



THE LANDMARK

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No. 2

Continuing the Tradition ~ Preserving Our History

bvhsri.org ♦ 1873 Old Louisquissett Pike (Rte 246) ♦ PO Box 125, Lincoln RI, 02865

SAVE THE DATE

OCTOBER

Sunday, October 18, 2 pm
Upstairs Hall
William Jennings will talk about
"The Fabre Line"

NOVEMBER

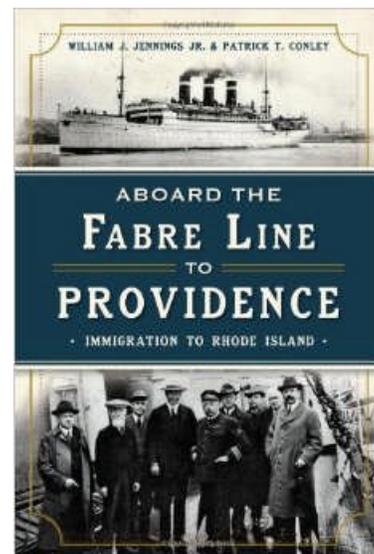
Saturday, November 14, 7 pm
Upstairs Hall
Nirk Nation Concert
Tickets: \$15
BVHS Fundraiser

DECEMBER

Sunday, December 6, 2 pm
Upstairs Hall
Robert Tessier will talk about
"History of Albion"

Sunday, October 18 at 2 pm author William Jennings takes us along the transatlantic journey Rhode Island immigrants followed on the Fabre Line from 1911 to 1934

Acute congestion at the port of New York during the early decades of the 20th century resulted in the Fabre Line, a French-registered transatlantic steamship company catering to immigrant transport, choosing Providence as a port of call for its steamers between the years 1911 to 1934. At that time Providence was experiencing a renewed maritime vigor. During its calls there the Fabre Line landed nearly 84,000 aliens at Rhode Island's capital city, 11,000 of which chose Rhode Island as their permanent place of abode. The two largest immigrant groups to debark at Providence during Fabre's years were the Portuguese and Italians; however, many others came from various countries around the Mediterranean



Books will be available for sale & autographing by William Jennings.

basin. Immigrants were the mainstay of the line, as was passenger traffic.

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BVHS Announces its first online exhibit



1971.1 Photograph. Harvest Supper Series.
Limerock Grange BVHS

Selections from the Archives of Lime Rock Grange #22

This exhibit has been made possible by grants from the Blackstone Valley National Heritage Corridor and the Ida B. Littlefield Memorial Trust. Their generous assistance has allowed us to begin the computer cataloging of the archives.

Visit: <http://www.bvhsri.org/selections-from-the-archives-of-lime-rock-grange-22/>

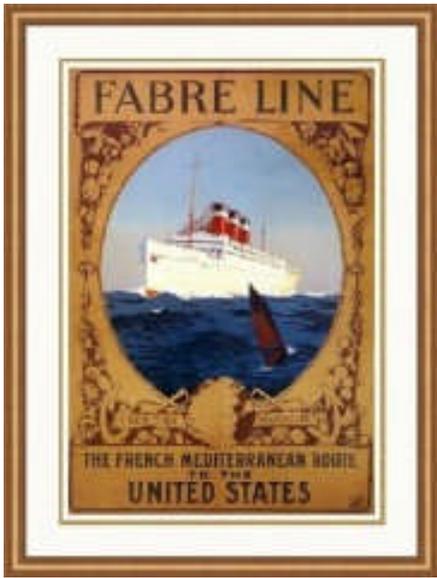
BVHS MEMBER YEAR CHANGED

In the spring the Executive Committee voted to change the Society's membership year from July – June to September – August. Membership renewals have been sent out either via regular mail or e-mailed depending on how you receive you newsletter. Please fill out the renewal form and mail it in. Those people who sent money in over the summer will not get a renewal notice.

Make copies of the form and get your relatives and friends to join. The membership needs to grow and you can help. Direct any questions or concerns to Pat Armitage at bhvs58@gmail.com or 401-737-6229

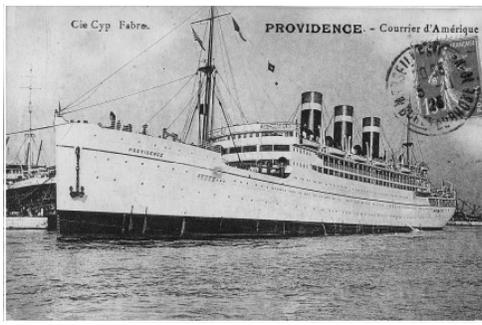
Fabre Line continued from Page 1

Immediately before the outbreak of the First World War, the Fabre Line took off with a boom only to have the conflict dampen its business and its future expectations. Yet the line held on, and the initial postwar years were the company's best at Providence. Then came the national immigration restriction acts of 1921 and 1924 which presented the line with a serious challenge. Seeking to hold on to passenger traffic, Fabre ships began the practice of sending its vessels to various ports in the eastern Mediterranean and the Black Sea, along with its traditional calls at Italy, Portugal, and the Azores, in or-



der to fill its passenger manifests. Also, in an endeavor to offset the loss of human traffic, the line sought to increase cargo handling at the port as well as making a vigorous effort to promote tourist business. The line was unsuccessful in each of these latter efforts. When the Great Depression of the 1930s deepened, the Fabre Line quit the port of Providence without recognition or announcement on July 4, 1934. The days of transatlantic glory at Providence came to an abrupt termination.

The Fabre story involves tales of Providence and the state making serious efforts to keep Fabre at the port, Fabre's friction with the New



Haven Railroad, whose dock the line used during its initial years at Providence, the perils of transatlantic travel during the war years, the immigrant experience upon landing and the fine efforts of those who assisted them when they arrived, and the line's attempt to beef up cargo handling and promote tourist traffic at the port in an effort to bolster the losses from sagging immigrant traffic.

Many Rhode Islanders, and those residing in Southern New England, can trace the experiences of their intrepid ancestors journey to the "promised land" of America on the Fabre Line during those early years of the twentieth century.



FABRE LINE									
De NOVA YORK a de PROVIDENCE, R. I. directamente									
por un SOBRES con 4 Dias, e para LISBOA, con 9 Dias.									
SERVICO POSTAL PORTUGUES									
GRANDES VAPORES DE MALA									
TRINTA e CINCO HORAS de servico sem escala de passageiros alguns									
SAHIDAS EM VISTA									
Nome do Vapor	Classe	Partida							
BRITANNIA	10000	10/10	10/10	10/10	10/10	10/10	10/10	10/10	10/10
PROVIDENCE	10000	10/10	10/10	10/10	10/10	10/10	10/10	10/10	10/10
...

2015 - 2016 Capital Campaign



As you know the society has applied for and received a grant to repair and paint North Gate. In the process other issues arose including foundation stabilization, new walkway and parking lot barriers. The Capital Campaign will fund this needed work and allow for continued upkeep of The Lonsdale Arnold Bakery, The Fire Station and the exterior and interior spaces at North Gate.

Help us meet our goal!

BVHS EXECUTIVE BOARD

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Vice President: John Houghton

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