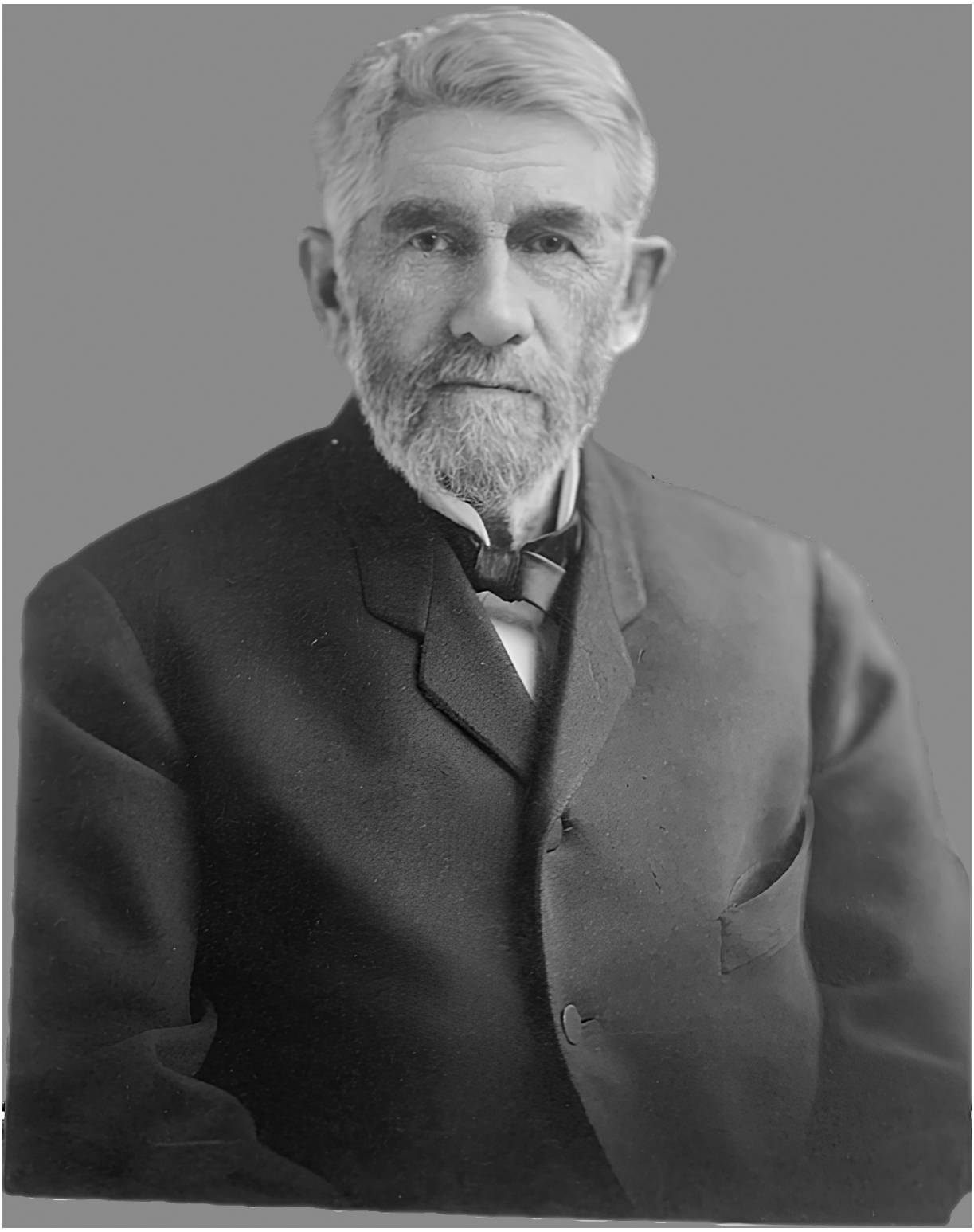
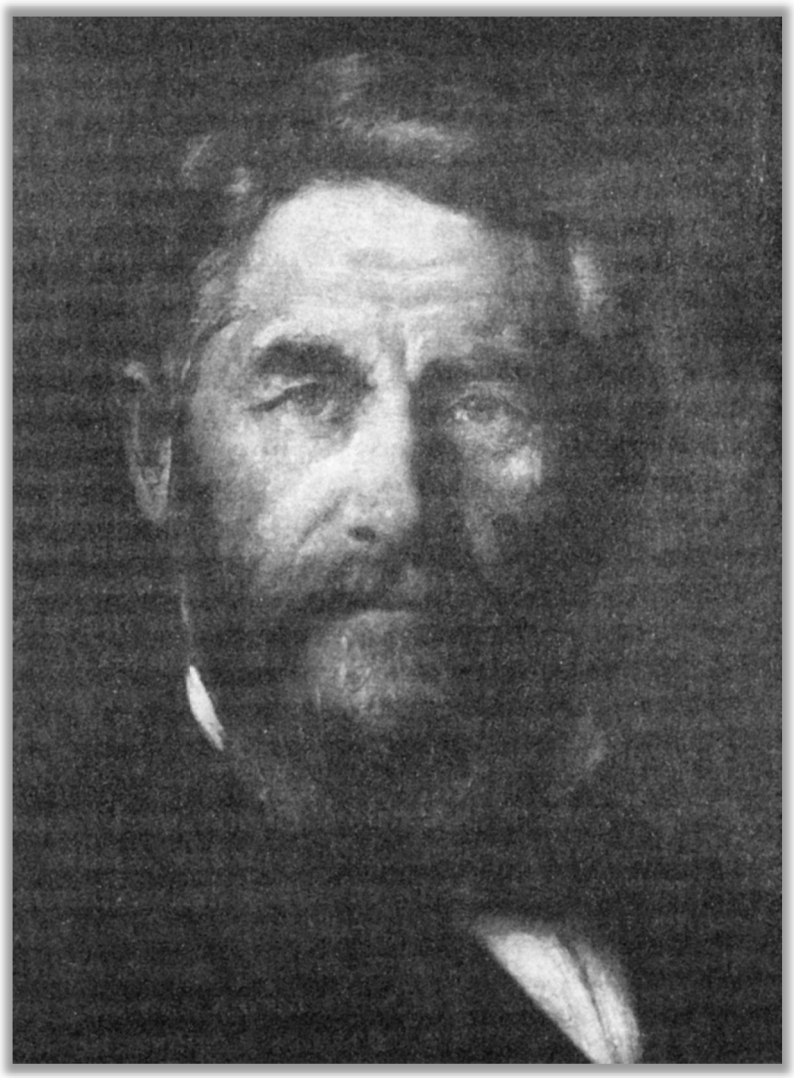


# The Diary of Bernard N. Farren 1827 - 1910



My parents were natives of adjoining towns in the north of Ireland, which towns were separated by the pretty sheet of water known by the name of Lough Swilley. Father was born on April 17th - 1777. He alone of all his family adopted America for his home. One brother, John Farren spent several years on this side of the Atlantic—then returned to his native hills to end his days among his kindred.

My Grandfather on my mother's side emigrated about the year of 1787, with his family of three sons and two daughters, leaving two daughters to follow, one of which was my mother. After locating near Lancaster, Pennsylvania, he sent for my aunt and mother who landed at New Castle, Delaware, in the summer of 1800.

Mother being the youngest of the family was in her fifteenth year at the time. The two eldest daughters were married in Ireland—the eldest having two children born there, so that including himself and grandmother, there were altogether twelve in number that composed the entire family that came.

They all remained in the vicinity of Lancaster for several years, until the marriage of my father and mother in 1805, when my grandparents concluded to go visit with their sons, where they expected to join a number of old neighbors from Ireland, who had preceded them and settled in Westmoreland County, near the waters of the Susquehanna.

At that time emigration to the western counties of the State of Pennsylvania had commenced, although the facilities for travel were still very difficult, the roads were of the worst kind, no grading being done upon them beyond the foot of the mountains, except what had been done by government to enable the military to reach the Ohio River and return during the campaigns against the Western Indians.

In 1758, General Forbes, who commanded the forces sent against the French Fort, at what is now Pittsburgh, constructed the first military road across the mountains from Carlisle to the head waters of the Ohio River. This was the only thoroughfare between the eastern and western sections of the state, other than the Indian trails and bridle paths of the early settlers.

The state did appropriate some money in constructing roads across the Allegheny Mountains, as early as about 1790, but these improvements were made further north and I believe called the Frankstown Road. I have often passed over a portion of this road when a boy, and after it had been abandoned for better roads, constructed later.

This road started at a place called Frankstown, on the waters of the Juniati through Blair's Gap, passed Ebensburg, in Cambria County, and came out on the Connemaugh at Blairsville, in Indiana County.

I never learned by which of these routes Grandfather reached the Western country and his Westmoreland home, but was told by Mother that the journey required three-weeks time, that we now can make in six-hours by rail, and that my Grandmother crossed the mountain seated on a sled, there being no road suitable for a wagon to pass on.

The old couple and their sons settled on land near their friends where they spent a number of years, when the oldest son was killed by an accident with his team.

The second son had established himself in business in Pittsburgh. His faithful companion dying soon after the death of her favorite son, the old man sold out his land and

belongings, and returned to spend his remaining years with his daughters. He died in my father's home after reaching mature age, and was buried in the little cemetery at Elizabethtown, where so many of his children and grandchildren were afterwards laid.

Of their three sons who accompanied them to the west, John the eldest was accidentally killed. The second son, Bernard was engaged in business at Pittsburgh for several years, and sometime about the year 1816 or thereabouts, descended the Ohio to the present site of Louisville, Kentucky, where he resided for several years, but was finally lost sight of, and his subsequent life remained a blank to his people. The third son, Patrick S. McVey, was of a roving disposition and alternated between the east and the west until about 1826 when he also disappeared—neither of the brothers married, so far as is known.

Aunt Susan, who married her second cousin, Michael lived for years the neighbor of my mother. My father bought a tract of land and sold half of it to my uncle. Each built a home on the opposite sides of the highway—where their children were born and reared to man and womanhood. The families were always on the most intimate terms, which lasted during the lives of parents and children and their descendents.

Unity McVey, the second sister of my mother was married to William McMenemon, in Ireland, and crossed the Atlantic with grandfather. I can only remember her as a kind and amiable old lady, as she died when I was not more than eight years old. She was a pleasant old lady and had a family of one son and three or four daughters—the majority of whom died in early life. I can well remember what a pleasure we all felt at the old home when the counts and cousins came to visit us—such events were always looked forward to, and remembered with such feeling as only childhood is capable of knowing. There was ever the kindliest and friendly feeling between these sisters and their children.

Father and mother were married in May 1805. Their first child, Mary, was born in the same month 1807. In 1809 father purchased the land and erected his house that was afterwards his home, and where all his children were born.

Uncle and aunt McVey purchased on the opposite side of the way, and also built and remained there for more than forty years—the dearest friends, until the death of our Aunt, which occurred in 1851, surviving her husband more than ten years.

Where they located then—the Highway leading from Philadelphia to Pittsburgh which passed their doors was in course of construction, and for some years Father was engaged on it a subcontractor in grading and furnishing material. It gave occupation for men and teams, and when completed became, and for years was the principal thoroughfare between the east and the west.

Our house was situated on the slope of the hill from which there is a clear prospect for four miles to the Swatara hill with the Blue Mountains in plain view beyond—nearly forty miles away.

To me it has always been the dearest spot on earth made sacred by the precious memories of a happy childhood. The location was healthy and the children of the family grew up to be strong and vigorous men and women.

Father was an active, robust man, full of energy and of good habits. We was of a cheerful, happy disposition and judging by what men who knew him well said of him, he

stood well in the estimation of his neighbors, and always was prompt in meeting his engagements and obligations. We was fairly successful in early life and provided well for his family, but his liberality and too confiding nature made his later years full of trials and care to himself and mother.

At seven years I commenced attending school in the schoolhouse erected by the people of the neighborhood, of which my father was one who did his share. There was no such thing as free school in those days, and the teachers were usually men of mature age—very often retired physicians or men of other professions. They were mostly highly educated men of culture and refined manners, and as a general thing very devoted to their calling.

Their pay for teaching averaged about two and a half dollars per month for each pupil for the common rudiments—where higher branches of mathematics, grammar, etc., were taught there was an extra charge made,

Our school was composed of the children of farmers—a general average of eighty pupils—four of them even coming to go beyond reading, writing and the simple rules of arithmetic, There was, as a general thing, very little ambition displayed towards acquiring knowledge, and the progress in most cases was slow.

I was fortunate in having the good old Doctor Hanning for my first teacher. He knew my people for years and, conscious of my mother's circumstances at the time, he took especial pains with my first lessons, as there was no class at the time that could receive me as a member. He taught me separately, with the result that I went through the first spelling book without having to repeat a lesson, and my desire to learn being strong, I spelled out and committed to memory all the reading lessons the book contained. My progress was rapid from the first, and at the end of six-months I was advanced to the second class of readers. My desire to please my mother—who encouraged me in every way possible, and took a great interest in my progress did much to stimulate the love for reading, which has remained with me during all the years since entering the little roadside schoolhouse near the Conewago.

Had the method of teaching been different from that pursued by these easy-going amiable old gentlemen, and the children trained to commit to memory as is now the custom, how different would be the results—as it was children spent their time to very little purpose, frequently gave years to learning to spell words of three syllables, and never becoming an expert speller of words. But the people were satisfied. There were of course, exceptional cases where children excelled both in mathematics and other branches—but these were rare cases.

The children came from all points within a distance of a mile and a half of the schoolhouse—a few even walked as much as two miles, to attend it. When we think that the winters at that time were very much more severe than at present—that it was not unusual to snow for more than three-months in the year and sometimes to the depth of more than two feet. We can imagine the hardship these children endured to reach the school and return to their homes, in many cases having to break their own paths over the bleak hills and deep drifts they had to cross—yet with all these difficulties it was a rare thing for any of these children to miss a day from school.

In addition each one of these above eight years of age, had their chores to attend to morning and evening, as regular as the day came. Little or no time was given to study out of school, so that lessons had to be committed during hours between eight and a half, and twelve, and from one to four

The pupils were mostly of German descent, whose people belonged to what is called Dunkard Meeting. They were simple, honest people, as free from fault as possible, and although I was the only Catholic child in the school, I was never subjected to any other than the kindest treatment from teacher and scholars. There seemed to be no prejudice because of my belief or birth.

Our amusements consisted of ball-playing and skating during the times of intermission, and the best of feeling generally prevailed. Very few disputes or quarreling of any kind occurred during the time I attended, which was six months each year for four years.

My teachers were Dr. Hanning and Mr. Baxter, the latter being a Baptist minister, who having a large family, adopted teaching as a means to support them, as his people were too few to pay a salary sufficient to meet his wants. He was a kind, conscientious man, firm and exacting, but never cruel, although the rod was the method employed at that time in maintaining order in schools. We had a system of rewards for good conduct and encouraging the children in their studies that had a good influence with many — among others the eagle for spelling, which was given to the one who was first in the class, a trophy that I carried most of the time I was under his instruction.

Our schoolhouse was heated in winter by a single stove placed near the center of the school room. It was one of the primitive stoves cast at the furnace nearby, and called the ten-plated stove, possibly of the first pattern made in the country. It was quite large and must have weighed as much as four-hundred pounds. It took a stick of wood three-feet in length, and when heated furnished sufficient heat to make the entire room very comfortable, even in the coldest weather. It was the duty of the hoys, whose homes were in the vicinity of the schoolhouse to take their turns in making the fire in the morning. Our house being near, my brothers and I were called upon to do our share towards the general comfort, which we never failed to perform.

School usually commenced in September and continued until May. The scholars were a hardy, healthy race and during my attendance I never knew of serious cases of illness—and only one death among the children. An overcoat was unknown, with one exception, among the boys; the girls dress consisted of a linsey woolsey, spun and woven by the women of the family, a small shawl and a warm woolen head gear. The shoes were home-made by the country shoemaker who often went the rounds of the families to fit the different members—the leather was good oak-tanned, the work of the local tanneries.

It was usual for the teachers to give the children a treat of cakes and other sweets at Christmas, where they failed to do so, the teacher was sure to be locked out until he complied with the custom. The task of locking out was generally the work of the younger pupils, unless it became necessary for all to take part, the older boys stood aloof.

The teachers were considerate and took it all in good part, submitting gracefully and supplying the goods, while everybody was made happy by the teacher's liberal presents.

Holidays were not observed in those days as they are at present, as a vacation was a matter never thought of at school. Christmas and New Years were the same as other days of the year with the exception of the teacher's treats on Christmas, when the day was given over for enjoyment and a good time generally.

I loved school and was never happier than while with my fellow pupils. There were a few boys who were my especial friends and remained so during their lives. We were near neighbors and our leisure hours were spent together, always on the most friendly terms. My boyhood was spent with my mother. My brothers and sisters were absent, and only at intervals of months would there be a reunion of the family. Those were bright occasions in our lives, and the remembrance of them after all these years are bright spots in the memories of the past.

My brother John being the eldest of the family was looked up to by all. He was a splendid example of a good and worthy son, was devoted to his mother, and never neglected an opportunity for adding to her comfort and happiness. In after years I never forgot his goodness and generosity to my mother during these years; my second brother, Philip was a fine, manly young man, equal in ability and education to his older brother, but lacked the steadiness and strength of character. He was reckless of his health and from an attack of Pleurisy, which he neglected for a time. He contracted consumption of the lungs which after a long illness ended with his death. This was the saddest event in our lives during my boyhood at home.

My oldest sister, who was married to Tomas Bennett was the pride of our family. She was a devoted daughter and a most affectionate sister. Her husband was a man of steady habits and amiable disposition but lacked ambition and energy so that he was a failure to provide for a family. My sister was taken very ill and came home to mother, who after six months nursing restored her to health. She informed her husband that she would care for her daughter but that he must provide a home for her before she would consent to part with her again. This he promised to do, and some four years afterwards, he wrote that he had secured a home in Illinois, where my sister joined him, and they reared a family of several children.

The eldest daughter is still living on the place, which in 1840, was little less than a wilderness, although near the banks of the principal river and only a days journey by Steamboat to St. Louis. I visited the spot for the first time a few years since, and saw the grave of my sister and her husband and her husband's old friend—all side by side near the site of the humble cabin where she spent her years until her children became men and women, three of her sons were in the Illinois regiments during the Civil War, one was killed in action, one entirely lost sight of—and the survivor returned and is now a farmer in an adjoining township to that he was born in. My sister died in 1859, her husband's death took place some years previous to that date.

During my boyhood our home was on the roadside, which as I have already mentioned was the great thoroughfare between the east and west.

The canal had already been completed and all merchandise and travel during the summer was carried over that route, but during the winter, when navigation ceased, all traffic

came back to the old turnpike as it was called, and the road was lined with Conestoga teams and the wagons of emigrants and others going to the west. In summer months the cattle, horses, sheep and hogs were driven on foot from the west to find a market in the east. Besides this, the stages carrying passengers passed to the number of thirteen or fifteen each way per day, so that altogether there was a constant passing of wagons, men on horseback and all kinds of vehicles.

To provide accommodations for all this moving mass of people and animals there were wayside inns or taverns to be found on nearly every mile of this highway throughout the three hundred miles of road between Philadelphia and Pittsburgh—and in the numerous villages that sprang up at short intervals of from six to ten miles were usually found from four to eight or ten places where travelers would find shelter and food. As a general thing the accommodations were fair and the charges reasonable, good wholesome food well-cooked and clean beds were in order almost everywhere, the contrary would become generally known and the traveler would avoid all such.

For a number of years after the completion of the main line of the canal and railroads between tide water and the Ohio River, all freight and travel went by that route through the summer and fall, but the Conestoga wagons were in vogue during the winter more or less until about the year of 1852 when the Pennsylvania Railroad entered Pittsburgh—when everything was changed and the old primitive methods of transportation by horse gave way to steam power.

My boyhood was spent at the old home amid scenes such as I have described above. I can remember seeing several companies of Indians passing on foot on their way from the west to visit the eastern cities or Washington City. The visits of our cousins who lived at a distance were the events that gave us the greatest pleasures, and always looked forward to with the most pleasing anticipations, these frequently occurred during the summer months. In the winter the school absorbed everything else, up to the time I entered my twelfth year, when a neighbor who was engaged in contracting, one whom my mother knew in his boyhood asked mother to permit me to go with him for a year.

His brother-in-law and two sons, one of them about my own age were going with him, and the boys were desirous of having me as a companion. Both the men who were really friends of the family from long acquaintance promised to take the best of care of me and watch over my safety, and as I was anxious to be where I could do something useful, my mother after some hesitation consented to my going with them. I remember how enthusiastic I was on the eve of our departure, and how willingly we said good-bye to those who assembled to see us off early that morning in March 1839 when I bid good-bye to the old school and my native hills for the first time. We walked some twenty-five or six miles before we reached our destination late at night and I awoke up the next morning to a new life.

I found myself for the first time in the midst of a crowd of laborers—they were very kind to me, but their lives were as rough as possible. The place was malarious, fevers were prevalent everywhere, and the poor fellows drank to excess as a general thing with the view of keeping off disease, while fighting between the various factions as well as in the ring was the only real amusement that offered to while away the Sundays and holidays.

The place was located on the Susquehanna some distance above tide water with no improved land or habitations in sight except the temporary buildings erected for the accommodation of those employed upon the works. There were a number of men, natives of the Conewago Hills—the sons of our neighbors employed upon the works as Overseers, Masons, Carpenters and other occupations whom I knew, and those made the change less irksome than it would have been were I among entirely strange people, but as it was I found it hard to become entirely reconciled to my new surroundings, but after a time spent in repining more or less for absent friends, matters became less gloomy and I learned to look upon things from a more cheerful standpoint.

Conditions did not improve much—as the season advanced the region was full of malaria and all ages and conditions suffered more or less from it. There were very few of the employees who escaped the ague and a great number of the workmen died from its effects and from their manner of living which was reckless in the extreme.

Liquor of the worst sort was distributed to the workmen during the day very freely, and drank to a fearful extent at night in the various places where it was kept for sale, so that many of the men were frequently on the verge of collapse when the first drink was given them, which was always drank before breakfast.

The work was hurried through to completion, one and a half dollars per day was paid for common labor which was extraordinarily high for the time—but was paid because of the extreme unhealthiness of the place, and the difficulty of keeping up a sufficient force.

My work was to distribute the liquor to the various gangs of workmen during the day—this amounted to sixteen times between the breakfast time and the hour for quitting the work. Quite a number died during the summer, the sickly season extending until late in the autumn. Among the deaths was a brother of the Contractor, Thomas Wilson, a Stone-mason, a fine manly man, of 6 feet, fairly proportioned, and a generous disposition. He was born in our neighborhood, and was familiar to us all. He was a great favorite and his loss made a great void in the company.

His elder brother, J. Vincent, also met with a misfortune, by losing the sight of one eye, which came upon him one night without any warning. Jones, as we called him was a very intelligent man, having been a great reader and was capable of speaking in public in a most creditable manner, having a good command of language and a large fund of information on general subjects, and especially in matters of history.

The life we led there was very different from my anticipations and altogether made such an impression upon me that it remained long a subject for thought. I was ill part of the time during which I suffered intensely, from an attack of what they called Inflammatory Rheumatism, brought on by exposure and sleeping in damp beds caused by leaky roofs. It came on suddenly and for weeks I was unable to walk. I had the sympathy of everyone however, and I was carried to and fro on the shoulders and backs of men so that I could bask in the sunshine when it was possible. A good healthy system, with the simple appliances at hand restored me to partial health so that I could again make myself useful during the pleasant days of the summer season, and autumn. It was not until January that we were permitted to leave for our homes. My mother having meantime moved to Philadelphia, my

old friend McGowen with his boys accompanied me to Lancaster where he put me on board the cars for Philadelphia—after caring for me for eleven months faithfully as he had promised my mother to do, and we parted good friends destined never again to meet. I have seen neither him nor his sons after that date. He was a good, kind old man, cheerful under all conditions and never failing in acting his part of a friend so far as he was able.

I remember my first sight of Philadelphia that winter night in 1840. I was just twelve years old and had never seen any town larger than Lancaster. The first thing that attracted my attention were the long endless streets running to the four points of the compass. The city at that time had just introduced gas in some of its principal streets but the great majority were lighted up with the old oil lamps still in use. They were located about one hundred and fifty [feet] apart on alternate sides of the streets so that there appeared a continuous line of light on each side until they appeared to meet in the distance. I was not expected as I had not written in advance of my coming owing to the fact that I was not made aware that we were to go until the evening before our departure, fortunately I knew my sister's address which happened to be near 8th and Market Streets where the railroad station for passengers was then located. I walked out into the Marker House there standing in the center of the street where I asked the first person I met if he could direct me to the home of my sister whose address I gave him. He said he was going past the house and would point it out. I was glad to accept his offer and in a few moments I was in the presence of my eldest sister Elinor, who gave me a most affectionate greeting, after a good supper with her she accompanied me to our dear mother whose surprise was equaled only by her joy at seeing her youngest child now beneath her roof.

The first weeks spent in the great city were very pleasant to me after the hard experience of the past year—to be again at home with my mother and sisters was sweet beyond expression and the wonders of a city was a constant source of surprise and wonder to me. At that time Philadelphia was an important commercial center and ships from European and the East and West Indies filled the Wharves from Almon Street on the South to Dyotts Glass Works on the north, a real forest of masts extending along the distance of six or seven miles. I had some knowledge of Geography and to visit vessels that came from the ports of distant countries, drew me frequently to the river side. I made the acquaintance of some of the old sailors who filled me with stories of the sea and I became so interested in them that finally mother grew alarmed and forbade my visits to that quarter—fearing that I might be induced to accept some of the offers made to boys by Captains of the coasting vessels or even those engaged in the foreign trade to join their ships for a voyage or two—many were tempted in this way who afterwards made the sea their calling.

When I arrived in Philadelphia I was suffering more or less from the effects of my rough life of the past year. My limbs were weak and the joints swollen. My knees were very weak and drawn out of their proper shape. Mother was much disturbed to find I grew no better under the treatment recommended by the physician whom she consulted and after some deliberation it was concluded that it was best I should enter the hospital and submit myself to a regular course of treatment. My limbs were put in a frame made to fit and bandaged in such a way as to keep them perfectly straight. I was kept in bed some four

months under a very light diet of which rice and molasses formed the principal parts; a regular course of medicine and occasional blistering of the parts most affected resulted in a perfect cure, so far as rheumatism was concerned, but it required some years for my limbs to recover their usual flexibility, and for a long time they felt the effects of being kept so long in one position.

Soon after leaving the Hospital I was taken by my Brother to his work some twenty-miles north of the city where he had a contract for constructing some twelve miles of Macadamized road. It was in June I went there, the country was very attractive and such a contrast to the life in the City that I was very much delighted with the change.

My duties here was also the distribution of the liquor which was usual on all public works at that time and as the men were distributed over considerable space and I had to visit them all it kept me quite busy to make the number of rounds allotted for each day. The summer spent there has many pleasant memories for me. My Brother was associated with Mr. Bernard McClain in the contract, who was a kind genial old gentleman whose treatment of me was always pleasant. While in the Hospital I had acquired a love for reading and books and newspapers absorbed all my leisure hours, so that I became quite an authority on historic and current events. The old gentleman used to amuse himself by asking me questions of the news of the day, which rather encouraged me in the pursuit of knowledge.

There were about one hundred men employed in the section. Others were distributed in less numbers further along on other sections, but the office and headquarters of the whole work were fixed with us. The work was thoroughly done and about six miles were completed during my stay from June to November—at which time I returned to Philadelphia.

I was ambitious to be doing something and soon after my return to the city I secured a situation through a friend of one of my sister's in a store in Market Street below Fourth at two-dollars per week. The proprietor was Aaron Ross who carried on the business of the manufacture of saddlery, harness and trunks. It was a large establishment for that time employing seventy or eighty hands, most of them journeymen, all articles being made by hand. My duties were to open the store, make the fire in the different stoves—no heaters being used then, sweep out and have everything in readiness for business at seven o'clock in the morning; to run errands and to make myself generally useful. There was no lack of work and as I was ambitious to please I soon learned to fill the place to the apparent satisfaction of my employer.

The young men employed in the workroom where I frequently was sent with supplies of various kinds, as usual with men shut up during the day were in the habit of amusing themselves at my expense and when they discovered I was a Catholic their chaffing became a little tiresome—one day I replied to a remark from one of them that I could not see much sense in people who were so few in comparison to the whole people of the world having so much to say about those who so greatly outnumbered them, this observation of mine attracted the attention of all in the room.

Mechanics in these days were generally readers and well informed on general subjects and they appeared a little surprised that a boy of my age should take it upon himself

to throw out such a remark. I was asked as to the proportion or number of the various sects. I replied promptly giving the number of Catholics, and the various Protestants in the world and included the Mohamedans also. I do not recall precisely the number of each but the Catholics were 180 millions—and the Protestants something more than one-third that number. I was asked where the various people were located—which I gave. My answers seemed to satisfy them as they asked no further questions. A few days after the foreman of that department, a good mechanic, and a very correct man asked me quietly where I got my information regarding the different religions. I told him that I had studied the statistics for the purpose of learning the facts, so as to be able to speak with certainty on the subject. "Do you read much?" he said. "I read all the books I can get hold of" I replied. "Then I will put you in a way for gratifying your love for reading if you wish," I told him I would thank him if he would. The result was that he took me to one or two libraries in the city of which he was an active member—entered my name and from that time as long as I remained in the city I had the privilege of a member, and the use of books a fact that I enjoyed most thoroughly during the time of my stay in the city. I noticed also that after that date my friends in the workroom treated me with more consideration so there was no longer any friction while I remained with them.

The duties given me to attend to were sufficient to keep a boy of thirteen very busy. They included early rising and prompt attention. I was frequently sent out to collect rent, bills, etc., all of which gave me a new experience and required more or less self reliance a quality of which I possessed my full share. My winter with Mr. Ross gave me experience the advantage of which has been useful to me in after years. He practiced the greatest economy in the management of his business and in the general expenses in carrying on his business. He taught me to sift the ashes from the stoves—so that every particle of the coal should be made available and all other supplies were treated in the same manner so that nothing that could be used was thrown away. He was very patient with me until he found that I fully understood what he required after which he expected from me a fulfillment of the work that he had taught me to do. During this term of six months I was with him he advanced my pay twice so that I received the last months two dollars and a half per week, promotion in those days came slow but as these advances were made voluntarily by him it was a source of satisfaction to my mother and of course very gratifying to me.

They were very pleasant months to us—to be at home with mother and have facilities for getting all the books I desired on all subjects of interest to me, gave me all the pleasure I desired, even mother would occasionally insist on my going out in the evening to see some of my boy friends or the crowd, as we called them for a little recreation, I would often tell her that I had plenty of exercise during the day and I enjoyed my books and a quiet evening with her to even going to the theatre. Thanks to my brother John, who frequently spent a night in the City, always with us was fond of the theatre and frequently when called out of town suddenly would leave a theatre ticket for me to use in his absence. He had frequently a Box Ticket which I would change for two in another part of the house—I would select one of my friends to share the treat and in this way got my first lessons of the drama. I don't think I ever afterwards found any critics of actors or acting equal to the critics of my early days, nor

has the drama improved any in my estimation since the days of the elder Booth, Brooks Forrest, A. A. Adams and a hundred others whose fame was great. Shakespeare was the vogue in those days and woe to the man who assumed a leading part and failed. It required more than ordinary ability to be a leading actor in those days quite different from what is to be seen today.

We were very happy that winter in the city and I gained much from reading. In the beginning of summer by brother called for me to go with him. My work this year was that of driving horses and carts—a hard laborers life—up at 4, an hour for breakfast at 7, an hour at noon and work to 8, then to supper and the care of two horses and to bed at ten. During the day the boys were constantly on the move going out and coming in to the pit as it was called where the loaded carts awaited them. There was not a moments rest, and yet we were a healthy lot only late in the fall or autumn the boys were attacked with boils from poverty of blood, doubtless brought on by [illegible] and poorly prepared food.

Sometime in November I returned to the city where after consulting mother I decided to go to school and entered a school at St. Augustine's Church, on Fourth Street below race a sort of a go-as-you-please institution where everyone was permitted to study any branch they pleased provided they did not annoy the teachers with questions. There was a boy of my own name there, who afterwards I heard became prominent as an Engineer in the Navy during the Civil War, another bright boy whose name I have forgotten aided me in my studies. I purchased a set of bookkeeping books old style double entry from which I learned the art of keeping books. This experience was valuable to me when I began business for myself as it enabled me to arrange a system of my own for keeping accounts—that included both double and single entry and which I followed throughout my business career. It was brief and concise but included every transaction to the amount of one dollar or less.

After spending the winter with mother devoted to study I returned to the railroad again. My duties being raised part of them being the purchase of supplies for stables, etc, this year completed the work upon the railroad and my brother whose health was not the best was advised to adopt some other pursuit where he would have a change of climate, diet, etc. He concluded to try the canal and started some boats on what was known as O'Connor & Co. Car Boats. The freight cars of this period 1843 were generally a single box placed on four wheel trucks, each car with a capacity for carrying five-tons. Each of these boats carried ten cars - five on each side which were transferred from boat to trucks by machinery worked by hand placed on a car overhead with a transfer truck and vice-versa [sic] The work of transferring being simple and consuming little time in port, consequently there was little time lost and the boats were pretty constantly under way.

My brother had experience of this kind having formerly been in command of one of these boats for one or two seasons. He accompanied the boats for a time having given one of them in charge of my brother William. I concluded to go with him to learn the business. William was a sort of a rover, and I imagine one of John's objects was to if possible bring him back to his old home habits, but it was a little later and although he ever after came home from time to time they wore generally short visits and frequently he would absent himself tor years until he married which had the effect of making him more steady. It was a

life that I had no relish for, and after trying it for a few months, I returned to mother, who had in the meantime left the City and returned to our old home on the Conewago.

Brother John in company with an old companion of his boyhood had started what was then called a trading boat. They purchased a Union Canal boat which they cut into three sections and added a new one making it a four section boat, such as were transported across the mountain on trucks by rail. They stocked it with a general assortment of goods such as were usually kept in country stores and started out on a trading trip by way of Schuylkill Union and Pennsylvania Canals from Philadelphia to Pittsburgh. I was called on to do the driving of the Expedition.

Business proved so good that before they reached Pittsburgh their stock of goods was disposed of and my brother concluded to go into merchandising in a permanent way, and fixed upon the village of Saltsburg on the Kiskimmities River, about fifty miles east of Pittsburgh as the location he wanted. Me soon arranged for a building for a store and at once put in it a liberal stock of goods and commenced business, taking as partner our cousin William McVey, a man who spent many years as salesman in country stores. He was very gentlemanly with pleasing manners and in every way competent to take charge and conduct a business of the kind. Unfortunately his health was very poor and in a few months it failed entirely and he passed away after having fairly started the enterprise. This was a great loss to my brother who was a novice in this line of business. A younger brother, Michael took charge on the death of his brother. Michael was not up in the business, was a careful man and very popular with the people so that the business was quite prosperous tinder his supervision, but was of course was more of a care to my brother than it would have been had his partner been at its head.

After the season was over my brother sent eight of his horses to me at the old home to care for. This gave me an opportunity for my attending school at the old Conewago School House and to renew the old associations with my school fellows of four years previous. Mr. Lindsay was our teacher—a pleasant genial young man. I devised substantial benefit from my three months at school besides having a pleasant winter with Mother and the old friends at home.

My former schoolmates, especially the younger portion of them were my fellow students so that many friendships of the earlier years were renewed. This was my last winter at home and my subsequent visits to the old home were generally limited to a week or two—scarcely ever exceeding three weeks at one time. My mother's health was very good and the time passed very pleasantly, with frequent visits from the friends who resided at a distance. I utilized the horses by driving my friends while the snow lasted in homemade sleighs—the work of my friend D. Ober and myself. They were not very elegant as to make or finish but they answered our purpose very well and we enjoyed them quite as well as if they were of a more expensive pattern. When the spring came I distributed the manure made during the winter over the lots belonging to Mother and put the land in good order for the season's crops, after which I departed for the canal again.

This year our Cousin John McVey took charge of the boat for a few months, when he obtained the situation of conductor on the passenger train between Harrisburg and

Philadelphia, a position he held for over twenty years when he retired after an active life of over fifty years worn out in health but comfortably fixed as to means. On his retirement I was given charge of the boat although only a boy of sixteen years. My first trip was made with a load of produce for the Eastern Market. My brother thought it best that we should travel in daylight only, so that the crew consisted of myself and two hands with two horses. We usually made from thirty to forty miles per day and tied up for six or eight hours at night. Elizabeth, my brother's wife had been very ill, and the physician prescribed an easy journey for her and it was for her benefit this journey was planned in mid-summer. They had their horses and carriage on board so when she had sufficiently recovered to permit her travelling by the road, they took the carriage and completed the journey to her former home near Doylestown by carriage.

After completing the second trip I entered the store as an assistant behind the counter where I continued until the following spring when I again took charge of the boat for a couple of trips from Pittsburgh to Philadelphia and return. This was in the year of 1845. Trade was rather dull and upon tying up the boat, I went East to spend a little time with mother, but idleness became irksome and after a ten days visit, I informed mother I intended to find something to do.

I had always a desire to learn something of Masonry—having in view the business of contracting as a pursuit, and from observation which the few years I was on Public Works with my brother afforded me I learned that the masonry that was usually in a contractor for railroad building was the most difficult part of the work to care for, because of the unstable character of the men required to construct it. Very often the men proved to be incompetent and when a good mechanic was secured his habits were very often bad, so that there was always more or less difficulty in that department.

Just at the time of my visit home my favorite cousin, whose husband was the proprietor of a Marble Yard, lived within a short distance and while I was paying them a visit my cousin asked me if I would look over Michael's books and see how his accounts stood. I spent several days in bringing order out of chaos and found that there were a great number of balances for collections and some others where nothing had been paid on. Upon presenting the statement to them, they could hardly believe it was possible that so great a sum could be owing to them. I offered to collect them if he would authorize me to do so—which he readily agreed to do, with the result that the greater part of the bills were collected and arrangements made for the payment of the remainder in the course of time.

This success of mine made my friends eager for me to remain with them and as the business included the knowledge that I desired to acquire for it took in quarrying, dressing and laying stone, for building as well as monumental purposes. I concluded to accept the situation and settled down to hard work. I commenced in the quarry and before the eighteen months I had arranged for with them had expired I had passed through the different grades and for some months had charge of all building or laying of the stone fitted for the different works on hand. About that time my brother came along and was so impressed with the change hard work had wrought in my appearance that he insisted on my joining him at dinner that day. I told him that I could not well leave before dinner, but he insisted and as

we were some distance from his hotel, I had to arrange for another to take my place intending to return in the afternoon, but I did not return. It was my last day at manual labor! After dinner I found that my brother had it all arranged for me to get away and I accompanied him to Western Pennsylvania where I again entered his employ to remain with him until I felt competent to take charge of my own career several years after. I had grown very thin and tall being eighteen now. I felt after a short rest ready to take charge of whatever there was to do, but it was decided that I should spend a month or more with our mother before settling down to business.

It was nearly two years since my last visit to the old place, and I was glad to see the old friends and renew the old friendships once more. The first two or three weeks passed very pleasantly but continued idleness became irksome where everyone was busy, so I informed Mother that my visit was drawing to an end, as I had seen everyone and the object that brought me home being accomplished I would return to the West where there was plenty of work awaiting me. Mother remarked that she was not prepared for my going so soon, and if employment was all I wanted the neighboring farmers were all in need of help to secure their corn crops which were still in field, and although the pay was not great yet it might serve me from getting homesick for the West, while they would very much enjoy my longer stay with them. The result was that during the same afternoon I saw our nearest neighbor whose sons were my particular friends and arranged with him to take in his corn which required the work of myself and another young man some two weeks to do. Before I finished that job I had applications from other neighbors so that I worked every day for a whole month which I enjoyed very much as I had the society of my friends and spent the nights at home. It gave me an insight also into the system of the Pennsylvania farmers which I never before had an opportunity of knowing. I found they had breakfast at five o'clock in the morning and commenced their work in the field at daylight with an hour for dinner. They worked until the stars came out in the evening—it being autumn of course the days were not of great length and the labor was not hard, so that I rather improved in strength during the time I was thus employed.

My brother and sister-in-law urged me to bring my mother with me to spend the winter with them at Saltsburg at which place my brother had located his store and residence four years previous to the time I am now writing of. He had prospered very well and his business was good. His customers were principally farmers, owners of their lands and horse. Industrious, frugal and honest. Money was scarce and prices of agricultural products low, but as a general thing the people were in comfortable circumstances and free from debt. Previous to my brothers advent among them as a merchant they were forced to trade their produce for merchandise often finding it difficult to find sufficient cash to pay their bills and taxes, as they informed me afterwards.

My brother established a line of boats which took their produce to Eastern Markets where it was sold for cash, and at once entered into the trade in earnest paying either cash or goods for all kinds of produce which had the effect of bringing a large share of the trade to his store which he retained during his entire stay in the place—a period of about six years.

I arranged to meet my boat at Harrisburg where I took command. Mother was prevailed on to accompany me. The October days were delightful and the beautiful scenery along the lovely Juniata River was at its best so that our precious passenger soon became reconciled to her surroundings and enjoyed every hour of her journey. We remained a day or two at Hollidaysburg at the east foot of the Allegheny Mountains where we took the trucks to cross the mountains. At this place she visited several old friends who had been her neighbors years before. The meeting with these friends which I witnessed was very pathetic and touching, they had all grown old since their last meeting and they had only old friends and old memories to recall and talk of during their brief interview.

Crossing the mountain in the boat was a novelty and greatly enjoyed but the journey of thirty-six miles by rail over ten inclined plains was made in one day and the same evening saw us afloat again in the waters of the Conemaugh which flows towards the Ohio and thence to the Gulf of Mexico. The next evening I had the happy privilege of escorting our mother to the home of her son where she spent a very satisfactory winter with those who did their utmost to make her stay as pleasant to her as possible. I remained with the boat until the close of navigation, when I resumed my place in the store.

My department being that of storing and purchasing of all kinds of produce, wheat, rye, oats, clover, timothy and flax-seed, wool, feathers and all kinds of farm produce suited for being stored besides pork and corn in large quantities. The former was bought by the carcass after which it was halted in hulk until spring, when it was placed in the smoke house where it thoroughly smoked with good hickory wood and an it was fed on meat and corn principally, and well cured it commanded a good price in the Eastern Market where it was shipped to early in the following March. Produce was low that year and corn commanded less than twenty-five cents per bushel even when merchandise was taken in exchange for it.

My leisure time during the early part of the winter was given to the purchase of corn on the cob which was delivered at the various mills in the vicinity where I took our shelling machines which we harnessed to the mill machinery and in this way saved much labor and had it at a convenient distance from the canal by which we shipped it during the following season to the Eastern Markets.

The Irish famine and other causes created a great demand for corn that year so that our venture that year proved very profitable. Along with my other duties that winter was the building of two or three boats which were constructed under my supervision. We had competent mechanics of course to do the work but the supplies and the general management was in my charge, I was much interested in the work and before they were all completed, I was master of nearly every tool used in their construction. In the following March we loaded all our boats, old and new, and cleaned out a number of warehouses that were so loaded with produce that we feared they would collapse before the stuff could be removed. They never did recover their old form again, but ever after remained out of plumb as long as I knew them. I had the choice of boats and selected one called the “Chickoyne” which I commanded while I remained on the Canal, something over three years.

After making three trips to Philadelphia and Pittsburgh, mother decided she wished to return to the east and accordingly placed herself under my care once more as a passenger.

Our new boat afforded her better accommodations than the former boat did, and accordingly her journey east was more satisfactory. It was in June and all nature was at its best, the grandeur and beauty of the scenery especially through the mountain portions of the route was a constant source of surprise to her, so that before her trip ended she concluded that life on the canal had its charms as well as its hardships—altogether her visit to and stay at Saltsburg proved extremely fortunate as it gave her subject for pleasing recollections during her remaining years. During her stay she met many of her acquaintances of her childhood days in Ireland, for a very large portion of the inhabitants were natives of the north of Ireland called "Scotch Irish" good Presbyterians and the most friendly people I have known, notwithstanding, the difference of opinions. I always found my friends among them to be loyal and steadfast to the end. This was an unexpected pleasure to mother, who had not counted on meeting people that she had known before nor had we any intimation of the kind until the ladies called upon her—as old acquaintances.

This year was the year of famine in Ireland and owing to the great demand for breadstuffs abroad, business on the canal was extraordinarily good so that more boats were in use than at any other period of the canal's existence. The Mexican War was also in progress which added more or less to the stirring times. My brother did very well in his produce investments, so that the season was unusually prosperous though short.

Sometime in August or September of that year the mountain region was visited by heavy rain storms, creating floods that proved very disastrous to the Canal especially on the East side of the mountains, washing out large portions of it in many places and effectively all navigation ceased for the balance of the year. Several of our boats were caught at various places on the line of canal where they were forced to remain until the following spring. It was my work to take charge of these—discharge their cargo and put it in storage, and to arrange with parties to care for them and cargo when it could not be removed until such time as navigation opened.

I returned to my old duties at the store where I remained until late in November when I took a pair of large mules east to be placed on the Trucks County Farm. I remember meeting the men engaged in placing poles and wire of the first line of telegraph to the West. They used a single wire. It was on the 23rd of November 1867 [1867 is written, but 1847 is meant], I met the party about noon on the top of the Allegheny Mountains. I had seen the telegraph line between the Eastern Cities before this date, but to the people of the interior of the State it was a novelty and a subject of great curiosity.

I spent the greater part of the winter in the East, and early in the spring was at Harrisburg where some of our boats lay since the previous September when the flood stopped all navigation. I put them in readiness for use pending the opening of the canal early in March.

During the summer of this year I was on the canal constantly except a short lay off when my brother William returned from Mexico after a nearly a two-year absence. He was a member of Captain Caldwell's Company of the Second Pennsylvania Regiment.

His Captain was killed at the [B . . ?] gate of the City of Mexico, after the taking of the Castle of [Chapultepec] Cheputtepic—the hardest days fighting and the last hour of battle

in the war, that was made in defense of the City. My brother took his share of risks and hardships of the campaign and came home without a scratch or having experienced an hour's sickness. His Captain told me that William Farren never failed to respond when he was called upon, and was never known to shirk his duty. I met him at Pittsburgh and accompanied him to mothers where we spent a few weeks together very pleasantly. I left him there to recuperate and to accustom himself to civilized usages after his term of campaigning during which time he never slept in a first-class bed.

I had parted with him in Pittsburgh in the spring of 1847 on the deportation of his regiment for the war in Mexico. His company was full, numbering one hundred and fifteen men, of them only thirty-three returned with the Regiment—death from wounds, yellow fever and other prevailing diseases thinned their ranks during the months spent in Mexico. William told us that he was not ill a single day during his term of service. When his company reached Vera Cruze the Yellow Fever was prevailing there, and was fatal to a number of the volunteers during their short stay there. His first experience in battle was at the National Bridge about two days march from Vera Cruz where there occurred a severe skirmish, the enemy was driven off and from there to Pesoti there was no interruption to the march—here they joined the main army under General Scott. General Pierce of New Hampshire commanded the force to which he was attached from Vera Cruz. Scott had fought a severe battle with the Mexicans under Santa Anna near Jalapa, at the foot of the mountains about one-hundred miles from Vera Cruz. After General Pierce's column joined, the army took up its march for the City of Mexico, where several severe battles were fought—the Americans though not exceeding twelve thousand men all told, and opposed to an Army of sixty thousand Mexicans well posted behind their fortifications, were victors in every contest. After the taking of the city there was little fighting done until peace was declared early in the summer. Some six-months after fighting had ceased William spent a month or two with mother when he resumed his work again at a point above Harrisburg, where the Pennsylvania Railroad was constructing a bridge across the Susquehanna River.

I joined my boat on its return east and finished the season on the canal, our boats were constructed to carry passengers as well as freight. They provided their own bedding and usually did their cooking on small stoves intended for use of the kind and placed temporarily on deck. The character of these passengers were generally farmers and their families or people from the villages along or living near the canal who were emigrating to the West. They had few luxuries but were protected from the weather and when not too warm, comfortable. It was a convenient as well as an economical mode of travel, having the advantage of having their goods go with them the entire route so that there was little or no risk and no delay. I was seldom without passengers of this kind which added somewhat to my income.

In June 1847, my brother, his wife and mother joined me at Harrisburg intending to go part of the way with me, but when evening came they decided to take the packet boat which was exclusively a passenger boat which was due to pass us at that hour, which they did, along with them was a young girl of eleven years old, one that I had often heard spoken of, but who I met that day for the first time. I believe both looked forward to the meeting with

more than ordinary interest, although there was more than eight years difference in our ages. People who knew us both had the habit of saying that we were intended for each other. More than eleven years afterwards, after years of separation she became my wife and the saddest hour of all my life was that when she closed her eyes in death.

The packet boat being exclusively for passengers had special rights on the canal over all boats of burden, they traveled at the rate of four miles per hour or more and all other species of craft were compelled to keep out of their way and to in no manner delay or interfere with their progress. It was a beautiful June day and I had taken especial pains for their comfort on board my boat and I can remember with what feeling of disappointment I saw them disappear as they waved back to us their adieus from the deck of the packet.

After the close of navigation I spent some time on the repairs of one of the canal locks to improve my knowledge of masonry, after a month or two I returned to the store where I remained until the opening of navigation when I again took charge of the boat for the summer.

About this time my brother became a partner in a forwarding and commission house in Pittsburgh which included a transportation line at Philadelphia having a similar establishment in the latter city. They owned and employed a great number of section boats to carry freight both ways.

It was during the summer of 1847 that the famine in Ireland occurred, although our own country was at war with Mexico at the time there was much sympathy for the suffering poor of Ireland throughout the west, as well as in all parts of the country. Immense quantities of corn, wheat and bacon and other products of the farm were donated by the people of the west and sent as a relief for the starving—this all passed over the canal to the Eastern ports from whence it was sent by vessels across the Ocean. The Government fitted up the old Frigate "Constitution" and loaded her with provisions for Ireland and large quantities were sent through the regular lines, This with the increased demand in the east for breadstuffs made the season a very busy one as well as profitable for the boatman—freights having advanced almost one hundred per cent over usual rates.

We had built two or three new boats during the past winter which enabled us to do a good bit of freighting with profit, but unfortunately sometime in August of that year the region through which the canal passed was visited with the heaviest rains ever known before since the completion of the work. The rivers especially on the east side of the mountains arose to a height of more than twenty-five feet above the usual high water mark and did immense damage to the canal banks—which required months of time to repair. Navigation was stopped for the season and it was not until the following March that business was resumed. The following season a reasonable good season for business and our boats were kept running during the entire summer. The only incident of note occurring this year was the return of brother William with his company and regiment from the City of Mexico—peace having been declared early in the spring and the Second Pennsylvania Regiment reached Pittsburgh in August 1848, 33 out of 115 men returning with the company.

The Summer of 1848-9 were fairly good business seasons and we were kept on the canal from early spring until late in autumn. During the spring months of 1850 business was

good, but low water west of the mountains interfered very much and we tied up our boats early in July. On New Years' day 1849 my brother contemplating giving all his time to transportation business leased the warehouse on the canal basin at Pittsburgh, the one we had run to all these years and became owner of the business. On the first of the year he sold out his merchandise and all other belongings at Saltsburg and removed his family to Pittsburgh where they resided until the autumn of 1851 when they removed to the mountain.

The Pennsylvania Railroad Company had commenced the construction of the railroad at Harrisburg in 1847 and in 1850 commenced to survey the Western Division of the road which terminated at Pittsburgh. My brother being an old contractor and being acquainted with Edward Miller, an eminent Engineer who had charge of location on the Western Division and business on the canal being certain to draw to a close upon the completion of the road, it was easy to convince him that his former business promised better results than that he had taken up later, and it was not long before he had secured a contract for a section of the road lying some twenty-miles east of Pittsburgh.

I was in charge of a local packet boat at that time which ran from Saltsburg to Pittsburgh to accommodate local travel. I did not get through until October, when I went in the work and took charge of the masonry which consisted principally of dry walls in rectangular culverts used in draining the water and carrying under the embankments, there was also a stone arch of two spans across Bush Creek—which I took charge of early in the following spring and completed it on the first of August the same year, after completing the work at Mano Station.

My brother had secured a new contract on the grade east of the summit of the Allegheny Mountain— which I was sent to and got under way about the middle of August. It was located in a wild spot, surrounded by the native forests and some five miles from any habitation, except the temporary homes of the workmen on the different sections under way. Game of every kind were plenty, but there was so much to be done in the way of preparation, and in getting the work under way—that although being fond of hunting and being a good shot besides, the fever for game seldom annoyed me and the heavy blasting of rock and the tearing of wood and brush along the line of the work soon scared the deer and other game away.

Our work consisted of two cuts and a single embankment of about 1200 feet in length—it crossed a deep ravine called Sugar Run Gap, the height of the grade on the embankment being 150 feet in the center, probably one of the heaviest pieces of work of the kind in the Country. True depth of the cutting on each side was in the vicinity of 160 feet so that the depth of the ravine from center line from the road was over two-hundred feet. The winter here was intensely cold—winter began early in November and no thaw occurred until after the middle of April—so that we worked every day and there was no interruption of the work during the winter. We made splendid progress and everyone kept well.

In the first contract my brother gave me an interest. I was then 22-years old and was anxious to get a start in business and having always regarded my oldest brother in almost the same way that a son regards his own father, my ambition was to rise in the work, and to do so through my brother with whom I always lived with the most pleasing relations. He was

kind and considerate although never given to flattery and most exacting in all things relating to business. I was as faithful to him and to his interests as it is possible to imagine a man can be. There was no limit to the confidence that existed between us and I loved him from my earliest memory to the day we parted.

Soon after the work upon the mountain was fairly under way my brother informed me that for certain reasons he had thought it best to take his brother-in-law as a limited partner, but that I need have no uneasiness about the matter my interests would be cared for. I replied that I would leave it all to him and said nothing more on the subject.

For the first few months I was comparatively alone on the work, taking charge of the works accounts of all kinds—and directing the work generally so that when the first contract was finished my brother arrived and found everything in good working order and matters went on in about the same groove, and although our force soon reached something near four-hundred men, I continued to keep books, time, etc. My brother was on the work frequently but left much of the details to me which for more than one reason I was glad to assume. My desire to acquire experience and knowledge of the business stimulated me to such a degree, that labor it seemed to be a pleasure and consequently I devoted all my time to it. This state of things caused feelings of jealousy to exist in the minds of some of the members of the family. Whenever there was any business to be attended to, the parties always called for me, simply for the reason that I understood all about the matter. This feeling continued to grow until my brother who was naturally if rather quick temper got out of patience, and on my return from a business trip from Pittsburgh, in which I was detained one train, because of a collision of our train with another that failed to get out of our way in time, of which he gave me no time to explain, read me a lecture that surprised me, and told me a number of things that were entirely new to me, summed up his remarks by saying that upon giving all these matters due consideration he had decided that the best thing for us both would be to part, as he gave me no opportunity for replying and had decided the matter finally, I told him he was competent to judge, and that I would submit to his decision and would leave his home that day. He said he had one request to make, that before leaving I would balance the books for the previous month of July, as there was a large force at work something over four-hundred men, beside store accounts and for supplies, this meant a work of nearly a week, but I told him I would do it, which was accomplished in two days when I took my departure from the home that had been mine so many years and from the brother to whom I looked for everything I hoped for in the future and whose kindness to me from childhood made the parting very trying to me, besides there were other ties which had grown with the years I passed in his home that were equally as strong, if not greater than those I have mentioned, but his decision and his manner of expressing it settled the matter, and whatever the sacrifice might be, it would not be changed.

Upon completing my task, I informed my brother that every account in the books were balanced except one, my own, which I would ask him to balance according to his judgment of what was just. I was then going on a visit to a friend at a village some miles distant and that I would return for my trunk and to say Good-Bye—on my return the following day we met and settled on the terms he had fixed. It is enough to say that I felt

disappointed but I said nothing. He paid me what was due me and I signed receipt in full. My man had taken down my trunk and was waiting for me to join him in the conveyance that was to take me to the station. My brother accompanied me to the door and we shook hands and parted.

When we next met it was in his house in Bucks County five years afterwards. We conversed together some fifteen minutes, when very much to my surprise he confessed that although everything about me was as familiar as possible, yet for the life of him he could not recall my name. Upon my replying is it possible, John you do not know me? He apologized by saying—"certainly I know well, your voice, your hair, eyes are as familiar as though I had seen you a thousand times, but it is your name that I cannot remember at the moment."

I fully realized all that this parting meant for me. Up to this time I never knew such a thing as care for my future. My principal thought was to fit myself for business and felt secure in the certainty that my brother would provide the opportunity whenever I was sufficiently advanced to assume responsibility. His home was a pleasant one, and I was always treated most kindly by himself and his wife and with the exception of this instance I never experienced the least unpleasantness. I was very much attached to every member of the household and never doubted that the feeling was mutual. To feel that there was an end to all this and that hereafter it was to be only a memory for me was depressing in the extreme.

I never doubted but that I could make my way among men, and the question of my future cost me scarcely a thought—it was the separation from those I had so long regarded as my warmest friends that caused all that I suffered. I was not conscious of having done any wrong and attributed it all too some unfortunate accident that influenced my brother to treat me in a manner that seemed to me at the time hardly just. It was my first disappointment and of course it was hard to forget.

My first thought was for our mother who I knew would feel grieved over the affair. When I called upon her and told her of the circumstances attending my leaving my brother's employ, very much to my surprise she made rather light of it, told me that I had reached mans estate and it was only natural that brothers might fail to agree in a matter of business—that John had been a good brother, had watched over and provided for her and me since my father's death, she felt sure that I had been a faithful helper to him for years and she believed that I had repaid him for much of his goodness to me, and for us to differ in a matter of business after all these years was not surprising, but to be expected rather, for the younger brothers become men in time which the elder brothers are slow to admit.

This sort of reasoning from our mother whom all her children loved and honored to the utmost relieved me very much, and I soon began to cast about for occupation of some sort. My mother was growing old, and having been separated very much from her for some years I wished to stay near her for a time before seeking for employment at a distance. My old friends at Harrisburg wanted me to come to their aid which I did after some weeks at the old home. I soon forgot my troubles in their genial home, and my health which had not been good on the mountain soon regained its usual vigor. I made myself generally useful, and gained some knowledge in some of the business that I felt I was deficient and the months passed rapidly.

My friend had a call from a hotel proprietor in a neighboring town for a couple of floors in marble for his ten pins. He was disposed to decline the job but I told him to close with the man on the terms he offered and that I with the assistance of one or two men would put it down. While I was engaged on this work which was regarded as something very difficult, there came to the hotel a number of men with horses from the West, (in those days there was no such thing as carrying stock on cars) who remained at the hotel for a couple of days—they were very much interested in the work I was doing and one of them remarked—Mr. Farren you are the kind of a man wanted in our section of Ohio where they are starting a line of railroad, and they want men of your skill to help them. I told him that railroad building was my business and I was prepared to accept a situation and would go to Ohio or anywhere else if sufficient inducements were offered.

The result of this conversation was the receipt of a letter from this same gentleman, stating he had had a conversation with the principal contractor of the road about me, and that they desired him to write me, stating the character of the services they required and stating terms they were willing to grant a competent man. This offer I thought best to accept and in a week's time was on my way to Ohio; then new inducements held out to me to stay in Pennsylvania, but I had made up my mind to go further and try my chances among strangers.

When I arrived I found the contractors were young men from New England who had some experience in the railroad business under John A. Wood, who constructed a division of the Grand Trunk Railroad in Maine. We soon agreed upon terms and I was sent to open new works on various parts of the line—put up temporary buildings for the men, employ foremen and men and get the work of grading under way. I generally remained a couple of weeks in a place, as soon as one section was fairly organized and working well I was removed to another portion of the line and when all the grading was started I was placed over masonry of the different bridges on that portion of the work.

I think they regarded me as rather young for what I had undertaken to do—but in a little while they seemed to be entirely satisfied with my methods and gave me almost discretionary power to act on my own judgment in their absence no far as the work under my charge was concerned. I commenced with them early in March 1853. The spring opened favorably—the country was delightful—the material for building good and everything was going on in a most satisfactory manner when about the last of June there came an order for suspension of work along the line under the control of my employers. Money in those days was generally scarce and much difficulty was met by railroad companies to meet their engagements regarding monthly payments for work done by the contractors on many of the roads under construction at the time.

My employers freely admitted to me that funds were scarce and for that reason and having full confidence in their ability to meet all their engagements I did not call upon them for my wages more than was necessary to meet my expenses, so that when the suspension came the whole of my wages was due me—as I felt there was danger of loss I took measures to secure possession of all their property in my hands, which consisted principally of derricks, cars and tools for quarrying and dressing stone for masonry. At this time I was

engaged in preparing the masonry on a bridge across the Tuscarancoss River on which I had men engaged for more than a month. In the course of two or three days after the suspension, my friend who was instrumental in my coming to Ohio called upon me, having ridden the twenty-miles from his home that morning and informed me that the president of the railroad company and his chief engineer were at the village near his home and were waiting to close a contract with me for the masonry of two bridges near his farm and that he had promised them to bring me to them that afternoon. Of course I was taken both surprised and gratified, but there was a difficulty in the way, and I replied that I fully appreciated his kindness but I did not see how I could assume anything of the kind just at that time and I had to confess that I had not received a dollar of pay since I came to Ohio, and that my own resources in the way of money were rather slim—certainly not sufficient to assume a work of that kind among strangers.

"Well," says he—"I have six hundred dollars at home; you can have that and I will endorse your paper at four months for as much more, and I promise you it shall not cost you more than at the rate of six percent per annum," I told him without further parley (for he was in a great hurry) that I would go with him. "Wave you a horse?" he asked, I told him no, but that the landlord would give me his buggy and we would use his horse. He replied the horse would not pull the hat off my head as he had just traded for him on his way down with two men who were stalled with him on the bad road and could not get him to move. I told him I never met a horse that I could not make work and immediately arranged with the landlord for his harness and buggy for a couple of days.

There was a number of young men of the village who heard the conversation and who were interested in me—they hastily agreed to aid me in getting off. The saddle and bridle were soon in the buggy, the harness on the horse, and I on the seat. Two held the shafts, another the horse, and plenty behind to push the buggy along. It was all done in a minute. My friend stood by looking on evidently having very little faith in the experiment. The first thing we knew the horse was on a trot, and I shouting "Climb over the back, Charley," which he did very promptly, and we never stopped moving until we reached the village where we found the gentlemen who were awaiting us.

As I had started the quarry for these same bridges a couple of months before, I knew all about the probable cost of doing the work and was fully prepared to name the price I was willing to take the work on at our arrival, which as soon as submitted were accepted and the contract was at once signed by both parties the same evening. After signing the contract I called my friend aside and asked him if he was in earnest when he made the offer of assisting me with funds to enable me to carry through the contract. We said he would make every promise good, for he wanted me to build these bridges. I then asked him if he would lend me his horse that he had traded for that day to drive to Steubensville which was forty miles away that night. I told him I rather liked the horse, and thought he was capable of going there. If you will risk him you may take him, [he said], but I have better horses than that, and you can have your choice—so I rode away with the horse and reached Steubensville at 7 o'clock next morning.

I found the contractors there and told them what I did, and asked them for a bill of sale of all the tools in my possession on account of moneys due me which they complied with at once. I knew their situation must be trying and did not ask them for any cash. I remained all day with them and returned the same night for my friends home, where I arrived for breakfast next morning. I secured a farm team from him and a man to drive—we took the buggy behind the wagon and drove twenty miles where I loaded up all the tools and materials I could use—which was all that I wanted, and left the remainder with the landlord to hold for any claim of his that might remain unpaid him and so that he might be secured from loss. I arrived the same night at the place where my work was located, and was ready to commence work the following day. My friend did go on my paper for a pair of oxen that I bought and sold at a profit before the note became due. As I had all the tools etc., necessary for the work and commencing on about the 5th of July my first months cash estimate met all demands for labor and materials for that month—and all subsequent monthly estimates did the same, so that I was not at all pressed for money and had no occasion to borrow any.

The season was warm but favorable for work of the kind—everything was satisfactory, even my boarding house was a superior to anything I had known elsewhere in Ohio, and on Nov. 1, I laid the last stone in the contract and received my full pay for all the work done on the fifteenth of the same month.

The company was willing to allot me other work when I got through, but I had a distrust there might be difficulty in getting pay and I concluded to follow my old contractors who had just concluded a contract for building a railroad through a portion of Kentucky. I learned afterwards that the company in Ohio defaulted in their payments of estimates for more than a year, but subsequently paid all their liabilities. The stringency in the money market for a time prevented their meeting the payments when due—which was ruinous to the contractors who were compelled to pay their men monthly or abandon their contracts. After settling up my affairs in Ohio I visited my mother and sister who were staying a few weeks on the mountain with my brother. I remained only a part of the day and returned same evening to Pittsburgh. My brother and his wife were both absent when I called so that I did not meet them. This visit gave me an opportunity for informing mother of the result of my summers work, and to consult her as to my plans for going to Kentucky.

On my arriving in Kentucky I found my friends awaiting my arrival. They had reserved two-miles of work for me some twenty-miles from the Ohio River in Carter County. I rode over it next day in company with Mr. Lloyd who was afterwards my partner in the contract. It was situated in a wild spot but of easy access and I was pleased with the character of the material as well as the profile of the survey. It was located along the hill side in a valley with frequent cuts and fills, the depressions caused by water courses at short intervals making the hauls short and much of it of side cutting. We concluded the contract and commenced work in December.

I found on the ground one of my old boarding bosses who having heard that I had taken that contract came on from Pennsylvania and he and his family was comfortably housed in a neat little cabin which a native had erected for himself but had not occupied when Dougherty came. We soon got under way and everything prospered with us. We

worked some one hundred and fifty men. We built the houses for the men out of the timber on the premises and followed the methods of the natives in the style of building. We found no difficulty in building as the natives were experts with the axe and other tools used and they went up quickly and at slight cost, the floors were made from planks split and hewed from yellow poplar two feet or two and a half feet broad and eight or ten feet long and four inches thick—the ground was made of sand and these planks were simply laid upon it with tight joints and smoothed with adze after having been put in place—the sides of the buildings were of logs laid in such a way as to make the joints as close as possible, the space between them was well filled with chips and mixed clay—the upper floor and roof were laid with slats split from white oak, these on the roof being held in place by poles running from end to end of the building. They were entirely water-proof and the building required no repair during the time they were occupied, they were warm and comfortable. The only nails used in their construction were in the doors and window frames.

We had a good force of men and everything worked well with the prospect of a fair result to us until in the autumn after starting we were notified that owing to the difficulty of disposing of their securities the company was compelled to suspend operations for a time on that portion of their line, but that they had recently located the portion of the line lying near the Ohio River and if we would consent to work there for a time we could have our choice of two miles of the new survey, and on its completion could return and complete our first work.

There was nothing to do but to accept this offer or to lose the benefits of our improvements we had erected, so we consented to the change and arranged a contract for the new work—so there was no delay except the time required for moving our tools, families etc., which was not very great, as we had a number of teams of our own and plenty to hire in the neighborhood as farmers were pretty well supplied with horses. We got under way quickly and pushed our new work rapidly for about two months when the president of the road came along and called on us and during the conversation in which he told us his difficulties in disposing of his securities etc., finally informed us that he was prepared to make us a proposition which necessity compelled us.

He said that he had an understanding with a number of the principal business men of the new city nearby which had been laid out and the lots sold on the June previous—and had since grown to be a town of something over fifteen hundred people and quite a number of the strongest men of the county had built homes and removed their families there in the mean time, these men were principally iron manufacturers, owning furnaces in different part of the county and all doing a good business—these were men deeply interested in the completion of this portion of the road and had told him that if he could arrange with us to continue the work through the winter they would see to it that our supplies could be had on our orders on the company at rates as reasonable, or not to exceed 5 per cent above cash prices. He pledged himself to make good every dollar we were called on to sacrifice and give us a bonus equal to all or any sacrifice we would be called on to make.

He told him it would be necessary for us to consult our men before giving him an answer but promised to consider the matter and meet him in a few days and tell him our decision.

When we spoke to our men they knew as well as we did that times were hard, they were comfortably fixed with their little families for the winter, and if they went off, there was no work in sight to which they could go and the answer they made was: Mr. Farren, we do not wish to leave you—if you will promise to keep us supplied with provisions we will work every day for you until Spring or until better times come, and will leave it all to you and asked that I would not abandon the work as the winter had already come—so we accepted the situation and took our friends, the Presidents word that full justice would be done us.

To undertake to tell the history of the next eighteen months would take too long and would require a more fluent pen than mine to do the subject justice. I will only say that it was an experience that was most valuable to me afterwards. It taught me patience, perseverance and self-control that I could never learn in any other school. We not only furnished our men with provisions, but paid them their regular pay, much to their surprise after months of waiting and did it by persistent fighting but always in an amiable way—but the bonus was never paid and the prices charged us for supplies were simply outrageous but we managed to pay our men every penny due them. They all knew the situation, and we never doubted that their sympathies were with us, but when the work was completed they went off happy in the possession of all they earned.

Michael Doherty, the man who came on my work before me, when I first took the contract remained until the work was done. He and his wife boarded on average seventy-five men for me. He had worked for us in Pennsylvania and left my brother to join me as soon as he learned I wanted him. We had plenty of means but was a careful judicious man and had invested in land in Wisconsin before coming to me. On the completion of the work he came to me and said: Mr. Farren, my wife and I have been talking over matters and we have come to the conclusion that as neither of us are young, and we pray for a home of our own it is time for us to settle down on our farm. We are sorry to leave you for you have been a friend to us ever since we have known you and we don't want you to feel bad on account of our going away. If you cannot pay us anything, thank God, we have plenty where we are going and we won't miss it at all. Well, I answered, I expected you would want to leave me Michael—you have been with me now over two years and a half and we must have a settlement before you go. Have you any idea how we stand? Indeed I don't, he replied, prices have been so high on provisions since we came here that I don't know whether we are in debt or not.

He told me the day they expected to leave—he had already arranged for his passage and the day fixed for their departure was only two days off. I asked him why he did not come to me sooner—that it seemed very sudden. We admitted that he should have done so but that it was a hard thing to do, and he put it off as long as he could. I told him I would look over his account myself and would give him a statement of account from the beginning before he went away. The account had been made up every month during the time he was with us, but he never came to inquire about it or that it was ready.

The following day I was absent, but was at home when his goods were loaded. I saw his wife preparing to mount the wagon, and went up and asked her if she was going away without a good bye.

The poor woman could make no response but held out her hand, I told her to wait until I came back as I wished to see her husband to whom I handed the statement showing the monthly statement from the beginning. The balance owing him was thirty-eight hundred dollars which sum I handed him in good clean bank notes—with a blank receipt for him to sign. I told him: Michael, this squares accounts between you and me as far as dollars and cents go, but I can never pay you for your faithfulness to me nor Mrs. Doherty for all she has done for me in the years we have been together, the parting was very sad and I watched them as they slowly passed from view with feelings of real regret, for I knew we should not meet again, and could not forget how much I relied upon them in the past. I have had many devoted and faithful friends among my workmen, but few of them possessed the ability for usefulness that I derived from the services of this family.

I remained in Kentucky for some time with the vain hope that the company would recuperate sufficiently to pay me the balance due but finally concluded that the case was hopeless, so after due consideration I decided to consent to return east and accept a contract for constructing a portion of the Hoosac Tunnel, which my Brother John had been urging me to do. My friends were fearful that I would remain in the West, and as an inducement for me to return had arranged terms etc., with Haupt & Co., who had the work in hand and kept the offer open for several months, until I concluded that it was useless to wait any longer and at last I wrote that I would visit the work, see the parties and if satisfied would close a contract on the terms he named.

I returned in the winter of 1857, five years after quitting his employ—a strong robust man of twenty-nine full of determination and with an experience that fitted me for almost any undertaking that was at all possible and not likely to be easily discouraged although my first introduction was anything but agreeable for on my first visit we were driven across the mountain and although it was March and the hillsides in Kentucky were green with vegetation, in coming away I found myself in the midst of winter. In crossing the Hoosac Mountains that day the snow had been blown off the top of the mountain and to ease the horse I got out to walk—my companion did the same, and while passing over the summit

The wind was strong enough to blow the sleigh over onto the horse's back and then to one side. My friend was pulled along with the horse and did not have presence of mind to pull him to one side, so that the result was the sleigh came in contact with a post where it broke into kindling wood. I lost my hat and gathered up the robes and when we got into shelter on the sunny side of a barn some distance down the mountain, I found that my two ears were badly frozen, and I was fearful my hands were in the same condition. I saw my hat between the rails of the fence nearby, and we proceeded to the farm house where we secured another sleigh and finally reached the foot of the mountain and the point where the work was begun. Here I had my frost-bitten ears bathed with turpentine and other remedies, and walked over the place and returned the same evening to the west side and next morning I left for Philadelphia.

My ears gave me considerable annoyance—swelled very much and for six weeks required more or less care, after a few weeks spent in visiting friends at home I returned to Massachusetts and commenced the work at the east end of Hoosac Tunnel April 12th, 1857.

Early in the year previous to my leaving Kentucky, the road Company was desirous to start a tunnel near our first work, and offered it to us as a contract. My partner was willing to take it, but the experience we were passing through made me cautious, and I declined to join him in it, but made no objection to his taking it alone—which he did. My declining to join him left me free to quit the contract at any time, after settling up our partnership affairs I did some finishing up of work abandoned by some of the other ontractors in hopes that by remaining some time longer I might secure some of the balance due us on our first contracts, failing in this I determined to look elsewhere for occupation. Tempting offers were made me to join a friend in the steamboat business on the upper Mississippi where he accumulated a large fortune in a few years, but I had all the experience on water that I cared for, and the inducements held out to me to return East, together with other attractions that were still stronger decided me to try my fortune in Massachusetts—where I have spent so many years since in active business I never regretted having made the choice I did.

Mr. Lloyd was finally compelled to stop work after being harassed in a way beyond anything we experienced while together. My contract on the tunnel was conditional. It provided that if I was not entirely satisfied with its terms that I should have the privilege of cancelling it at the end of sixty-days after taking contract—payment for all outlays of money for expenses and other expenses to be made to me in full.

I soon found that the risk was harder and more uncertain than it had been represented to me and besides the old trouble—the tightness in the money market became a nuisance, and I did not care to contract debts at a time when a panic was likely to occur—so I sent in my notice that I wished the contract to terminate at the end of sixty days, The Firm accepted my view of the case and at the same time stated their satisfaction at the result of my two months work which they said was much better than had been done previously—they expressed a wish that I would remain and have the work go on under my supervision and in my name—they paying me a salary and assuming all risks as to funds etc. As times were dull at the time and feeling a great interest in the work I named terms that I would accept for a limited time on these conditions. My offer was accepted and for three years I conducted the work as a sub-contractor on the salary that I had named. During that time we had a stoppage of several months, and for fifteen months after resuming work we did not have a single pay day to our men. He furnished them with all the necessaries of life from the store at fair prices—but the wages were very low for the work required of the men. At the expiration of the fifteen months we reached the first installment of one hundred thousand dollars of the state loan—which enabled the contractors to pay their men, and for supplies every month during the remainder of the time they were engaged on the work. Soon after the state loan was received there was a survey made of a railroad to connect the tunnel with the roads in the east, running to Boston and to points north and south from Greenfield. His survey was completed in the autumn and the work was offered to contractors the spring following.

I was invited to bid for the work with the rest, and was given seven miles, all I proposed for at prices named in my proposal.

I was released from my position at the Tunnel and removed my family consisting of my wife and child to an old farm house situated on the heaviest portion of the work, which was soon under way, and had a busy year with first-rate prospects as to results. When just about two months before completing the contract, notice was given for a suspension at once on the entire line. As I had about two hundred and fifty men at work at the time and nearly two-thirds of the months wages due the men, and no subsequent payments made, it was a severe disappointment to me. I managed to settle with my hands and pay all bills due for supplies but it drained my resources more than I could wish. I had besides over twenty horses and all my tools and machinery on hand. The Civil War had begun in earnest and every kind of industry was at a stand-still, there was no sale for horses and there was no demand for labor. Many of the young men in my employ volunteered in the regiment just forming in the county at that time and in sixty days were at the seat of War near Washington.

With the suspension of the work on the Troy and Greenfield Railroads July 12, 1861, ended my career in the employ Haupt & Co., with whom I had been for more than five years. Our relations had always been satisfactory—gave me their confidence and I tried to merit it. Mr. Haupt was an eminent engineer—a graduate of West Point and very popular with the people of Massachusetts. He did much to carry through the project of building the tunnel but failed to secure the friendship of the administration that came into power at the commencement of the War which seized the first pretext offered them by the breaking down of a bridge at Greenfield with a loaded train of cars that was making a trial trip across it, to sever all relations between the state and the firm of contractors. Mr. Haupt firmly believed he would be sustained by the legislature in securing feasible legislation but the administration was too powerful and after considerable effort he was forced to withdraw and the state assumed control, and a law was passed appropriating money to pay for all debts incurred for labor and materials on the construction of the road and providing for the appointment of a Board of Commissioners to have charge of all future operations upon it.

I visited Boston several times during the sitting of the Legislature as an advocate of the passage of the bill—as all my means were involved, and it was all important to me that something of the kind should be done. I remained in Massachusetts until the autumn of 1862, in hope that work upon the line might be renewed, under the commissioners, during that time the board visited the line and I was invited to accompany them. They were kind enough to compliment me on the condition they found the grading done by me, which they considered contrasted favorable with the work done by the other contractors—this was in part due to the fact that I did all the masonry necessary for carrying water, culverts, bridge and cattle passes which none of the others cared to do, owing to what they considered the difficulty of securing stone for building purposes—it being optional with the contractors to do the masonry or not, as it was thought that stone could be secured at less cost after the completion of the road and delivered at the points wanted from cars—which was a mistake.
After waiting for more than a year I concluded to return with my family to Pennsylvania for the winter.

The war having absorbed all the attention and energy of the people there was little thought given to ought else until it was found necessary to provide equipment and clothing for the constantly increasing armies in the field.

It was hoped for months after the War commenced that the War would be of short duration, and that the south being without resources of any kind for supplying an army with war material would be forced to succumb after a short effort, but it was found this was a mistake for as time went on the strength of the enemy seemed to increase and finally the north became convinced that the struggle was to be a lasting one. The scarcity of money and the depressed values of all securities, produce etc., at first caused a dullness in all sorts of pursuits. The raising of regiments of men employed the people of every town and county in the country, so that business of all kinds was for a time at a complete stand still. Then fortunately for the country there was a man at the head of the Treasury Department capable of meeting the emergency by creating a system of currency that met all the wants of the time, and succeeded in establishing it on a basis that satisfied the people notwithstanding the opposition of Wall Street and the banking fraternity of the country.

Mr. Chase, had while Governor of Ohio established a system of state banking that proved very satisfactory in the days of Wild Cat Banking; on the breaking out of the Civil War the condition of the country's banks were very unsafe and the country suffered very much for a healthy currency—in the emergency he created the Greenback Currency which suited every want, and established a confidence which never failed throughout the crisis—with it came a demand for all kinds of produce, manufactured goods etc., labor was in demand and prices advanced and business of all kinds became brisk, railroad building which had almost entirely stopped was resumed and soon after our return to Philadelphia, I was invited to visit some tunnels that had been abandoned some years previous with a view of making a bid, which I did and early in February I was allotted the Conemaugh Tunnel situated in Westmoreland County some seven miles from Saltsburg formerly our home from which we moved to Pittsburgh thirteen years before.

The tunnel had been excavated through and only the washing and cleaning out was to be done, but the roof had fallen in its entire length since its abandonment some years previous, and the work to be done was dangerous because of frequent falls from the roof which had reached a height that made it impossible to make secure. I completed the work in something less than a year. During the time that I was engaged upon it, I gave one month to the commissioners of the Hoosac Tunnel who finally decided upon resuming operations there. They had settled my claim during the summer of '63, and did so promptly and fair that I volunteered to give them any assistance in my power should they desire it when they started the tunnel, they seemed gratified, and said they should not forget my offer when they were ready to commence operations—accordingly early in September following they notified me they were prepared to resume the work, and would be glad if I would name a date when I could be with them for four or five weeks. I named a date when I would be on hand at the tunnel and accordingly was there on time. I took charge of organizing a force—put up buildings—purchased horses and carts, and equipped the work thoroughly, selecting foremen etc., and in a few weeks had everything under way and returned to my work in Pennsylvania;

while there some offers were made to me to take charge of the whole work, but the terms offered would not justify my acceptance, and I had to decline.

Before completing my tunnel contract, I consented to start the work of erecting buildings for a Division Station at Kane, on the top of the Allegheny Mountains in McKean County, Pennsylvania, on the line of the Philadelphia & Erie Railroad for Mr. Roberts who also had charge of the Tunnel work upon which I was engaged. Kane was in the midst of a forest with only a line of railroad graded through it, without a building and scarcely a tree cut outside of the grade line for twenty-five miles. All stores of every kind had to be brought there on the poorly laid track which reached that point only from the west. It was urgent that the work should be commenced at once so I consented to do what I could although it was mid-winter and snow three feet deep.

I got materials together and erected a building where my men could be sheltered and by the opening of spring I had a comfortable house erected for myself and a number of buildings for my men and in a little while had a dozen acres of land entirely cleared of trees and stumps and brush, and commenced the erection of permanent buildings for shops, wood house etc., and in May moved my family there where they remained during the summer.

As the call for volunteers and demand for substitutes for the drafted made men very scarce in the states, I got the greatest portion of my help from Canada through agents in Cleveland, Ohio. We made very good progress and changed the face of things very much until in the autumn my wife's health was impaired and the company having in the meantime carried their track laying to completion and regular trains running through from east to west and having their offices and agents established, I asked the company to relieve me of the contract, as their work could be completed quite as well by their men as by me. They consented finally about the holidays, bought out all my tools, buildings, etc., and relieved me about the first of the year '65. In the meantime I had completed my first Tunnel and had contracted for another which had been abandoned by the contractors. As the second tunnel was a much larger one than the first, and I employed a much larger force upon it. It took me until the following October to complete.

It was in June of this year that my wife died—which for a time almost unnerved me and resulted in a severe attack of typhoid fever in November following—from which I slowly recovered. It was not until after the New Year that my strength recovered sufficiently to enable me to venture from home.

Early in February of the year 1866, I received a letter from the Hoosac Tunnel Commissioners asking me to visit the west end of the tunnel where they encountered a material through which they were unable to make progress and they wished for my opinion as to the methods that should be adopted to overcome the difficulty and insure the success of the undertaking. I afterwards learned that during the past years they employed a number of scientific experts and eminent engineers, who spent much time in examination and testing by drilling down from the top, through the difficult formation and alter due deliberation on the subject reported that in their judgment that to penetrate the hill with an opening the size required for the tunnel would require the aid of scientific methods and recommended the

use of a shield similar to that used by Brummel in the excavation of the Thames Tunnel in London.

Of course I knew nothing of this nor did I inquire whether others had been consulted or not. I had not entirely recovered from the attack of fever, but feeling under some obligation to the commissioners, I agreed to visit the tunnel as they requested and named a day when I would be at North Adams, and promising to call on them at Boston the following day and report. I arrived at North Adams in the evening and arranged with the Chief Engineer, Mr. Doane to accompany him to the work the next morning. It was a cold, damp morning and the point to be examined was down in an opening nearly eighty feet below the surface. They started the work with the intention of an open out to a certain point where the excavation would reach a depth of about 90 feet, They had been engaged in this work something over two years working a large force of men and teams and had expended something over two hundred thousand dollars, I believe during the time. Haupt & Co., had excavated an opening for a single track tunnel through a limestone formation at the western approach for a distance of several hundred feet until he met with this difficult material—after which they made little or no progress—the difficulty with the state authorities and suspension of the work preventing. When the state assumed control they made a new survey and changed the line and grade throwing out the Haupt Tunnel, except to use it as a drain and temporarily as an avenue for hauling through it the material excavated for the permanent tunnel, the two lines giving at a point where the Haupt excavation ended.

In attempting the open cut plan the State Engineers started the excavation at an elevation of nearly thirty-feet above the grade line intending to carry it along on that plane as far as they considered the [pediment] [?] to go—when they reached a point where the cutting would reach a height of 90 feet, they suspended the upper excavation, and gave all their attention to the effort of removing the lower [line) [?] to grade. They had succeeded in reaching grade and excavating an opening of the full width of the road bed for a distance of one hundred feet in advance of Haupt's old work, sustaining the sides of the lower excavation with vertical walls put in as the work progressed.

The character of the material in the lower strata being very soft and the upper portion being composed principally of heavy drift, large boulders and some clay and inclined because of the moisture to slide—there was much difficulty in keeping it in place besides being very expensive. They finally quit and resorted to the method of running an adit for the remainder of the way to the top excavation—extending some two hundred feet east. This they did by driving sheet piling from the top, which they found a slow and expensive work, and it was under these conditions they sent for me to examine the work and report an opinion.

Upon arriving Mr. Doane and I descended to the entrance of the adit or opening, which I found was about 8 ft. by 7, the bottom of which was about four feet above grade, it was formed by excavating from above, the sides being held in place by sheet piling driven down as the excavation proceeded and secured in place by longitudinal timbers well braced by cross timbers. After reaching the depth adopted for the bottom it was roofed and filled in from the material taken from the adjoining section. This plan was adopted, I judge, after they failed in an attempt to excavate it from below.

It was quite evident there was very little skill in underground work displayed in what had been done. There was much water in evidence and the place very wet, and being in no way prepared to risk taking cold, I satisfied myself by taking a stand upon a plank and reviewing the situation from that point.

I declined entering the opening where the men were at work some 90 feet from the entrance as I was satisfied there was nothing there from which I could glean any information. The only question to be considered was the material through which the tunnel was to be made and I could form a much better judgment of its character from where I stood than from entering the narrow and dark adit they were at work upon. During my short stay I simply reached out and took a handful of the material, which was saturated well with water and squeezed it tightly in my hand for four or five minutes—no one I think noticed the action, but upon opening my hand I found it dry, or comparatively so, which satisfied me that all that was required was to make an opening through it however small it might be to drain the water from the surface down and I at once decided that the work could be done and all that was required was to find the man who had the skill and capacity for the undertaking. It never entered my mind for a moment that I was to be that man for I was partially engaged at the time by Pennsylvania Railroad Company to construct a large work under contemplation near Harrisburg, to which I had already given considerable time in preparation for the undertaking and in acquiring information as to prices etc., so that my visit to North Adams and the west end of the tunnel was simply to be useful to the commissioners by giving them whatever benefit my judgment on the subject might be worth to them.

I had not been interested at all in the Tunnel since leaving it nearly six years before and during all that time had not seen it, so that I knew nothing of its condition or management or even the progress made. After a stay of about twenty minutes, I informed Mr. Doane that I had seen all I cared to, and was ready to return to North Adams when it suited him to start, he seemed very much surprised and exclaimed: "Why Mr. Farren, I supposed you had come here to give the matter a thorough examination." I replied that I was not interested in the methods used or what had been done, I simply came to see what the character of the material they had to contend with was like—I had seen that—and as time was an object with me, I wished to reach Boston the same evening. We immediately took a sleigh to return, on our way to North Adams a mile and a half away, Mr. Doane who seemed greatly interested in my visit turned to me and asked—Mr. Farren, what is your impression? I replied—it is not an inviting place for a half sick man to visit. "Well, but as to the practicality of for accomplishing the task," he asked. "Oh, it can be done!" I said, How? he asked. "Well, by ordinary methods," I answered. I after-wards learned that only a few weeks before he had written the Board of Commissioners, that he was forced to coincide in the opinion that a resort to the scientific methods to insure a certainty of the work being done, so that my answer astonished him and he quickly answered: Would you do it?" Out of a spirit of bravado, I recklessly said yes. "Can you give me a price that you would do it for?" he asked, All this took place in a much shorter space of time than it takes to write it, and I began to think, so I told him—Mr. Doane I came here at the request of the commissioners to look

over the situation and give them my opinion whether the work can be done and how. I am satisfied it can be done by the usual methods in working underground through material of the kind. I am not prepared to say what the cost is likely to be, for I have not considered the matter at all." He then asked me how it could be done. I told him in reply that while I might undertake the task myself, were I at liberty to do so, I would not undertake to instruct anyone else as to the means or methods to follow in a work of the kind—the man who undertakes it must himself be equal to the task, by this time we reached his office and as we had a half hour before my train started, and he being a very clever man and a good engineer and seemingly extremely anxious to get something by which he could get some comfort from, he finally prevailed on me to give him an idea of what I considered the cost of the work would be according to my judgment—should a competent man be found to undertake it. I took a pencil and piece of paper and wrote what the excavation, timbers for securing and supporting roof and sides and the masonry in forming the entire circle per lineal foot of tunnel would amount to according to the best of my judgment.

It did not take ten minutes for me to write out this paper, and yet I afterwards entered into contract for doing the work on precisely the terms this paper named. I assumed all risk and did my own engineering and completed the contract in March 1869 nearly three years after the signing of the contract. I never had a serious accident—the most serious one being the breaking of my mining foreman's leg in the most critical time I experienced while engaged upon it.

I had to run over seventeen hundred feet of lateral headings at a large cost to aid in draining the water from the main work and met with many serious difficulties that could not have been anticipated, yet I completed the entire work in the time agreed upon in the contract and never asked for, or received a single dollar for extras or for any allowances of any kind outside of the price named in the contract for excavation, timbering and masonry amounting in all to the vicinity of Five Hundred Thousand Dollars—and requiring two years and ten months from date of contract.

I arrived in Boston by way of Springfield the same evening and called on the commissioners at their office at 9 o'clock the next morning. To my surprise the first man I met was Mr. Doane who said that he had some business calling him to the city and after my departure from North Adams he decided to come while I was east, as there were some other matters he wished to consult with me upon. It never occurred to me to question the facts as he stated them, very soon we were interrupted by a message from Mr. Banks, the Chairman of the Board, that he was ready to receive me. I was not long in his presence before I was satisfied he knew all that had passed between Mr. Doane and myself the day previous. We was extremely cordial and asked after my health, as he was made aware through my letters of my illness, We told me he had seen Mr. Doane from whom he was pleased to learn that I felt confident as to the practicality of constructing the Tunnel through the "denevalized rock" (a term given it by Mr. Frank Bird a member of the legislature at that time and a decided opponent of the measure). We had visited the tunnel a short time previously, and had published a pamphlet describing the condition of affairs at the west end, and elsewhere and

showing the utter uselessness of appropriating money to be wasted in attempting what everybody knew was impossible.

I replied that I had given all my attention to examining the character of the material and had formed my opinion from that alone. That the volume of water estimated at four hundred gal. per minute passing through it was the most serious item to be considered—but that could be controlled with care and judgment. After a lengthy interview during which the other members of the commission came in, I was preparing to take my departure when one of the commissioners inquired of me whether if the commissioners decided to offer the work by contract I would be willing to have the estimate which I gave Mr. Doane as a basis for a contract for undertaking the work. I replied that I did not wish the memo to be considered as a bid, that I would not under any circumstances compete for the work—that I was under obligations to the Pennsylvania Railroad Company and had promised to give them prices for undertaking a work on the line of their road. That if the commissioners wished, I would ask them to release me and would then consider the question of a proposal for the west end work, and submit it for their inspection with this understanding and a promise to advise at the earliest day possible, I took my departure same afternoon for home.

On my arrival in Philadelphia, I called upon Mr. Roberts, to whom I told the offer made me in Massachusetts at the same time telling him I regarded it as promising much better than anything he had to offer me—that the work was a difficult one which would require all the attention I could give it, and that I was confident I was equal to the task. He at once released me from all claims they had upon me and I immediately wrote the commissioners that they might regard me as prepared to assume the work at the west end of the tunnel on the terms named in the memo in the possession of Mr. Doane. They immediately replied that my offer was accepted and I might regard the matter as settled and requested me to name a day for being in Boston to settle preliminaries for the contract. We soon arranged conditions with regard to time, terms and the specifications, and it was understood the contract would be ready in due time. Of course the matter had I be laid before the Governor and council for their approval and heads of the committees of the legislature also, so that the time could not well be named, besides there was no occasion on my for haste, as there was considerable planning and other preparity work for me in order to get ready for the task I had assumed. Although I regarded the work as being a difficult one to accomplish and had no fixed plans for it, yet I never doubted my ability to do it. It was therefore not a matter of any concern to me, on the contrary, I considered the task as something to be grateful as it gave me occupation and diverted my thoughts to other things besides my own loss.

My first business was to organize a force competent to me in carrying out my plans. I selected for my Engineer Mr. John B. Atkinson who was a young man stationed at Erie, Pa. He had formerly been with us at Kane, in the employ of the Penna. He had been associated with me in business during all these years since that date; nearly forty years—for my mason I took Robert Campbell, who was my foreman in the construction of the tunnel in Western Pennsylvania. For Mining Superintendent I employed John Haukens, who I had known for a number of years.

He was an experienced and capable man in timbering and I felt that I was fortunate in securing him at the time I did. They were all faithful and reliable men of good habits, and remained with me throughout the time required for the completion of the work. My miners, masons and other help I brought with me from Pennsylvania, having been in my employ for some years during the construction of tunnels.

After making all arrangements for commencing the work, I visited Boston once or twice, expecting to close the contract—but was told there was some delay—finally after nearly two months passed I received notice the contract was ready and that they wished me to be at their office starting time and date for the meeting. I was promptly on hand when I was told there would be little further delay and I was asked to call the next day.

By this time I was getting impatient, and as there were other things offering, I felt that the matter must be settled soon. When I called again I found the commissioners with the engineer and was told the contract was now ready for our signature. It was brought and read until a clause in it was reached that specified that the Commonwealth must assume all risk and insure me from loss in denomination of which the profits due the contractor should be limited to a certain percentage or be divided between contractor and state. I asked the reader to stop at that point and addressing myself to the commissioners I said: I have some means, and where I am known have, I believe, some reputation, I am willing to risk both in undertaking this work. I do not care to share the risk even with the Commonwealth of Massachusetts. If I fail I will ask no compensation. If I succeed, I shall claim all the credit as well as any profit that the contract brings me—this created more or less of a sensation—the object for the clause was explained to me, but I was firm and not to be influenced. I told them I regarded contracting as a legitimate business and that if a man had not sufficient confidence in his judgment to risk his money on it, he should not attempt to make a proposal that I had no doubts about the result, and that I was prepared to close the contract—that I would leave the city for home by the afternoon train and that the contract must be signed before my leaving—as I should not return.

After a short consultation together, I was requested to return at a certain hour in the afternoon, which I did and found the contract ready for our signatures, with the clause in dispute left out. From that time until the completion of the work of completing a tunnel of over one thousand feet in length through a material of the consistency of brown sugar with a discharge of over four hundred gallons of water to contend with, there was never a single instance when there was any cause for a difference of opinion between the parties to the contract and when all was completed, the estimates all in, the final settlement was arranged in less than a half-hours time, balances paid and receipts in full given.

On commencing work upon the contract I had the water to care for as the first matter, this I did by constructing a drain made of plank, watertight on sides and bottom—open at top, this extended over the portion that I intended to work on—it was elevated above the surface so that the whole of the excavation could be removed and made ready for the brick work, the insert being composed of five courses of a thickness of twenty-two inches—the sides and arch was from twenty-two inches to twenty-eight inches in thickness according to the pressure.

We soon changed the appearance of things and in a little while had the first section of twenty-five feet completed up to the springing line of the arch, as the privilege was accorded me to commence the work at the point that suited me best.

On completion of the first section I thought safer to make the next section outside of one completed as it would add to the safety from water pressure under the work, especially as the material in the front was very much disturbed. When we had fifty feet completed I had no further fears from that source, of course, I used every care in regard to the water which was appearing everywhere in the foundations for the insert, and we had to feel our way with caution until we could fully ascertain the real nature of the material we were working through.

At times we would strike a spring that required curbing and pumping out constantly so long as the men were engaged in the section it occurred in. This way the insert was laid around it and finally it was confined to a pipe of 5 or 6 ins. in diameter through which it was conveyed to the top of the insert, from where it was carried down the grade to the ditch provided for the drainage. I soon found that when the water was not permitted to spread the material retained its form, but when it came in contact it dissolved, and assumed a form and consistency of cream. The deposit originally Mica-Slate was through some chemical change disintegrated to the consistency of brown sugar with mica talc and quartz reduced to a fine powder with no more grit than is contained in a piece of soft putty—the moisture of the ground kept it moist and pliable, and liable to dissolve when space permitted. Only by thorough draining that it retained any form or could be at all controlled.

We commenced work at the west end of the tunnel about the middle of May by widening the excavation to a width required for the tunnel including 22" of brick work and about three feet of stone work for backing altogether a width of opening of a little more than thirty-one feet, to which had to be added space sufficient for timbering and keeping the sides in place. We arranged at least fifteen inches on each side making in all an entire width in the vicinity of thirty-five feet and plans were well laid and progress was made from the commencement, the utmost care was observed to guard against the action of water, and constant attention given to the smallest detail. We used heavy timber and plenty of it so there was no possibility of any movement on the part of the material through which we were excavating.

After a section of fifty feet was excavated to this width and properly secured we began to take up the bottom and formed the foundation of our insert for brick work—this was of the same thickness of brick work as the sides and arches and carried according to pressure from 22' to 28". The brick work of the insert was put in as rapidly as the foundations were prepared for it—the water from the opening and all springs encountered by us, being carried through a wooden trough some four feet above the top of insert. This plan adopted at the beginning was followed throughout the time we were engaged on the work.

The work being difficult our progress was slow but constant, and our first months work gave us a section of fifty feet of finished work up to the springing line of the arch. With the excavation on the second section well under way, everything held in place perfectly, and

strongly braced by strong timbers reaching from one side of the construction to the other until the cement had time to fairly set, after which no support was required.

We laid the first brick on the tunnel about the 6th of June. John Morrison, one of my Pennsylvania bricklayers was the man selected to do it, in which I personally assisted. I gave the work my constant attention and in a few months we had a system established that was followed throughout the term of my stay, Three months after in September I was invited by the Board of Commissioners who had the work of the tunnel in charge, to prepare a proposal for the construction of the Troy and Greenfield Railroad from Greenfield to the tunnel, which had been partially graded five years previously by Haupt & Co., and part of which I had done as a subcontractor.

Having established a system for conducting of the work upon the tunnel, and having competent and reliable men in charge of each department there, I felt I could easily attend to both these works should the authorities deem me competent and our ideas in regard to terms agree—accordingly I walked over the entire line which had been familiar to me by many visits previously made over it, and from what I did upon seven miles of it, myself, sent in my proposal which after some explanations regarding the specifications, which under the conditions of affairs required some changes, the work was allotted me very much to the disappointment of something over sixty competitors for the work, who seemed to have the impression that I was unduly favored—for which there was no foundation so far as I was concerned, as I had never seen the commissioners who had been lately appointed or ever passed a word with them until they sent for me after all the bids were passed upon.

The fact was there was not sufficient money allotted for the work to pay for it under the specifications at prices that would be fair and in sending in my proposal for the work in detail, I included another, agreeing to give them a finished road, providing all material and grading and masonry etc., for a certain fixed sum providing the specifications were modified in the matter of slopes and one or two items in the character of second and third class masonry and leaving out the station buildings and a few similar items. It was this bid of which no one was consulted that enabled the commissioners to dispose of the work for the masonry they had on hand, and I was called in to explain after which and some time given to consultation the commissioners declared the contract to be mine; of course I felt a good deal elated, it was something to be proud of to know the Commonwealth of Massachusetts deemed me worthy of such a trust which together with my tunnel contract then under way, amounted to over a million dollars—without exacting any bond from me.

The risk and responsibility of the undertaking was hardly considered. I knew there would be but little profit but I was ambitious to do it, and felt confident I could do it on the terms of my proposal. The contract was signed on the 26th of September. In a little while I had sublet a portion of the work—the balance I put under Superintendents of my own and when Mr. Tappan Wentworth, one of the commissioners drove over the line with me six-weeks afterwards—I replied to a question he asked me as to the force employed—that we had between four and five hundred men at work upon the line.

During the winter the work was pushed principally on the first thirteen miles between Shelbourne Falls and Greenfield—nothing of any amount was done beyond that point,

except hauling stone for building purposes—while the sledding was good from the Shelbourne Falls quarries to the various points above when they were required. The winter was a severe one, but the character of the work we were doing was not affected much with the frost, as the excavation was principally rock work or in sand used in filling up the ravines which were left untouched by Haupt & Co., the light grading being principally done there.

Early in May we commenced bridge superstructure and track laying—and about August 1st, had reached Bardwell's Ferry with the track. A heavy rain storm of three or four days duration did me very much damage, as the work was in a half finished condition, drainage and other provisions for safety against storm were incomplete and required nearly the whole month of august to repair the damage done, but by renewing or increased energy, the work was finished rapidly and early in November the track reached Shelbourne. During the summer as the grading in the lower division became completed I moved the forces further up, and early in the spring of 1868, I commenced laying towards the tunnel which point was reached early in July. It took a month or more to surface the track and complete all the odds and ends that had to meet the requirements of the commissioners and the engineers.

Early in August the work was declared completed and accepted by the authorities and I drew my final estimate without delay within the time specified in the contract for the completion of the work—fortunately without loss to me and much to the satisfaction of the people interested in the road. The completion of the road to the tunnel insured the building of the tunnel a matter of vital importance to the people in the northern counties of Massachusetts and it has since proven to be all and much more of a thoroughfare for travel and traffic than its most sanguine friends had anticipated it would be.

I was relieved of the first thirteen miles to Shelbourne Falls Station in December 1867, a little over a year from the signing of the contract. The Vermont and Mass., and the Fitchburg Railroad Co., who had leased the road from the state sending their engineers (those of the state who had superintended its construction) accompanying them—inspected the road carefully and pronounced it completed in a manner satisfactory to them and upon my presenting a certificate from them specifying these facts the state relieved me from further responsibility in regard to it, and my attention henceforth was directed to the remaining seventeen miles to the east approach of the tunnel upon which the grading was then being done—by commencing laying track early in March I was able to have it laid to the tunnel early in July, and in August the whole work was declared completed and accepted in due form by the authorities and I was free to look elsewhere for employment.

During the time I was engaged on the railroad, the work upon the tunnel under my contract went steadily on. I made a practice of driving over the mountain once in ten days and oftener in cases of emergency, for there were times during the progress of the work that my men became discouraged and required the presence of their employer to bring them up. As we proceeded under the hill—the first difficulty we encountered was a very heavy spring of water that discharged itself very near the center of the tunnel, this with using every precaution we passed without accident and finally confined it in a pipe of seven inches in diameter through which it discharged four feet above the bottom of the foundation where it first

appeared—the next unexpected trouble came striking a dyke that had formed from a deposit by an underground stream of water that passed through the formation in which we were working. This deposit was about twelve feet in width and extended for hundreds of feet on each side of our center line and running at almost right angles to it.

The deposit from the water was for the most part iron forming a material usually called inducted rock. It was impervious to water and rose up in a perpendicular dyke—with vertical sides over which the water came on west side into our excavation, demoralizing everything and making it very difficult to make an entry into the hard formation from the soft. When we struck the first of these dykes, as we called them, my men were puzzled to the utmost and there were weeks of constant effort on the part of the men employed in the advance adit or heading with all the appliances on hand and the best skill of that kind of mining in the world at the time without advancing a single inch—fortunately anticipating some unseen trouble I had the adit some hundreds of feet in advance of the enlargement and masonry—so there was plenty of time. When it was found that it was not possible to make the opening in the hard material, we came back forty feet and struck off a heading to one side, and after making sufficient allowance for a safe distance apart ran parallel to the first heading to the place of trouble.

We repeated this until we had as many as ten or twelve openings up to the soils of the dyke. This we found necessary because of the whole body of water in front coming down upon us at this point and concentrating at the openings. In this way we diverted the water into so many channels that finally it penetrated in the solid material through one of the openings, and soon found ourselves on solid ground. In attempting to get through into the soft material we found as great difficulty as before, these dykes from their formation acting as a dam to the water in front of us held it there where it permeated the soft material on all sides below and for perhaps one hundred feet or more above our workings. To divert the water into as many channels as possible we drove a heading through this hard material for over one hundred and fifty [feet] at right angles with our tunnel line—along this heading we made openings every few feet and at last the opening farthest south some seventy five feet from the center line was driven through the difficulty and carried without stopping until it reached the center line of our work when it became the advance heading until we reached the second dyke.

These hard formations continued to meet at certain intervals during the construction of the tunnel, but after our experience with the first one we knew how to handle the difficulty and with the exception of the delay occasioned by the extra work we were compelled to perform in driving through these formations, there were no serious difficulties in the way. My skilled miners I got from Cornwall in Wales, where they had spent their lives in working in the tin mines. They were faithful and devoted to me and confessed to me they had never seen any material underground that compared in difficulty of mining and keeping in place, as that we encountered in constructing this tunnel. They all remained with me until the last brick was laid when the whole force separated—many of the mechanics and laborers going with me, the miners generally going to California and the mines among the Rocky Mountains.

The Governor and Council were so well pleased with the manner in which the work of the tunnel and railroad was conducted and completed that they sent me arbitrarily, and without my having any intimation from them, a paper which gave testimony that my contracts were completed with fidelity and to the entire satisfaction of the Governor, the Council, and all in charge of the works and to the acceptance of the Chief Engineer, this was a compliment for which I felt very grateful, and I have treasured the paper among my most valued souvenirs of my business life.

During all the time I was engaged upon these works, I was subjected to the criticism of a number of disappointed people who felt I was favored by the authorities. The papers who were opposed to the tunnel's construction kept their columns open for the grievances of this class and published whatever matter that reflected upon me, but under all these unfriendly attacks, I had the full confidence of the state authorities and they ever treated me with the greatest courtesy and reaped. I had no grievance to report to them—and never asked a favor as I relied entirely upon my contracts for any protection I required—outside of that I had no claim and made none, I felt grateful for their confidence and for the trusts they placed in my keeping and endeavored in every way to be worthy of it.

On the completion of my work upon the railroad, upon the solicitation of Colonel Crocker and Charles and Frank Russell of the Russell Cutlery Co., I agreed to go to Turners Falls and took the contract for the construction of the canal, and for doing the work of preparing the site and laying the foundations for the Russell Cutlery which the company was willing to insure if I would agree to do the preliminary work.

The dams at the falls had been completed for more than a year and nothing had been done. Mr. Crocker was extremely anxious to have business there—and being an old and valued friend of mine, I finally consented to go thinking that it would only be a matter of six months or a little more when I could return to my own line of railroad contracting again. So I entered into contract, and secured a force of between three and four hundred men of the falls, and broke ground in the latter part of August 1868—with such a force to work we soon made progress, and in October we had the Hammer Shop enclosed, and in the Spring following had the canal completed as far as the cutlery buildings extended, and all the walls for the river buildings in place—as the work progressed changes were made and additional buildings provided for so that it required far into the summer to complete all excavations and construct the foundation walls as was finally arranged for. During the spring and Summer of '69 the railroad from Greenfield to Turners Falls was built by me, including the bridge across the Connecticut River at Montague City. The pulp mill had also been done by me and soon after the Montague Paper Co. was formed, and the building of the mill decided upon, so that I was kept pretty busy and no time was given me for looking elsewhere for business.

In the Autumn of 1869 Mr. Morris Kimble and a committee of several gentlemen from Boston, called on me one evening at my hotel in Greenfield and informed me they had come from Boston for the purpose of asking me if I would not go to Boston and look over the premises of Fort Hill, an old land mark in the City of Boston which the authorities were about to remove—that the abutters or property holders there were charged a settlement tax

for the purpose of paying part of the cost of the work—the city paying the balance. That they as holders of real estate in the vicinity were interested in the cost of the work, and that they asked me to go down and put an estimate on the cost of mining it which would satisfy them, as they were not with the prices proposed by the city contractors. I had no wish to be a contractor for city work—and told them so, but Mr. Kimble having filled the position of the Tunnel Committee during the time I was at work upon it and the road, and being a leading member of the legislature and his having treated me always with the greatest courtesy I felt I could not very well refuse him this request and told him I did not care for a contract of the kind, but would go to Boston— examine the ground and conditions of proposed contract and would submit a price for it in the regular way.

I did not inquire what price the city contractors asked for doing the work as I preferred to go entirely upon my own judgment. Two days after I went down to Boston in the morning train—called at the city hall, saw the engineer—told him my business who showed me his plans and specifications for doing the Fort Hill work and sent a young man with me to show me the ground and place for depositing the material. After spending a few hours in this, I returned to my hotel, took lunch and wrote out my proposition in which I included all the conditions and privileges I would require and the price and time that I would perform this, and put it in the Post Office Box addressed to the Secretary of the Committee on Streets, Boston, Mass.

In the course of two or three weeks afterwards I received a communication asking me if I would sign a contract for the removal of Fort Hill on the terms named in my proposal of the date named, to which I replied in the affirmative. I was subsequently requested to call at the office on a certain day when the contract was prepared and executed, and in a little while I had a force of men at work. This was in the early part of November 1869, and the work was completed in May 1871. After organizing a system, and getting it fairly underway, I put Mr. Atkinson in charge of the work, who continued there until it was completed, I visiting [sic] three or four times each month during the progress of the work.

For the first two or three months we employed mostly the help that offered in the city except twenty or thirty of my old hands that we first took from the Turners Falls work. We employed during the winter a force of about two hundred and forty men and about forty teams at a monthly loss to me of perhaps one-thousand dollars, but I thought it due to the people of the city that they should derive some benefit from it during the winter, and besides it required some time for me to perfect my plans and secure the machinery to put them in practice besides the condition of the contract called for a vigorous persecution of the work from the date of contract, and I did not wish to give the local papers any occasion for criticizing us in that regard.

We paid pretty high wages for the class of work we were doing and help being plenty "the boys," as I called them who were in charge thought they would do me a friendly turn by reducing the wages from $1.50 to $1.25 per day, with the result of having a strike on their hands at once.

I was in Philadelphia at the time and received a telegram announcing the fact very shortly after it took place. I replied I would be with them next morning, and to tell the men

to meet me at the usual hour for going to work which I accordingly did. I told the men it was all a mistake and that they should resume work at the old rates as usual which was entirely satisfactory. When the first of March came, the men asked for an advance of 25- per day, which I agreed to without hesitation. By this time the weather was moderating, and the frost which was severe during the winter wart less penetrating, and I was prepared to arrange for carrying on the work according to my own ideas, feeling that I had done all that could reasonably be expected in the way of employing city help.

I immediately called on Mr. (blank] of South Boston and told him I wanted him to build me an excavator to be used on Fort Hill. He frankly told me the material was too hard for any excavator he could build. Well, said I, give me a price for the strongest and best article you are capable of putting up. He named $8,000 as his price—it resulted in my agreeing to pay him $10,000 for a machine, with certain additions in the way of strength added besides chains of heavier iron and superior material to be used in the vital parts. I taking the risk of making it perform. It was to be built and delivered on April 1st, ready to put up at once.

On the 1st of April, as I anticipated, the men refused going to work. I was upon the ground (it being Monday morning), and the weather being moist and hazy, I told the men we would pay off that morning as we usually paid off on the first day of the month for all the previous month, and after the men were paid I would give them an answer, there must have been some suspicion in their minds that I would decline to increase their pay—for they all remained after being paid and many more of the idle of the city were upon the ground when the last man was paid, which was about 10 o'clock in the forenoon. About that time I came out of the building which we used as an office, boarding house and work shop and told the men that I had given them work for nearly five months—since the winter began, that I was perfectly satisfied with their work—that they had worked faithfully and that I had paid them good, liberal wages for what they had done, that they had told me that they could get plenty of work at $2.00 per day, which I was very glad to know, but that it was more than I could afford to pay them and that I had decided to employ machinery hereafter in excavating Fort Hill, and should not require their help any longer. By this time the machinery weighing more than ten tons, was arriving hauled by sixty horse teams—which went to prove that what I was saying was true. There was some feeling on the part of the men and one or two of them informed me that there was some doubt about my using the excavator. I declined to argue the question but told them that as every man had received his pay, I had only one request to make them, and that was not to interfere with the men who were erecting the machine and to leave the premises to them.

In a little while there was quite a crowd of people and some disposition shown to take things in their own hands—finally I walked up to the headquarters of the City Police where I asked for the chief, who was formerly a Captain in the Army and a man of decided character. I addressed him respectfully by saying: Captain, my name is Farren. I have contracted with the City of Boston for the removal of Fort Hill, in that contract it is provided that I shall have the exclusive use of all the territory of which Fort Hill is comprised and I want it." "Well, Mr. Farren, no one has deprived you of it, have they?"

"Yes, Sir, the citizens of Boston have taken possession of it this morning, and are interfering with my men—I wish to say further that no man has a claim upon me for labor or material employed there for the amount of a dime as I have settled with all my help this morning. I am anxious to persecute [?] the work, and if I am damaged by delay or by violence, I shall expect the City of Boston to make the damage good." "Why Mr. Farren, I have a hundred men on the ground—fifty in uniform and fifty in citizens dress which you may have, Sir, but I cannot see that they have anything. Well, Mr. Farren, you just return to your place of business, and give yourself no further concern, and I will take care that nobody interferes with you or your workmen." On my return in a half hour, there was not a man except my own on the ground, even the police were not visible. From that time until the completion, a period of 14-months, we never had an unpleasant word with any resident of Boston. Captain Savage was a man of his word.

The removal of Fort Hill required from November 1, 1869, to May 1, 1871. The material was dumped into the Harbor, and filled up and formed Atlantic Avenue from Reeves Wharf on the south to Commercial Wharf on the north—after forming Atlantic Avenue the remainder of the material was used in filling the old Docks west of the avenue. The excavation extended from [sic].

While engaged in constructing the canal and branch railroad to Turners Falls, I was invited to join some gentlemen in building a railroad in Kentucky. I hesitated because of having all the business on hand that I cared for, but promised to look into it when it was ready for investigating. In October of that year, 1869, I visited the locality and went over the line—some forty miles had been graded and sixty miles still untouched although the location had been completed the entire distance for some years. The completed road and track was in two sections, something like twenty miles on each end. On the portion to be graded was a deposit of coal which interested me most, and was the principal object I had in view—feeling assured if the coal was good, it would be a good guarantee for business, and it was to see it that I consented to take the trip. I found two veins of excellent Bituminous Coal—one 5 1/2 and the other 6 1/2 feet thick, both showing on the side the hill and easy of access—with good drainage in a healthy and thickly wooded country, with an occasional abandoned farm here and there and a rather scattered population of small farmers, and an occasional hamlet of small homes.

I liked the coal showing and decided at once to join the syndicate to build the road and although I spent but two days there I arranged with a gentleman who was interested in the road and a resident of another county to purchase all the coal, having land through which the line ran—at a certain price. I agreeing to pay for it within a certain time. I did this because of a request made me by Boston parties to purchase anything of the kind I met in my way and that they would furnish any capital I might require, so they would be glad to invest in whatever in my judgment appeared safe, but on my reporting what I did to the other members of the Syndicate—they all agreed to take their proportion of the risk and in that way it became a separate company owned and controlled by the same parties who formed the contracting company. We operate under the title of The American Contract Co., with the following named persons forming the Company: Messrs: J. Edgar Thompson, Thomas

Scott, of the Penna. R. R. Co., Matthew Baird, at that time owner of Baldwins Locomotive Works, Thomas Rutter and myself—on the part of the Eastern men and Col. [Schu], Gen'l. Boyle, H. B. Hanson, Dabney O. Day, and Mr. Dickinson on the part of the Kentuckians.

Each one of these parties took their share of the coal interest and paid their proportion of the cost of the land. We afterwards organized and took a certain portion of the stock for which we paid in twenty or thirty per cent on the par value of the stock, which was used to pay for the land purchased, and to pay expenses incurred in opening mines, purchasing material and stock cars etc.,—and for a working capital.

Mr. John [blank], Mr. Rutters brother-in-law took charge of the operation and handled it with judgment and ability and the first years operation was a success in every way. We started the grading on the railroad early in the spring of 1869, and we drove the last spike in the track on the 22nd February the following year so we were less than a year in grading and laying the track of sixty miles through a pretty rough undulating country that required about the usual amount of grading. There were no large streams to cross so there was little masonry and bridge superstructure on it.

Mr. Rutter who was an old friend of mine took an active part in the purchasing etc., but in stocking the line with Locomotives and cars he always insisted on having me with him as he feared the responsibility so that during the construction of the road, I visited the work several times and attended the monthly meeting of the company at the office of Mr. Thompson the President in Philadelphia. Gen'l. Boyle was President of the Railroad Company—he was also a member of the Contracting Company—the original contract giving the American Contract Co. three directors in a Board of five—virtually giving the management into their hands.

There was a million of dollars issued which was at the rate of ten thousand dollars per mile as a first mortgage on the road—of this each one of the members took his proportion—so that none of them was offered on the market. We operated the road until 1873 meantime purchasing the Edgefield Railroad which connected with our road at its southern terminus at the Tennessee State line—near Gutherie Station of fifty miles in length which gave us a through road from Henderson on the Ohio River to Nashville, Tenn., on the Cumberland. We finally sold out our interest in the railroad to the Louisville & Nashville Railroad Co., who find it now an important branch of their road giving them a direct route from New Orleans to St. Louis and Chicago. They having since bridged the Ohio between the cities of Henderson, Kentucky, and Evansville, Indiana, which will in time become the most important and direct route between New Orleans and the Northwest.

The Coal Company has remained in the control of the original promoters and their successors. As an enterprise it has proved a success, gradually growing in importance and conducted on the same lines as was inaugurated and established at the time it was organized. Mr. Moss continued in charge of the business until in June 1871, when Mr. John B. Atkinson took charge of it as superintendent and treasurer of the company. It has been under his care that it has attained its present standing and most of its success is due to the manner he has conducted its affairs. Col. Schu, of Trenton, Ky., was President of the

company until his death in '89, since that date Mr. Atkinson has been both President and Treasurer of the company.

During the years of 1870-71, I was engaged upon work in Turners Falls. In 1870 I built the Montague Mill, the Farren Hotel, and graded Avenue "A"—and the year following the Keith Mill, and extension of the Canal. In the summer of 1872, I proposed for the work on the track from 42nd St., to Harlem on the Fourth Avenue, New York—my bid would have taken the work, but there were conditions that I would not agree to and consequently all proposals were thrown out and new ones called for. I sent in my original bid, and of course did not get the work. It was a work that I was not anxious for, the responsibility was great and the danger of blasting rocks and removing material in such a thoroughfare was too much to be entrusted to a single individual and I did not care to take in a partner.

In the autumn of that year I proposed for and secured the contract for a railroad to be built from Gardner to Winchendon, in Worcester Co., Mass., a distance of eleven miles. We got it fairly underway before frost came and worked a fair force along the whole line during the winter. The winter was long and severe but we did considerable of the grading and early in the following autumn track laying was commenced and completed by the middle of November. 1873 was a trying year with business men—a panic occurred in the money market in August and the remainder of the year there was great difficulty to get money even when it was due and many enterprises which in ordinary years would have gone on smoothly found great difficulty to exist—and many failed to meet their engagements and went into insolvency. One of our Turners Falls Corporations were [sic] caught unprepared and only for the strength and pride of some of its stockholders would have been forced into Bankruptcy. Its obligations were large contracted principally by building and other improvements made at the time of its removal to Turners Falls—besides business had fallen off in late years, and the profits were small and finally when a meeting of the stockholders was called on July 1873, to look into its affairs, and provide for its future—it was found there was only one thing to do, which was to throw out all its stock and scrip and organize with a new stock—fully paid in to meet its obligations, and to furnish a working capital for carrying on the business. All this was promptly done for there was little or no time to waste. The stock and scrip under the old organization amounted to over $800,000. The new organization called for $475,000 of stock which was subscribed for at once. Many of the old stockholders declining to take their share. The burden of providing for the emergency rested on the few who took the risk rather than have the concern fail.

For some years the business was limited and paid only 6 per cent dividend with an occasional year paying nothing—but after a time new men came into the control of its affairs which has changed its record very much, and what was considered a doubtful investment at the time of the reorganization is now regarded as a fairly prosperous and promising business. During the autumn of 1873, my son who was a student at Seton Hall College at the time, was taken down with Typhoid fever—this with my business trials made this one of my most trying periods of my life; and for a time I felt its effects very much.

My boy was very ill indeed—I was not notified at once, so that when I reached him he had passed the ninth day—he showed the effects of his suffering but was conscious when I

came and recognized me when I came into his presence. The poor boy tried to smile, it was his first lucid moment since the attack, and said "Father, I knew you were coming. I saw you last night!" I remained with him for day and night, but was forced to leave him because of the pressure of business. He received the best of care, one of the good sisters were by his bedside all the time night and day—when she left another took her place, so that I felt satisfied that if it was possible for him to recover that he would have all the attention that could be given him. I visited him frequently for he was constantly in my thoughts and in about five weeks I had the consolation of taking him with me to his uncle's in Pennsylvania where I knew he would be well cared for and regain his health. After a month or more in Bucks Co., I brought him to Montague City where he remained until he returned to College after New Year. He continued to experience the effects of his illness, and his strength was slow in returning and finally after a few months, I thought best to take him from college and decided on taking him for a trip abroad. We sailed on the 13th of May, the Cunard Steamer "Cuba" my old friend Thomas Rutter and family, and George Lord, of Lord & Taylors, New York were with us.

On our arrival in Liverpool we remained with our friends a few days, and then Frank and I took our departure for London—put up at Wesley's, to whom I had letters from Col. Crocker, who made their hotel his home while in London. Although we were strange to the country we got on wonderfully well—made a stay of a week in London, visiting every place of interest there during our stay, then left for Paris.

On our way we fell in with a Gentleman and daughters who occupied the same compartment with us who were visiting Paris also. The Gentleman spoke French very well. I was very glad to accept his suggestion to put up at the same hotel and we remained with them visiting places of interest together, and each one paying his share of expenses. They were agreeable people and we regretted leaving them but as time was an object, my boy and I left Paris for Italy on the first of June, arriving at Turin next day by the Mount [?] route. I was naturally curious to see this tunnel as it was commenced about the same time as we began the Hoosac Tunnel. We arrived at the tunnel about midday and I had a good opportunity for seeing the character of the material through which it was made and the manner and style of masonry adopted. The excavation was easier than with us at the Hoosac Tunnel, being through material of calcareous rock with little or no quartz in its formation. I noticed as we ascended the grade that great attention had been given to details, and every care taken to dispose of the water occasioned by heavy rains and the numerous springs that came from the mountain sides. They were all secured by solid masonry and the water conveyed through underground drainage—leaving nothing undone to prevent damage from floods or surface water. The masonry through the tunnel was principally of stone laid in regular courses with cement mortar—there is no shafts and the grade is continuous ascending from the West.

We spent five days at Turin, the weather being warm and Frank was somewhat unwell for a day—we concluded not to go to Rome as we first intended doing, but to take Milan and Venice on our route. We visited the Lakes from Milan, going by way of Belagio on Lake Como—Guine and Palanza—spending Sunday on Lago Magnis visiting the Bornnie Island, and arriving at Milan same evening from Avona. Our stay in both Milan and Venice

were both very much enjoyed and it was early in June—a delightful season to visit both places. At Venice we spent every evening at the Lido—a pleasure resort in summer on an island seven miles below the city.

While in Venice we had a man who had lived in New Orleans some years as our guide. We was a pleasant man and became very much attached to Frank, we consented to have him accompany us to Verona where we spent a day or two. He was very well informed on all matters of history of the localities, as I wished to have a view of the dolomites, he asked the privilege of accompanying us that far to which we agreed. We stopped off at [blank] on the [?] from whence we ascended the mountain to a height of six thousand feet, from whence we could view the dolomites some thirty miles away, although they did not seem to be more than five miles from the little hotel that we put up at. We were delighted with our journey up the mountain although it required nearly five hours. The descent next morning was very pleasant and occurred in much less time. Were we said goodbye to our Venetian friend and took the train for Innsbruck—the capital of the Tyrol. On my return to Venice some years after, I inquired for Constantin, but he was not there.

Innsbruck is an interesting old city surrounded by high mountains on all sides with snow even at that season coming down two-thirds the way from the top. We spent a few days here being very much interested in the people, the quaint old town and its surroundings—from there we took a train for Litz—where next morning we took a boat on the Danube for Vienna—where we arrived at sunset after one of the most delightful days we could remember. The distance is one hundred and forty miles which we made in eight hours making more than forty stops on our way. The current is very swift, The scenery on both sides very fine and full of historic interest and the day was perfect in all respects. It was a day to be remembered.

Our stop in the capital of Austria consumed a week—the weather was warm and pleasant. Our days were spent in visiting the various places of interest, including palaces, museums and places of intrinsic interest in and in the vicinity of the city. The principal gallery of art was the Palace of Prince Eugene, beautifully situated on an eminence on the outskirts of the city. It being the home of so interesting character who took such a prominent part in the wars between Austria and France added to the charm of visiting the place—which we did almost every day during our stay in Vienna. Our evenings were spent generally in Volks Garden, where the Emperor's Band and that of Joseph Strauss played alternate evenings giving us the grandest treat of the kind I ever knew. Each band was composed of between sixty and seventy instruments—each performer being an artist in his line—nowhere else in the world could we find their equal. One night we devoted to the opera which was grand. We heard the Opera of Norma, the only time I heard it and perhaps the only city that could produce it. Music is an art in Vienna as it is in no other city I have visited.

The one blot in Vienna that came to our view was to see women employed in menial labor suitable for men alone to perform. Young girls were employed in almost every drudgery that was required to be done, while the men who by right should be employed in it, were conspicuous by their absence. We enjoyed our stay in Vienna very much, and went direct to Munich, the capital of Bavaria—a quaint old city, with some old-fashioned brick

churches and some fine galleries of modern art. From there we traveled to Augsburg, to Lake Constance and Lucerne in Switzerland, spending a week there. During our stay at Lucerne, we sailed up the Lake to Flusllen and visited [?] the scene of William Tells' exploits, all of which interested Frank greatly, and we ran up to see the opening of the great St. Godard Tunnel which had been commenced about a year previous. We were kindly treated by the Engineers and contractors—a letter furnished us by Governor Talbot of Massachusetts assuring us entre to whatever we could see. I was interested to see their method of excavating which differed somewhat from ours in America, they were vigorous, and had their advantages—but on the whole I prefer our own to them and would not care to adopt unless I had similar material as theirs which was of a calcareous character and easily excavated. They spent enormous sums for plant, and their waste heaps showed they spent considerable money in experiments.

Labor was cheap, and the material largely removed in baskets on the heads of women and girls.

From Lucerne we drove to Interlacken and thence to Berne, here we took cars for Strausburgh which was then in a state of chaos from the effects of the Bombardment of the Germans during the French and German War of two years previous—very little had been done in the way of repairs upon the fortifications and the effect of the 60-days continuous bombardment were still to be seen. From Strausburg we took cars for Heidelburg, where we stayed over Sunday and walked over the heights which lie towards the Rhine thence to Frankfurt-on-the-Main, a pretty town with some relics of Charlemagne whose capital it once was, thence next morning to Raderscheim, where we took steamboat for Cologne. Here we arrived in good time in the evening—after a pleasant and interesting day—although the day was not equal to that spent n the Danube a couple weeks previous. From Cologne to Antwerp—thence to Brussels—all of these towns are interesting to the traveler especially if he is familiar with the history of the various countries in which they are situated.

Brussels is a particularly interesting city and very attractive besides. From there we visited Waterloo, it being nearly the anniversary of the battle, we could imagine the appearance of the surrounding country at the time of the battle and gave a whole day to going over the ground and at the same time reading a description of the battle. There were old men there too, who soon found out on which side our sympathies lay—and gave us full description of the struggle at various times during that eventful day in the most feeling manner, as Frank used to describe it after we returned home.

After a few days at Brussels we started for Paris where we found our friends, the letters and the Lords who had just arrived hat far after their stay in England. We reached Paris about July 10th so that we had been separated from our friends something like 2ix weeks only.

While In Paris I received letters urging my return that I might compete for the completion of the Hoosac Tunnel. The contractors had failed to complete under the condition that they entered into with the state for completing the tunnel with tracks etc., ready for use. It was found that a larger portion of the tunnel than was contemplated required arching, and as the money originally appropriated to pay for all work required upon

being exhausted, a new appropriation of over two million dollars was appropriated and placed in the hands with authority to complete the work in the manner which in their judgment was best for the interests of The Commonwealth.

Before leaving for Europe in May I called upon the Governor, and Council to say goodbye and get some letters which the Governor and other heads of departments had volunteered to furnish me with parties abroad which might be useful to me. It was during that call that the subject of reletting the work was brought up and I was told it was the wrong time for me to go away, as the work was to let, and that they desired a bid from me when the work was ready for the letting. I was completely taken by surprise as I supposed of course that the contractor who was then at work and who had the plant and men necessary for completing the work would be in position to take it all on terms that no other could afford to offer, but I was given to understand that the work would be open for competition and that a bid from me was desired.

It was too late for me to change my plans as my passage was paid and date for our sailing was less than a week ahead, so I told them that I would return any time they would notify me to come, that I would be prepared to submit a bid ten days after landing and would be prepared to put the work under way ten days after the contract was signed, in case I should be the successful bidder. The letters I received in Paris stated that I should hold myself in readiness to come at any time, as everything was prepared for disposing of the Tunnel work. Acting upon this suggestion, I immediately secured passage to Boston, on a Cunard ship to sail about the middle of August.

We remained with our friends in Paris for about a week, then bidding them good-bye left for London—where we spent ten days, then through Warwickshire and other interior counties for another week—then over to Ireland where we remained until we took the ship at Queenstown for home. On my arrival in Boston, the Governor's secretary met me on board the steamer handing me a note from Governor Talbot, asking me to call at the Executive Office the next morning which I did. I then understood that the work would be let to the lowest responsible bidder without favor to anyone, and that I had just two weeks to prepare my proposal. I told him the time was ample and that I would be on hand on the day named if well.

My proposal being far below that of any of my competitors the work was allotted to me, and the contract after considerable delay owing to the difficulty of agreeing on certain provisions required for the protection of both parties to it, but all was finely satisfactorily arranged, and I commenced operations sometime after the first January, 1875. The work contemplated to be done in the contract was for the taking down of the roof of the tunnel to the depth of six feet and the enlargement of the tunnel sufficient to admit of side walls, and arch through all that portion that might be deemed unsafe and required to be supported and kept in place by masonry, so as to make it safe for the running of trains, free from danger of accidents from that source. The drainage was also to be cared for, and secured by permanent drains—all work being of selected brick, and laid in cement of approved quality.

The specifications prepared by the Chief Engineer were so lengthy and made up of words capable of being construed into different meaning that after reading them over

carefully, I found it would be well nigh impossible to try to write a contract based on them that would be binding on either party. I suggested to the Governor and Council, before I submitted my bid that some changes would be necessary in the wording of the specifications to make them perfectly plain and to avoid difficulty. I was told in reply that there had been much friction between the former contractor and the Chief Engineer relating to the contract under which the work had been done, and that they were determined that all future contracts should be so made as to avoid all difference of opinion as to their meaning and that changes should be made wherever necessary to secure that end. It was with this understanding that I submitted my proposal.

The engineer was a well disposed man, honest and well meaning, but liked to be over exacting, and was very decided on any point upon which he had a fixed opinion. I knew him very well, and my object was to secure a contract, that would be so constructed as to not admit of being misconstrued as I had learned from experience that while the State authorities were disposed to do full justice to the contractor, there were always some to take the benefit of any doubt that might arise in matters of this kind, and the contractors only resource would be to apply to the legislature, should he feel that full justice had not been done him—a process I never cared to resort to, and never did.

When the work was allotted me the subject of writing the contract came up, and to save time I suppose, I was told to take the specifications home with me, and to write out just such a contract as I wanted, and to bring it to Boston where it would be submitted to the attorney General and the committee of the council who would trim it, so that it would be acceptable to the authorities, This I did after arriving home in the evening, I sat up all night and wrote out the form of the contract, which I had Hazelton to copy, and I presented to the Governor and Council the next day. Of course I made it as near as possible fair and unbiased—in which both parties had their rights defined in language that could not fail to be understood and in words that were capable of one meaning only. The terms were exacting and briefly stated, and nearly all the provisions named in the original specifications were included except a very few regarding the manner of supporting the arch and roof of tunnel, which even the engineer himself admitted was an improvement. I also added a provisional clause at the finish providing that in case of any dispute arising between the Chief Engineer and contractor regarding the meaning of any portion of the contract or anything relating to it, that each party could appoint a referee—these two to appoint a third, to which the matter in dispute would be referred, whose decision would be final and conclusive. I added the clause at the suggestion of the chairman of the Hoosac Tunnel and acting Lieut. Governor, who it seems was compelled to hear all the arguments and disputes in regard to the former contract. I need not add that I did it very willingly, and it proved most satisfactory for I never had any difficulty with the Engineering Department during the time employed on the contract.

Mr. Shanley who had secured the contract for completing the Tunnel in 1868, had graded the tunnel—leaving it ready for the track which was included in his contract to do, but which he failed to do. Mr. Monson who was engaged on the straightening of the road east of the tunnel was given the track to lay from the east entrance to the center of the tunnel, the other half was offered me, but I declined to bid on it, and suggested that Mr. Monson lay it

through the tunnel, and would furnish ballast and surface the track, and put it in order for use—which was agreed to.

The track was completed through the tunnel early in February 1855 [clearly, 1875 is meant], when I took exclusive control excepting the right reserved by The Commonwealth of running one mixed passenger and freight train—each way daily on a specified schedule time.

As no one cared to take the risk of running the train, I agreed to do it myself—taking all revenue from passengers and a fixed price for express and freight so that from the completion of the track until the tunnel was pronounced finished no trains were hauled through the tunnel but those attached to my own locomotives and under the control and in charge of the men in my employ. I will mention here that during the 18 months we engaged in hauling through the trains the number of freight cars frequently exceeding the number of three hundred in a single night, and for the greater part of the time we averaged six trains of freight cars each usually from forty to forty-five cars in the train—there was never an accident or injury to any man in my employ, (and there were no others permitted on the train) and no damage done on cars or trains to the amount of ten dollars, during the time. My men were sober and reliable and the distance for each trip was a little over seven miles on an average—which made fourteen miles for a round trip. Each engine making three trips would average a run of forty-two miles, which was done on schedule time, as the trains were made up on each side ready to be coupled to and the sidings ready to receive them on their passing through the tunnel.

Everything was done under a system which was strictly observed, the companys on each side furnishing an engine as a pusher to each train until it reached the summit of the grade at the central shaft, when it returned light to the starting place, where it remained until wanted for the next train, for which service I paid a fixed price to the companies. During all this time this work was done during the night—the first train passing through the tunnel about 8 p.m.—the second trip was made about 12 midnight, and the last train reached the starting place at about 5 a.m. I had two sets of men for the locomotives—they usually changed at six o'clock, evening and morning. The locomotives were kept fired up from Sunday night at 12 to Saturday night the same hour or a little later. They were good engines, one I had built especially for that service and were never out of repair during the 18 months they were employed on my work.

Before calling for proposals for completing the tunnel, the authorities consulted a committee who had been appointed to consider and report on various matters relating to the work required to be done. This committee of experts comprised of engineers of standing and men of experience—one of them had held a position of importance under the state for a number of years previously. One of the things they were requested to consider and report upon was the maximum rate of progress the contractor should be called upon to do. In their report they stated that a progress of one hundred feet of excavation, and of finished arch—all complete would be in their opinion a fair estimate of what the contractor should be called upon to do. My absence abroad prevented me from knowing anything about these proceedings, and it is a question whether the matter would interest me sufficiently to inquire,

had the opportunity been given me, and when I wrote out the hurried draft of the contract—when I came to this question, I put down that the contractor would be required to average two hundred feet of completed tunnel from the date of signing the contract or getting control of the tunnel.

Of course it took me some time to prepare my plant, and to organize a force of skilled workmen, capable of doing a work of this kind. The delay in getting the track laid through the tunnel consumed some time, but the principal delay was in finding the men and the material I wanted—so that two months of my time was consumed in getting under way and training my men into something like system. I had a number of my old bricklayers and some of my former foremen who soon got into practice, but to the majority of the men the work was new and for a time the progress was slow, and I was considerably behind in progress. After three or four months I reached the progress that my contract called for and soon began to lessen the amount scored against me occasioned by the first months' poor showing.

Each month increased the amount of work done, until I had reached the limit called for in my contract. The railroad authorities when roads connected with the tunnel and when business was to pass through, at times became urgent for greater progress of the work, and annoyed the Governor and Council considerably by their constant efforts in that direction. This commenced as soon as they found that it was possible for me to complete more than the two hundred feet specified in the contract—as the monthly limit required—the pressure became so strong that finally the Governor wrote me a line requesting me to call at his chambers when again in Boston, which I did, the following day. Although the subject never was mentioned to me by any of the state officials, I had heard of various meetings held, where the subject was more or less discussed and when the Governor told me of the pressure that had been brought to bear upon him, and the council and the earnestness of the Railroad Corporation to have the work upon the tunnel hastened—he put the question: Whether it was possible for me to increase the limit one-third more than what was agreed upon? I replied—It was, then he asked if it could be increased one-half more? I replied "Yes Sir." Then with a great deal of earnestness, he asked—could you double your present progress? I did not expect to be interrogated upon this subject and was not prepared with an answer.

The subject had become serious, and I considered some minutes, and finally said: Your Excellency, it is a hard matter these days to place a limit to possibilities, it is very much a matter of dollars and cents, and there are conditions upon which I would agree to double the progress that my contract calls for. His next question was to ask if I was willing to name them? I replied that I had not considered the matter at all, as I had no reason to think that I would be questioned on the subject, and was entirely unprepared to give terms that would justify my assuming a risk of the kind. I was urged to name the terms according to my own judgment—that I would double my present monthly progress, that if afterwards I found I was mistaken there would be nothing binding in it, and I would have the privilege of declining to be bound by it. As I generally complied to requests of this kind coming from the heads of the departments, after a brief silence I said the prices contained in my present contract

contemplated a progress of two feet per month of completed tunnel. This is a reasonable limit and requires only ordinary means and force to accomplish—now to double the limit would require extraordinary means, a large force, and necessarily much of the work would be done at a disadvantage, the space is limited and the danger of life and limb of the workmen would be increased in proportion to the increase in progress—to assume all these risks would require an advance of prices of at least twenty-five percent over the prices called for in my present contract.

This conversation took place in the Council Chamber with the Governor presiding. He alone putting the questions. As soon as I had named terms, I was asked whether I would agree to accept these terms should the council advise a new contract based upon the prices as you have named. I finally told him that I would agree to take the risk on the terms I named. I felt there was considerable guess work in it, but was anxious to meet what was evidently the wish of the Governor and council in the matter. The Governor immediately turned to the council and requested each one to express their views in the matter. They unanimously favored the closing of the matter on the terms I named, and the member who gave his vote last stated his willingness to vote in the affirmative providing the contract is made retroactive—that is that all work done under the contract should be paid for at the same rates provided the average of progress from the commencement of the work be at the rate of four hundred feet of finished tunnel; as I had been at work for several months and making the contract retroactive contemplated an average of five hundred feet per month seemed rather appalling, and I was waiting until my attention to the remark of the last speaker—and was asked how the suggestion appeared to me. I looked up and took a survey of the gentlemen, and replied I was waiting to learn whether I here was anything more to add. They all replied there was not, and if they accepted the last proposition, there would be nothing further required of me, and that the new contract would be prepared at once, ready for my signature—that I could proceed to take monies for carrying on the work under the new conditions, and consider the matter as settled between them and me.

I took my departure at once after spending the most interesting half hour in my memory deciding a matter where the sum was up into the hundreds of thousands of dollars, and assuming the risk on a venture—that was impossible to say would bring me success or failure—dealing with a power that had no limit and subject to being misrepresented In every possible form by those who were enemies of mine because of what they termed the partiality shown me by the authorities, who insisted on my doing all the work required to be done, in the vicinity of my other work, when I would very much have preferred to have declined them, as I had quite as much as one man could attend to, and would have felt relieved if they would have passed me by and given them to someone else.

Under the new arrangement just entered into with the Governor and council, I had assumed a task that required serious thought and greater effort than anything that I had previously undertaken. It contemplated the completion of an average of twenty feet of finished tunnel per day—the work being done in a space of twenty-four feet in width, which the excavation of sides and roof filled up to a height of over eight feet or more of debris which had all to be removed, and the track cleared for passage of trains during the whole of

the night, and for the passage of the supply train and at least two through trains during the day, as required by contract.

To do this required a force of nearly five hundred men who worked in an atmosphere, never entirely clear of smoke which at times was so dense as to make a lighted candle held at arm's length scarcely visible. The rock to be removed was extremely hard, composed of quartz and a species of scienite principally with a slight mixture of talc and mica—the gangs usually drilled from four and a half to six feet in each shift or day—he work had to be done by hand as power drills could not be used on the temporary scaffolding required for taking down the roof and sides with advantage. Each gang's limit was to drill the holes, bore them with dynamite, and after exploding them clear the track for the passage of trains—leaving to the men employed for the purpose to load it on the cars to be conveyed to the place where it was deposited, and used for the purpose of making track running near the North Adams Station.

To accomplish this work required in the neighborhood of 60,000 brick, 125-140 bbls. cement and some 25 cubic yds. of sand in the masonry per day, and the removal of over 200 cubic yards of debris from the excavation. To do this required system regulated to a perfection equal to clockwork. The most important of all things to be considered was to avoid accidents to the men and to provide for their safety. That task I considered my own and I gave it my best thought with the result that we lost one man only during the eighteen months we were engaged upon this dangerous work who was killed on the work he was employed to do. We lost a number of others—most of them most valuable men too, who were killed by attempting to perform work that they were positively forbidden to attempt. This was mostly in attempting to couple cars for which work a man whose whole duty it was to attend to—was especially employed, and who of course was experienced, never met with accident.

The months that we were at work had given my men experience and they had become wonderfully expert in the different departments especially in the taking down and putting up the centers on which the brick were laid in the arch. I was very fortunate in my selection of men who had charge of the various departments who performed their work with a promptness, and fidelity entirely faultless, without a particle of attention from me. I paid good wages and received just and fair services. Each man had his task and was held strictly responsible for its performance—time was limited and each task had to be performed at fixed hours. There was no delay except when a large obstruction fell from the roof on to the track which occurred more than once. When this occurred we never lost time to drill, but simply piled ten or twelve lbs. of dynamite upon it which we covered with a few shovels of sand and set it off. The rock being very hard the concussion would shatter it like glass, and in a few minutes it would be removed, and the Engine and train would pass on its way. We used wood in our Locomotives as its smoke was less offensive than that from coal. The ventilation of the tunnel depended very much upon the condition of the atmosphere outside. When the wind was east and west the current panned through carrying the smoke with it. This was during the summer months, but during the winter owing to the extreme cold we were forced to put doors on the west end to protect our men from which was very severe, and penetrated

the whole length of the tunnel. In addition to the smoke from the locomotives we consumed from a bbl. [bushel barrel] to a bbl. and a half of candle petroleum for lamps for lighting the work and for use of the workmen, bricklayers, miners and many of the men employed in other work being each supplied with a lamp.

At the same time that the state authorities were disposing of the work upon the tunnel, they were proposing to commence the work of straightening the Troy and Greenfield Railroad from Greenfield to the tunnel. I was approached by the President of the Board who were appointed under the act to superintend and carry out the provisions of the act incorporating the Hoosac Tunnel and Western Railroad Corporation. The gentleman was not a railroad man, and he suggested that I take the management of carrying on the work. I replied that I had already contracted for the Tunnel enlargement which I thought was quite sufficient to keep me busy and that I could not see any way by which I could assume any more work.

He seemed to be somewhat disappointed as he evidently counted on my services, and finally told me that he was somewhat at a loss how they were to organize a force to do the work without the aid of a man familiar with the business, and asked me if I knew a man to recommend for the situation. I told him I did not, but suggested to him that it would be better to put the work under contract to responsible parties that if it were done by the State, the management would be subjected to the criticism of every one, and no matter how faithfully the work might be performed, it would be impossible to escape unjust criticism of the sensational writers of the day. He asked if it was possible to let the work by contract, and if I would submit a bid. I told him I could not do it, but that men familiar with the class of work to be done could estimate correctly on its cost and could bid on it intelligently, and after some more conversation, I consented to bid on a portion of it that he regarded as most difficult to estimate on.

The result was the work was duly allotted—I getting the portion between Shelburne Falls and Bardwell's Ferry. It was isolated from any public roads, and difficult of access between the points mentioned. It was all very familiar to me as I had originally graded it, partly in 1860 and in 1867. It was heavy work including the rock cut and bridge across the river above Bardwell's Ferry Station. This added considerably to my cares—but I got it under way by sub-letting the greater part of the distance, but reserving the heaviest portions to do myself—which consisted of the heavy work in the vicinity of Bardwell's Ferry. This work I got under way early in the winter and worked a large force upon it throughout, until the following spring and when parties took under contract the excavation of the heavy cut leaving the masonry of the bridge alone to be done by my forces.

I increased my forces gradually and kept increasing the monthly progress until I was fully capable of complying with the conditions entered into on the new basis. The contract was exacting and all parties interested were waiting for the completion of the tunnel, as the business of the road was growing rapidly and had reached the limit of my ability to carry through the tunnel months before my work upon it was pronounced finished.

On July 1, 1876, the final estimate was made and it was found my part of the contract was performed agreeable to all its conditions and to the satisfaction and acceptance to all in

authority, and ten days afterwards I had received all that was due me, and the tunnel pronounced completed within a few months of twenty years from the date of its commencement by Haupt & Co., I having spent something like seven years upon it during that time.

The Hoosac Tunnel was regarded by many as a visionary scheme which would never be worth the money it cost, and be a useless burden on the state to maintain. It has now been in operation twenty-eight years, and has already developed into a thoroughfare for travel and freight far beyond the anticipation of its most sanguine promoters, and will naturally continue to increase with the growth of our country, until its capacity will be taxed to its uttermost, with all the additions and improvements in its alignment, and the number of tracks that may be made in the future. It has already done much for the prosperity and growth of the section of the State through which it passes, and they will continue to increase in wealth and population for many years to come. The increase of revenues from taxation and the increase of values cannot fail in time to repay the State one hundred fold for all the money, time and labor expended in its construction. The work was done to a disadvantage at times, because of a lack of experience of those in charge of some of the departments. It was a new business in the State and practical men were difficult to find, and one portion of the work was perhaps the most difficult of the kind ever attempted—this problem was solved by me—and I had no competitor for it although the country was searched to find one.

The terms I named were just as the result proved, as it was only sufficient to pay me for my time and risk and to enable me to maintain my self-respect, and independence. I always regarded contracting as a perfectly legitimate business—was proud of being a contractor and never in all my experience was never in a position to ask for a single dollar that my contract did not bring me, and was not honestly due me. I never asked a favor, and never expected from any man more than a sense of justice would prompt him to do. Never had occasion to question anything was allotted me by engineers, or others placed over me, and never had a law suit in my life except one, and that was when I permitted my lawyers to test a matter that seemed to them to have no standing, with the result that I had predicted when giving my consent to have it go to trial.

I loved my profession for I had studied it with ardor for many years—when a boy driving cart for my brother, I made up my mind to be a contractor if I lived, and all the time that I interned until I again came to railroading, everything I did was with a view of fitting myself for that calling. I clerked in a store and followed the canal which afforded me excellent opportunity for studying the art of protecting banks against the action of floods, the construction of dams and the character of masonry suitable for different conditions—nothing that was exposed or liable to damage from the action of water escaped my notice: foundations of bridges, aqueducts were all objects of interest to me, and the methods adopted in different materials noted, so that in time I became familiar with them. The experience in a country store gave me an opportunity for perfecting myself in bookkeeping—the character and value of goods and materials while the work upon the Canals and railroads which was one of the first line of works constructed in the country, and done under a system of engineering, was excelled for thoroughness and attention to detail in this country—gave me

a knowledge of detail that no school in the country could afford me. It was this knowledge of detail acquired from observation together with the works I was afterwards engaged in myself, that gave me courage and confidence in myself that prompted me to take work, and assume risks that others declined and it is to this alone that I attribute what little success I have met in my business life.

During the time I was contracting with the State of Massachusetts my work was of a different character and although the administration changed almost yearly during the time—and one time a Governor of the opposite party was elected, the treatment I received at their hands was always kind and courteous in the extreme. I never had a grievance of my own to report to them, but had to explain a great many complaints made to them of unaccountable acts on my part towards the railroads and their employees whose rights I was always abusing, fortunately I had a ready defense in my contract which never failed to define my rights in such a way as to justify my actions in every case, so that no argument was ever required. The facts were that the railroads never concede rights to anyone, but as I was contracting with the state the condition recognized that the contractor was entitled to protection while engaged in straightening the road—so long as it was not necessary to exercise my privileges they lay dormant, and it was only natural that they became satisfied that we were subject to the same rules that governed their own roads—so that when I found it necessary to assert myself and restrict them to certain lines, they became indignant, and when I ordered my foreman to exact everything that belonged to us—they were furious, but the contract settled everything, and we were permitted to finish our work without further interference from any source.

The contract for straightening in the railroad was completed just one month after that upon the Tunnel, so that upon the first of august, 1876, my career as a contractor ended, having made up my mind that I would retire, and devote the remainder of my time to my family and to the industries in which I was interested and took part in promoting, having always held the opinion that when a man had secured a fair competence and had reached fifty years the proper thing to do would be to retire and leave room for those who were struggling for an opening. I loved contracting and had followed it for more than twenty years faithfully, and it required some firmness to resist the various offers made me to return to it than I can find words to describe, but I persevered and feel I acted wisely, and after settling with the state which was done very promptly, I sold out all my plant and returned to my farm where I enjoyed the freedom from care that for so long a time I was looking forward to.

After my rather trying experience in Kentucky, my affairs were with one or two exceptions all I expected from them. I was treated fairly and was entrusted with large contracts by the state and corporations without being called on for security. My work was done satisfactorily to them who paid me, and there was never any difficulty in their settlement—altogether I was fortunate in many ways, especially so in having retained the respect and confidence of those who reposed their trust in me throughout, the time engaged upon the work—and as long as our acquaintance remained.

I had now passed my forty-eighth birthday and upon the completion of my contract with the State of Massachusetts, I decided to retire from the business which had brought whatever success I had acquired.

I had every reason to be satisfied for I was not desirous of becoming the possessor of great wealth. I had acquired a competency sufficient for the support of myself and those dependent upon my assistance, and I wished for nothing more.

Twenty-five years was devoted to preparation and in acquiring a knowledge of business and fitting myself for whatever position circumstances might bring me. I knew that a knowledge of details was one of the requirements for a practical man to possess, and I devoted much time and thought to things that many pass by as too trifling and hardly necessary—but it was this knowledge that enabled me to conduct all departments of my work and to know when they were properly managed, without having to rely upon information from other sources, and to place responsibility where it properly belonged. It also gave me the faculty for judging justly, in case of an accident, or where there was a lack of promptness so that I seldom was at a loss to decide a question at once, and without delay.

Often during these years I accepted positions that afforded but little return in a pecuniary way, simply to become familiar with some branch of business that I deemed it necessary to know. In this way I learned bookkeeping—the value and quality of goods such as was usually kept in a country store, which after all is as good a school for a young man who has to rely upon his own efforts, as anything he could adopt for a reasonable time. I also acquired a knowledge of stone and brick masonry and also the best methods for securing foundations and the more difficult work that is encountered in the construction of masonry in public works. I loved work of this kind, and also books to which I am indebted for much of the knowledge I gained on subjects mentioned.

My brother gave me employment occasionally but as a general thing left me much to my own resources. Whenever he required my services I was glad to go to him—but he never encouraged idleness, and I was not one to be content with doing nothing, so when matters became dull with him, I generally looked elsewhere for employment. When I finally quit his employ and took a position with the Foster Bros., in Ohio, it was because I thought he failed to recognize my claims upon him by refusing me an interest in the mountain work, after my having given a whole year as a partner in the previous contract where there were no profits and of course I got nothing. I felt he did not treat me justly, by refusing me the same interest in the new contract, and taking in his brother-in-law who had no knowledge of the business as his partner. It was hard for me to quit his house for I always laid my hopes of the future on having his support and influence to aid me—to say nothing of the ties and associations that were so precious to me of all the years.

It was in Ohio that I began to do business for myself. I was twenty-five then, full of life and energy—and with a faith in myself that no disappointment could dampen. My four months contract for two bridges were a success and my profits more than equaled my expectations. My contracts in Kentucky promised well, and if I had wound up my affairs when work upon the first contract was suspended, I would have come away with fair results—but I was well treated by the Fosters, and they prevailed on me to stay with the result that my three years spent there were rather poor, as far as dollars and cents were concerned, but rich in the way of experience—which perhaps proved more valuable to me afterwards than the money might have been.

My first experience at the Hoosac Tunnel was for a time more of the experimental than real. It was an uncertain condition of things but then, too, I learned to know men and their ways. After the suspension in Massachusetts I contracted with the Pennsylvania Railroad Co.—it was during the war, and prices of labor were constantly advancing, as well as the cost of all material and including provisions—on work of the kind. It was only in 1866 when I took the contract of the west end of the Hoosac Tunnel that I felt I was fairly embarked in a business that I had always looked forward to as the only pursuit that I really was fit for, and on which my hopes for all future success rested. During my years of struggle up to this time I had accumulated a capital sufficient to justify my taking large contracts and up to that time never (except while in Kentucky) had I any cause for care in that regard, always having plenty to meet my engagements promptly, which enabled me to give all my time and attention to the prosecution of the works I was engaged in. My health continued good all these years— the attack of Typhoid fever in the autumn of 1865 being the only illness I experienced.

In the winter of 1874, soon after entering into contract with the state for the tunnel work etc., my old friend Colonel Crocker died. He was a member of Congress at the time, and the climate of the City of Washington and the life there affected his health and after a brief illness he passed away at his home in Fitchburg. He was one of the first of our Turners Falls promoters who died—was seventy-three years old. Had passed a busy and useful life and his death was deeply regretted by all who knew him. To me he was one of the best friends I have ever known, our relations were very near—he gave me his confidence which I held sacred. It was to aid him I came to Turners Falls, and finally became so largely interested that I made it my home, there to give it whatever aid I could. Upon the death of Colonel Crocker I was made president of the company as his successor, which position I held until I settled in Philadelphia in 1878-9.

I visited Kentucky with my son Frank in 1875, for a little vacation from work, and to see how matters were progressing there, then not having visited the mines for eighteen months. While there I met my second wife, who was Miss Caroline Atkinson, sister of my former engineer—and for more than three years in charge of the work at Earlington. I had known the lady for nearly ten years—admired her very much but the difference in our religious views always seemed to me to stand in the way of our ever becoming towards each other anything but good friends, but after a conversation with her the question of a nearer relationship was discussed, and six months after we were engaged to each other for life, the marriage was postponed, and fixed for January 1877, when we were married in the Catholic Church by Father Carter, in the Church of the Assumption in the City of Philadelphia on January 11th. There never was a question of religion mentioned between us after marriage—she always accompanied me to church on Sundays and holidays. She asked for and received instructions from our pastor who married us, and early in the spring of 1881, after an interview with Archbishop Corrigan of New York, she expressed a desire to be received into the church, which was immediately granted as the Archbishop pronounced her sufficiently instructed. She was baptized and received Confirmation and Communion at the hands of His Grace May 18th, 1881. My old friend, Miss Joanna Patterson, who was with us at our

wedding dinner stood sponsor. She was also a convert to the Church and was a faithful Catholic for many years, after our marriage we visited the South—spent some time with our friends in Kentucky, and about the middle of the summer took steamer for Liverpool.

My son and niece Mary Farren accompanying us. We sailed August 20th on the Cunard Steamer "Scythia" Capt. Haynes—having for fellow passengers a number of Lady Superiors of the Sacred Heart, among them was Madame Dunn, of Albany, to whom I had a letter introduction from the Archbishop of New York. We had a pleasant voyage accompanied with fresh breezes which gave us a lively sea for the greater part of the way, which for a few days affected Caroline, and she suffered from sea sickness, but finally recovered entirely, enjoying the remainder of the journey very much.

Frank and Mary proved good sailors and were very well throughout the voyage. We had a total eclipse of the moon the third night out—which came on about 10 p.m., and was witnessed by all the passengers who remained on deck while it was passing. There was rather a peculiar motion of the sea at the finish which disturbed the quiet of our lady passengers, and it fell to my lot to escort all the ladies of the [?] to their state rooms, two flights of stairs down. After I had accomplished this duty I was in condition to join my wife at the rail and experienced my first sensation of genuine sea sickness—from which I date the beginning of an experience which has accompanied me in every voyage I have taken by sea since, but which fortunately has never distressed me any because of its short duration. I was introduced to Col. [blank] by our mutual friend Mr. Freeman of North Adams who was also a passenger on board. We came to London to assist Dr. Bell in promoting the telephone in Europe. In consideration of a remark I made to Col. Reynolds during the passage I had the privilege given me of being the first to send a message by telephone in Europe. It was to Dr. Bell who was at the other end of the wire which was only a ¼ mile in length.

I had it in my power to become owner of a good share of the telephone in England which afterwards proved very valuable, but as I went to Europe for the purpose of getting away from business I declined the offer made me, and so missed the opportunity of acquiring a fortune. It may seem strange that I should not avail myself of such an opportunity for adding to my store, for I had no doubts whatever of the success which was sure to follow the introduction of the telephone in Great Britain, and in the ability of the man who had it in hand to conduct it, but I had already acquired sufficient means to insure plenty to myself and those dependent on me, earned through busy and earnest efforts and I had no desire to become rich with any instrument of the kind. Still I proffered assistance in case it was needed to Col. Reynolds who I learned to respect very much during the voyage, and was willing to give him a helping hand in case he required it. Soon after my conversation across the wire with Dr. Bell, our party left for Paris where Col. Reynolds called on me a few weeks after, and that was the last I saw of either gentlemen until my last trip from Europe on the Lucania in 1898.

I met Col. Reynolds who was a passenger on board. It was only a day or two previous to our landing that looking over the passenger list I saw his name. We was pointed out to me by one of the passengers, but the twenty odd years which had elapsed meantime had changed his features so much that for a time I hesitated to address him.

Finally having an opportunity, I asked him if he crossed on the Scythia from New York to Liverpool in august 1877—he replied he did. I then inquired if he remembered having seen me on board. He could not recall me until I mentioned the circumstances which brought me back to his remembrance at once. We then related the whole affair to the men who were present in the smoking room—stated precisely what he had offered me—and what another party who had furnished him with a much less sum than I had offered him realized from his investment. The only reason for his not accepting my offer was that he would take no risk in borrowing on his personal credit, but was willing to give a portion of his own interest to me provided I would share the risk. The Colonel made a handsome fortune I am sure, although I did not question him on the subject. The years had told on him and he had changed much physically, but retained much of his kind, quiet nature that made him such an agreeable companion and friend.

After landing at Liverpool we spent a few days visiting places of interest in the vicinity of that busy city. We spent a day at old Chester seeing the quaint old Palaces, Churches, and ruins—which with old wall and remains of Roman Bridge is fully worth a day. There are many stories and old legends connected with this old city that adds to the interest of a visit. From Liverpool we went on to London where we remained a couple of weeks and then to Paris by way of Brussels where we secured comfortable apartments at the Hotel Splendid near the Bombard and Rue de la Paix. After some weeks there it was arranged that Frank should enter a school at Malle near Ghent to improve his French while my wife and niece took apartments in the Rue Bourgeaux to help their accent, this street being in what is called the Latin Quarter where French only is spoken. I accompanied Frank to Malle and saw him fairly installed in his new quarters and left feeling rather blue and sad at the separation, but we did what we thought best although it deprived us of being in each-others society, and I came that same evening as far as Lisle on my way to Paris, where I arrived the next day about noon. I put up at a hotel in Lisle at which there was no English spoken and as I could speak no French I had a rather interesting time. However I succeeded in getting a good supper as well as a clean room with a fire and a cup of coffee at 6 a.m. the next morning before taking a train for Paris.

After returning to Paris I secured a place for my niece Mary Farren with a family named Frank living in Rue Victor near Hreenvulle, where the husband taught the piano and the Lady taught French. They were an excellent couple and made my niece very comfortable during her stay of three months. After making these arrangements Cassie and I left for Germany taking Brussells in on our way and where Frank joined us and spent Sunday with us, in going by way of Cologne, Munster, and Hanover to Berlin where we remained a week, thence to Dresden where we met the Peabodys from Greenfield very much to our surprise, while they were prepared for our coming by letters which had preceded us addressed to their hotel.

After seeing all that Dresden could boast of, we took the train for Vienna where we spent a very satisfactory week, thence to Munich. While in Vienna we ran up to see Innsbruck the capitol of the Tyrol for a day or two. We had in our party a young student from New York who was to enter the Franciscan Monastery at Innsbruck and who with

another young student from Kentucky who had spent some years in that institution dined with us that day at the hotel. The latter told as many amusing stories of the peculiarities of the Tyrolese—among whom he had visited during his vacations.

~ The End ~

By way of a copy of
"The Diary of Bernard N. Farren 1827-1910"
in residence at the Carnegie Public Library Turners Falls, Massachusetts
Special appreciation to Susan SanSoucie; Director of Library Services, Town of Montague, Massachusetts.

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## BERNARD N. FARREN.

By Francis N. Thompson

Any sociologist looking for facts relating to the evolution of a self-made, self-educated man, can find no more fit or interesting subject for investigation, than the life of the late Bernard N. Farren. Born and reared in comparative poverty, with very limited opportunity for attendance at school, he early realized the truth of Daniel Webster's saying; that "Costly apparatus and splendid cabinets have no magical power to make scholars. In all circumstances, as man is, under God, the master of his own fortune, so is he the maker of his own mind. The Creator has so constituted the human intellect that it can only grow by its own action; and by its own action and free will it will certainly and necessarily grow. Every man must, therefore, educate himself. His book and teacher are but helps; the work is his.

"A man is not educated until he has ability to summon, in an emergency, all his mental powers in vigorous exercise to effect its proposed object. It is not the man who has seen most, or read most, who can do this; such a one is in danger of being borne down, like a beast of burden, by an overloaded mass of other men's thoughts.

"Nor is it the man who can boast of native vigor and capacity. The greatest of all warriors in the siege of Troy had not the pre-eminence because nature had given strength and he carried the largest bow, but because self discipline had taught him how to bend it."

Again. Bulwer says; "The man who succeeds above his fellows is the one who, in early life, clearly discerns his object, and towards that object habitually directs his powers. Even genius itself is but fine observation strengthened by fixity of purpose. Every man who observes vigilantly and resolves steadfastly grows unconsciously into a genius."

According to Chesterfield, "Good breeding is the result of much sense, some good nature, and a little self-denial for the sake of others, and with a view to obtain the same indulgence from them."

If we may believe Horace Mann, "Generosity during life is a very different thing from generosity in the hour of death; one proceeds from genuine liberality and benevolence, the other from pride or fear."

I believe that Bernard N. Farren possessed more of the virtues indicated in these extracts from the sayings of wise men, than are often combined in the character of one of the human race.

He was the maker of his own fortune, and the maker of his own mind. By reading and observation he became a well educated man. Self discipline taught him how to use at best advantage the things that he had learned. His fixed purpose amounted almost to genius. By acute observation and native talent, aided by contact with men of education and genius, he acquired the manners of a polished gentleman, and was at his ease in the company of distinguished men of this and foreign countries.

During his extensive travel in Europe his reputation as a man of great liberality and devotion to the interests of the Roman Catholic Church, obtained for him audience with His Holiness the Pope at Rome.

Mr. Farren gave liberally to the several Catholic parishes in this vicinity, but liked to be consulted as to the application of his gifts, and at times if the proposed use did not meet with his approval, he withheld his bounty.

Bernard N. Farren was born at Elizabethtown, Penn., January 14, 1828. He was three times married; his first wife being Miss Rose Freitz, of Doylstown, Penn. Two sons were the fruit of this union; one of whom died in infancy, and the other, B. Frank Farren, soon after his graduation at Seaton Hall College, New Jersey.

Mr. Farren's second wife was a Quaker lady, Miss Caroline Atkinson, and to them, was born a daughter whom they named Rose, who died when sixteen years of age. Mrs. Farren's brother, John Atkinson, was a civil engineer of note, and was interested with Mr. Farren in some of his contracts, especially in the southern States.

Miss Josephine Murphy having been governess for the daughter Rose for several years, Mr. Farren made her his wife, not long after the daughter's decease. To them their daughters were born, and the widow and daughters survive.

While a young man, Mr. Farren learned the stone mason's trade. He soon began to take small contracts, with success. The knowledge gained by this experience was of great value to him in after life.

The Commonwealth of Massachusetts had loaned its credit to a large amount to the Troy & Greenfield railroad in aid of its effort to pierce the Hoosac Mountain and build its road to North Adams.

It had foreclosed its security and assumed the construction of the tunnel as a public work. Contractor after contractor had failed in their efforts, and the construction of the tunnel had been let to the Shanley Brothers, from Canada.

One firm of sub-contractors had brought with them from Pennsylvania, Bernard N. Farren, as the time keeper and paymaster. At the west end of the proposed tunnel the contractors met disaster because of quick-sand and disintegrated rock.

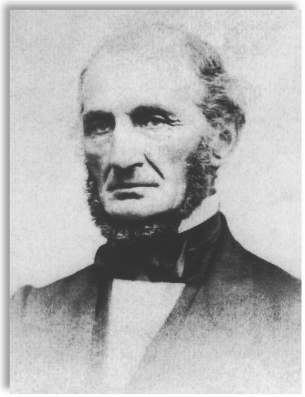
Mr. Farren, being familiar with such conditions in the mines of soft coal in Pennsylvania, took a contract to line twenty-six hundred feet of the west entrance of the tunnel with a very thick brick arch. He immediately went to Pennsylvania and brought on experienced men, and when his contract was finished he had cleared $100,000.

The introduction of nitroglycerine by the Shanley Brothers in the blasting operations in the main tunnel, while it greatly expedited the removal of the rock, by its great force so shattered the roof of the tunnel that much trouble was caused by falling rock while the work was in progress and after the tunnel was open for use.

Walter Shanley

As a remedy the state contracted with Mr. Farren to arch a large part of the tunnel with brick, at great expense. While this work was in progress Mr. Farren had full control of the transportation of traffic through the tunnel, and derived a large income from a charge of one dollar for each passenger passing through, and for each car taken through a certain sum was collected.

After the tunnel was completed, Mr. Farren and the Ryan Brothers reconstructed the road between Greenfield and the tunnel, straightening many sharp angles and building several bridges.



Alvah Crocker

Col. Alvah Crocker of Fitchburg, who was much interested in the tunnel, and knew of the great success of Mr. Farren in his work in that connection, was the father of Turners Falls. He induced Mr. Farren to take contracts at that place, and for many years the latter was kept busy building parts of the canal, and many large manufacturing establishments at that place. He was a large subscriber to the capital stock of a majority of the mills, and of the hotel which for many years bore his name. He also invested largely in real estate in that place and vicinity, buying the old hotel property at Montague city, of which he made a very comfortable summer home; and he also purchased the old Philo Temple place, now owned by Mr. Kells.

Outside of Mr. Farren's work at Hoosac Tunnel and at Turners Falls, perhaps his most profitable venture was his contract with the city of Boston for the removal of Fort Hill. His bid was predicated with the expectation of performing the work with the pick and shovel; but not long after commencing work his laborers went out upon a strike, which proved, after three repetitions, to be a blessing in disguise. Mr. Farren had heard of the use of a steam shovel by a contractor upon the Erie Railroad, and stopped all work until he could procure one, which greatly reduced the expense of the work. The material removed was also made use of in the construction of Atlantic Avenue along the harbor front, which was then washed by the tides.

The original contract was thought by experts to have been taken at ruinous figures, but it proved in the sequel to be very profitable.

Mr. Farren was opposed to the enlargement of the canal a few years since—at least he thought that as the Turners Falls company was paying good dividends, that it was wise to let well enough alone. He sold out his holdings in that company, and gradually disposed of his stock in many of the different manufacturing plants. He had large holdings of real estate which he conveyed as purchasers met his terms and prices.

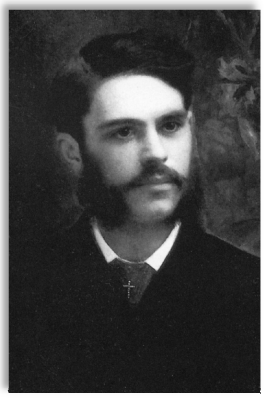
The Temple farm has been conveyed to Mr. Kells, who had for many years been its able manager, and the woodland connected with it has been preserved by the Woman's Club of Greenfield and public subscription.

Upon his retirement from active business life Mr. Farren took up his residence in Philadelphia, where he spent the winter months, and until within the last few years he passed the summer months at his summer home in Montague city or abroad.

Mr. Farren's remarkable business success was not wholly in making money by his contracts; but he seemed to have a genius for using his means in judicious investments. One who knew him well and knew much of his business management asserts that he scarce ever made a poor investment.

It seems to me that the wise man who wrote of riches: "A rich man, of cultivated tastes, with every right to gratify them, knowing enough of sorrow to humble his heart toward God, and soften it toward his neighbor—gifted with not only the power but will to do good, and having lived long enough to reap the fruits of an honorable youth in calm old age—such a man, in spite of his riches', is not unlikely to enter the kingdom of heaven," had in mind such a man as Bernard N. Farren.

The death of his young son, just as he was approaching manhood, was to Mr. Farren a most severe affliction. He mourned his loss deeply and kept constantly in mind the erection of some memorial to his memory, which should be a solace to his grief. His tender heart had also been often stirred by the sufferings of men in his employ who had been injured while in the performance of their duties in the rough work in which they were engaged, and fully realized the want of suitable provision for their care and comfort while in the surgeon's care. He had even seen his own brother, William, go to his death on one of these sad occasions. After much thought, he decided to erect and endow as a memorial to his son, B. Francis (Frank) Farren, a hospital which should be open to the public without regard to the patient's creed or religion.



Francis 'Frank' Farren
late 1800s

This work he accomplished by giving up a portion of his fine lot at his summer home, on which he built and completely furnished a well arranged hospital, of sufficient capacity for the needs of the community, and placed it in the hands of the Sisters of Providence, who have since its dedication in 1900 administered its affairs, assisted by a board composed equally of Catholics and Protestants, with good success, doing good Christian work for the relief of the sick and suffering.

Mr. Farren died at his elegant home in Philadelphia, January 20, 1912, aged 84 years. He had erected a magnificent mausoleum in the Catholic cemetery in Philadelphia, and there his remains were laid after high mass in the cathedral, the service being conducted by Bishop McDonald, who was brought up in Mr. Farren's family, and dearly loved him. At Mr. Farren's request, no eulogy was offered on the occasion.

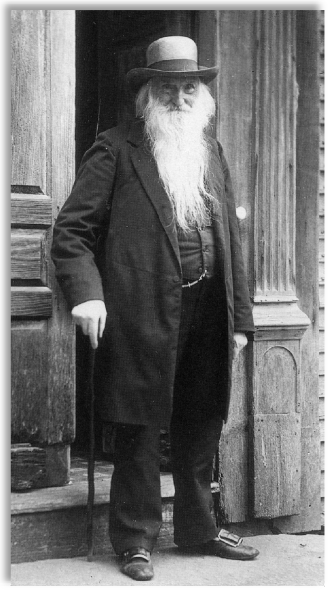
By Mr. Farren's will, which has been admitted to probate, Mrs. Farren and a Fidelity Company are to administer the estate, the value of which is not yet ascertained.

There is a provision in the will that if ever the Farren Hospital property is used for any other purpose than for what it was founded it shall revert to the County of Franklin, to be used for a public hospital forever.

A wise man has said, "It is the close observation of little things which is the secret of success in business, in art, in science, and in every pursuit of life. Human knowledge is but an accumulation of small facts, made by successive generations of men—the little bits of knowledge and experience carefully treasured up and growing at length into a mighty pyramid." (S. Smiles.)

In 1872, our President Sheldon was a member of the Massachusetts Senate, was on the committee on the Hoosac Tunnel and Troy & Greenfield Railroad, and became well acquainted with Mr. Farren. Mr. Farren always seemed interested in the work of the Association, contributing to its necessities when called upon, and in 1884 became a life member. He was for some time a member of the Council, and at different times offered to furnish suitable stones for use in marking historic places.

Franklin County is a better place to live in for having been the home of that captain of industry—Bernard N. Farren.



George Sheldon

As the transcription of the Farren Diary and the P.V.M.A. account progressed, several spelling and punctuation corrections have been made by this compiler.
The image of B. N. Farren in the Diary portion of this document is as it appears in the Diary. Other image embellishments are included via Ed Gregory and they do not appear in the archetype. e.g.

Francis Farren and George Sheldon images courtesy of Peter S. Miller & Kyle J. Scott.
Walter Shanley - via the internet.
Alvah Crocker – Ed Gregory archive.