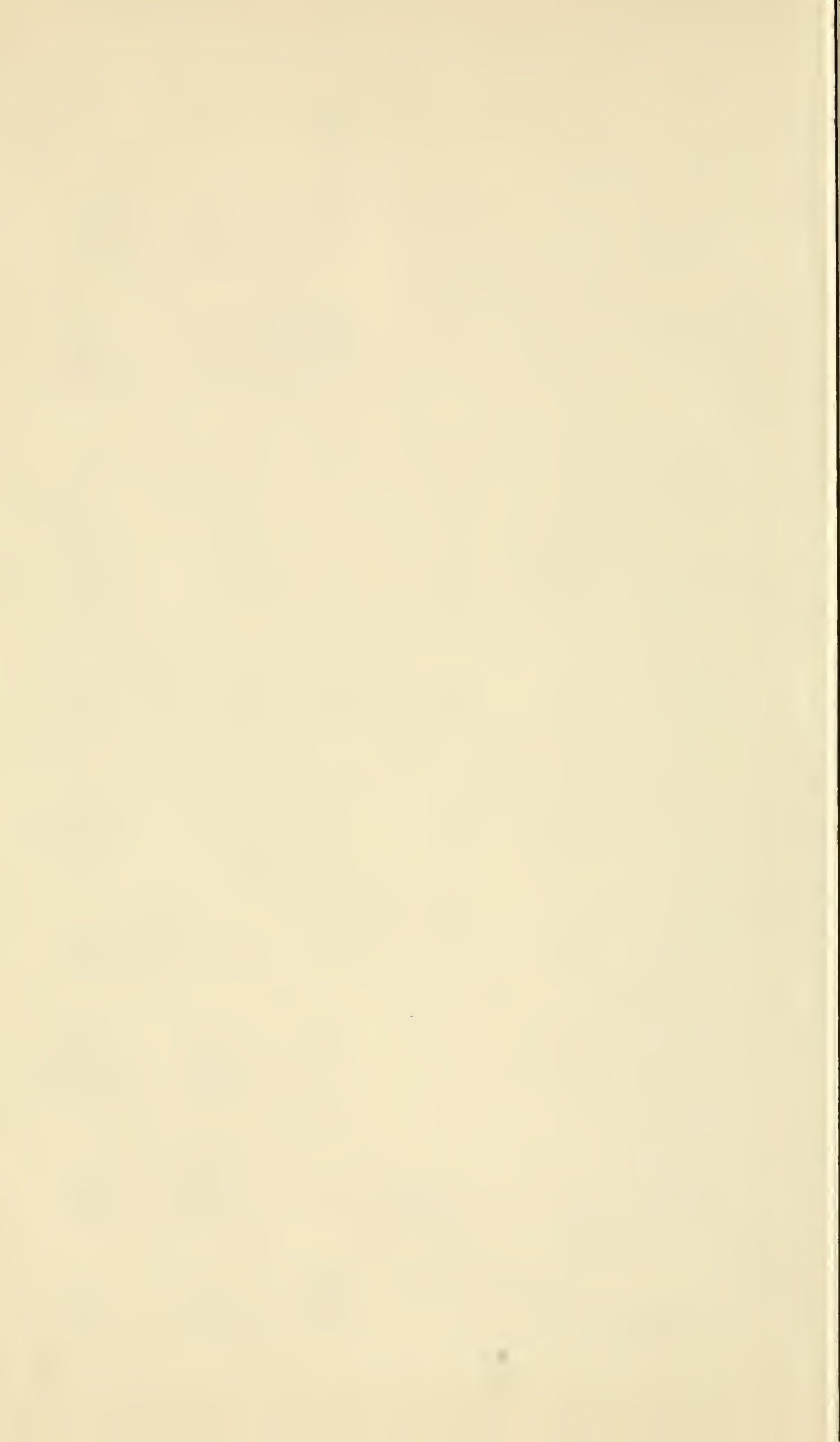


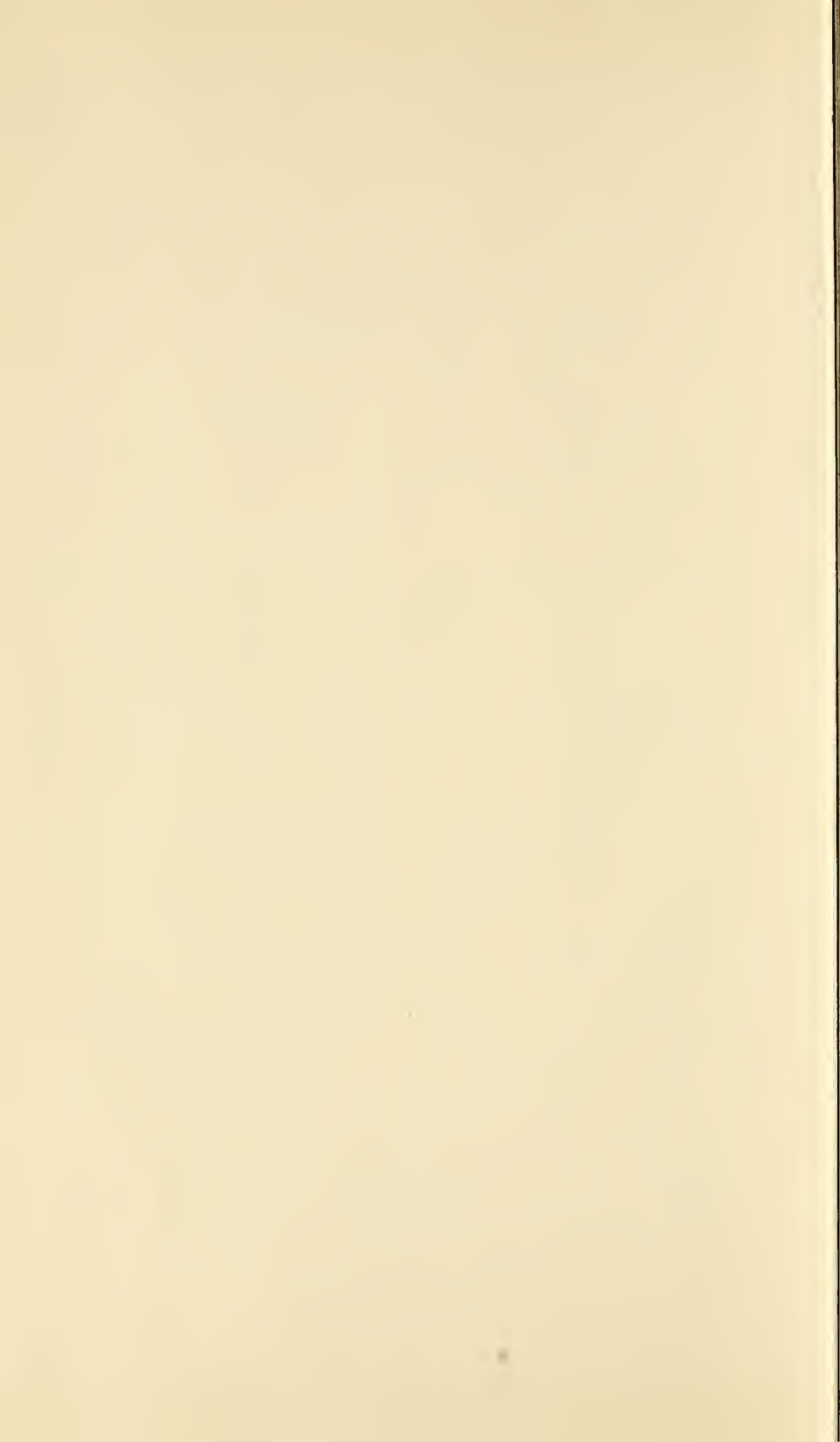
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The Mohawk Trail

Its History and Course

with Map and Illustrations

Together with an account of Fort Massachusetts
and of the early Turnpikes over
Hoosac Mountain



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EASTERN SLOPE OF GREYLOCK

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MOUNTAIN LAUREL—ALONG THE "SHUNPIKE"

THE MOHAWK TRAIL

The building of the new State Highway across Hoosac mountain was an event which turned a great volume of travel through a region which had been little appreciated, and seen by necessarily few tourists. With this great volume of travel over a splendid highway, bearing a name which implies a history of its own, there was awakened a desire to learn what that history is.

Many travelers have asked what justification there is for supposing that there ever was an Indian trail across the mountain, and many more who knew that a trail did exist, were eager to know at what places they traversed the ancient path.

In an endeavor to satisfy these inquirers, this story of the Trail has been written.

THE ROADS ACROSS HOOSAC MOUNTAIN

First, the Indian trail, a foot path.

Second, the first rough road, made presumably by Hawley in 1753, for horses and ox carts.

Third, the Rice road, which was but a new way of ascending the eastern slope. It joined the Hawley road at the summit and was later called the "Shunpike."

Fourth, the turnpike which kept along the river to near present Hoosac Tunnel, where it ascended the mountain emerging at Whitecomb Summit on the new Mohawk Trail. This was the stage road of Tunnel days.

Fifth, the new Mohawk Trail.

These roads are all in use today, with the exception of the Rice road, whose course may still be traced as a path.

It may give a clearer understanding of descriptive matter to those not familiar with the region to say that the mountain barrier of the Hoosacs is not a single ridge, but double with an elevated valley between. The western crest we have designated as Perry's Pass. The eastern is Whicomb Summit.

THE MOHAWK TRAIL

There is plenty of evidence that our first settlers found the wilderness crossed by numerous Indian footpaths or trails, which by the testimony of Indians then living, had been used by countless generations of their race. It was evident that the Indians were familiar with regions hundreds of miles away, and early records show that trails with but few breaks, extended across almost the entire width of the country. The constant passing over them for so long a period had worn them so well, that many are plainly visible today. Because of the Indian habit of traveling single file these trails were seldom over eighteen inches wide, yet they were the highways for traders, migrating Indians or settlers, embassies and messengers. They naturally follow the line of least resistance. In mountainous country they cross the lowest places, and many times the route used in summer was discarded in winter for the ice bound river or stream or for ways more convenient for snow shoe travel.

So it was that the first settlers of the Deerfield Valley found one of these ancient trails following the river up from Deerfield, and the first settlers at Albany found a similar trail following the Hoosic from its mouth nearly to its source. Then when we consider the freak of nature which led these river courses to approach each other so nearly that there is barely five miles of mountain between them, we realize that here if anywhere there must have been one of the immemorial Indian trails.

But although nature seemed to arrange these river courses so carefully, nevertheless, she placed between them a stupendous barrier. Here the watershed is compressed into one narrow breadth, which is expanded to forty miles in width in many places. To the northward even now it is impassable for a railroad until we reach a point opposite Rutland.

At the time of the construction of the Tunnel, it was observed that the hand of Providence had plainly marked this place for a tunnel, and it was also observed that it was a pity that the same hand hadn't pushed a finger through the barrier.

The Encyclopedia Britannica says: "The Indians were no exception to the rule that one of the fundamental contributions of a primitive people to the culture factors in the life of the race dispossessing them consists of the trails and camping places, waterways, and trade routes which they have known and used from time immemorial. The great importance of these trails and camps has often been emphasized. It was over these trails that the missionary, soldier, adventurer, trader, trapper, hunter, explorer and settler followed the Indian with guides or without.

"THE ROAD FOLLOWED THE TRAIL, AND THE RAILWAY, THE ROAD." This was the exact story of our trail. The highway follows the old trail closely, and the railroad follows the same course from either side, making the passage of the watershed by tunnel directly beneath. (See Note A).

So for centuries ran the Indian foot path up the Hoosic valley, across the Hoosac divide and down the Deerfield valley to the Connecticut. But with the advent of the white men, it immediately began to disappear and as settlements pushed along the Hoosic and Deerfield from either side, the trail was replaced by roads, the course across the divide being the last portion to be replaced.

At the building of Fort Massachusetts we know that a passable road existed from there to the Hudson. A road from Deerfield to Charlemont was made at an even earlier period, but not until 1753 did a road cross the mountain barrier, the ancient trail thus losing the last portion of its course as a foot path.

THE COURSE OF THE TRAIL

(shown on map by arrows)

Having shown that there was a trail we may next consider where it ran. In general we may say the Mohawk Trail runs from the mouth of the Hoosic River to North Adams, thence to the Deerfield and on to the Connecticut. Popularly there is no limit to its extension east and west of these points. From the mouth of the Hoosic to Eagle Bridge it seems to be generally accepted that the trail lay along the river bank, and probably on both sides of the river, in the place now occupied by the highway nearest the river bank.

From Eagle Bridge, to what we familiarly call the Dugway in Pownal its course was practically the same as the existing roads on the northerly bank. From this point the trail followed along the left bank in practically the exact location of the present highway past Williamstown station through Blackinton and North Adams.

Trails usually follow closely the first rise of land above the intervalle flats, to escape swampy conditions. If we examine a relief map of this region we will see that this road follows very closely the first contour line of elevation all the way. At Blackinton the river originally ran where now stands the weave shed of the mill and the trail here came closely to the river bank.

At the well known place in Braytonville, midway between the two highway bridges, it crossed the river where the stream is still shallow. From here it ran very near the course of present West Main Street, through Main Street and straight on up East Main Street to the Five Roads. It then kept on directly up the hill and meets the present State Road near the old East Mountain school house.

Up to this point the course of the Indian path is known quite accurately. But where it crosses the watershed, its most interesting and last to be forsaken course, its location in many places, can be traced only by careful study of the topography of the mountain, and a consideration of Indian ways of travel.

The new Mohawk Trail does not follow the Indian path in any part of the ascent of the western slope. Here, the exact line of the path can never be shown, because its course was changed to meet conditions of weather and season, and took its most accommodating course to the summit. It is very probable that a different path was used in making the descent—the same instinct being indicated to this day, in the numerous cross paths and trails which scar this slope of the mountain in all directions. But all led to one spot on the crest—the place of lowest elevation. Here the new Mohawk Trail crosses, here for all time has every trail and road made its course, and here has passed every traveler from the Red man down through the long procession of scouts, soldiers, and adventurers. (See Note I). The first white man must have crossed this spot at an early date. Since it is

certain that there was early communication between Deerfield and Albany.

From the crest the Indian path continued in the line of the new Mohawk Trail until it met the head waters of Cold River whose course it then followed practically the entire distance to its confluence with the Deerfield, in the upper reaches following along the western, and in the lower reaches the northern bank, crossing the Deerfield at the mouth of Cold River or at the Ford-ing Place (No. 10 on the map) which was the ford used by the earliest roads. All agree in the course of the Indian trail as far as the present bridge over Cold River, below Central Shaft. Many believe that the trail did not continue along the river, but ascended the shoulder of Whitecomb ridge, and continued on easterly, making its descent into Cold River valley in the line which was afterward followed by the first road. Judge John A. Aiken, who has given much study to this question, thinks that the first road was built on the Indian path. The exact truth cannot be learned, and it is largely a matter of opinion. Without wishing to appear arbitrary the writer for the reasons given is inclined to believe that the two were not identical. The first traveler up the Deerfield River when he had reached the point where the mountain barrier must be crossed, would naturally ascend the Cold River valley which is the only break in the mountain wall, and where the river valley extends in exactly the direction he sought, and in traveling in the reverse direction, the natural thing would seem to be to keep on down the river valley, having once started in that way. This seems more probable and in line with what we know of trails in general and the ways in which they were made. The deep rocky gorge of Cold River does not afford an easy passage for even a path, but after its course had been made in the easiest places, it is readily seen that it was the line of least grade.

The writer likes to think that in our time the instinct of the savage has been supported by our best civil engineers who laid the course of the new highway for a great part of its way down Cold River on what must have been in many places the exact position of the Indian path. Thus history repeats itself.

The first road could hardly follow the line of a foot path through such a difficult passage. It seems more than probable that the first white men made a path in the line of the first road,—the highlands being considered more safe for travel than the route through the deep gorge. We may be sure that there was an early path in the line of the first road, and perhaps an Indian path to be used when more suitable according to the season, but it seems to the writer that the main trail of the ancient Indians must have led down Cold River the entire distance.

From the Fording Place the course of the trail through Charlemont and Shelburne is in practically the position of the state highway along the river. It entered old Deerfield by the Albany Road, having recrossed the Deerfield, near by.

It is thus seen that the Indian trail is much better known in its reaches on either side of the mountain barrier than it is in the crossing of it, although this was the last part to be abandoned. It is quite probable that had it not been for consideration of Whitcomb Summit as a spot for the enjoyment of the scenery by travelers, the new Mohawk Trail would have kept to the line of the Indian path even more closely, and followed Cold River for its entire distance.

HISTORY OF THE TRAIL

In reviewing the history of the Trail as related to the white settlers, it is necessary to keep in mind the succession of wars between France and England, from 1689 to 1763, there having been four intercolonial conflicts between the American colonists and the French in Canada, for the possession of a continent. These four conflicts were separated by periods of technical peace which were really periods of preparation for the succeeding war. Between the dates mentioned the Trail was the scene of warfare, intrigue and scouting, for in the time when actual warfare was not declared, it was always in the danger zone, where treachery might be expected and danger was never absent. The four wars alluded to were:

King William's War	1689-1697
Queen Anne's War	1703-1713
King George's War	1744-1748
Seven Years War	1756-1763

It must also be remembered that the Iroquois of New York or the Five Nations, were unfriendly toward the French, and friends of the English. Their enmity toward the French dated from that eventful day in 1609 when Champlain met them near Ticonderoga, and with his small force, routed them with the hither-to unheard-of fire arms. But for this enmity the results of the intercolonial warfare, and the horrors of Indian attack, might have been vastly different from what they actually were.

When not in active support of the English and Dutch, these tribes were at least neutral. These struggles were intensified by the religious and racial differences of the people engaged. It was not until 1763 that French control of this continent became an idea which had to be abandoned and the vast western country became an English possession.

After 1763 the colonies had become so united through common defense against the Indians, that it was but a few years more when the Trail became again the scene of hurrying bands of men armed this time, to secure their independence. The peaceful days of the Trail's history do not begin until after the Revolution.

The first ninety years of its known history relate entirely to warfare of Indians with their own race. From 1690 the warfare changes into one between the French and Indians and the English. The campaign in 1755, in which Col. Ephraim Williams was killed, and also the defeat of Braddock, occurred in time of so called peace.

We may now take up the study of the Trail in its historical relations with both Indians and whites, remembering that this known record is but the last few pages of a great volume, the remaining pages of which are forever sealed from our knowledge. Until the advent of the white man the Trail had been presumably used for hunting purposes, for messengers and scouts and migrations—and incidentally for war.

At the time of the settlement of the Dutch at Albany, we find this region owned by the Mahicans, (See Note B) who

owned all the lands extending northward east of the Hudson. West of them lay the Mohawks whose lands lay along the river of that name.

These two tribes were usually in a state of war in the early days, and upon their dispersal and consequent lessening of power about 1750, seem to have been about equal in strength.

In Beauchamp's "History of the New York Iroquois," it is stated that the residence of the Mohawks at the place where they lived when discovered, had been brief. He gives a detailed account of the many ways in which this may be proved, and shows that they had previously lived in Canada. He also says that the great reputation which they gained as warriors, and which made them a terror to all who knew their name, was due to the fact that they were the first of the Indian tribes to receive firearms, which gave them the advantage over their foes. (See Note C).

There is evidence that the Mohawks were enemies of the eastern tribes, known as the Penobscots. In 1650 they asked permission of the Dutch to cross their lands to attack the New England Indians.

In 1662 the English complained that the Mohawks had attacked the Penobscots. In 1664 Mohawk ambassadors were killed by the Kennebecks and in 1669 three hundred New England Indians attacked them but were repulsed and their leader killed. In return the Mohawks made a raid into New England. In all this warfare the attacking parties crossed the mountains over the Hoosac Trail. Dr. Beauchamp claims that the Mohawks of the Five Nations did not arrive in New York until about 1590—from which we may understand that their raids over this trail were not "from time immemorial." What occurred before 1590 we shall never know.

The Indian attacks on the whites of New England after King Philip's War, were always under French direction. It seems strange in these days that in the disagreements of despots in Europe, savages should be employed by Christian neighbors to slay each other in a wilderness three thousand miles away. It so happened that the Pennacook Indians who inhabited southern Maine, New Hampshire and northeastern Massachu-

setts had before 1700 been driven from their lands, slowly withdrawing to Canada before the advent of the whites.

Having been treacherously dealt with by the whites and dispossessed, they reached Canada, inflamed with a bitter hatred toward the New England people. About 1700 these exiles settled at St. Francis, where they joined the Abnaki, also exiles from New England and animated by similar feelings of revenge. They became famous as the most bitter enemies of the whites of New England, and with the French, were involved in all the raids into that region including that against Fort Massachusetts.

There was also at Caughnawaga on the St. Lawrence, a settlement of emigrants who had come from the Oneidas and Mohawks in New York about the year 1668. They were nominally Christianized, and known as the Praying Indians. Since they spoke the Mohawk tongue, they became known as the French Mohawks. Altho often invited to return to their brethren, they refused to go, and became of great assistance to the French in their warfare into New England.

The two branches of the Mohawks remained friendly with each other, and altho the New York Mohawks were friends of the whites, could rarely be induced to take up arms against their brethren of the North.

Thus our Trail may claim its name as derived from both branches of the Mohawk race, one branch using it in its raids against other Indians and the other for attacks with the French upon the English.

Many times the Dutch rendered valuable assistance to the New England people by sending them couriers, bearing information which came to them through the communication of these two branches of the Mohawks.

The path of the invaders was usually up the Richelieu River to Lake Champlain, up the lake to its southern extremity near present Whitehall, N. Y. and then either across to the Hudson and onwards, or else (as was the case in the attack on Fort Massachusetts) overland through Cambridge to Eagle Bridge where they joined the Hoosac Trail.

So as a Mohawk Trail, our Indian path really ran to Canada and was a part of a line of communication of perhaps greater antiquity than any known trail, a trail followed in after years during all the wars by thousands of soldiers and resulting in the great forts at Ticonderoga and Crown Point, a trail that has seen the turning point of much history the decisive battle of our American Revolution having been won on its reaches at Schuylerville, and Bennington battle field being within sight of its course.

According to French records, twenty raids were made by French and Indians into New England, by the Lake Champlain route. Many of these reached the Connecticut River by cross trails, down the river valleys of the Black, Williams or West Rivers according to their destination, the invaders having reached the watershed of these streams by ascending Otter Creek from Lake Champlain.

A branch of the Pennecooks had not gone to Canada, but had settled about 1675 at Scaticoke, on the Hoosic River near its mouth.

Many attempts were made to reunite these tribes, but the union did not occur as a whole, altho there was frequent exchange of warriors between them, and the two branches were in constant communication with each other.

In the winter of 1675-6, King Philip remained with the tribe at Scaticoke trying to embroil the Mohawks and others in his support. While here, it is safe to say that King Philip made, in this endeavor, more than one trip over our Trail. The gathering of his forces was at a rendezvous in what is now Manchester, Vt. and numbered over 2000 men, among them many of the Indians of the north. This great force was expected to clear the Connecticut Valley of all its white people, and would undoubtedly have succeeded had not Philip in his zeal to arouse the Mohawks, treacherously slain several of them in a manner to cause it to appear a deed of the whites. (Note D).

The treachery was exposed and Philip had to flee for his life across the mountains to Northfield. After another season of plundering he met his death at Mount Hope.



WINTER ON THE HOOSACS

The history of the Trail as connected with the attack on Fort Massachusetts will be told in the story of that fort. The following is a brief account of historical facts connected with the Trail.

First it was followed by couriers sent to the English by the friendly Dutch, giving warning of anticipated attacks. Later came the visit of King Philip, and his known residence on the Trail, his probable use of it, and supposed flight over it.

In December 1704 two heavy hearted men, John Sheldon and John Wells, passed from Deerfield over the Trail on their way to Canada to rescue their families in captivity. Sheldon had lost his wife and baby in the attack on Deerfield and four of his children were captives, as was also Wells' mother. These men had received permission from the General Court to make this trip and to try and arrange for an exchange of prisoners. They seem to have recognized our Trail as part of the great trail to Canada, and probably made the trip in winter to take advantage of the long level, snow covered surfaces of the frozen lakes as aids for quick travel on snow shoes. Miss Alice Baker, in her paper before the Pocumtuck Memorial Association in 1878 says, "Three hundred miles of painful and unaccustomed tramping on snow shoes in mid winter, over mountain and morass—where the cruel savage lurked—with gun in hand and pack on back, now wading knee deep in some rapid stream, now in the teeth of the fierce north wind, toiling over the slippery surface of the frozen lake,—wet, lame, half famished and chilled to the bone, hardly daring to kindle a fire, spruce boughs for his bed,—eye and ear alert—up at day break and on again through storm and sleet, pelted by rains and blinded by whirling snow—what iron will and nerves of steel, sound mind in sound body, to dare and do what this man did."

After all this suffering Sheldon's trip was only partially successful and twice more he was compelled to make the fearful journey.

January 25, 1706 he left Deerfield accompanied by John Wells and Joseph Bradley. On April 17, 1707 he left Deerfield for the third and successful trip.

The reader is referred to Miss Baker's address for a full account of his thrilling adventures.

Until 1740 we do not seem to have any definite account of particular events along the Trail. We know that the Dutch pushed their settlements on up the Hoosic River, settling at Hoosick in 1688 and soon afterward reached Petersburg appropriating the best lands on the intervalle, and that in consequence a fairly good road had now taken the place of the Indian path. The approach of the Dutch to the supposed boundary line of Massachusetts had become to be considered with uneasiness by the people of Massachusetts.

Intercourse with the Connecticut Valley must have grown rapidly, and it is probable that there were few weeks which did not see parties crossing the crest of Hoosac mountain.

When Pownal valley was surveyed by the proprietors in 1760 it was found that the Dutch had taken up most of the best farms on the intervalle, and there was considerable difficulty in dislodging them or making them pay for their land. Their residence there is perpetuated in the name of the cliffs at North Pownal, called Kriggers Rocks.

The Krigger family also appeared in Williamstown later.

FORT MASSACHUSETTS

The story of Fort Massachusetts is so familiar that it will not be repeated with much detail but its association with the Trail calls for some account of it.

The fort was built primarily as a frontier post on the great trail from Canada, over which attack might be expected on the western frontier. It does not seem to have been built because any attack had ever been made over it, rather, as we know its existence invited the attack which followed.

A secondary reason for its construction was that it marked the western boundary of the Province of Massachusetts Bay and it was to stand as a warning to the approaching Dutch settlers, that they would not be allowed to settle beyond it.

Other forts had been built in places where it was presumed that the invaders might leave the Lake and cross the mountains

north of here, as Forts Shirley, Pelham and Dummer. Fort Massachusetts was built in 1745, in size about 80 by 120 feet, of logs cut on the spot, and joined by carpenters. Forty three men spent the ensuing winter in this fort. A few facts which appear in the records of that time show us that the trail toward Albany was now a fair road for the entire distance, that the supplies for the fort were all brought from Albany, which proves that no road passable for vehicles had yet been made over the Hoosac divide.

We learn, that as spring opened, John Perry, one of the carpenters of the Fort, evidently not expecting any disturbance, built the first house to be erected along the line of the Trail between Charlemont and Pownal.

This spot was about a mile west of the fort near the Greylock crossing into Blackinton. He was barely settled in his new home when the attack on the fort in August resulted in its destruction and in his own capture and removal to Canada. In June of that year, the presence of skulking savages was revealed by an attack on the Fort in which Elisha Nims was killed. This party had come down the Canada Trail and done much damage further down the Hoosic.

August 16, 1746 the chaplain of the Fort, Rev. Mr. Norton and fifteen others, crossed Hoosac Mountain to Fort Massachusetts. Finding the garrison in a sickly condition and their supplies low, fourteen men were sent back to Deerfield next day for assistance. At that time Vaudreuil was already in ambush near the Fort. At the spot where the trail crossed the river they were so near the returning men that they might have touched them, but they allowed them to continue unmolested. On the 19th the attack was made from the northern side, from the nearest projecting ledges. The attacking force of French and Indians numbered 900. Of the defenders two were wounded and one killed. On the 20th the Fort surrendered and was burned to the ground. For a few hours the French flag floated over the Fort,—perhaps the first and only time that French conquest was so marked, in this state.

The return march began that night our Trail being followed back to present Eagle Bridge, whence the path northward to

Lake Champlain was taken. The captives were treated with much kindness the entire distance, altho as they passed down the Hoosic every dwelling and barn went up in flames. The French report of this says: "Barns, mills, churches and tanneries, were destroyed and the harvest laid waste for a distance of thirty or forty miles." This destruction was all within present New York boundaries. While the captives were making their way along our trail westward, a large party of the attacking Indians at the Fort were making their way over it eastward, crossing the Hoosac range to the Deerfield valley.

Five days after the attack on Fort Massachusetts they fell upon some Deerfield people in the meadows killing five of them and taking one boy captive. This band had probably expected to intercept the company which was to bring relief to the Fort. In this they were disappointed. Hurrying over the hills across country they again joined the main force at Crown Point and returned to Canada with them. This attack is since known as the "Bars Fight."

The following year the Fort was rebuilt and in August of 1748 it was again assaulted by a force of several hundred French and Indians. The attack failed, and the garrison suffered the loss of one man killed and two wounded. Ephraim Williams was in command on this occasion,—which was not the case in the attack on the first Fort. This time, the attack was from the south and east, instead of from the north as before. The enemy driven off took themselves down the trail carrying their dead and wounded with them.

During the next few years Fort Massachusetts continued to be garrisoned by a small company, but it was finally abandoned about 1760, since the West Hoosick fort had become more convenient for those who had taken up settling lots in that vicinity. Many of these settlers were soldiers from Fort Massachusetts. For a few years skirmishes with the Indians continued to be frequent in West Hoosick.

During the building and existence of Fort Massachusetts there was probably no more frequent traveler over the Trail than Col. Ephraim Williams, who was killed in 1755 at Lake George. The years 1753 and 1754 were exciting ones in the lower Hoosic Valley. The settlers along the Trail in "Dutch

Hoosick" or Petersburg were in continual alarm. The enemy was constantly seen prowling about.

In June 1755 a band of Indians swooped down upon the Trail in Charlemont, where they attacked the family of Moses Rice at work in the fields. Captain Rice was killed and others taken to Canada. (No. 11 on Map, See Page 38).

In 1756 Captain Chapin and two others were shot and killed near the West Hoosick fort, and June 7 of the same year Benjamin King and William Meacham, scouts from Fort Massachusetts were shot and scalped by Indians near the site of John Perry's burned cabin.

Not until 1763 when the idea of French conquest of this region was abandoned, did peace reign for a few years along the Trail, perhaps for the first time since white men had trodden it. During the expeditions to Crown Point and Ticonderoga many troops passed over the Trail bearing supplies and reinforcements to the scene of action, notably the company under Capt. Nathaniel Dwight of Belchertown and that of Capt. William Lyman of Northampton who marched over the Hoosac divide Sept. 27, 1755, with 124 men. In December of that year, many of these men returned by the same route, to spend their winter at home.

This seems the first recorded attempt to transport supplies in any large quantity over the Hoosacs. In 1751 new cannon, destined for Fort Massachusetts were shipped from Boston to New York, thence up the Hudson to Albany and overland to the fort. Very soon afterward, a road must have been constructed which was used in 1755.

In these expeditions of 1755 occurred the loss of oxen which is known to have happened in making the steep ascent of the first road from Cold River valley. An old native of Charlemont, early in the last century, wrote of seeing their bones when a youth at the foot of the cliffs, at this spot, which fact identifies the course of the road exactly.

With the construction of this road our Trail has become merged into the system of roads, and as a trail disappeared forever. It would be interesting to know when the first horse was used in crossing Hoosac Mountain. Horses are not mentioned in any of the early accounts of travel, and it is not probable that any were used until after the first road in 1753.



FIRST ROAD OF 1753, IN LOCK'S GRANT

THE FIRST ROAD

We find in the Provincial records that June 13, 1753, Elisha Hawley, who had been commander of Fort Massachusetts, in 1747 (later killed at Lake George) was granted money "for marking out the road from the western part of the Province toward Albany." No other reference is found, but this seems to have been the date of construction of the first rude road over the mountain. Its need had become imperative, as proved by the difficulty and expense in getting supplies to the Fort.

The first rude road naturally followed the old trail as well as it could. Its course up the western slope was probably as erratic as the old Trail had been, and after crossing the crest of the mountain followed the course of Cold River in nearly the line of the present highways, to a spot below Central Shaft, where the edge of the plateau is broken by the first steep descent into the wild ravine of Cold River. A survey of Bernardston Grant, (See Note E) in 1765 shows the "Hoosuck Road" in this position, and Cold River is there termed "Money Brook."

It is at this point that the first road turned away from the old trail, to seek another route to the Deerfield intervale. The long, rocky, steep and thickly wooded defile of the ravine, while passable as a trail was not possibly adapted for a road without tremendous effort—not until our day, could expert engineers with unlimited supplies of money and labor conquer the obstructions of what was the natural route. So the first rude highway left the Cold River basin and crept along on that tableland which extends eastward, between the Deerfield on the left and Cold River on the right, and which lies like a spear head pointing toward the Charlemont flats. The old road rambles along eastward on this plateau as if trying to discover a way to descend to the valley beneath. It pushes out to the extreme point of the ridge where descent must now be made.

Here the escarpment of the river canyon is a series of shelving outcroppings of the mountain strata, and along the

slopes of these precipitous surfaces the road makes its winding way into Cold River valley—again meeting the Indian Path at its base—winding along the bases of cliffs, a perilous passage indeed in this short portion of its course. This was the road in use from 1753-1764 and was the route of the men marching to Lake George in 1755, according to the testimony of early Charle-mont settlers.

At the junction of this road with the old Trail is situated the famous Indian Spring, about which numerous relics of the Indians have been found.

Travelers along the new Mohawk Trail should note Todds Mountain which is the last peak of the ridge between Cold River and the Deerfield. At point No. 9 on the map will be seen a single pine tree of great size, on the very crest of the ridge. The first road ascended the steep mountain side at this point and reached the top at the Great Pine, continuing from there westward through Locke's Grant. The course of the Trail from the mouth of Cold River to the foot of this slope is very plain, and its course up the mountain is still marked by the trees blazed by Judge Aiken, these blazed trees marking the line as far as Locke's Grant. The Great Pine is about 500 feet above Cold River and stands at the lowest spot in the escarpment along the river. Although exceedingly steep it was considered the best way to attain the plateau above along which the grade was easy. It will seem impossible to those who climb this ridge, that wheeled carts could ever have made the ascent,—but when built the road was of course buttressed with logs and fallen trees, and made wide enough for use,—all of this material having disappeared long ago.

One may easily understand why there was loss of oxen in making the ascents, as stated by Samuel Rice in his petition for a new route.

In the development of the roads along the Hoosic River toward the Hudson, there are two maps which show us their positions in 1755 and in 1779. The map of 1755 is from the Crown collection in the British Museum, and is styled "A Map of the Grand Pass from New York to Montreal." It shows the entire Hudson Valley with the chains of lakes northward to the

St. Lawrence, and on it are shown "European Roads, and Indian Paths." The road from present Troy through Eagle Bridge to Fort Massachusetts is shown on the southern bank crossing on the Petersburg meadows to the northern bank, and thence in the position of the present highway. Norton's Redeemed Captive tells us the route taken on the way to Canada, by the captives from Fort Massachusetts, and in this trip the river was not crossed at all on the way to Eagle Bridge, and it would seem that at that date 1746, that this was the most traveled trail. This map also shows the trail taken by them on the way from Eagle Bridge to Whitehall, which ascended Owl Creek, crossed the Batten Kill near Greenwich and then ascended Black Creek. Prof. Perry thought the route lay past Lake Cossayuna, but it seems impossible that Norton would omit mention of this large lake, in his constant notations of streams and ponds.

This map, which was drawn so soon after this time, plainly shows that this route was first indicated as an Indian Path and was afterward overlined as a European road. The line from Eagle Bridge to Fort Massachusetts is also overlined in the same manner. In the more level country toward the Hudson cross trails must have been numerous, and in the map referred to, a road now known as the Stone Road led from Hoosick to Albany and was without doubt the main road to Albany from this region from an early period.

DeVaudreuil in writing about the attack on Fort Massachusetts says that in their passage up the river they found a road on each side as far as Petersburg. The road on the northern bank we know was used to reach Bennington, and oftentimes travelers mistook the trail to that place for the main river route, as was the case with Gen. Rufus Putnam. (See Note G).

The other map mentioned, Sauthier's Map of the Province of New York, in 1779 shows the roads in the same positions as in 1755. The entire western part of Vermont appears as part of New York.

Two other interesting maps are those of Montresor in 1775 and of Jeffries in 1774, both in the archives at Albany. They show the path taken by the French and Indians in many raids into the Connecticut River valley. In these expeditions the

route led up Otter Creek from Lake Champlain to the town of Clarendon, thence a portage of 15 miles across Wallingford brought them to Black River which was followed to the Connecticut. Montresor's map also shows the trail cut by the New Hampshire forces in their move on Canada in 1759, from Charlestown, N. H. across to Ticonderoga.

In 1763 Charles Wright stated in a petition that he had moved his family into a house near old Fort Massachusetts, and that there was no licensed tavern within sixteen miles, and as the road past his home was now much frequented, applied for a tavern license. Wright afterward settled in Pownal, and is buried beside the old Trail in the Dugway, near the Weeping Rocks where several soldiers of old Fort Massachusetts are buried.

THE SECOND ROAD

June 12, 1764, Samuel Rice of Charlemont petitioned the General Court as follows: "The road over Hoosuck mountains being at present very dangerous, several creatures having lost their lives thereof, your petitioner hath found a better place for a road, and as there is about 200 acres of Province Land near the Deerfield River, prays for a grant of same, he obliging himself to build a road up said mountain as good as the land will allow of."

We know positively where this road lay because in 1771 Joshua Locke petitioned for a grant of land on Hoosuck Mountain and permission to build a house "of entertainment" for travelers. Travel had at that time become quite frequent.

In a recently discovered map, originally part of the survey of Clarksburg, is seen Locke's Grant lying along the top of the table land, already mentioned, a long narrow strip with its northern boundary the highway. (No. 8 on map). In this map, the road turns sharply toward the north east, and instead of coming down into Cold River valley it comes directly down the mountain side to the Deerfield, in a series of loops,—and emerges at a point almost exactly where the present bridge crosses the Deerfield below Hoosac Tunnel.

It must have been a doubtful improvement over the first road. However it was better in that it led directly into the Charlemont intervale and crossed the river at a better place. Two maps indicate the road at this place in 1792—as shown in this map. At the opening of the turnpike road the Rice road was used by those who wished to avoid payments of tolls, and was therefore termed the “Shunpike.” The Shunpike may still be traced on the mountain side. This was the road traversed by Benedict Arnold—who crossed Hoosac Mountain on horse back, May 6, 1775, on his way to Williamstown where he spent the night.

THE THIRD ROAD

In 1786 a committee was named by the General Court to sell unappropriated lands on Hoosac Mountain and to complete a good wagon road over the mountain from the west line of Charlemont to the east line of Adams. The road was to be built before 1787, with a bridge over the Deerfield at a convenient place.

Just below the ford where the Rice road crossed the river, is the narrowest point in the stream between Hoosac tunnel and Charlemont, and here eventually the bridge was built.

Unlike the second road, the new road did not ascend the mountain at the crossingplace, but kept along the river bank until it reached the point nearest the Hoosic valley where it made its steep ascent over the mountain precisely as later on the tunnel made the passage through the mountain at the same spot.

This was the long used stage road. Maps in 1792 show this new road and also the second road, both in use. Not far from the new bridge was the toll house (No. 12 on map). Persons who did not wish to pay the toll charges used the “Shunpike” already referred to.

In 1797 the Turnpike Association was incorporated with Asaph White and Jesse King and their associates as incorporators and continued until dissolved March 14, 1833.



W. H. STEDMAN

FROM WHITCOMB SUMMIT (See page 27)

Rev. Washington Gladden has written such a vivid picture of a trip over Hoosac Mountain in staging days that it is here repeated in part.

"The road creeps cautiously up the mountain side—much of the way through the forest, but often revealing the rugged grandeur of the hills. Now you begin to get some adequate idea of the depth and sinuosity of the Deerfield Gorge.

"It would not do to call this valley a basin; the bottom is too small, and the sides are too high and steep. It is a cup rather—the drinking cup of a Titan,—embossed, as seasons pass, with green and gold and garnet forests, and drained of all but a few sparkling drops of the crystal flood with which it once was overbrimming.

"On the hill across the river, the line of the Tunnel is marked by a narrow path cut through the forest to the signal station on the top. When you are exactly in the range of that line on the opposite hill you are exactly over the Tunnel. 'Jim' says that one lady on being told that the stage was at that moment passing over the Tunnel, ejaculated with a little scream, 'Oh, I thought it sounded hollow.'

"A long pull and a strong pull of Jim's honest blacks and grays brings us to the top of the eastern crest of the Hoosac Mountain. (Whitecomb Summit.) Now look: You have but a few moments: make the most of them. You may travel far; but you will never look upon a fairer scene than that. The vision reaches away for miles and miles over the tops of a hundred hills grouped in beautiful disorder.

"Fifty miles as the crow flies from the spot where you are standing, the cone of old Monadnock pierces the sky. Farther south, and ten miles farther away, the top of Wachusett is seen in a clear day, dimly outlined in the horizon. Down at your feet flows the deep gorge of the Deerfield, whose course you can trace for many miles.

"Nothing is seen, at first view, but these rugged hills, and the deep ravines that divide them,—no trace or token of meadow or lowland; but some subtle enchantment presently attracts the eye to that miniature valley out of which we have climbed, bordered on one side by the Deerfield, and walled in on all the

other sides by the steepest hills. This little valley at once becomes the centre of the picture: from it the eye makes many wide excursions over the hill tops, but it hastens back again. It is like a ballad in the middle of a symphony: the symphony is grand; but the ballad keeps singing itself over in your memory at every pause. And yet that is a very tame little valley; or would be anywhere else. Its smooth, green fields, edged by the river, would never attract a glance in a level country; but shut in here, as it is, among these hills,—the only sign of quiet among all these tokens of universal force,—it is unspeakably beautiful. The mountains too, are grander and wilder by the contrast with this peaceful scene. Every artist, whether in words or colors, ought to look upon this landscape. It would teach him a useful lesson.

“Over the crest of the mountain, westward, swiftly down into the valley of Cold River, which divides the eastern from the western summit the stunted beeches on the left, barren of branches on the northwest side, showing how fierce the winter winds are, and from what quarter they come. This summit is 2110 feet above tidewater, and the western summit is 400 feet higher. Over the top of the hill in the west we catch our first glimpse of Greylock. (Note H).

“Beyond the lowest part of the valley, on the slope of the western crest, the new buildings over the central shaft (No. 6) of the Tunnel are seen. At this place on the 19th day of October 1867, a horrible casualty took place. Thirteen men were at work in the bottom of the shaft, 583 feet from the surface, when the accidental explosion of a tank of gasoline which had been used in lighting the shaft, suddenly set the buildings over the shaft into a blaze. The engineer was driven from his post; the hoisting apparatus was disabled and inaccessible; and the terrible certainty was at once forced upon the minds of all who looked on, that the men at the bottom of the shaft were doomed. How soon or in what manner the men were themselves made aware of their awful condition, or in what way they met their fate, no one will ever know. Some, doubtless were killed by the falling timbers of the building, and by a terrible hail of steel drills precipitated into the shaft when the platform gave way:

others, perhaps were suffocated by the bad air; and others, possibly, drowned by the rising water, after the pumps stopped working. The next morning, as soon as the smoking ruins could be cleared away, a brave miner, named Mallery, was lowered by a rope around his body to the bottom of the shaft, and found there ten or fifteen feet of water, on the top of which were floating blackened timbers and debris from the ruins, but saw no traces of the men.

"It was impossible even to rescue their bodies. The water was rapidly filling up the shaft; and new buildings must be erected, and proper machinery procured, before it could be removed. It was not till the last days of October, 1868, a full year after the accident, that the bottom of the shaft was reached, and the bodies were secured. (See Note F).

"On this bleak, rough mountain top lies all that is inhabitable of the town of Florida. There are a few good grazing farms; but grain has a slim chance between the late and early frosts. The winters are long and fierce. During the Revolutionary War, a body of troops attempted to make the passage of this mountain in midwinter, and nearly perished with cold and hunger. (Note G.) Passing on the left a dilapidated old tavern, where none but a stranger will be likely to get taken in, and on the right as we ascend the western crest, a smooth surface of rock, with furrows chiseled in it by primitive icebergs, there suddenly bursts upon us a scene whose splendor makes abundant compensation for the dreariness of the last three miles.

"In the centre of the picture rises Greylock, (Note H), King of mountains; about him are the group of lesser kings which make his court. On the north Mount Adams, a spur of the Green Mountain Range, closes the scene. Between this and the Greylock group, the beautiful curves of the Taconic range fill the western horizon. From the north flows down through the valley that separates the mountain on which we stand, from Mount Adams, the north branch of the Hoosac River; from the south, through the village of South Adams, and the valley that lies between us and Greylock, comes the other branch of the river, right at our feet and 1500 feet below us, lies the village of North Adams, and here the two branches of the Hoosac unite,



and flow on westward through the other valley that divides Greylock from Mount Adams.

"Williamstown lies at the foot of the Taconic Hills, just behind the spur of Mt. Adams. The twin spires of little Stamford brighten the valley to the North. These three valleys with the village at their point of confluence and the lordly mountain walls that shut them in, give us a picture whose beauty will not be eclipsed by any scene that New England can show us. If it should fall to your lot, good reader, as it fell to the lot of one (whether in the body or out of the body I cannot tell) to stand upon the rock that overhangs the road by which we are descending, while the sun, hiding behind amber clouds in the west, touches the western slopes of the old mountain there in the centre, with the most delicate pink and purple hues; while the shadows gather in the hollows of its eastern side, and the sweet breath of a summer evening steals over the green meadows where the little river winds among its alder bushes,—if this should be your felicity, you will say, and reverently too, 'It is good to be here: let us make tabernacles and abide; for surely there shall never rest upon our souls a purer benediction.' "



NOTES

Note A

Hoosac Tunnel

First proposed (for canal)	1819
Chartered	1848
Commenced	1851
Headings met	Nov. 27, 1874
Completed	1875
Total length, feet	25,031
Depth Central Shaft, feet	1,028
Depth of West Shaft, feet	318
Size of Central Shaft, feet	15x27
Size of West Shaft, feet	10x14
Height of Eastern Summit, feet	1,429
Height of Western Summit, feet	1,718
Grade, per mile	26-40
Error in line of point of meeting	9-16 in.
Water pumped from C. S., gals. per min.	214
Rock excavated, tons	1,900,000
Height, feet	20
Width, feet	24
Water discharged East End, gals. per min.	100
Water discharged West End, gals. per min.	600
Men employed	800 to 900
Miles from Boston	136
First train through	Feb. 9, 1875
First Freight	April 5, 1875
First Passenger	Oct. 13, 1875
Above tide at East Portal, feet	766
Total length of brick arching	7,573
No. of brick used in arching	20,000,000
Cost	\$14,000,000
Lives lost	192

Note B

Perry says in "Origins in Williamstown:" "When the Six Nations dwindled they gave over by solemn treaty to the Stockbridge Indians, who were a branch of the Mohegans, these hunting grounds of Washington County and Western Vermont. Annually passed up from southern Berkshire these hunting parties of the Indians through Williamstown into these gameful forests of the north,—and their rights were respected by the Whites when the lands were settled." In 1767, 101 land owners of southern Vermont made an agreement with the Stockbridge Indians, to secure their rights in twelve townships which they claimed.

Note C

Colden in his history of the Five Nations 1755, makes this statement. "I have been told by Old Men in New England, who remembered the time when the Mohawks made war on the Indians, that as soon as a single Mohawk was discovered in the Country, their Indians raised a cry from Hill to Hill, A MOHAWK, A MOHAWK, upon which they all fled like sheep before wolves

without attempting to make the least resistance, whatever odds were on their side."

This cry was raised at the attack on the Indians at Turners Falls in probably this same manner and produced the same effect, as the whole camp of Indians attacked became wild with terror and were almost exterminated in the turmoil which ensued.

{Note D

In a curious narrative of the Indian wars by Nathaniel Saltonstall, written at the time, 1676, there is this reference to the residence of King Philip on the trail. "King Philip and some of the Northern Indians being wandered up toward Albany, the Mohucks marched out very strong, putting them to flight, pursuing them as far as Hoosicke River, which is about two days march from the east side of Hudson's River to the northeast—which ill success they did not expect, having lately endeavored to make up the ancient animosities, did very much to daunt and discourage the Northern Indians—." This is evidently the result of Philip's treachery before referred to. But does not this description give us the thought that the pursuit was very likely over our Indian Trail, since we know Philip appeared afterward in Northfield. The writer is not aware whether Philip's course on the retreat is known or not.

Note E

Bernardston Grant, so called, comprising a large part of present Florida, was a tract, bordering on East Hoosuck or Adams, of 7350 acres measuring 900 x 1224 rods, which was given to the proprietors of the town of Bernardston, Mass., in 1765, to make up to them the loss of lands, which they suffered on account of the new division line between Massachusetts and New Hampshire. The southern line of this Grant is now the boundary between Florida and Savoy. (Outlined on the Map.)

Note F

The Transcript of that week says: "The total depth of the shaft to the bed of the railroad will be 1034 feet of which 580 feet had been dug, at the time of the accident. The opening at the surface was fifty feet wide, and remained at that width until bed rock was reached forty feet below. From that point the shaft measured fifteen by twenty seven feet. Platforms were built across the shaft at intervals of from twelve to twenty three feet, and connected by stairs or ladders, a space being left for the buckets used in sending excavated material to the surface.

The lowest platform was seventy feet above the bottom of the shaft, at that time. Over the opening at the surface was a wooden building, and on the first landing were stored tools of all kinds, drills, hammers and chisels. Three hundred iron drills were precipitated down the shaft when the landing gave way. Thomas Mallery who made the descent the following morning was employed at the shaft, and had been a sailor—he spliced the ropes in true sailor style, and made all the arrangements for the descent. At 4.00 A. M. Sunday morning he made the first descent and remained down for forty minutes and was drawn up in a fainting condition, he reported that there was about fifteen feet of water in the shaft and no sign of the lost men. Monday he again descended, and was soon drawn back to the surface as the air became so foul that nothing could be done. Mallery was a man between forty and fifty years of age, and this deed of extreme bravery, made him a marked man thereafter. Exactly one year after the bodies were recovered. The papers of that date say the remains were readily identified.

Note G

This reference to a body of soldiers being lost in mid winter on Hoosac Mountain, has been repeated in many places. The facts were these: In the Campaigns of 1757-8, Rufus Putnam, cousin of the famous General Israel, and himself afterward General, was engaged in service near Lake George. The term of service of himself and others from New England expired January 1, 1758, and on February 3, they planned to return to New England. Putnam's Memoirs, published 1903, tell of this trip. He says: "Our plan was to return by way of Hoosuck—it was called 30 miles to Hoosuck Fort, a Stockade Fort on Hoosuck River, belonging to Massachusetts. (This from Hudson River.) We had perhaps two or three days allowance. On February 4th, in passing some deserted Settlement, we left the river some considerable distance on the right, but unfortunately mistook a Western branch of it for the main river, the river was the only guide we depended on to find Fort Hoosuck." The next day was cold and stormy, several of the men had frozen their feet, their provisions were almost gone, and they discovered that they were on the wrong stream and many miles north of the Fort. From February 5th to 10th, they wandered across the mountains between Bennington and Wilmington, eating buds from the trees, and even their dog was eaten finally. They crossed the Deerfield and reached the head waters of Pelham Brook which they followed down to Hawks Fort in Charlemont, arriving in an almost exhausted and famished condition. This is undoubtedly the source of the tradition referred to by Dr. Gladden and others. The scene of the affair, was many miles north of Florida, in Woodford, Searsburg and Wilmington, Vermont. There were ten men in the party.

Note H

Greylock. In early days known as "The Grand Hoosick" and later as Saddle Ball. Not until after 1800 was it known as Greylock.

The earliest use of this name is supposed to be in a letter of Prof. Chester Dewey of Williamstown, under date of January 12, 1819 in which he says "Gray-Lock the highest and southern peak, lies about 5 miles east of South Williamstown, etc." Those who have seen this peak when its crest is whitened with the first frosts or when fleecy clouds are drifting across it, are perfectly aware of the origin of the name, no other origin was ever given until very recently. The writer would be the last to try to perpetuate the new and ridiculous idea, that it was named from a dissolute Indian Chief, never a native of this region.

In his visit to North Adams in 1838, Nathaniel Hawthorne gives the local interpretation of the name, in his conversation with the stage driver who said "Graylock or Saddleback is quite a respectable mountain; and I suppose the former name has been given to it because it often has a gray cloud, or lock of gray mist, upon its head." Two weeks later in a visit to the summit of Hoosac Mountain he saw Greylock with a cloud on its summit, and wrote "Greylock is properly the name for the highest elevation." There was no hint of the Indian Chief tradition at that early date. Dewey's History of Berkshire 1829—says the name was derived from its hoary aspect in winter.

Note I

Perry's Pass

This point is interesting for many reasons. As already described, all roads and trails have here crossed the mountain crest.

Here we know that we stand on the spot traversed by Indians, pioneers, scouts, soldiers, messengers and all travelers through the centuries.

Here we may note almost exactly the place in the highway which is the watershed between the Hudson and Connecticut valleys. From here we see into three states, and within the circle of vision we may see the sites of Fort Massachusetts, and West Hoosick, and to the southward see Stafford Hill, once thickly populated, but now deserted, whence the embattled farmers marched to fight at Bennington.

A short distance north of here, Hazen ran the northern boundary line of Massachusetts in 1741, which line, had it been run as planned would have made most of North Adams and Williamstown part of Vermont. Instead of running the line due west, it veered 1 deg. and 48 min. to the north.

Near here is the great glacial boulder, torn from its native cliff, far away, and deposited here by the ice current from the north.

Many will agree that Greylock itself is more inspiring to view from afar, than anything to be seen from its summit, and here the whole range is spread before us in its majesty, as changeable from day to day in its moods and aspects as the sea.

The view from Whitcomb summit is hardly different from what it has always been, while from the western crest, we see the work of man's hand on every side. In stage coach days a stop was always made at this point, so that travelers might enjoy this view, one which would never afterward leave their memory.

Origin of the Name Hoosick

We find this name spelled in many ways in early maps and records, with all possible combinations of single and double "o" and "s," with or without a final "k", and with any of the vowels in the last syllable. It is odd, that at the present time the authorized spelling of the mountain is Hoosac, of the river Hoosic and of the town Hoosick, when a uniform spelling might be expected.

Hoosick or Hosack, according to Ruttenber, means "place of stones" or "stony place." The Hoosick Patent was granted in 1688 to Maria Van Renssalaer and others, and the name Hoosick is mentioned by the Mohawks as early as 1664.

In Kellog's survey, 1739, which is the earliest map of this valley the river is called "Hoosuck."

In the next map 1749 made by Nathaniel Dwight the main stream past Fort Massachusetts is called "Lassacutaquoge" and the name Hoosuck is applied to the branch which we now call "Little Hoosic" in Stephentown. In this same map the lower course of the stream is called "Scaticook River." We do not find these names repeated in later maps. In the plot of Col. William's Grant at Fort Massachusetts in 1751 the stream is called "Hoosuck River."

The north branch of the stream toward Stamford was called by the Indians "Mayunsook" and the south branch in Kellog's map is called "Ashuuilticook."

POINTS NUMBERED ON THE MAP

No. 1

Timothy Dwight in 1823 mentions the interesting spot in the Dugway, known popularly as the "weeping rocks." He calls this rock Breecia or Pudding stone—it is oftentimes called Conglomerate. Travelers through the Dugway would be well repaid to examine this curious formation which resembles a construction of cement and gravels, from which the constantly dripping water gives rise to its local name.



THE GREAT PINE FROM THE NEW TRAIL
(See Page 22)

No. 2

The Sand Springs. Another interesting natural feature, along the Mohawk trail is the famous warm spring known as the Sand Spring in Williamstown, and known from the earliest times, as yielding a water curative for eezema. The water has a temperature throughout the year of 71 degrees and is not only warm but soft, and popular for bathing. Quantities are also bottled for shipment and used in the manufacture of soft drinks.

No. 3

The plot outlined on the map represents the 190 acres allotted in 1750 to Ephraim Williams, provided that within two years he build a dam and mill, and keep them in repair for twenty years. In 1752 an additional ten acres was added provided that he kept open a way two rods wide, along the north boundary, toward Albany. The site of the fort was within these bounds. For failure to keep the provisions the land reverted to the Province.

No. 4

Travelers over the Mohawk Trail will be well repaid, to make a slight detour from Main Street in North Adams and visit the Natural Bridge over Hudson Brook. This brook was named doubtless from Capt. Seth Hudson, an early settler of Pownal and Williamstown, who almost lost his life in pursuing a deer across this ravine. This is the largest Natural bridge east of the Mississippi, excepting the one in Virginia. The canyon almost 60 feet deep, carved through glistening white marble beneath the natural arch, is extremely beautiful as well as interesting geologically.

No. 5

No more fitting or deserving name could be given the Western crest than "Perry's Pass" in honor of the late Prof. Perry of Williams College who named many of the places in sight of this spot and was the historian of Fort Massachusetts and West Hoosick.

No. 6 Central Shaft Page 28**No. 7**

Flat Rock. In the Map of Bernardston Grant of 1765 the first road is called "The Hoosuck Road" and is shown as crossing a shaded area designated as "Flat Rock". This point may still be found at the place called "Flat Rock Hill" where the road bed is largely exposed mountain rock bearing the wheel marks of 165 years. In the same map Cold River is called Money Brook.

Not far from "Flat Rock" easterly—was the Nathan Drury farm—where lived that second benefactor of the Hoosic Valley in educational fields—Nathan Drury the founder of Drury Academy of North Adams. The original road passes through his farm and his grave stone may be seen in the meadow near his home.

No. 8. Locke's Grant Page 24.

No. 9. The Great P.ne Page 22.

No. 10. The Fording Place Page 9.



No. 11 Moses Rice Monument

At this point on the south side of the road will be seen the enormous buttonwood tree under which Moses Rice slept, when he first came to Charle-
mont.

In the meadow in front, he with others was attacked by the Indians, June 11, 1755, and mortally wounded and scalped. His grave may be seen directly opposite the buttonwood, on the hillside. Beside him is buried Phineas Arms, killed in the same attack.

No. 12. The Toll House Page 25.

No. 13. The Stage Road Page 25.

No. 14. Whitcomb Summit Page 27.

NOTES FROM FAMOUS VISITORS

Gladden says: "People sometimes go to Lenox, or Stockbridge or Pittsfield, and imagine they have visited the hills of Berkshire. Now these are all very respectable towns, and quite worth going to see; but the supposition that one finds the Berkshire Hills within their borders is a very good joke indeed. One who has never seen the Deerfield Gorge or the Adams valley from Hoosac Mountain; who has never climbed to the top of Prospect, or of Bald Mountain, or Mount Hopkins or Greylock; who has never invaded the awful stillness of that sacred place, the Hopper, such a person should talk modestly of Berkshire scenery."

Hawthorne said: (Date 1838.) "A walk this forenoon up the mountain ridge that walls in the town toward the east. The road is cut zig-zag, the mountain being generally as steep as the roof of a house; yet the stage to Greenfield passes over this road two or three times a week. Graylock rose up behind me, appearing with its two summits and a long ridge between, like a huge monster crouching down slumbering, with its head slightly elevated. Graylock is properly the name for the highest elevation—Graylock had a cloud on his head this morning—the base of a heavy white cloud."

Hawthorne also mentions the hill with a single gravestone on it, which is near the western portal of the Tunnel. Daniel Sherman who lies there, lived near the summit of eastern crest of Hoosac Mt. His grave is an object of great curiosity, to those who journey over the new Trail from the south, and those who visit the Tunnel. He was an eccentric person who desired to be buried on the highest knoll in the valley—to have his grave paved on the surface, and to be buried standing with hat and boots on. He was buried here in 1819, all the conditions being complied with, except that he lies in a horizontal position. He was a soldier in the Revolutionary War.

Gladden says: "People often debate whether this view from the western crest be not finer than that from the eastern; but with many the preference always rests with that which they have looked on last."

Hawthorne says: "Williamstown appears as a white village and a steeple in a gradual hollow with huge mountain swells heaving up like immense subsiding waves, far and wide around it."

Timothy Dwight in his Travels thus speaks of the Hoosac River: (1823)

"At the bottom of the valley ran the Hoosac River, one of the handsomest streams in the world, over a fine bed of pebbles and gravel. It borders an almost uninterrupted succession of intervalles, extremely rich, and ornament-

ed with the most lively verdure. Through these the Hoosac winds its course alternated with luxurious meadows and pastures, green to the waters edge, fringed with willows or crowned with trees. The hills on either side varied their distance from one half mile to two miles and were immensely beautiful and majestic."

LAKE BASCOM

Most people who view this stupendous valley, have the thought that it must at some time have been the bed of a lake. The supposition is correct. The retreating ice sheet at the close of the Glacial Age, held back an immense body of water in these valleys. This lake has been called Lake Bascom, in honor of the late beloved professor of Williams College, John Bascom. The level of this lake may be noted by those who stand on the western crest, by taking notice of the terrace along the foot of Saddle Mountain, where the Beaman Reservoir is to be seen. The water level was along the edge of this terrace. A nearer spot to notice it is the so called Windsor Lake, immediately at the foot of the Hoosac Mountain which was not far beneath the water level of that age. The terrace along the Hoosac Mountain to Adams also marks this level, as does the similar terrace above Coles Grove in Williamstown.

Lake Bascom occupied the valleys of Cheshire, Adams, North Adams, Stamford, Williamstown, Berlin, Petersburg, Pownal and Bennington, leaving Mt. Anthony in Pownal an Island in its midst. Before the ice wall allowed it to drain westward, it had an outlet down the Berlin valley into the Kinderhook Creek. Note the little Clarksburg Reservoir which was on the shore line of Lake Bascom, and seemingly once part of it. Follow the contour line, marking the 1100 feet elevation, and you will follow the approximate shore line of Lake Bascom.

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