



Society for Industrial Archeology · New England Chapters

Volume 1 Number 2 October 1980

EDITORIAL

EDITORIAL	1
FALL MEETINGS 1980	2
CALL TO ACTION!!! Gardner Machine Works	2
SECRETARY'S REPORT, SNEC	3
SECRETARY'S REPORT, NNEC	4
PRESIDENT'S REPORT, SNEC	4
PRESIDENT'S REPORT, NNEC	5
CURRENT RESEARCH IN NEW ENGLAND	6
CONNECTICUT	6
MASSACHUSETTS	7
NEW HAMPSHIRE	9
RHODE ISLAND	10
VERMONT	11
HELP WANTED	13
MEETINGS AND ANNOUNCEMENTS	14
RECENT PUBLICATIONS	14

As can be seen in the masthead, this Newsletter has changed its title with just the second issue. There is now a new "Northern New England" Chapter of the Society for Industrial Archeology representing the states of New Hampshire, Vermont, and Maine. This new Chapter, together with the well-established Southern New England Chapter, will henceforth *jointly* sponsor the Newsletter.

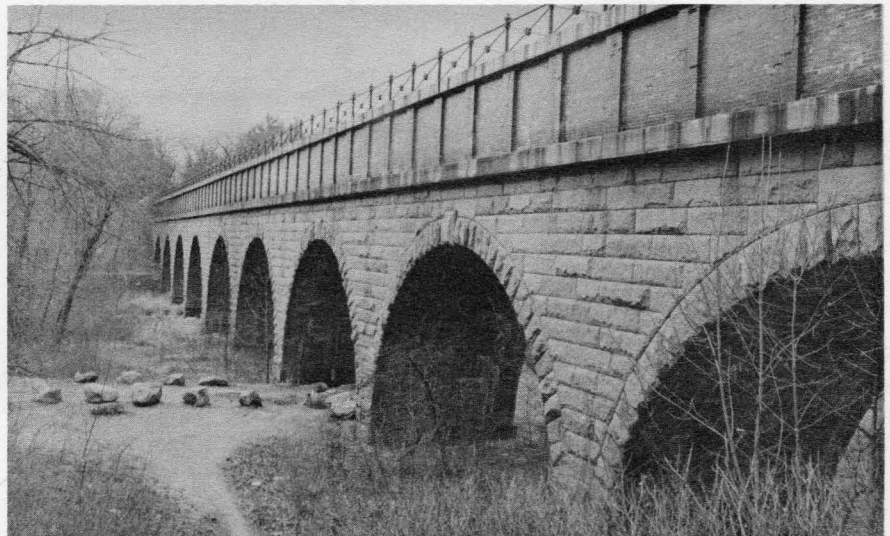
The Newsletter will continue to appear twice each year, and the audience -- as before -- will be New England. In no sense is this publication designed to compete with the national SIA Newsletter, and we would like to think that by attracting more persons to industrial archeology at the local level we will ultimately be generating new members for the national organization. We do have certain advantages, however, for by being a regional

publication we can better serve New England, and the news included here has a relevancy -- and a familiarity -- to many of us that you will never find in a national publication. We also can have greater flexibility in content, can accept longer articles, and can deal with local issues and crises where members can participate in a substantive way.

On a final note, the editor regrets that this issue is late in appearing. This is due to several factors, including the necessity for both Chapters to discuss the format and cost of the Newsletter at their fall meetings. Also, many of the articles did not arrive until November and December, and there are yet other articles I am *still* waiting for! As procedures become more formalized, the Newsletter should more frequently appear on time.
David Starbuck

The Sudbury Aqueduct: Waban Arches in Wellesley (1874-76). This is one of two aqueduct bridges on the 15.6-mile water supply conduit between Framingham and Boston. Courtesy of Peter Stott.

See "Massachusetts Reconnaissance Survey" on page 7.



Both the Southern and Northern New England Chapters are eager to accept new members! If you would like to join and receive the Newsletter, please fill out the membership application on the back page and send it in.

FALL MEETINGS 1980

The fall meeting of the Northern New England Chapter was held at Shaker Village in Canterbury, New Hampshire on October 25; and the Southern New England Chapter met at Slater Mill Historic Site in Pawtucket, Rhode Island on November 1. Because this Newsletter is late in appearing (see EDITORIAL) reports of the fall meetings will not be carried until the next issue of the Newsletter, in April.

David Starbuck

CALL TO ACTION!!!

Gardner Machine Works at Risk:

In 1978 the Gardner Machine Works in Gardner, Massachusetts closed its doors and went out of business, leaving a large workshop, office, and attic archive looking as if the operatives would be coming back to work the next morning. Rows of machines, most installed in the shop during the first quarter of the 20th century, stand in place, belted to overhead shafting and in fully operational condition. Wooden cabinets line the walls, and tools clutter workbench surfaces as if they had just been laid down. In the office a clutch of assorted chairs in turn-of-the-century styles, no two alike but all with original detail and in mint condition, stand around on the linoleum floor: a subtle kind of advertisement for the chair-manufacturing machines the Gardner shop made and serviced. In a locker a worn black overcoat with safety-pinned epaulet hangs over an old-fashioned pair of rubber boots. Upstairs in the attic, in piles and boxes, the firm's correspondence, ledger books, receipts, trade journals and catalogues, dating back to the 1890s, are an uncurated archive with much potential significance to researchers in the chair-making industry.

When planning began in 1980 for the Urban State Heritage Park in Gardner, local historians brought the Machine Works

to the attention of the Commonwealth's Department of Environmental Management (DEM), but by early fall the building's contents were slated for public auction. The DEM had just employed Harvard's Institute for Conservation Archaeology (ICA) to investigate the history of the sites chosen for Gardner's Heritage Park, and although the Machine Works is not within the park, ICA historian William DeMarco was asked for an assessment of the shop's significance. With the help of Theodore Z. Penn and other industrial historians, DeMarco convinced the park planners and the ICA's director, Michael E. Roberts, that the shop and its contents were of primary importance to Gardner and intimately associated with the chair-making industry by which Gardner's name is known throughout the country. Penn noted that the shop, which designed, produced, and repaired specialized machinery for the furniture industry, has survived complete. Every machine is placed as it was when the shop was active, and the whole represents a way of working that only a few Americans can still remember. Dating from the early part of this century, the Gardner Works is a "third-generation machine shop." It is recognizably descended from those that served the cotton textile industry at Lowell in the first half of the 19th century (of which no examples survive),

and the later 19th century type represented at the Slater Mill Historic Site in Pawtucket, Rhode Island.

Realizing that the Machine Shop is an IA resource worth preserving in situ, the ICA forestalled the auction of its equipment by the eleventh-hour deposit of \$1000 as an option on the contents of the building. This secured a grace period until February 1, 1980, when an additional \$24,000 must be in hand to complete the purchase. The building's owner is allowing the machinery to stay in place, rent-free, until then.

In the meantime the ICA is working with state planners, the City of Gardner, and representatives of several technology museums, including the Smithsonian Institution, to develop fund-raising strategies to save both the machines and the building and to outline operational and interpretive plans for the shop.

Direct contributions toward the equipment purchase are sought from IA enthusiasts who want to see the Machine Works stay intact; suggestions for further funding sources are welcomed as well. For additional information, contact Michael Roberts or William DeMarco, Institute for Conservation Archaeology, Peabody Museum, Cambridge, MA 02138 (617 495-3540).

Ellen Fletcher Rosebrock

The joint Newsletter of the Southern and Northern New England Chapters of the Society for Industrial Archeology is published twice each year, in April and October, and receipt of the Newsletter is by membership in either of the Chapters.

The design of the Newsletter is the creation of Albert Gregory, Graphic Designer.

This issue of the Newsletter is greatly indebted to Herbert Darbee for his financial assistance.

Editor

David R. Starbuck

Southern Chapter Officers

Michael Folsom, President
Matthew Roth, Program

Coordinator

Herbert Darbee, Secretary
William Goodwin, Treasurer

Northern Chapter Officers

David Starbuck, President
John Colony III, Program

Coordinator

John Jordan, Secretary
Christine Fonda, Treasurer

The Newsletter is jointly sponsored by the Southern and Northern New England Chapters of the Society for Industrial Archeology. It is published by Archaeological Research Services at the University of New Hampshire, in cooperation with the New Hampshire State Historic Preservation Office.

SECRETARY'S REPORT, SNEC

The spring meeting of the Southern New England Chapter was held on May 3, 1980 in Mansfield, Connecticut. Arranged by Program Coordinator Matt Roth with Joshua's Tract Conservation and Historic Trust, a gathering of some 45 members and others met at the Mansfield Old Town Hall between 9:00 and 10:00 A.M. for coffee and doughnuts and then proceeded to the Gurleyville Gristmill site on Fenton River. Dr. Annarie Cazell of the Trust and Ted Penn of Old Sturbridge Village then oriented the group on the history of the area and of the stone-built 1830s structure. Inspection followed of the unusually complete equipment surviving inside the mill, recently acquired by the Trust as a museum for public visitation, and then came the project of the day: clearing the mill basement of old timbers and trash and the former wheel pit of rotted planks. Many hands made fast work of this, with salvageable material and a variety of artifacts of undetermined value carefully saved.

A committee of the local church provided a variety and abundance of sandwiches, potato chips, drinks, and dessert for lunch. At 2:15 P.M. President Mike Folsom called a meeting of the Chapter to order on the lawn beside the mill. A vote of thanks to the Trust for hosting the meeting was taken. The President then said that three topics were to be considered: 1) Volume 1, Number 1, April 1980 of the Chapter Newsletter, of which all members had been sent copies; 2) sponsorship of the 1981 annual conference of the Society; and 3) the Chapter's second July tour in Vermont. Under the editorship of David Starbuck, the first issue of the Newsletter had cost ca. \$500. There was discussion of securing another 500 copies. The last Chapter meeting had appropriated \$100 for this purpose. For future issues it was proposed that there be a \$200 contribution

from the Chapter. It was suggested that perhaps cooperation can be had from the proposed Northern New England Chapter to share in this expense. Albert Gregory did the design work for this first issue, and David Starbuck incurred considerable expense for supplies, telephone, and travel. A motion was offered to contribute \$200 toward future issues, there being \$1000 in the Chapter's bank account.

Patrick Malone protested against using up the group's equity in this manner as there would soon be nothing left. Two issues per year are proposed. Ted Penn expressed his liking for the Newsletter but felt that the Chapter should set limits in the matter, perhaps trying it for a year or two and seeing whether it helps to recruit new members. The question was raised as to whether the publication gives information that the national SIA Newsletter does not. It was queried also whether the handsome layout of the current issue is really needed, rather than a shorter mimeographed sheet. Pat Malone agreed that this first number is excellent but seems out of scale with Chapter resources, reasoning that the group should not commit itself to an undertaking that will devour our financial resources by going beyond a realistic estimate of income. An 8-page multi-sheet item on cheaper stock could be printed for a much smaller cost. The size might be cut by one-third, and some material of general interest could be contributed to the national Newsletter which is always short of this.

David Starbuck explained that the content of the Chapter publication is quite different from that in the national Newsletter and is intended to be only of local interest. If more funds can be generated, it would be worthwhile to continue and expand the Chapter Newsletter. Pat Malone pointed out that the \$1000 in the Chapter account provides a considerable interest income each year and reiterated that it would be a mistake to

expend this fund. He proposed that we issue a newsletter if we can accumulate the money to pay for it without invading our equity. On the basis of the present issue, we might try to sell the Newsletter, gathering subscriptions from around the country since it is an excellent piece of work. Larry Gross proposed paying for this first number, sending out a bid for new memberships with each copy, and waiting until the fall meeting to decide what steps to take next. This was voted. It was suggested that after the returns are received, a membership list be made up and included with the next issue of the Newsletter. Ted Penn offered a motion that the Chapter treasury be divided, creating a separate fund for the Newsletter. He would be willing to contribute toward such a fund. Mike Folsom expressed a like inclination. Pat Malone was opposed to the suggestion, and it was tabled until the next meeting.

Matt Roth was called on for a report on the 1981 conference centered in Hartford, but he first addressed today's meeting. The Joshua's Tract people had allotted \$200 to cover food costs, and the amount collected from those attending had not quite reached this figure. The shortage would be absorbed by the Trust as an expression of appreciation of the Chapter's contribution in cleaning up the mill site. As to the Hartford conference, the headquarters hotel had been selected, the Sonesta, as this offers the most favorable rates and arrangements. Planning for the event is incomplete, and the local group is awaiting a response from the SIA National Board on what has been done and proposed so far. There is a staff of five at work: 1) Matt Roth overseeing the whole; 2) Herb Darbee contacting factories proposed for process tours; 3) Steve Victor handling the paper sessions, at least one for invited papers with a scholarly approach. The open call will continue, and Steve will invite special papers. Dates for the meeting are May 7-10, 1981; 4) Ted Penn will handle

a session on mapping; and 5) Marlene Nicoll is in charge of finances and insurance. The Connecticut Trust for Historic Preservation will have charge of mailing tasks and small details. Steve Victor will be invited to attend the next National Board meeting on the conference, and John Bowditch will be approached on the large number of papers scheduled for this year's national conference in Detroit. He might wish to cut down the number, saving some for 1981. Pat Malone recommended a strong series of papers be solicited reflecting something about the area being visited, this precedent having been set at the Lowell meeting. For 1981, papers dealing with Connecticut would demonstrate that the Chapter has a strong grasp of its region. Matt Roth then invited contributions from members who might address activities in Connecticut such as light steel fabrication and silverware manufacture. There is excellent primary material available. As to a fall Chapter meeting in September or October, any suggestions on where it might be held and offers to host the gathering are invited. A motion was then made to express the Chapter's appreciation to David Starbuck for his newsletter, and this was seconded and voted.

David then noted that it had been discussed whether a Northern New England Chapter should be undertaken and that he had approached people in New Hampshire, Vermont, and Maine to see the level of interest. An organizational meeting is possible in June, and the president of the Concord Gas Corporation has agreed to host a tour of 1880s gasholder houses in Concord, New Hampshire. A mailing will be sent out to see if there is sufficient interest in setting up a northern chapter, and the Southern Chapter was invited to express its ideas. Matt Roth suggested holding our fall meeting in the north. Pat Malone proposed that the effort be made to start a new chapter, and if it should not succeed then the title of "Southern New England Chapter" might be scrapped in

favor of simply a "New England" chapter.

Mike Folsom noted the dates July 11, 12, and 13 for the 2nd Central Vermont Tour, which he characterized as a Southern New England event in Northern New England. The dates coincide with those of the Industrial Archeology Institute at the University of Vermont. Frances Funk was thanked for her part in the Chapter's event this day. Ted Penn queried whether there were any nominations for the Chapter's second medal award and invited the names of any candidates. Frances Funk expressed her appreciation for Ted's visit to evaluate the mill and his follow-up letter of support which had helped greatly in securing a federal grant. A round of applause ensued.

Pat Malone, as Chairperson of the SIA National Nominations Committee, referred to his April 8 letter giving the proposed slate of candidates for 1980-1981, including John Bowditch for President and Robert Vogel for Vice-President. Matt Roth has agreed to run for a directorship. To the vacancy for Secretary, he proposed nomination of Mike Folsom and one other person, as yet unnamed.

The minutes of the fall 1979 meeting at Worcester were accepted by voice vote, and adjournment was voted at 3:15 P.M.
Herbert C. Darbee

SECRETARY'S REPORT, NNEC

On July 26, 1980 an organizational meeting was held in Concord, New Hampshire for a Northern New England Chapter of the Society for Industrial Archeology. The business meeting came to order at 11:00 A.M. at the New Hampshire Historical Society, and the participants were greeted by Curator James Garvin. Christine Fonda made some brief remarks and introduced David Starbuck who chaired the meeting.

David Starbuck provided background information on the national organization and its chapters and indicated that if there is sufficient interest a Northern

New England Chapter might be organized. He then explained the procedures for establishment of chapters.

A set of proposed by-laws, based on those for the Roebling Chapter, were distributed for review and discussion with the intention of developing by-laws for the Northern New England Chapter. After approval of the by-laws, election of officers pro tempore took place. David Starbuck was nominated and elected president pro tempore, and Christine Fonda was elected to serve as secretary/treasurer pro tempore. These officers will serve until the Chapter's annual meeting when a full slate of officers will be elected. The date and location of the annual meeting were discussed. It was decided that the meeting be held on Saturday, October 25, at Shaker Village in Canterbury, New Hampshire and will include a business meeting and tour.

A petition to the national organization for the establishment of a Northern New England Chapter of the SIA was read and circulated. Richard Kathmann suggested that Chapter dues be set at \$5.00 per person. This was moved, seconded, and the motion passed.

A discussion of the Southern New England Chapter Newsletter followed. It was felt that the two New England Chapters should cosponsor the publication. Sources of funding the Newsletter will be investigated. Publication of another issue will be deferred until after the autumn Chapter meetings.

The business meeting adjourned at approximately 12:50 P.M., and the group then toured Concord's gasholder houses (see PRESIDENT'S REPORT, NNEC).

Christine E. Fonda

PRESIDENT'S REPORT, SNEC

The principal activity of the Southern New England Chapter since last spring has been organizing for the 1981 National SIA Meeting in Hartford. SNEC members Steve Victor, Paul McGinley, Herb Darbee, and SNEC



Vermont IA Tour at Hank Joseph's Saw and Gristmill in Tunbridge, Vermont. Courtesy of Victor Rolando.

Program Chairman Matt Roth have done most of the work arranging paper sessions and tours, and their progress reports have been received with satisfaction by the National Board.

At last spring's National Meeting Michael Folsom, outgoing SNEC President, was elected Secretary of the SIA National Board. At the same time Matt Roth and Paul McGinley were elected to the National Board on an "anti-prohibition ticket!" Folsom also helped Eric DeLony teach the University of Vermont IA Institute in July. The weekend after the Institute a "moderately rowdy bunch" of SNEC members meandered about the countryside on the 2nd SNEC Summer Vermont IA Tour (see picture). Next summer we hope the NNEC will take the opportunity to host a tour of its own.

Several SNEC members were active in founding the NNEC in July. More power to you up there!
Michael Folsom

PRESIDENT'S REPORT, NNEC

Report: When the Southern New England Chapter of the Society for Industrial Archeology was formed, it was assumed that a second chapter would soon be started in northern New England. Unfortunately, such was not the case, and the "Southern" Chapter retained its original name, even though members may have wondered whether they would someday simply

be known as the "New England" Chapter.

While this was fine for members who lived in Connecticut, Massachusetts, or Rhode Island and who could easily drive to Chapter events, only a few adventurous souls were prepared to make the long journey down from the northern states. Finally, serious discussions began in 1980 to correct this situation, and (as noted in SECRETARY'S REPORT, NNEC) an organizational meeting was held at the New Hampshire Historical Society on July 26; a petition was sent to the National Board requesting recognition as a chapter; and formal approval came on August 9. The first official Northern New England Chapter meeting was held at Canterbury Shaker Village on October 25, with a turnout of approximately 55 persons (in the rain, no less!), and the Chapter then elected its first slate of officers. Although growth at first will probably be slow, we are looking forward to developing as broad a constituency as possible and to furthering the spread of industrial archeology and the preservation ethic throughout northern New England.

Concord Gasholder Tour: The group that met at the New Hampshire Historical Society was treated that afternoon to a guided tour of the buildings owned by the Concord Natural Gas Corp., located on South Main Street in Concord. The tour was led by David Buttrick, an employee of Concord Gas, and the group viewed the 1888 brick gasholder house, a small, 10-sided, wooden oil tank, and a 1921 steel gasholder. The complex in Concord is truly exceptional in that much original equipment is still intact, notably that inside the 1888 gasholder (see picture). This 88-foot-diameter structure still contains its riveted, wrought-iron tank, floating in a foundation filled with water. Gas was created by burning coal (brought in by an adjacent railway line) in a neighboring retort house; the gas was pumped through a pipe leading into the space between the water level and iron tank inside the gasholder; and as the

1888 Gasholder House on South Main Street in Concord, New Hampshire. Courtesy of David Starbuck.



gas accumulated, the 80-foot-diameter iron tank rose within the gasholder, the gas effectively sealed in by the water underneath and the tank above.

This was a process repeated at many other gasholder houses in the late nineteenth century, but it is doubtful whether any examples still exist that are as intact as this one. Although they were not visited, Concord has two other gasholders, much smaller and each missing its tank. The first was built in 1880 on the campus of St. Paul's School and is now used as the School's post office; while the second was built on the grounds of the New Hampshire State Hospital in Concord and is not currently in use.

While all of these structures warrant extensive research and recording, there is no question that the intact 1888 gasholder should be nominated to the National Register at the first opportunity and should be drawn to HAER standards as soon as funding can be obtained. Given the functional conversions that have occurred to other gasholders, this degree of integrity may well be unique within the United States.
David Starbuck

CURRENT RESEARCH IN NEW ENGLAND

CONNECTICUT

Phoenixville: In 1980 Old Sturbridge Village conducted the first season of excavation in this early nineteenth century industrial community, following up on an exhaustive multiple resource survey conducted for the Connecticut Historical Commission in 1979. Dr. John Worrell, OSV Staff Archaeologist, directed the project, assisted by Dr. Linda Ammons and other members of the museum staff, a team of field archeologists and specialists, and Field School students.

Phoenixville was a typical upland New England agricultural neighborhood which only began to utilize the lowlands for water power in a proto-industrial phase

of a couple of decades bridging the 18th and 19th centuries. Intensive industrialization came with the exploitation of water resources for textile manufacture in 1813. The Sprague Company and its successor, the Phoenix Company, represent a near paradigm of the technical, economic and social complexes which transformed the New England landscape through the next three decades, until marketing and technological factors rendered such small and remote enterprises unviable in increasing competition.

Excavation during the 1980 season focused on three areas: workers' housing, dams and hydrological systems, and the principal mill yard. Excavation and systematic sampling in the vicinity of two of the tenements built by the company in the 1820s as part of a planned village have revealed information about landscaping, construction, periods and length of use, structural decline, and use of community space, as well as that relating to the personal tastes, diet, material culture and refuse disposal patterns of occupants. Technical hydrological information came from excavation at the site of an 1803 wooden dam and a higher stone arched dam which replaced it a decade later, as well as along the canal for a second water privilege slightly farther down the river. Unexpectedly good preservation below ground allowed detailed construction information to be unearthed and documented at all three dam sites, including some unusual features remaining *in situ* at each. Evidences of massive topographic alteration in the mill yard near the one factory still standing were discovered, including those relating to internal traffic, supporting functional features and quarrying.

This long-term investigation is intended to continue at the site and in comparative research.
John Worrell

Goshen: John Worrell led a brief field investigation at the Hervey Brooks Pottery site in Goshen as

part of continuing research for Old Sturbridge Village. Assisted by Linda Ammons and staff and volunteers of the museum, the excavations focused on the site of the shop which was moved to OSV in 1962. Questions regarding functional areas and changes in Brooks' production throughout his career of at least 63 years were investigated. At the museum, a replica kiln based on information from prior digs at the site has now been fired eight times. Variations in materials and techniques are producing experimental information to compare with the archeological and documentary data.

John Worrell

The Connecticut Steam and Gas Engine Association: A lengthy article in the *New York Times* (October 5, 1980), clipped out by John Yerkes, describes some of the activities of the Connecticut Steam and Gas Engine Association. Some excerpts are as follows:

"They began gathering a few years ago on a porch here to swap stories, trade dreams and promote the preservation of old steam and gas engines, those chugging, clanging relics of the industrial past.

"Now they number 98 and boast a collection of hundreds of sputtering antique contraptions, most manufactured in the early 1900's, that can husk corn, make flour, pump water, split wood, churn butter, grind meat and mow lawns.

"The Connecticut Steam and Gas Engine Association was founded three years ago by Charles Doty, an engine aficionado. The club's headquarters are in Mr. Doty's home in this tiny town (Warren) west of Litchfield.

"Fueled by coal, wood or gas and weighing from several pounds to several tons, engines owned by the club and its members are exhibited throughout the Northeastern United States almost every weekend in summer and fall.

"At its annual Warren Engine Show last June the club displayed 200 machines, including old automobiles, fire apparatus and a

70-year-old, 10-ton steamroller, one of the very few vehicles of its type still operable.

"Membership dues are \$5 a year and the club meets monthly in Warren. Frederick Dahl of New Preston is the president, and Mr. Doty handles all correspondence and exhibit arrangements."

MASSACHUSETTS

Massachusetts Reconnaissance Survey: The Massachusetts Historical Commission is now entering its second year of an extensive "reconnaissance" survey of the state. This survey, not to be confused with the ongoing statewide inventory conducted by local historical commissions, is designed to provide the MHC staff with an overview of the state's existing historic and prehistoric resources, as well as an historical summary of town and regional development.

The survey is a result of recommendations put forward in a 1979 report, Cultural Resources in Massachusetts: A Model for Management. The report found that a statewide management plan could not consist of the resource inventory alone. What was essential was a method of evaluating the significance of these resources and a means of establishing management priorities. The reconnaissance survey thus formulated was designed to complement, not replace, the existing statewide inventory. From a practical standpoint, such a reconnaissance could: 1) assess the strengths and weaknesses of the existing inventories; 2) evaluate the relative significance of proposed National Register properties; and 3) provide standards by which to readily identify the significance or lack of significance of threatened sites and structures.

The seven-member team assembled by the Commission in October 1979 included prehistoric and historic period components. Three archeologists, David Anthony, Frederick Carty, and Linda Towle, have begun a comprehensive examination of major

prehistoric artifact collections across the state. Data from the survey is being computer-processed to yield geographical, typological, and other information that will provide a valuable tool both for resource management and for further research on native settlement.

The four-member historic period team consists of an historical archeologist (James Bradley, now MHC survey director), a cultural geographer (Arthur Krim), an architectural historian (Sarah Zimmerman), and an industrial historian (Peter Stott).

For the purposes of the historic period survey, Massachusetts was divided up into eight regions, basically following physiographic lines. Already completed has been the survey of the high-growth area of eastern Massachusetts between the 495 and 128 beltways. Currently the historic team is working among the Boston-area cities and towns. The group is progressing at the rate of two towns per week, producing separate reports on each community, based usually on four days of library and map work and one day in the field. Fieldwork provides an opportunity, however brief, to get a sense of the completeness of the town's inventory.

From the standpoint of industrial archeology, the reconnaissance survey has proved extremely rewarding and productive. The approach developed for the industrial history portion of the survey places strong emphasis on cartographic evidence between 1794 and 1950, particularly on Sanborn Insurance maps. As a result, it has been possible to assemble fairly detailed charts showing the changing use of most industrial sites and structures over time. The fieldwork is thereby narrowed down to structures known to have been standing at the date of last mapping.

A fair number of hitherto ignored or neglected industrial structures have thus been brought to the attention of the Commission. A number of significant -- and frequently architecturally impressive -- shoe factories have

surfaced (in South Weymouth, Holliston, and Stoneham, for example). The team was particularly impressed by the wealth of significant industrial remains in Canton -- among them the 1835 Canton railroad viaduct and a 1920s metropolitan airport, in addition to important factories for the manufacture of copper, iron, cotton, shovels, silk, and stove polish. Other unexpected finds included a small stone textile mill in Foxborough, an early ink works in Norwood, an early wood-frame trainshed railroad depot in Lexington, and "La Ceramica," the 1907 rustic factory and showroom of the Guastavino tile works in Woburn (see picture). On the whole probably close to six hundred sites have been examined to date.

But the reconnaissance has also produced less tangible rewards of equal significance. Although the Boston Manufacturing Company in Waltham is frequently cited for its role in improving workers' living conditions, it is seldom appreciated that the company was preceeded in this concern by the 1810 Waltham Cotton and Woolen Manufacturing Company, glowingly recounted in an 1815 description of the town. At a regional level, unmistakable patterns of industrial development appear. The straw hat and bonnet industry played a substantial role in the development of Norfolk County in the 19th century, and its advance from craft to factory production paralleled that of the boot and shoe industry. Yet while shoe manufacture flourished in towns all over eastern Massachusetts, straw hat production never really escaped the band of southern Middlesex and Norfolk County towns between Framingham, Franklin, and Foxborough with their pronounced Providence orientation. Textile factories in the same Norfolk County towns showed the influence of the Blackstone Valley, though they were as far removed as Canton and Foxborough. Iron foundries, though relatively few in number, were invariably begun by men from Bristol or Plymouth



La Ceramica in Woburn (1907).
Courtesy of Peter Stott.

Counties.

The generalized findings of the reconnaissance are assembled into a regional summary as each study unit is completed. The survey team is expected to be finished with the Boston area by the end of December. With two additional survey staff members, the survey team hopes to finish southeast Massachusetts (Bristol and Plymouth Counties) sometime during the spring of 1981.
Peter Stott

Recent IA Additions to the National Register: (The site name and date are followed by the name of the appropriate USGS quadrangle and UTM grid reference.)

Boston:

- Berger Factory (1902)
(Boston South, 19.328380.4688600)
- Dorchester-Milton Lower Mills Industrial District (1870s-1930s)
(Boston South, 19.329090.4681740 &c.)

- Union Wharf (ca. 1795; 1846-47)
(Boston South, 19.331130.4692180)
 - Lancaster:
 - Atherton Bridge (1870)
(Clinton, 19.280215.4702390)
 - Ponakin Bridge (1871)
(Clinton, 19.279245.4706480)
 - Middleborough:
 - C.P. Washburn Grain Mill (1899-1907)
(Bridgewater, 19.340760.4639520)
 - Middlefield/Becket/Chesterfield:
 - Middlefield-Becket Railroad Bridge District (1840-1928)
(Becket; Chester 18.660850.4686460 &c.)
 - New Bedford:
 - Palmer Island Light Station (1849)
(New Bedford North, 19.340900.4609800)
 - Newton:
 - Echo Bridge (1876-77)
(Newton, 19.316420.4686900)
- Peter Stott*

North Uxbridge: John Worrell, Ted Penn, Linda Ammons and a field research team recently conducted an archeological and historical survey of the elaborate early 19th century Crown

and Eagle Mills complex and planned village. This was part of an historic preservation feasibility study undertaken for the Massachusetts Department of Environmental Management by Moriece and Gary, Inc. Built in North Uxbridge, beginning in the 1820s, this community and its industrial and domestic features retained remarkable integrity until the mid-1970s when they suffered from vandalism and fire. The ruins themselves possess a great deal of functional information, and the archeological significance has been found to be immense. Preservation of *in situ* data regarding functional change, ancillary support facilities, hydrological systems, machinery manufacture and repair, and social and economic relationships were found to be intact and retrievable. Plans for park development of the area are currently under review.

John Worrell

Old Sturbridge Village: Experimentation continues in the museum, based on combined data from archeological sites and primary resource documents. Ted Penn, John Worrell, John Englund and other staff members are directing this combined experimentation-interpretation, now focusing on construction trades, milling, crafts and agriculture.
John Worrell

Charlestown: During the winter of 1979-80, monitoring of foundation repairs to the Bunker Hill Monument resulted in the discovery and preservation of substantial stone retaining walls surrounding the Monument's stepped foundation. During the interior foundation cleaning, remains of the base of an early American hoisting apparatus or derrick designed by Almorán Holmes were discovered and preserved. A complete report by Thomas Mahlstedt is available at the Division of Cultural Resources, North Atlantic Region, National Park Service.
Francis P. McManamon

Lowell: Historical and archeological reports on the Northern

Canal Gatehouse Complex, the Francis Gate Complex, the Swamp Locks, and the Lower Locks, together with their associated archeological deposits, have been prepared by the National Park Service. Copies of the historical report by Anne Booth and the archeological report by Thomas Mahlstedt are available at the Division of Cultural Resources, North Atlantic Region, National Park Service.

Francis P. McManamon

Lowell: An article in the Boston Globe (October 9, 1980), clipped by Betsy Woodman, describes the imminent closing of the Wannalancit Textile Co. in Lowell. As the article notes,

"The three or four looms still operating will run until the remaining yarn is used up. Today or tomorrow or the next day, the yarn will be gone, the looms stopped, the Wannalancit Textile Co. out of business. For want of mechanics, the last mill of its kind will close in a city that was once the mill capital of the world.

"Wannalancit is not one of the original 11 mills of Lowell but has produced synthetic fabrics since 1929, first rayon and later nylon and polyesters. The mill made parachute fabrics during World War II. In the past 10 years it has produced mostly industrial fabrics and would do special jobs of 2000 yards in an industry that commonly takes orders for one million yards. It was a small mill, begun when Lowell was changing. Now electronics and computers are the big employers. Wang employs 7000 in Lowell and environs; Raytheon employs 2000 in South Lowell; Honeywell employs 3000 in Billerica. Only six employees remain inside the Wannalancit mill, and when it shuts down, the loss to Lowell will be less economic than sentimental, another historical note."

NEW HAMPSHIRE

Newmarket: Two years of planning, public discussion and

survey efforts have culminated in the nomination of an industrial and commercial historic district in Newmarket, N.H. to the National Register of Historic Places. Newmarket's surviving nineteenth century cultural resources reflect the growth of the Newmarket Manufacturing Company established in 1822. For just over a century this cotton textile manufacturing firm, capitalized by Salem, Massachusetts stockholders, dominated the growth of the small mill town. Located at the mouth of the Lamprey River, Newmarket retained its three early granite mills (1822, 1825, and 1827), although they were remodeled in the 1850s in an effort to improve a limited power source. Civil War expansion and subsequent growth in the 1880s and '90's erected a wall of stone and later brick mills along the Main Street. This growth was paralleled by vernacular commercial building from the 1820s to the 1920s, new industrial housing (1820s boarding houses and 1880s family tenements for French-Canadian workers), as well as churches and public institutions.

The architectural and historical survey was directed by Dr. Richard Candee for The Thoreson Groups, Planning Consultants to the Newmarket Service Club. "Newmarket Revisited: Looking at the Era of Industrial Growth, 1820-1920" was published as part of a NH Council on the Humanities public program focusing on the town's historical resources. A planning report, "A New Life for Downtown Newmarket," stimulated a home improvements program within the study area under a Community Development block grant. A Victorian high school has also been rehabilitated and expanded for housing. An 1880s Public Library bequeathed by former mill agent John Webster of Salem has applied for HCRS support to begin architectural conservation.

The granite mills, which John Coolidge called "the most beautiful of all textile factories of that period," lost their later slate roofs in last winter's hurricane (1979). They are operated

by Essex International, while the brick mills have been converted to the manufacture of shoes and other products. Continued industrial use of the mill structures and the revitalization of commercial and residential buildings will be encouraged by the historic district nomination. The unique combination of wood, stone and brick that characterizes Newmarket's industrially-related construction sets it apart from other Waltham-Lowell mill communities of the 19th century.

Richard M. Candee

Harrisville: The New Hampshire Highway Department is currently considering the creation of a by-pass route for N.H. Route 101 that, according to one proposal, could direct traffic around the town of Dublin and through the town of Harrisville. Harrisville is, of course, renowned as a strikingly intact example of a 19th-century mill community, and its representativeness of this earlier era is so great that it has been designated a National Historic Landmark. While the proposed highway relocation would not fall within the historic district, it nevertheless could have a negative visual and audible impact upon the district. This issue has already sparked much controversy and will be dealt with at length in the next SNEC/NNEC Newsletter.

David Starbuck

Arch Bridge: The 650-foot Arch Bridge between Bellows Falls, Vt. and North Walpole, N.H. (see SNEC Newsletter, Vol. 1, No. 1, pages 3-4) appears to be moving closer to demolition and replacement. The 1904 bridge spanning the Connecticut River was the longest wood-decked bridge in the country when it was built, but now it is undergoing repeated attacks from highway planners and local interest groups. If local newspapers are to be believed, then the bridge's destruction is imminent.

David Starbuck

Canterbury: The third season (1980) of field work has now been completed at Shaker Village in Canterbury, N.H. under the joint sponsorship of the University of New Hampshire and Shaker Village, Inc. The project, directed by David Starbuck (UNH) and funded by a series of grants from the New Hampshire State Historic Preservation Office, has separate archeological, architectural, and historical components; but each year major emphasis has been placed upon recording the extensive system of Shaker mills and millponds. In the summer of 1980 mill excavations and large-scale mapping of dams, wheel pits, mill foundations, and overflows were under the direction of Ellen Savulis (U. of Massachusetts-Amherst); and small-scale mapping of the entire mill system was under the direction of Peer Kraft-Lund, a professional surveyor from Barnstead, N.H.

The Northern New England Chapter held its fall meeting here on October 25, 1980, and this tour will be described in the next SNEC/NNEC Newsletter.
David Starbuck

RHODE ISLAND

Slater Mill Historic Site:

On September 4, 1823, Kirk Boott ate his breakfast and then went down to the new mill of the Merrimack Manufacturing Company. As the chief executive of the first textile corporation in what would become Lowell, MA, he wanted to view the water wheel that John Dummer had just completed. Boott wrote in his diary that he found "the great wheel moving round his course, majestically and with comparative silence." His engineer, Paul Moody, said it was the "Best wheel in the world," and his financial partner, Nathan Appleton, "became quite enthusiastic."

That scene from the past was replayed with only slight variations in October 1980 when the reconstructed wheel in the Wilkinson Mill (Slater Mill Historic Site, Pawtucket, R.I.) turned for the first time from

the weight of water in its buckets. The museum director, Dr. Patrick Malone, was very pleased to see the beautiful wood and iron wheel rotate with only the limited flow from a small electric pump. Water in the wheel pit is raised six feet by the pump and runs through a temporary sluice onto the wheel. When exterior raceways are completed, the Blackstone River will once again drive the wheel and generate enough mechanical power to operate the mill's recreated machine shop.

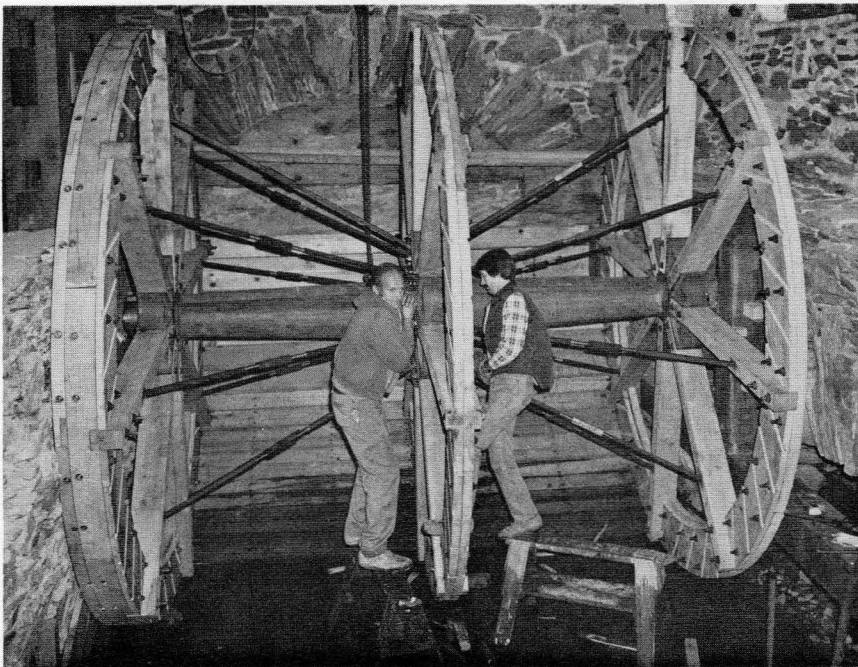
The Water Power Project at the Slater Mill Historic Site began in the early 1970s with excavation of the Wilkinson Mill's basement and adjacent raceways. Paul Rivard, museum director at that time, enlisted the aid of Albert Bartovics for the archeological investigations. Mr. Bartovics uncovered a virtually intact wheel pit, complete with wooden breast, flooring, and flashboards. Cast iron shafting, a base bearing block, and several important parts of the power transmission framing provided further clues about the power

system; but the wheel itself was gone.

A continuing program of documentary research, supplemented by examination of surviving nineteenth-century water wheels, led to important conclusions about the power system in the Wilkinson Mill and about the technology of water power in America. The archeological and documentary evidence showed that the original 1810 pit had been enlarged after 1825 for a breast wheel twelve feet in diameter and just over twelve feet wide. The wheel was sold in 1829, after the financial collapse of the Wilkinson family.

Charles Parrott and Bruce Cavin, of John Milner, Associates, worked with Dr. Malone to design a power system for the Wilkinson Mill which would: 1) incorporate all the archeological and documentary evidence; 2) conform to the available technology of the 1820s; and 3) actually work. With only a few compromises (such as the substitution of steel for

Assembly of the water wheel in the wheel pit of the Wilkinson Mill. Courtesy of Patrick Malone.



wrought iron), the design team and the museum's contractors have finished the wheel and will soon have all the power transmission components in place. It may not be an exact duplicate of the system that David Wilkinson built, but he would feel familiar with it.

The water wheel weighs approximately sixteen thousand pounds when fully wet and carrying water. The shaft, hubs, and internal segment gear are made of cast iron. Steel was used for ties, turn-buckles, and bolts. Spokes and felloes are white oak, and floats and soling are cypress. Despite its weight, the wheel turns easily in bronze bearings.

Paramount Industries provided parts for the wheel that were assembled in the pit by Joseph Pulawski and Son, Contractors. Walt Pulawski's carpenters also reconstructed the yellow pine breast, flooring, and flashboards. The masonry restoration was the work of M.F. Construction Company. Still to come is a fly-ball governor now being made for the museum by John Bowditch. This control mechanism, based on an early Zachariah Allen plan, will allow the power system to respond automatically to changing demands in the machine shop.
Patrick Malone

VERMONT

Vermont Summer IA Tour: For the second summer Marcia and Mike Folsom, SNEC President, were most generous hosts on the weekend of July 11-13, 1980 to a sizeable representation of the Chapter at the Folsom's summer place in the Bethel-Gilead area of central Vermont. An accurate count was difficult since members and guests kept arriving during a good part of Saturday, but they and the inhabitants of the row of tents and campers across the road were welcomed and provided for in exceptional style.

The theme of the first day's tour was the Vermont granite industry, centered on the city of Barre. It began appropriately with a visit to the Trow and Holden firm, manufacturers of

tools for working the stone, where a well-informed member of the company led the group through the various sections and seemed never at a loss to answer all queries. There was an inspection of Thwing Mill not far from the center of town, a 19th century brick gristmill being converted to office space and other adaptive use, followed by a brief tour of the extensive granite sheds where the great blocks direct from the quarry stand in piles ready for working.

A revelation to all was an hour or more at Mount Hope Cemetery where the skill of the largely immigrant stonecutters and sculptors is everywhere evident in intricate headstones and elaborate memorials fashioned from this extremely hard material. Next was a visit to the source of it all, the Rock of Ages quarry south of Barre, where the group was again favored with a well-qualified guide and was informed that even though the wide and deep workings here represented a century of quarrying, only a small fraction of the available stone had been extracted to date. The day's touring concluded with a back-country visit to Mr. Douglas Lunna's large shed occupied mostly by the one-cylinder gas engines that he collects and restores, one of them a huge machine generating 35 horsepower. Mr. Lunna was preparing to exhibit again at an annual gathering of like-minded hobbyists. The group returned to a fine cook-out staged by the Folsoms.

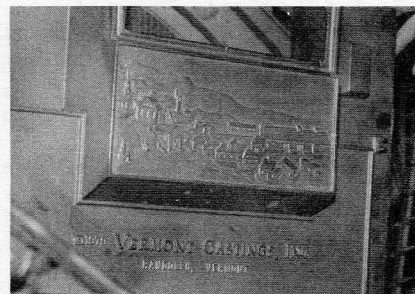
Sunday's tour began at the village of Tunbridge, site of a fascinating concentration of a mill, a brick blacksmith shop that is now a residence, and a covered bridge spanning the First Branch of the White River. The mill, part brick and part clapboard, houses a water turbine-powered sawmill, gristmill, and woodworking shop, idle for the past forty years but never stripped of its equipment. Its new owner is young and determined to restore the whole. Sunday afternoon found the group at the long-abandoned Ely copper mine, for a time a leading producer of

the metal. Here, after 1853, a large smelter and its supporting community grew up, now represented by foundations and brick bases for machinery among the sterile soil and brush. Most remarkable is a stone flue built for hundreds of feet up the hillside to carry away the smelter fumes. It is large enough for a person to walk through crouching and is lined and covered with flat stones of extraordinary size. This was the route for many of the members who climbed the hillside to the mine opening, leading to workings said to be several thousands of feet deep.

For a varied program of exceptional interest and an outing of true pleasure, those who could attend are much indebted to the Folsoms.

Herbert C. Darbee

Randolph: This view of the former Sargent, Osgood & Roundy Foundry, Randolph, Vt., was carved in wood by Brian Tyrol and cast into the back of the Vigilant wood stove by Vermont Castings, which now occupies the site of the former foundry. Sargent, Osgood & Roundy produced plows, corn planters, and other small agricultural equipment until the early 1950s.
Michael Folsom



The Troy Furnace Site:

Editor's Note: A detailed article written by Victor Rolando on the endangered Troy Furnace appears in Vol. 9, No. 5&6, p. 6 (Sept. & Nov. 1980) of the national SIA Newsletter, and readers are strongly urged to read it. In order not to be repetitious, a different



Remains of the Troy Furnace on the Missisquoi River in Vermont. Courtesy of Peter Thomas and Victor Rolando.

article on the Troy Furnace is included here, detailing both Rolando's work and that done by the University of Vermont in 1980.

The plans of a consortium of small Vermont electric companies to harness water power on the Missisquoi River in the northern part of the state has allowed archeologists from the University of Vermont contract archeology program to begin the investigation of a mid-nineteenth century iron foundry complex that once included a foundry, forge, and an assortment of associated outbuildings. Hydro proposals, such as the Missisquoi project, require approval by the Federal Energy Regulatory Commission. The application entails an assessment of impacts to archeological resources, and thus the opportunity has been afforded to UVM to study the site.

The site located on the banks of the Missisquoi in Troy, Vermont was first located by Victor Rolando in conjunction with his master's thesis "Ironmaking in Vermont 1775-1890." Further historical research was prompted by the hydro project's feasibility study. Several field checks occurred with the research.

The foundry operation, which utilized extensive local iron deposits, was built in 1837 by the Boston and Troy Corporation. The corporation constructed an iron foundry, sawmill, and boarding house at two abandoned farm sites approximately three miles

north of the village of Troy Center. This was the first attempt to establish an industry unrelated to subsistence agriculture in the town. It required a full-time manufacturing work force for the summer season. Capital came from outside the area, in this case Boston. Stove parts were the major production item. These were sent over poor roads to Troy, New York where the stoves were assembled and distributed nationally. Boundary markers still standing on the U.S.-Canada border were manufactured in Troy. Ore was also processed for local use.

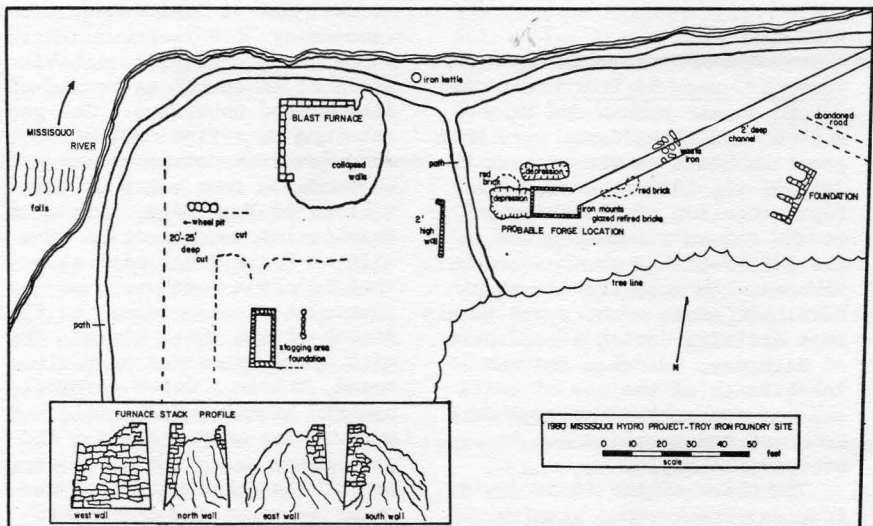
Despite the investment, greater than any Troy had previously known, the operation failed in 1841. Rolando speculates the failure was due to the great percentage of titanium in the ore, the distance to market, the short blast season, and the want of experienced oremen in Troy. An attempt was made to revive the furnace in 1844, but by 1846 it closed permanently. By that time, the alteration of the tariff on iron and the opening of mid-western markets also contributed to the

foundry's abandonment. A farm occupied a part of the site for the remainder of the nineteenth century, but since then there has been little intrusion on the site.

Field checks of the site during the summer of 1980 confirm what Rolando describes in his thesis. Most prominent of the surface features is the foundry stack which rises over nine meters in places. Several foundations, depressions, slag piles, structural walls, and debris piles (one of which includes a large potash kettle) were noted. The features are shown on the accompanying figure, which is based on Rolando's sketch made during his 1979 visit to the site. The features are associated with the former forge, staging area, and outbuildings. Not shown on the map are two foundations located 240 feet south of the foundry stack and associated with the later nineteenth century farm.

The Troy site is important in

Sketch of the Troy Furnace Site. Courtesy of Gina Campoli and Victor Rolando.



The Franklin Reed Company in Canton, Massachusetts, one of the many sites that must be included in the Boston inventory. Courtesy of Helena E. Wright.

FRANKLIN REED,
—Manufacturer of—

BRICK, PLASTERING TROWELS,
Corner, Garden
POINTING TROWELS,



See Kutter Road Kutter,
Road, Jaws and Road Jaw Balls,
Pestle, Arls and Pestle
Arl Balls.

Small's Patent Gutter Machine, and
Chopper, Rolling Mills and
Spinning Machines, Dry
Pile Machines,
And All Machines formerly made by
R. A. W. PARKER, of Boston.

Also an assortment of
Agricultural Implements,
And a large stock of
SMALL MACHINE CASTINGS.
EXECUTED.

ALL ORDERS PROMPTLY
Post Office Address, Canton, Mass.

respect to the iron industry in Vermont and to the industrial history of the region. The site may provide answers to questions concerning regional and local variations in the blast process. With regard to Troy's history, the site may reveal how the operation affected the isolated agricultural economy and life style in Troy. The investigation of nineteenth-century domestic sites affected by the hydro project will contribute to an understanding of such changes. Most importantly, although there are other known foundry sites as Rolando has demonstrated, the Troy site has suffered little from disturbances compared to others. Its integrity increases its value as an industrial archeological site.

The feasibility of the Troy hydro project has not been finally decided. If the project should proceed, a National Register nomination for the site will be prepared. This will require further historical research into primary sources, more thorough mapping of the site, and subsurface testing. Then an insightful view of a northern outpost of the iron industry will be gained.

Gina Campoli

HELP WANTED

Survey of Mills in Hebron, Connecticut: A survey of the extant and extinct mills of Hebron, Connecticut is being conducted under the auspices of the Connecticut Coordinating Committee for the Promotion of History with a grant from the Connecticut Humanities Council. The Hebron Historical Society will utilize this documented research as a basis for preservation planning. Information on any or all mill activity in Hebron, Connecticut will be gratefully received. Please contact Cece Kirkorian, Dept. of Anthropology, Box U-176, University of Ct., Storrs, Ct. 06268.

Estey Organ Company in Brattleboro, Vermont: The July 1980

SIA National Newsletter lists the Estey Organ Company factory complex in Brattleboro, Vt. under "IA in the National Register" and shows a picture of the slate-sheathed buildings.

That picture brought to mind a conversation I had with Fred Hebden in the early 1950s when he was their storekeeper, and I called upon him as a salesman. The conversation related to the manufacture of their organ pipes, and he indicated they had the capability to produce the different thicknesses of brass required in the different sizes of organ pipes.

Wishing to keep him talking and elicit more information, I commented that I had not realized they had rolling mills and did their own rolling. His response amazed me and may be of some IA interest to others regarding the technique he described. He explained they had a furnace and ladle from which they poured molten brass onto a heavy canvas. The amount of brass poured on the canvas and the amount of manipulation of the canvas determined the thickness of the brass sheet so produced. I gathered the technique was akin to pouring sand on a sheet of paper and oscillating the paper to disperse the sand about the paper to a uniform depth.

Naturally I asked to see the pouring operation, but this was denied because it was a trade secret, and nobody was permitted in that particular building except authorized persons. This brass sheet-making was a craft skill, Mr. Hebden advised, which was passed from father to son and carefully controlled by the company.

I would like to hear from anyone who has corroborative background information or additional information relative to the company and their pouring sheet brass technique. Please contact Charles L. Hoffman, Box 11, Weatogue, Ct. 06089 (203 658-0903).

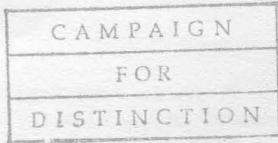
Boston Area Inventory: (Also see "Massachusetts Reconnaissance Survey" by Peter Stott.) Several SNEC members met on Saturday,

Nov. 29, 1980 at the Charles River Historic Industries museum building, the former boiler house of the Boston Manufacturing Co., in Waltham, MA, to discuss preparation of an inventory of historic industrial sites in the Greater Boston area. Present were Sheila Charles, Michael Folsom, Steven Lubar, Geoffrey Moran, Suzanne Spencer-Wood, Peter Stott, Bill Stokinger, Betsy and Jonathan Woodman, their two guests, and Helena Wright. Peter Stott, presently employed by the Massachusetts Historical Commission (MHC) on a reconnaissance survey of the state, described his work thus far and made suggestions about assistance which SNEC members or others could provide to further the completion of such an inventory.

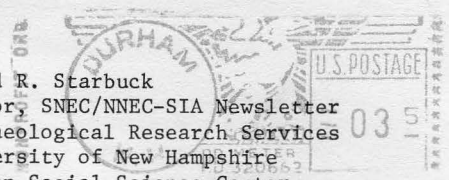
The state survey has established 8 study area divisions for Massachusetts. To date, the easternmost areas are being surveyed. The Boston area has been broadly defined as that district within the outline of Route 128. The next adjacent district consists of the towns between Routes 128 and 495 but excludes Essex County. The surveys for these two areas will be completed by the spring of 1981.

In surveying these divisions for the preparation of town-by-town reports, Peter Stott identified many sites of industrial/engineering importance, and he has compiled a significant amount of data for inclusion on HAER inventory cards. Up to this point, HAER has supplied Peter with inventory card stock and film, but the agency is not supporting a formal inventory or publication, nor are there any plans for such. Peter is working on the HAER cards on his own time, and he could use some help.

The next step is to complete the description and history section on the HAER cards for these sites. Peter has folders of material for site reference arranged by town to make the job easier for volunteers. Steven Lubar at Charles River Historic Industries will be coordinating assignment of towns



David R. Starbuck
 Editor, SNEC/NNEC-SIA Newsletter
 Archaeological Research Services
 University of New Hampshire
 Horton Social Science Center
 Durham, N.H. 03824



to those who can offer assistance. Please call Steve at 617-893-5410.* If SNEC members help create the inventory, we can then progress toward its publication in time to serve as a basis for the guide we will need if we are to sponsor the SIA Annual Meeting in Boston in 1983.

*In addition to towns or groups of towns, volunteers may select to work on subject classifications such as stationary steam engines or bridges in a particular area.
Helena E. Wright

Mills on the Cocheco River in New Hampshire: Catherine Goodwin is in the process of researching mills and related industrial sites along the Cocheco River in Dover and Rollinsford, N.H. Does anyone know of research done in this area, especially on the 1800-1825 period? Please contact Catherine L. Goodwin, 10 Longview Drive, Chelmsford, MA 01824.

MEETINGS AND ANNOUNCEMENTS

1979 Conference of the Association for Industrial Archaeology at Ironbridge, England: SNEC-SIA member John Yerkes attended the 1979 Conference of the Association for Industrial Archaeology and notes "I recommend a trip to Britain to anyone interested in IA. They must have more sites there per square mile than anywhere else. If any of our members are planning a trip to Britain, I would be happy to be of assistance with introductions or arrangements." Please contact John Yerkes, P.O. Box 502, Bloomfield, Ct. 06002

SNEC Spring Meeting: April 11, 1981. The Chapter will tour Holyoke, Massachusetts.

NNEC Spring Meeting: May 16, 1981. The Chapter will tour Harrisville, New Hampshire.

SIA National Meeting: May 7-10, 1981. The 10th Annual Meeting of the Society for Industrial Archeology will be centered in Hart-

ford, Connecticut. (See SECRETARY'S REPORT, SNEC.) More details will follow in the next issue of this Newsletter.

RECENT PUBLICATIONS

Curtis, John O. 1980. The Move and Restoration of the Haggood Wool Carding Mill: A Case History from the 1960s. In APT, Vol. XII(1):30-51.

Klotz, Louis H. 1979. Water Power: Its Promises & Problems. Durham: Center for Industrial & Institutional Development, University of New Hampshire.

Leary, T.E. 1979. Industrial Archeology and Industrial Ecology. In Radical History Review, Vol. 21:171-182.

Penn, Theodore Z. 1980. Review of A History of Industrial Power in the United States, 1780-1830. In Science, Vol. 208:1451-1452.

Penn, Theodore Z. 1980. The Slater Mill Historic Site and the Wilkinson Mill Machine Shop Exhibit. In Technology and Culture, Vol. 21(1):56-66.

Starbuck, David R. 1980. The Archaeology of Canterbury Shaker Village. In The New Hampshire Archeologist, No. 21: 67-79.

Weitzman, David. 1980. Traces of the Past: A Field Guide to Industrial Archaeology. New York: Charles Scribner's Sons.

CONTRIBUTORS TO THIS ISSUE

Gina Campoli, Richard M. Candee, Herbert C. Darbee, Michael Folsom, Christine Fonda, Catherine Goodwin, Charles Hoffman, Cece Kirkorian, Patrick Malone, Francis P. McManamon, Victor Rolando, Ellen Fletcher Rosebrock, David R. Starbuck, Peter Stott, Betsy H. Woodman, John Worrell, Helena E. Wright, and John Yerkes

MEMBERSHIP APPLICATION

To apply for annual membership in either the Southern or Northern New England Chapter of the Society for Industrial Archeology please fill out the following form. Membership in either Chapter automatically includes a subscription to the Newsletter.

Make checks payable to:
 Southern New England Chapter,
 Society for Industrial Archeology
 and mail to: William Goodwin
 Treasurer, SNEC-SIA
 8 Wolcott Terrace
 Winchester, MA 01890

OR

Southern New England:
 ___ Regular \$5.00 U.S.
 ___ Student \$3.00 U.S.
 ___ Institution \$25.00 U.S.

Northern New England Chapter,
 Society for Industrial Archeology
 and mail to: Christine Fonda
 Treasurer, NNEC-SIA
 NH Historic Preservation Office
 P.O. Box 856
 Concord, N.H. 03301

Northern New England:
 ___ All Memberships \$5.00 U.S.

Name: _____

Address: _____