1,000 children.

PUBLIC LIBRARY AND READING ROOM.

The North Adams public library and reading room was opened in 1883 with scarcely more than 2,000 volumes on its shelves. Its growth and patronage has more than warranted its establishment, and the town, which received it somewhat reluctantly from the old North Adams Library Association, supports it to-day as willingly as it supports its public schools. The library numbers some 11,000 volumes, classified according to the Dewey decimal system, and last year more than 60,000 books were drawn. The library is conveniently situated on Main street, and if the visitor has the time and inclination, he can pass a very pleasant hour within its walls, looking over the daily papers, the magazines and latest books.

HOSPITAL.

In October, 1882, a terrible accident occured in the railroad yard. There was no adequate place to take the wounded and for the first time North Adams keenly felt and fully realized its need of a hospital. To feel and to act were certainly synonymous for once, for on the morning of the accident a paper was circulated among its citizens to raise

funds for the establishment of a hospital. To-day, situated on a high knoll in Houghtonville, far away from the noise and bustle of the streets, surrounded by thirty acres of land, with the town stretching out below it and its view reaching to the very ridges of the mountains, stands the practical result of the sympathy which the town felt for those men who were so frightfully scalded in the "caboose accident" of October 21, 1882,—the North Adams hospital. It is a commodious building, provided with thirty beds and perfectly arranged for the care and comfort of the sick. The institution is unsectarian in character, is attended by physicians representing the two principal schools of medicine, who give their services gratuitously; is under the immediate charge of an efficient corps of trained nurses and under the general supervision of a board of control, composed of ladies representing the various religious denominations of the town. A training school for nurses forms a part of the regular work of the hospital.

CHURCHES.

If the number of churches, the liberality of their support and attendance at divine worship is any criterion, the moral atmosphere of North Adams is as pure as that of any other town of its size in New

England. The religious opinions, creeds and beliefs of its inhabitants are voiced from the pulpits of eight churches, as follows: Congregational, Methodist, Baptist, Episcopal, Universalist, Saint Francis, (Roman Catholic); Notre Dame of the Sacred Heart, (Roman Catholic), and the Union church, at Blackinton. A branch of the Young Men's Christian Association occupies pleasant rooms in the Adams national bank building, corner of Main and Bank streets.

BRAIN AND BRAWN.

North Adams has and has had its share of brain and brawn, but only the names of a few of those who have helped to found its institutions and spread its fame abroad, can be given. Hiram Sibley, until his death the head of the great seed houses of Rochester and Chicago, was born here on February 6, 1807. Allen B. Wilson, the inventor of the Wheeler and Wilson sewing machine, left here in the spring of 1850, with a model of the machine in his valise, to secure his patent. He returned in 1865 and with part of the profits of his invention built The Wilson. Senator Henry L. Dawes began his law practice and laid the foundation of his great political future here. For four years the Rev. Dr. Washington Gladden,

well known as a writer on religious subjects and the social problems of the day, and as the author of "Plain Thoughts on the Art of Living," "The Lord's Prayer," "The Christian League of Connecticut" and "Applied Christianity," occupied the pulpit of the Congregational church. The Rev. Dr. T. T. Munger, whose able articles in the *Century* and whose books, "On the Threshold," "The Freedom of Faith," "Lamps and Paths," all written under the shadows of Greylock, and "The Appeal to Life," have placed him high among the advanced theological thinkers of the age, presided over the same church for eight years. George N. Briggs, governor of Massachusetts, 1843–51, and Susan B. Anthony, the well known woman's rights advocate, were born in Adams.

NATURAL SCENERY.

For rugged grandeur and ever-changing effects, the views from the mountain summits environing North Adams cannot be surpassed anywhere in the far-famed hills of beautiful Berkshire. From the town and the valleys which reach out from it, there are no distant outlines; the horizon is near, the valleys are deep and narrow, the mountains rise high and precipitous. The Hoosac valley, to the south, divided into two nearly equal parts by the south branch of the Hoosac river, is walled in on the east by the Hoosac range, stretching away to the north and south as far as the eye can see, from the hills of Readsboro, Vermont, to the graceful slopes of Savoy, and on the west by the nameless foot-hills of the Saddle range (which Dr. Gladden declares deserve a name and for which he suggests Mount Hawkes, in honor of Lieutenant Colonel John A. Hawkes, the brave soldier, who, on August 20, 1746, held Fort Massachusetts for thirty-six hours against an overwhelming force of French and Indians) and just beyond, the trinity of the Saddle,—Mount Williams to the north, Greylock to the south and Mount Fitch midway between them. Separating the foot-hills and Saddle mountain is the Notch, a narrow valley through which rushes the Notch, or, as it is

sometimes called, Cascade brook. Beyond the Saddle is the Hopper, a deep well of green, sunk down amid great mountain peaks to the awful depth of a 1,000 feet, Bald mountain, rising 2,579 feet above the sea level, closing it in on the south-east; Simond's peak, towering above Bald mountain, on the north-west, and the Saddle, with Greylock lifting its head majestically over all, on the east. To the north-west of the Saddle Mount Prospect descends gently to the Williamstown valley.

After the south and north branches of the Hoosac have united and worked their way through the narrow opening between Mount Adams and the north end of the Saddle range, they flow westward as one river through the Williamstown valley, with the wooded sides of Mount Prospect and the ragged, isolated spurs of the Taconics to the south and Mount Adams and East mountain, the beginnings of the Green mountains of Vermont, to the north, while in the west the west range of the Taconics, culminating in the twin peaks of Mount Hopkins, looms up, seemingly an impassable barrier to the onward course of the river.

To the north the north branch of the Hoosac rushes down through the Stamford valley between the Hoosacs and the Green mountains. To the north-west is Pine Cobble, the famous rattlesnake

hill of by-gone days. A mile to the north-east the sparkling waters of Hudson's brook flow through the marble walls of the Natural Bridge on their way to the north branch of the Hoosac. And so within an hour's drive in any direction from Main street the scene constantly changes, as the pictures of a kaleidoscope with each turn of the cylinder, ever affording pleasant surprises, charming picturesqueness and infinite variety.

WALKS.

There are many pleasant walks about North Adams and to points of interest in its vicinity,—to the Natural Bridge, the Cascade, the Park, the hospital and, in short, up any of the hill roads or mountain paths.

NATURAL BRIDGE.

The Natural Bridge is about an hour's walk from The Wilson and perhaps the easiest way to reach it is to follow the main road to Stamford, that is, up Main street to Eagle street, Eagle to Union street and then straight on, always bearing to the left, through the Union and the Glen, until the Beaver is reached. Instead of crossing the Beaver bridge, turn to the left just this side of it and follow the hilly road to the north-west. This road leads directly to the Natural Bridge.

In this walk there are several objects to attract the attention of the visitor. At the corner of Eagle and Main streets, to the right, is the Baptist church. At the corner of Eagle and Union streets is the property of Saint Francis Roman Catholic church, embracing the church, parochial school, pastor's residence and home of the sisters of Saint Joseph.

Turning the corner into Union street, Drury academy stands out conspicuously on the hill to the right. Below it is the shoe shop of N. L. Millard. To the left, beyond the first bridge which is crossed, are the brick buildings of the Freeman manufacturing company. Beyond the second bridge, to the left, is the low wooden structure, now utilized as a grocery store, where Professor Mowbray made many of his experiments with nitro-glycerine, electricity and smokeless powder. To the right, a little beyond, is the Union school. Further on, to the right, is a cozy, comfortable-looking frame house, the home of the late Professor Mowbray. A few steps further on, to the left, is the Eclipse mill, operated by the Arnold print-works company. Then comes the Glen. North of the Glen is the Beaver and the Beaver mill, also operated by the Arnold print-works company,

Tradition says that many years ago a hunter by the name of Henry Hudson was one day chasing a deer down the steep hill-sides to the north of the village. He was successful in his chase, and after securing the game he grasped it by the hind legs and started for home, dragging the animal after him. As he was clambering along as best he could over the uneven ground the deer suddenly slipped from his grasp and fell crashing down to some point a

long distance below. Night had come on, making it too dark and dangerous to search for the lost creature, so Hudson went home empty-handed, but the next day he returned to the spot and after a long hunt found the carcass of the deer at the bottom of a deep ravine, which served as the channel of a brook. To the brook and the cave he gave his name. The brook stills bears the name of Hudson's brook, but the cave has long been known as the Natural Bridge.

The Natural Bridge is one of the wildest and most perfect pieces of nature's work in all Berkshire. It is probable that long before the days of the white man, the water ran over the rock which now forms its roof, falling as a cascade into the gorge below, but that gradually, finding some small opening in the limestone rocks, it worked its channel to its present depth and dimensions. The fissure through which the water rushes is white marble, but so discolored by time and the action of the waters that the stones are gray. The upper end of the fissure is very narrow, but widens after the descent of the water so as to form a spacious chamber between the crags. The bridge spans a chasm 300 feet long and 60 feet in depth. In times of low water it is possible to walk through this chasm under the bridge, but the passage made by the stream is very crooked and interrupted by fallen wrecks and deep pools of water.

A little to the west of the bridge is a cave, large enough to be entered, but hardly offering sufficient reward for the trouble of the undertaking. Near by is a marble quarry, from which great pieces of stone are blasted to be ground up into white dust by the powerful machinery of the mill at its base.

It is necessary to warn the visitor to be very cautious while in the vicinity of the bridge and to run no risk in climbing about and over it. Several frightful deaths have occurred here by falling into the chasm.

CASCADE.

The Cascade is about a mile and a half from The Wilson and can be readily reached by following the highway to Williamstown to the Notch road, a road meeting the highway a few rods this side of the bridge which crosses the Hoosac at Braytonville. The Notch road passes a little district school house and the ruins of an old saw-mill. From the saw-mill a path, following the Notch brook through fields and into a pretty little glen, leads to the Cascade.

Between The Wilson and the Notch road several objects of possible interest to the stranger are passed. Just west of Phœnix bridge, to the left, is Furnace street, leading to the mouth of the "little

tunnel" and along the side of Morton hill, to Witt's ledge. From High street, the next street to the left, an excellent view of the town may be had. To the right, from the iron bridge which crosses the north mouth of the little tunnel, are the numerous buildings of the Arnold print- works. Just beyond them the north and south branches of the Hoosac unite. Further on, looking to the right down Brown street, the grounds and mill of the Johnson manufacturing company may be seen. The road now passes through the cemetery, beyond which, to the right, are the grounds of the Hoosac Valley Agricultural Society. At Braytonville the mill of the North Adams manufacturing company, with its cluster of factory houses, stands out prominently.

Taking its rise in clear springs high up on the eastern side of Greylock, the Notch brook rushes boisterously down through the Notch, forming the beautiful cascade from which it takes its second name, on its way to join the Hoosac at Braytonville. Its entire length is scarcely two miles, but in its hurried journey from its source to its mouth, it makes a descent of 1,000 feet. The actual fall of the cascade is somewhat less than thirty feet, but the jagged walls of rock, overgrown with ferns, mosses and lichens, which confine the waters to their course, rise much higher. On either side of the brook are

great forest trees, whose branches lock themselves affectionately over it, as if to protect it from all harm.

A foot-path winds along the western bank of the ravine through woods into pastures, where a good view of the narrow valley of the Notch may be had. On the east side of the brook a wood-road leads over the hills to Witt's ledge, from which point there is an excellent view of North Adams, and thence into the town.

PARK.

A circuitous walk, with the Park as the objective point and enabling the visitor to see some of the pleasantest portions of the town, may easily be made in an hour and a half, including half an hour's rest at the Park, as follows: Main street, right to Church street, left to Briggs' avenue, left to Dover street, right to Cherry street, left to Meadow street, right to Holbrook street, stairs at the head of Holbrook street to the Park, left to Park avenue, left to East Main street, right to North Church street, left to Eagle Street, and right to Main street.

At the junction of Main and Church streets is Monument square, with the Baptist church to the left, the Congregational church to the right and the soldiers' monument, given to the town by the Ladies' Soldiers Aid Society, on the triangular piece of

ground which separates them. Church street, with its substantial brick dwellings, pretty homes and well-kept lawns, is the handsomest resident street in the town. Just south of Briggs' avenue, on Church street, is the new Church street school house.

The Park, delightfully located on the hill-side to the east of the village, consisting of some twenty acres of land and a grove of tall pines and spruces, was given to the town by Mr. S. A. Kemp. Its inviting shade, cool fresh air and commanding views, make it a pleasant resort and a spot which will richly repay the sight-seer for visiting. It is provided with swings, a band-stand and dancing pavilion, and on its edge a large summer hotel is in process of erection. From the Park observatory, a tower sixty feet high, the Hoosac mountains can be seen to the east, the Hoosac valley to the south, the Saddle range, the Taconics and the Williamstown valley to the west and the Green mountains to the north.

In descending East Main street the hills and homes of Clarksburg and Houghtonville can be seen to the right. Further on and at some distance below the street, the houses in the Union and Willow Dell hug the banks of the north branch of the Hoosac. To the left, with the parsonage on one side and the modest home of the French sisters on the other, is the church of Notre Dame of the Sacred Heart. Below the church, to the right, is

Drury academy, standing on an almost isolated pinnacle of its own. The Methodist Episcopal church is on the east side of North Church street.

A SHORT TRAMP.

Another pleasant walk, this time with the hospital as the objective point, can be easily accomplished in an hour, allowing fifteen minutes for rest and sight-seeing on the hospital grounds. The following route is suggested: Up Main street, left to Eagle street, left to North Eagle street, left to Hospital avenue, retrace steps down Eagle street to Liberty street, right to Liberty street, left to Brooklyn street, cross River street to Marshall street, (just across the River street bridge, to the right, is the Arnold print-works and to the left, the shoe-shop of the C. T. Sampson manufacturing company), and left to Main street.

It may be added that Summer, Quincy, Chestnut, Pleasant and Wall streets are pleasant resident streets. The Episcopal Church and parish house are located on the north side of Summer street. The music at the Sunday services of the church is rendered by a surpliced choir of thirty voices.

DRIVES.

The drives about North Adams, whether taken through the village or up the mountains, present an ever-changing scene,—picturesque, if along the banks of its busy streams; romantic, if through the shady woods of its hillsides; grand, if ascending the winding roads leading to the lofty summits above it.

GREYLOCK.

The ascent of Greylock is no longer a hardship to be undertaken only by those possessed of stout limbs and plenty of grit. In 1885 the Greylock Park Association constructed an excellent wagon road from the Notch to the top of the mountain, making the nine-mile ride from North Adams a comparatively easy one. The drive is most delightful, taking the tourist over the Williamstown road as far as Braytonville, then up the Notch road, with the Cascade brook running merrily along, now to the right, now to the left; through the deep, shadowy valley of the Notch to the association's toll-gate at Mr. Walden's, and finally up the new Greylock road, through green pastures, under great trees, around sharp bends, ever-and-anon affording charming views of distant mountain peaks and the

grassy meadows of the valleys, to the summit. The goal once reached, the visitor will find at his service everything he can reasonably demand. An iron observatory, forty feet high, affords an unobstructed point-of-view, the doors of an unpretentious but thoroughly hospitable hotel stand invitingly open and a log stable provides shelter and care for the horses.

Mount Greylock, celebrated in the prose and verse of Oliver Wendell Holmes, Henry D. Thoreau, Washington Gladden, Catherine Sedgwick, Herman Melville and Fanny Kemble, is the highest point of land in Massachusetts. It towers 3,500 feet above the level of the sea and 2,800 feet above the valley of the Hoosac at its base. Its very name is significant of its altitude. The early settlers saw the clouds and mists settle over and hide it and again they saw the first snows of winter cover it while the trees in the valley below were still clothed in the gold and brown of their autumn foliage, and so they called it Greylock.

The view from the summit of Greylock extends for miles in all directions. "I know of no place," said Dr. Edward Hitchcock, the geologist, "where the mind is so forcibly impressed by the idea of vastness and even of immensity, as when the eye ranges abroad from this eminence!" Five states

can be looked into,—Massachusetts, Connecticut, Vermont, New Hampshire and New York. To the north-west, Williamstown nestles lovingly down between the hills. Beyond the town are the fertile fields and graceful slopes of the Taconic mountains. Still further to the north-west are the Adirondacks. To the north is North Adams, almost hidden from sight by the intervening foot-hills of the Saddle. Higher up, in the same direction, is the Stamford valley, with the little village of Stamford, Vermont, in plain view and the Green mountains and the Hoosacs growing more and more indistinct as they gradually fade away in the distance. At the base of the Saddle, on the east, is the Hoosac valley, with its richly cultivated fields; the town of Adams, with its outlying settlements, Renfrew and Zylonite, their houses and factories stretching along the south branch of the Hoosac and flanked by the easy slopes of the Hoosac range, beyond which a glimpse of the Deerfield valley can be had. South-east are the celebrated peaks of the Connecticut valley, Mount Tom and Mount Holyoke. In the east is Wachusett, a king among the smaller eminences surrounding it. To the north-east Mount Monadnock, in New Hampshire, rises in solitary grandeur 3,450 feet above the sea level. To the south is Cheshire, Lanesboro, the birthplace of

Henry W. Shaw, "Josh Billings;" Pittsfield and the beautiful hills of southern Berkshire. And to the west the serrated peaks of the Catskills stand out clear-cut against the sky. The Hoosac river can be followed from its sources, the south branch, rising on the hill-sides below Cheshire, flows gently along through the meadows and villages of the Hoosac valley; the north branch, starting from a mountain pond in Stamford, rushes down the Stamford valley, and uniting, they trip contentedly along together on their way to the Hudson.

WILLIAMSTOWN, WILLIAMS COLLEGE AND FORT MASSACHUSETTS.

The road to Williamstown passes through the Williamstown valley and the little factory settlements of Braytonville, Greylock and Blackinton, and can readily be followed to the college town without more explicit direction.

Just beyond the railroad crossing at Braytonville is a large meadow and in the meadow, some twenty or thirty rods from the railroad, a stately elm is growing, planted there in 1857 by students of Williams college to mark the site of old Fort Massachusetts. The fort was built in 1745 as part of the line of defence erected to protect the northern and

western settlements of New England and as a menace to New Hampshire, whose encroachments Massachusetts was beginning to resent. It was originally nothing more than one or two block houses, without the protection of a stockade. Captain, afterwards Colonel, Ephraim Williams was the first commander of the defences in this neighborhood, with headquarters at Fort Massachusetts. On August 20, 1746, when Captain Williams was on an expedition against Canada, a band of 900 French and Indians, under General Rigaud de Vandreuil, suddenly appeared before the fort and demanded its surrender. Sergeant John A. Hawkes, who was in command, firmly refused to strike his colors, in spite of the fact that he had but a poor supply of ammunition, no artillery and a force of only eleven able-bodied fighting men. Then a siege began which lasted for thirty-six hours. At the end of that time Sergeant Hawkes was obliged to capitulate and the Frenchmen hoisted the flag of France, burned the fort, turned part of the prisoners over to the Indians and marched away to Canada with the rest. The bravery of Sergeant Hawkes in attempting to hold the fort against such overwhelming numbers was rewarded by promotion, and, afterwards, in the war of 1755, he rose to the rank of lieutenant-colonel. During the following year the

fort was rebuilt and more strongly garrisoned. In all the subsequent wars with the French and Indians until the Peace of Paris in 1763, Fort Massachusetts was a stronghold of much importance and is frequently mentioned in the histories of the times.

Without exaggeration it may be said of Williamstown that it is one of the most fascinating villages in western Massachusetts. It was named in honor of Colonel Ephraim Williams, the founder of Williams college, who fell in the battle of French mountain, near Lake George, September 8, 1755. It is bounded by the grand old hills of Berkshire, every peak and lobe and elevation of which bears the name of some person whose life was intimately connected with the history of the town or college, and the Green river flows through it from the south and Hoosac river from the east.

The village, with its broad Main street, its rows of shady trees, its inviting by-ways, the varied architecture of its pretty homes, summer cottages, college buildings and society lodges and the atmosphere of scholarly quiet overhanging all like a benediction of peace, is more than attractive in itself. The Main street, on which most of the college buildings and society houses front, is 264 feet wide. In making the ascent of this street from its North Adams approach, that is, looking west, the visitor

will pass, on the right, in the following order: Griffin hall, containing the college natural history collection, and in front of which is a bronze soldiers' monument, erected in honor of the Williams boys who fell in the war of the rebellion; Goodrich hall, Mark Hopkins memorial building, erected in 1890 as a monument to Mark Hopkins; somewhat back from the road the lodge of the Sigma Phi society, Congregational church, President Carter's house, Greylock house and Kappa Alpha lodge. To the left are, in the order mentioned, the Methodist Episcopal church, Clark hall, built in 1881 and containing the Wilder mineralogical cabinet and the college archives; then a cluster of seven buildings embracing East and South colleges, used as dormitories; Lawrence hall, built in 1846 and enlarged in 1890 by the addition of two wings, containing the college library of 30,000 volumes; college chapel and alumni hall; observatory, constructed in 1836, the first building in this country to be used exclusively for astronomical purposes; magnetic observatory and Jackson hall; Lasell gymnasium, finished in 1886; Morgan hall, one of the most beautiful college dormitories in the United States; Kellogg hall, West college, built in 1790, the original academy and free school; Chi Psi lodge, Alpha Delta Phi lodge, Taconic inn and Delta Psi lodge.

A little north of President Carter's residence (reached by Park street) is Mission park, the birthplace of the American Board of Foreign Missions. Almost in the center of the park a marble shaft marks the spot where, in 1806, Samuel J. Mills and his companions met and consecrated themselves to the work of foreign missions. In the north-east corner of the park is the college cemetery, where repose the remains of Dr. Hopkins, Dr. Paul A. Chadbourne and many professors and students of the college.

Weston field, the college base-ball, foot-ball and athletic ground, is situated south of the main group of college buildings.

When Colonel Ephraim Williams made his will in Albany, on July 22, 1755, on his way to join General Johnson at Lake George, the foundation of Williams college was laid. The sum he bequeathed was gradually increased until finally, in 1790, the walls of West college were erected and a fund placed at interest to assist in maintaining the school, which at first consisted of a grammar and an English free school, under the presidency of Ebenezer Fitch. In 1793 the school became a college and on September 2, 1795, the first class, numbering four members, was graduated. Since that time the college has steadily advanced, its true, sturdy character

moulded by Berkshire's most distinguished son, Mark Hopkins, until to-day it ranks among the best, if not among the largest, of the American colleges.

ADAMS.

Adams can be reached by three roads, the east road, a continuation of South Church street; the west road, following the line of the Hoosac Valley street railroad, and the Notch road, through the Notch valley. Going by the east and returning by the west road is a pleasant drive of twelve miles; returning by the Notch road makes the drive some two miles longer.

Following the east road, the first object of interest after passing the resident part of Church street, is a large pile of rocks standing by the side of the road two miles south of the town. This embankment is formed of rocks blasted from the tunnel and dumped here for want of a better place. Just north of the embankment a narrow, stony road winds its way past the west portal of the tunnel to the west shaft. A side excursion to the tunnel's mouth will occupy but a few minutes. A few rods from the smoky entrance is a block signal station and the electric plant which runs the incandescent lights in the tunnel. Two miles further south, on the main

road, an elevation is reached from which a sweeping view of the valley can be obtained. To the northwest is Zylonite and to the north, walled in on three sides by the mountains, is North Adams. To the south is Renfrew, Adams and beyond them the hills of Savoy and Cheshire. Across the valley to the west is the Saddle range and to the east are the Hoosacs. A mile further on the road turns to the right and follows the brook down into Adams.

The west road passes through the main street of Adams, Renfrew, Zylonite and in North Adams "Little Italy" and the lumber district.

The Notch road, crossing the highest point of the foot-hills of the Saddle 1,000 feet above the valley and 2,500 feet above the sea-level, has been described as one of the most romantic roads in Berkshire. From Adams it is reached by following Maple street to the old Quaker meeting-house, then turning to the right. From its highest point there is an excellent view of the valley and the surrounding mountains. Passing through the Notch and around the base of Mount Williams the road turns sharply to the right and descends to the main highway between North Adams and Williamstown a little east of Braytonville.

Electric cars run every forty-five minutes between North Adams and Adams. During the summer and

fall months the open cars of the company afford a delightfully pleasant and refreshing ride through the valley between the towns. The round trip occupies about two hours.

STAMFORD.

The drive to Stamford, Vermont, a distance of five miles, is one of the most frequented out of North Adams. The main road is through Main and Eagle streets, the Union and the Glen to the Beaver, from which point a side excursion, not necessarily occupying more than half an hour, may be made to the Natural Bridge; through Briggsville, across the imaginary line which separates Massachusetts from Vermont and into Stamford. The ascent of the Stamford valley is gradual, the north branch of the Hoosac, as if seeking company, runs merrily along near the road and the Green mountains from the left and the Hoosacs from the right look lovingly down on river and meadow. Paradise hotel, in Stamford, is a hospitable hostelry, where the best of trout suppers are served in the season and where a most satisfactory meal may be had at any time. If the visitor wishes to return by the mountain road, he will pass the hotel, cross the little wooden bridge just beyond it and then turn to the right. The road

lies along the hill-side overlooking the valley, is extremely romantic and well protected from the sun by the interwoven branches of the trees which line it. It terminates at the "Five Points" about a mile from North Adams. East Main street, one of the interesting roads, descends directly into the town.

SUMMARY OF DRIVES AND THEIR DISTANCES FROM NORTH ADAMS.

The drives about North Adams and those which can be taken with the town as a starting point may be briefly summarized, as follows:

Cascade, 1½ miles; Greylock, *via* Notch, 9 miles; Williamstown, *via* either Braytonville and Blackinton or *via* Braytonville and Greylock, 6 miles; South Williamstown, *via* Williamstown, 10 miles; Bee Hill and Torrey's woods, *via* Williamstown, 10 miles; Berlin mountain, *via* Williamstown, 10 miles; Petersburg mountain, *via* Williamstown, 10 miles; Snow Hole, beyond Petersburg mountain, 12 miles; Lebanon Springs, *via* Williamstown and Hancock, 26 miles; Mount Lebanon Shaker village, *via* Williamstown, Hancock and Lebanon Springs, 28 miles; Bennington, *via* Williamstown and Pownal, 18 miles.

West portal of Hoosac tunnel, *via* Church street,

2 miles; west portal of Hoosac tunnel, along base of the Hoosac range and return to town *via* East Main street, 4 miles; Adams, *via* either east or west road, 6 miles; Adams and return *via* Notch road, 14 miles; Cheshire, *via* Adams, 10 miles; Savoy, *via* Adams, 12 miles; West Cummington, *via* Adams and Savoy, 18 miles; Cummington, *via* Adams, Savoy and West Cummington, 22 miles; Adams, Savoy, Florida and return to North Adams *via* Hoosac, or, as it is locally known, Florida mountain, 22 miles; Lanesboro, *via* Adams and Cheshire, 15 miles; Pittsfield, *via* Adams and Cheshire, 20 miles; Pittsfield, *via* Adams and Cheshire and return *via* Lanesboro, South Williamstown and Williamstown, 46 miles; Sheffield, *via* Adams, Cheshire, Pittsfield, Lenox, Stockbridge and Great Barrington, the famous drive through the county, 45 miles.

Natural Bridge, *via* Union, Glen and Beaver, 1½ miles; Stamford, Vermont, *via* Union, Glen, Beaver and Briggsville, 5 miles; Stamford, *via* Union, Glen, Beaver and Briggsville and return *via* mountain road and East Main street, 12 miles; Hartwellville, Vermont, *via* Stamford, 12 miles; Readsboro City, Vermont, *via* Stamford and Hartwellville, 17 miles; Sadawga Springs, Vermont, *via* Stamford, Hartwellville and Readsboro City, 23 miles; Wilmington, *via*

Stamford, Hartwellville and Searsburg, 24 miles; Stamford, Hartwellville, Readsboro City and return by Hoosac Tunnel and Florida mountain, a most delightful drive, 37 miles.

West summit of Florida mountain, 4 miles; central shaft, on Florida mountain, 6 miles; east summit of Florida mountain, 7 miles, and over Florida mountain to Hoosac Tunnel, 9 miles.

THE END.