

boxes were used at the neighboring mills in shipping calico, for the most part by open conveyance, to New York and Philadelphia. Naturally, too, they conceived the idea of making a home market for their hay and grain, by going into the carrying trade between North Adams and the Hudson River and North Adams and New Haven. Of course, this meant both freighting and expressing by horse-power. Thus, a combination of interests—the forest, the mill, the workshop, the farm, and the road—were to aid one another and form a harmonious whole; a business employing much labor, and one which required for success energy, tact, and strict attention to details.

That they were fairly successful is shown by the fact that they supported a large and somewhat expensive family and met their obligations. We must take into consideration that this venture was made before railroads were thought of, and that when they were built and had come into competition with the old order of things, cheapening transportation and rendering their kind of manufactures no longer necessary, Mr. Thomas and his associate, like the country inn-keepers, kept up a fight against conditions they did not as yet comprehend, with continual losses and with constantly depreciating investments on their hands. The last years of his life were spent in the care of bees, wintering one season as many as a hundred swarms. He not only enjoyed the profits of their labor, but was interested in studying their habits. They seemed to know him, and would allow almost any familiarity on his part. When he d. they dwindled away.

Mr. Thomas was six feet in height and very erect, with broad, square shoulders, and, though not spare, never a fleshy man. His head was very large, his