

THE
GRANITE MONTHLY

A NEW HAMPSHIRE MAGAZINE

DEVOTED TO

HISTORY, BIOGRAPHY, LITERATURE
AND STATE PROGRESS

VOLUME XLII

NEW SERIES, VOLUME V

CONCORD, N. H.

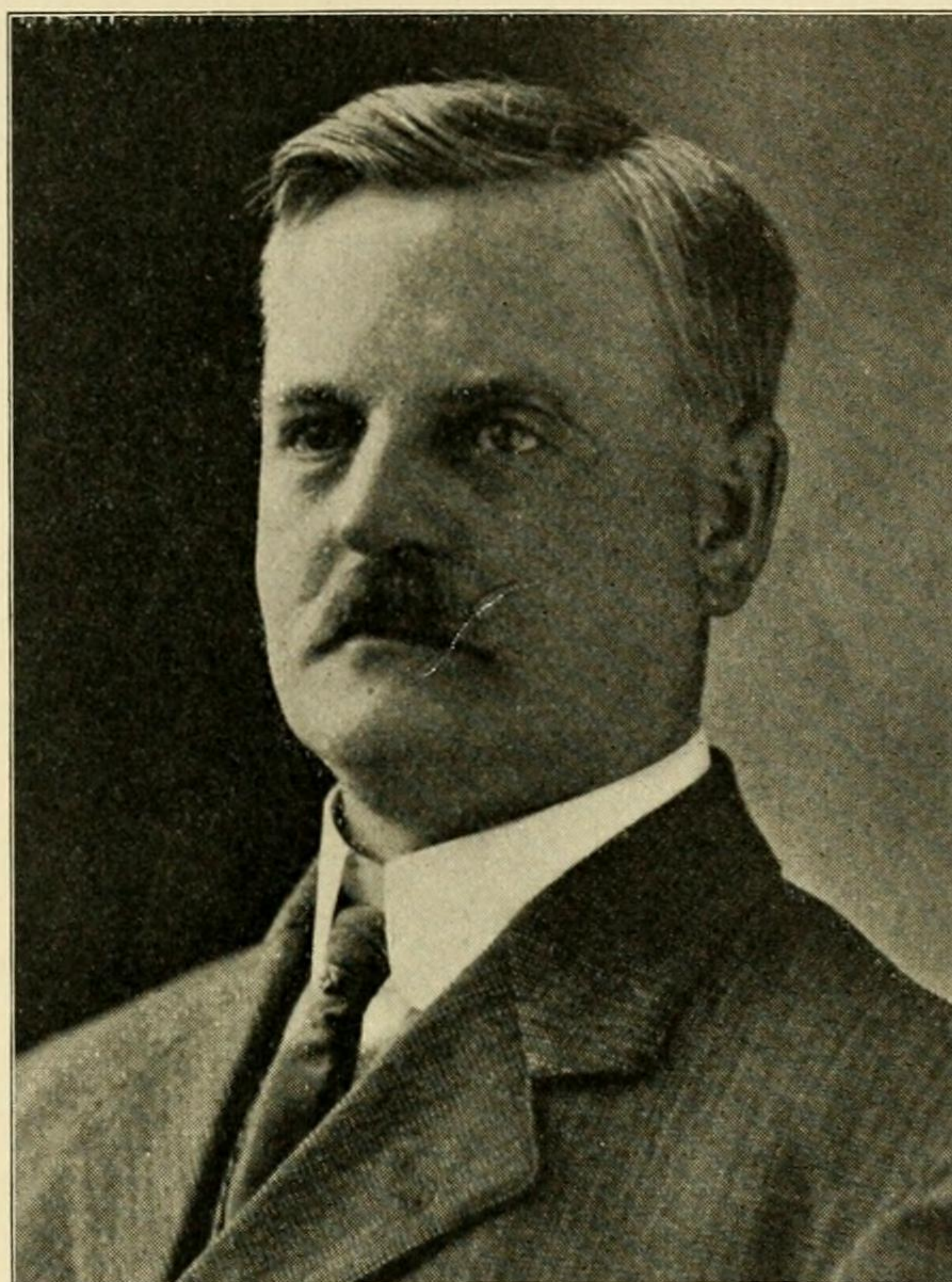
PUBLISHED BY THE GRANITE MONTHLY COMPANY

1910

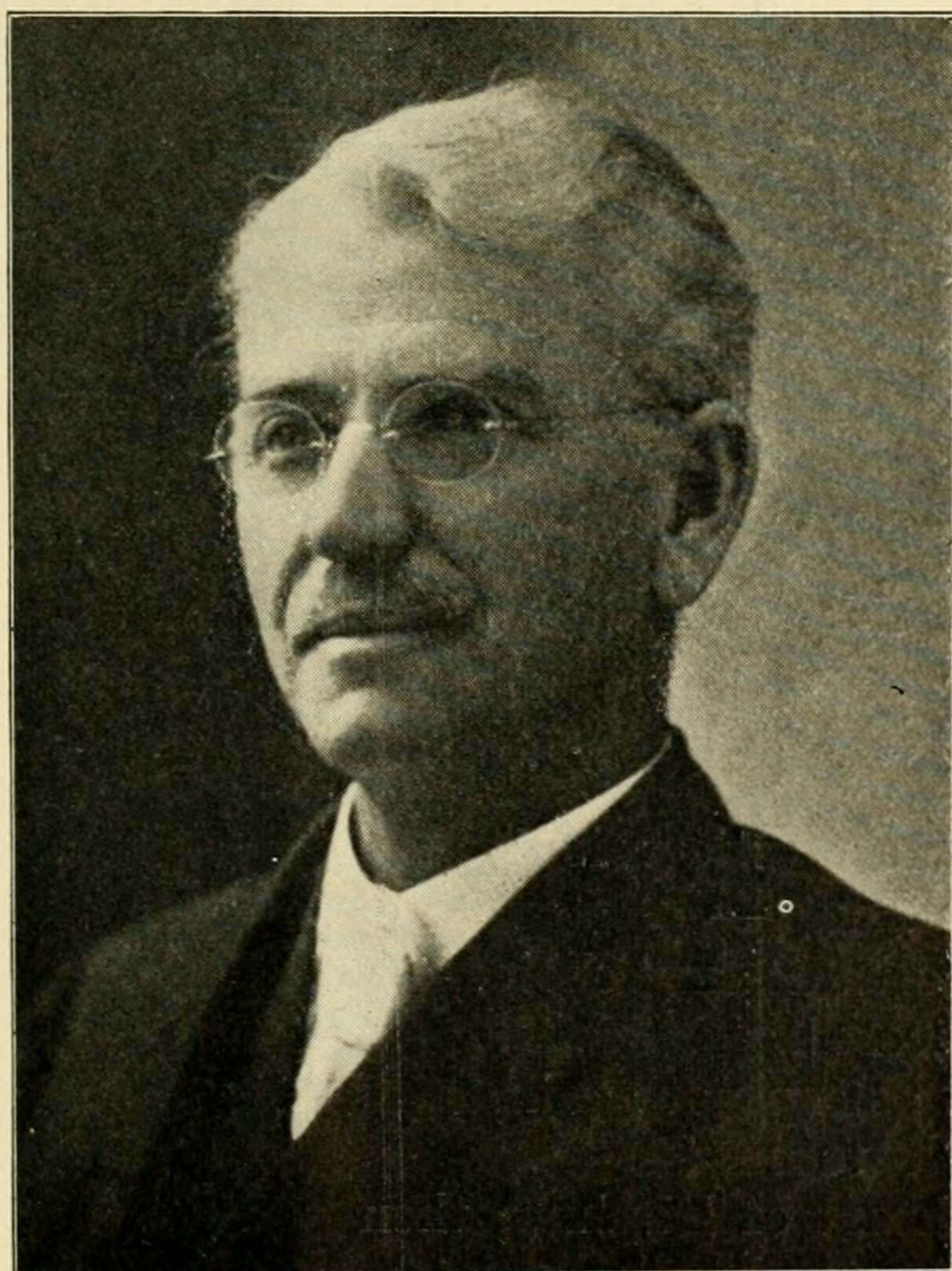
spring of 1909, when, after the death of Mr. Marston, William P. Ford having deceased in 1901, the business was disposed of to the present organization—the “Ford Foundry Company.”

While many lines of implements and stoves, produced by the old firm during its long continuance in business, gained high and wide reputation, the celebrated “Doe” plow and the “Eclipse” range, which found their way into use upon thousands of New England farms, and into thousands of homes, took the lead and long maintained their prestige; while the “Etna” cook stove and the “Empire State,” first put on the market some forty years ago, gained much popularity and are still called for to some extent. The “Sterling 17” and “Sterling 15”—parlor stoves—first put out 25 years since, noted for their wonderful economy in fuel, are still in great favor, as is evidenced by the fact that there are more than

which commenced business June 1, 1909, is a partnership in which John W. Storrs is the senior partner, Al-



Albert I. Foster--Manager and Treasurer



John W. Storrs

bert I. Foster, manager and treasurer; and Edward D. Storrs, superintendent. John W. Storrs, who is the well known bridge engineer in the employ of the Boston & Maine Railroad, is financially interested only, giving his entire time to his duties in the railroad service, and to the design of highway bridges throughout Northern New England. Examples of his work are seen in the magnificent bridges at Hooksett, Claremont and other points.

The business is in the hands of the younger members of the firm, who fully realize that push and determination, along with superiority of product, and absolute reliability are the essentials to success, and who are winning out on that line, having already materially increased the business, with bright prospects ahead.

Agricultural implements are not now produced at this establishment, although any desired repairs are made for all plows formerly made by

1,000 of them in present use in the city of Concord alone.

THE FORD FOUNDRY COMPANY,

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1915

CONCORD'S NEW BRIDGES

One hundred and fifty years ago, when the proprietors of the "Plantation of Penny-cook" were granted a town charter by the provincial legislature, bridges across the Merrimack River had hardly been dreamed of and crossing of the river in the summer was by ferries, and in the winter upon the ice. So forty years after the granting of the charter, when the first bridge built in this city was thrown open to the public with gay ceremonies on October 29, 1795, it is little wonder that the inhabitants considered the completion of the undertaking as an epoch-making event.

Today, one hundred and ten years after the opening of the first bridge, the city is engaged in the work of erecting five massive steel structures which will bridge several streams all within the city limits, and but comparatively few people of the city realize the work which is going on, and a less number appreciate the magnitude or cost of the undertaking.

In October, 1795, the first structure, known as the Concord Bridge, crossing the Merrimack at the foot of Water Street, was thrown open to the public. In the fall of 1798 the first "Federal bridge," located over the Merrimack at East Concord, was opened to travel. Five times this bridge was swept away by freshets, the sixth and present bridge being erected in 1873. The first main highway bridge, between Penacook and Boscawen, was erected in 1826 and since that time two other bridges have replaced the first, the last being built in 1898. The first Sewell's Falls Bridge was built in 1832, but like the Federal bridges it was often carried away by floods, being rebuilt three times. History does not record when the first bridge was built across the canal near Holden's Mills in Penacook.

These five bridges were of three distinct styles, and are mentioned because they are the ones that are now

being replaced by the city. The new bridges will be of a fourth style, the first of the type used in this section, and the best ever erected in this part of the country. The balance-beam bridge was the type in general use in this locality until about 1850, but none of the bridges that are to be replaced were of this type. The second style was a lattice bridge, supported on stone piers and covered with a long shingle roof. The Concord Bridge, now called the Pembroke Bridge; the Sewell's Falls Bridge, and the Burrough Bridge, over the canal near the Holden Mills in Penacook, were all of this type. The third style of bridge, first introduced some thirty years ago, and no longer practical on account of the evolution in the methods of travel, was the open, iron-truss bridge and the Federal Bridge, still called by that name, and the Penacook Bridge, now called the Main Street Bridge, were examples of this particular type. The fourth style of bridge to be built during the history of Concord is a massive, steel structure, as stated above, with solid concrete floors, designed to carry the heaviest type of motor vehicle or traction engine.

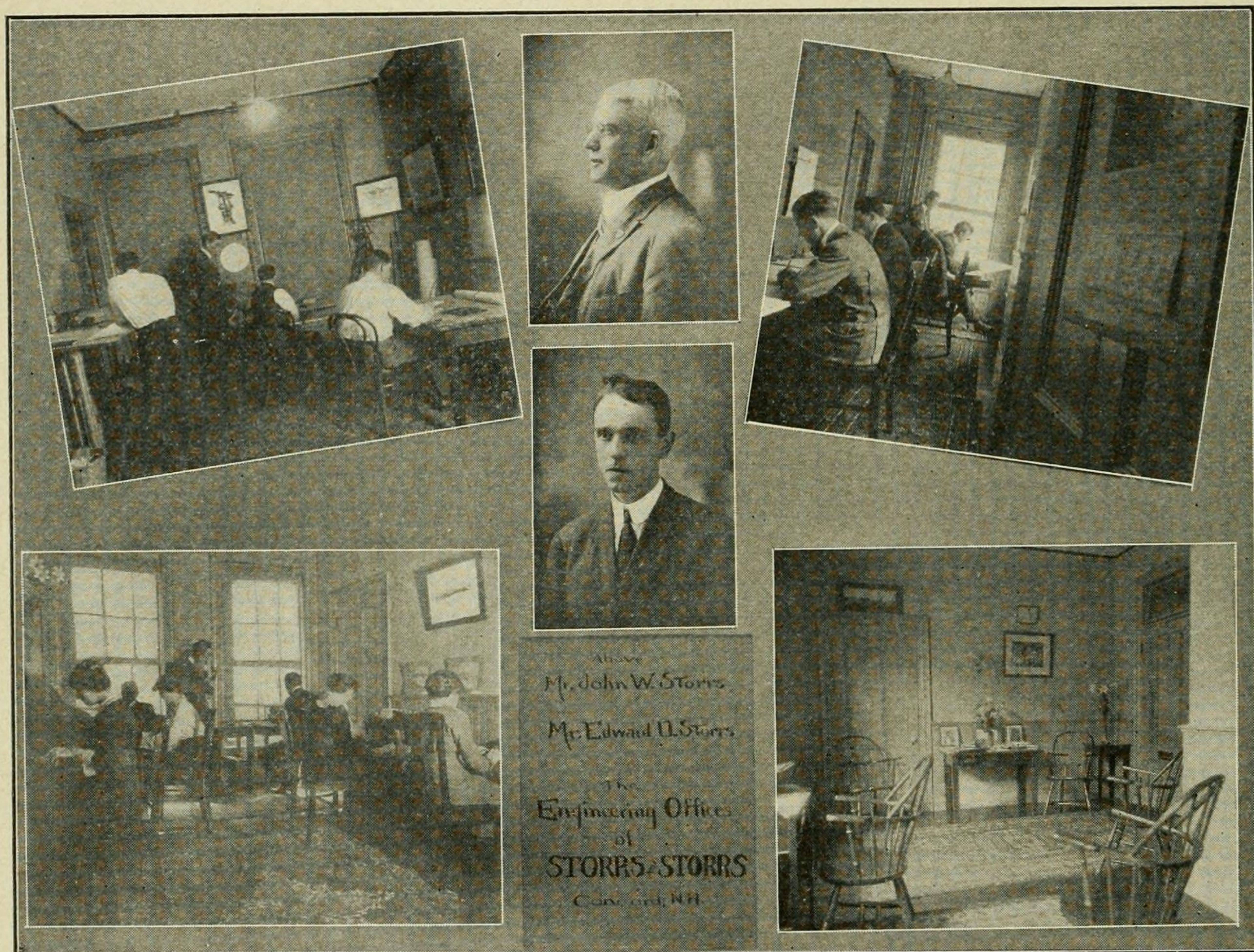
In the spring of 1914, after several large auto trucks had broken through city bridges, the board of public works ordered the city engineer to make an inspection of all bridges within the confines of the city, with the result that in his report he recommended that the five bridges just mentioned be strengthened or replaced with suitable modern structures. At a later meeting the engineer was authorized to instruct the local engineering firm of Storrs & Storrs to draw plans and specifications for the purpose of securing bids for the construction of a new Pembroke bridge. This was done and an exceptionally low price secured by reason of the prevailing financial affairs at home and abroad, caused by

the European War. The lowest bid was 25 per cent under the normal price for similar work, and this so encouraged the city government that the firm of Storrs & Storrs was asked to furnish plans and specifications for the four other bridges. The same low figures were received on these other bridges, the city making a total saving of some \$20,000 by doing the work at this time.

The new structures will be the high-

two 157-foot spans, making a total length of 449 feet, with an 18-foot roadway. Sewell's Falls Bridge—one 168-foot span, one 170-foot span, making a total of 338 feet in length, with an 18-foot roadway.

The firm of Storrs & Storrs is the only engineering firm in New England making a specialty of bridge design, and that they are engineers of the highest character is evidenced by the expression of confidence which this



Offices of Storrs & Storrs

est type of highway bridges to be found in New England, and the following dimensions will be of interest: Pembroke Bridge—two spans of 152 feet, one of 85 feet, and one of 81 feet, a total of 470 feet in length, with an 18-foot roadway and a 5-foot walk. Main Street Bridge—three spans of 63 feet each, a total of 189 feet in length, with a 25-foot roadway and two 5-foot sidewalks. Borough Bridge—one 95-foot span with an 18-foot roadway and 5-foot sidewalk. Federal Bridge—one 135-foot span,

city displayed in their ability when the work of drawing plans and specification for the construction of five new bridges, as well as the supervision of the construction work itself, was placed in their hands.

The firm, formed in 1909, has extensive and well-appointed offices at 59 North Main Street. The senior member of the firm, John W. Storrs, was born in Montpelier, Vt., but has resided in this city for the past forty years. For twenty years he was employed by the Boston & Maine Rail-

road to supervise new construction and the building of bridges. In 1903 he was made state engineer for Carroll, Coös, and Grafton counties and has also served as consulting engineer for the Montpelier and Wells River and the Woodstock railroads. At the present time he is chief engineer for the New Hampshire Public Service Commission. He is a member both the Boston and American Societies of Civil Engineers.

Edward D. Storrs, junior member

of the firm and son of the senior member, was born in Concord on February 20, 1886, graduating from the Concord High School in 1904 and getting practical education along engineering lines by working for two years with the Boston & Maine, and for one year with the Empire Bridge Company at Elmira, N. Y. Returning to this city he entered business with his father and the firm has already achieved an enviable reputation in the engineering circles of the East.

APPLE BLOOM

By Thomas H. Stacy

I want the orchard fields today, spread wide
 In sunkissed green; where' mid a sapphire sky,
 On leaning tree-trunks, books and walls beside,
 Rest clouds of pink and white, which never fly.

I want the fragrance of the apple bloom,
 As petals fall like careless, sifting snow,
 —From tangled feet of bees, that hum and boom,—
 In tapestries, upon the grass below.

O clouds of attared blossoms, sweeter far
 Than jars which ships from orient harbors bring;
 As beautiful as their fulfillment are,
 These promises of ladened harvesting.

'Mid zephyrs flying over hill and tree,
 And odors drifting on the drowsy air,
 The orchard fields are softly calling me,
 For apple trees are blooming over there.

Mount Book Shop, Manchester, N.H. Mar. 4, 1946

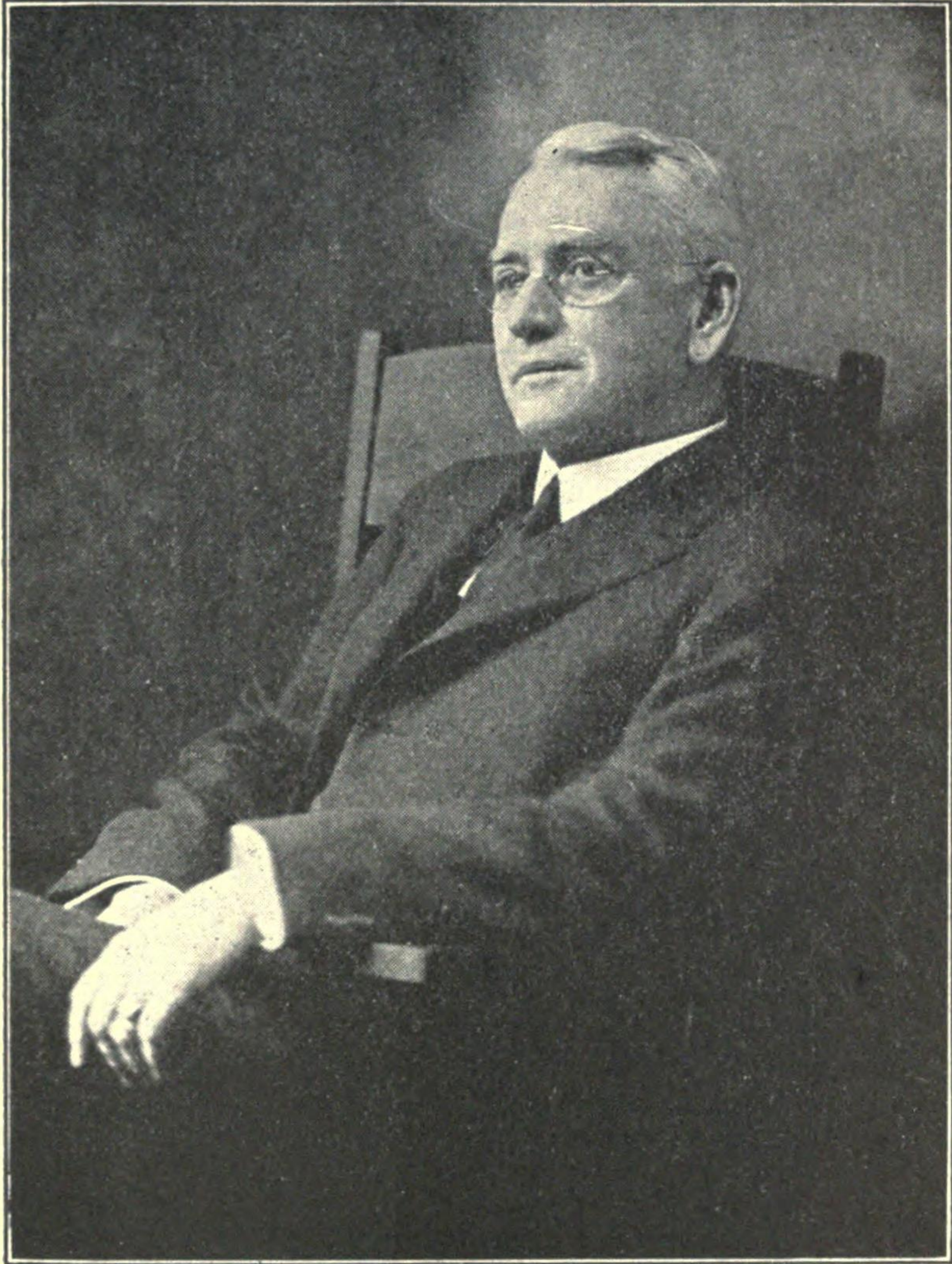
ONE THOUSAND NEW HAMPSHIRE NOTABLES

*Brief Biographical Sketches of New
Hampshire Men and Women, Na-
tive or Resident, Prominent in Public,
Professional, Business, Educational,
Fraternal or Benevolent Work.*



EDITED AND COMPILED BY
HENRY HARRISON METCALF
ASSISTED BY
FRANCES M. ABBOTT

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1919



JOHN WILLIAMS STORRS

Hampshire of the National Life Ins. Co., of Vermont, locating in Manchester where he has continued; Congregationalist; Republican; director Manchester Nat'l Bank, Manchester Safe Deposit and Trust Co., Morris Plan Ass'n, Suncook Valley R. R., Manchester Y. M. C. A.; president Agents' Ass'n, National Life Ins. Co.; member Manchester Public Safety Com.; County agent, Northern Hillsborough, for sale of War Savings Certificates; Mason, 32d degree and K. T., I. O. O. F., Sons of the American Revolution., Soc. of Colonial Wars, Order of Descendants of Colonial Governors; m., June 23, 1898, Florence Vincent, Burlington, Vt.; two daughters, Harriet Vincent, b. Feb. 22, 1900; Dorothy Hall, b. Oct. 30, 1901. Residence, Manchester, N. H.

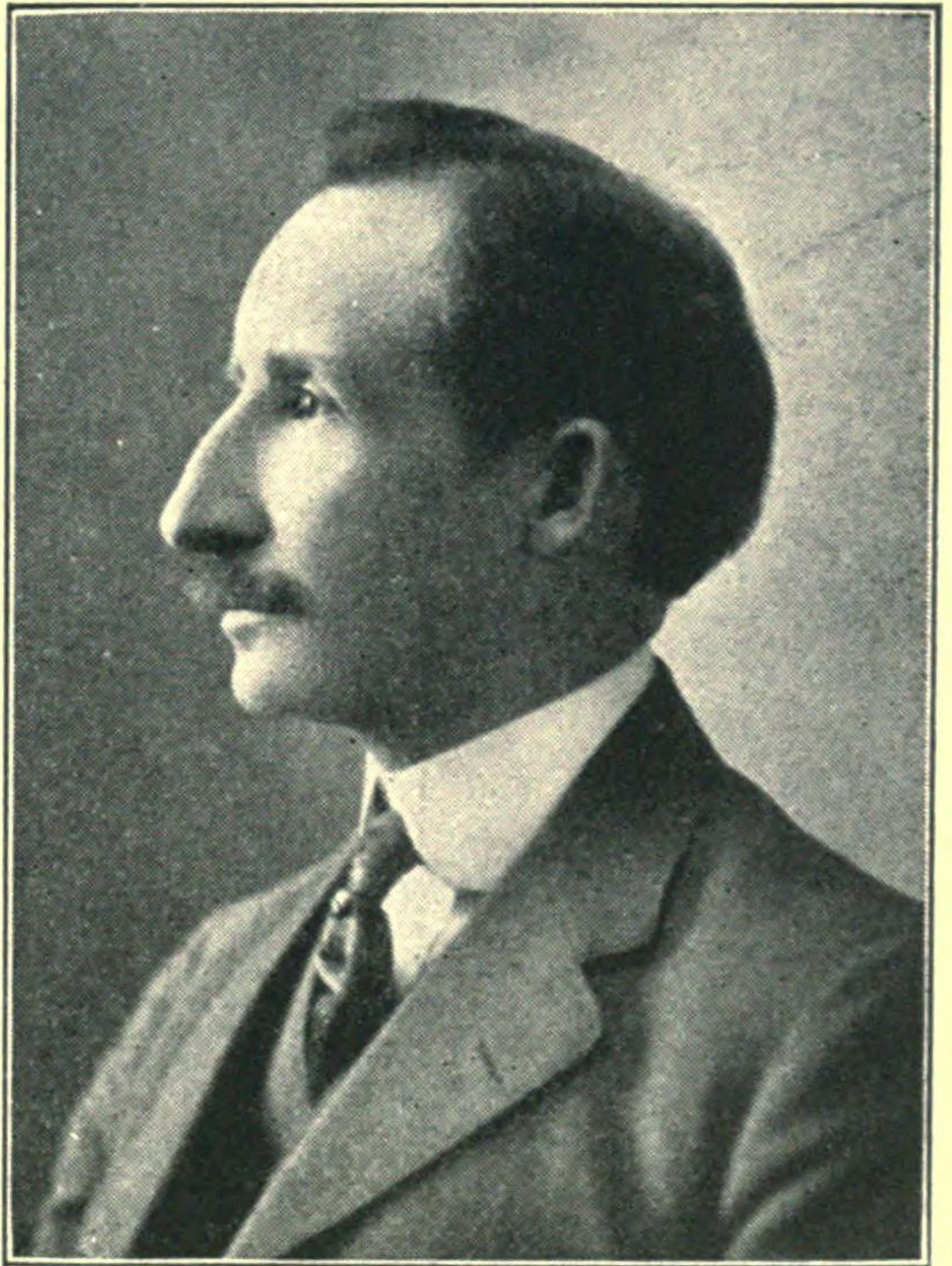
Storrs, John Williams

Civil engineer and bridge builder; b. Montpelier, Vt., Nov. 24, 1858; s. William W. and Elizabeth A. (Roberts) Storrs; moved to Concord, N. H., in childhood; ed. in Concord schools; studied engineering with the late Charles C. Lund; with the B. & M. R. R., 1890-1911; since 1906 has conducted a private bridge engineering business; chief engineer of Public Service Com., 1911-; Republican; first state highway engineer for New Hampshire, appointed by Gov. Bachelder, 1903-5; member, I. O. O. F., Am. Soc. of Civil Engineers, Boston Soc. of Civil Engineers; author of "Storrs: A Handbook for the Use of Those Interested in the Construction of Short Span Bridges," 74 p., ill., 1918; m., Carrie Etta Dow of Concord, Apr. 29, 1885; child, Edward Dow Storrs, b. Feb. 20, 1886, Concord; m. Ethel May Foster of Concord, May 4, 1909; in partnership with his father. Residence, Concord, N. H.

Smalley, Fred Charles

Granite and marble manufacturer; b., Shrewsbury, Vt., November 18, 1866; s. Christopher and Virginia (Guard) Smalley; ed. Ludlow, Vt., Albany,

N. Y.; traveling salesman, Boston firm, for central states, headquarters at St. Louis, 1895-6; president S. J. Nason Co., m'f'rs. of granite and marble, So. Berwick, Me., 1896-1902; engaged in same line in Dover, N. H., 1898-1903, with partner, under firm name of Smalley & White; sold interest in the So. Berwick Co., in 1903 and bought entire interest in the Dover plant, which he has retained to the present time; purchased granite and marble



works in Portsmouth in 1906 and also retains the same; his business extends over a large territory and he is noted for fine work; liberal supporter of all public interests in Dover; Unitarian; Republican; member Dover city council 1911-12, alderman 1913-14; member N. H. house of representatives 1915-16; mayor of Dover 1918-; member A. F. & A. M., St. Paul Commandery, K. T., Olive Branch Lodge K. of P.; Bellamy Club, Dover; m., 1st, Aug. 9, 1899, Grace M. Hanson, So. Berwick, Me., d. March 26, 1916; 2d, Feb. 21, 1918, Mabelle Porter