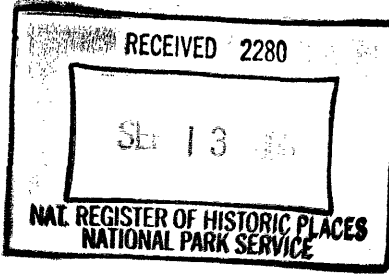


9-51



United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Perry Avenue Bridge
other names/site number _____

2. Location

street & number Perry Avenue over Silvermine River not for publication
city or town Norwalk vicinity
state Connecticut code CT county Fairfield code 009 zip code 06850

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 9/12/06
Signature of certifying official Date

_____, State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date
State or Federal agency and bureau

4. National Park Service Certification

- I, hereby, certify that this property is:
- entered in the National Register.
 - See continuation sheet
 - determined eligible for the National Register.
 - See continuation sheet
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain:)

[Signature] 10-25-06
Edson H. Beall

[Signature]
Signature of Keeper

Date of Action

5. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	contributing	noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	1 _____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		1 _____	_____ Total

Name of related multiple property listing: (Enter "N/A" if property is not part of a multiple property listing.) _____ N/A	No. of contributing resources previously listed in the National Register: _____ 0
---	---

6. Functions or Use

Historic Functions (Enter categories from instructions.) Cat: Transportation Sub: roads-related	Current Functions (Enter categories from instructions.) Cat: Transportation Sub: road-related
---	---

7. Description

Architectural Classification (Enter categories from instructions.) Other: Single-span Arch-deck	Materials (Enter categories from instructions.) STONE: Brownstone, Granite
---	--

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

Property Owner (Complete this item at the request of the SHPO or FPO.)

name City of Norwalk

street & number _____ telephone _____

city or town Norwalk state CT zip code 06850

Property Name Perry Avenue BridgeCounty and State Fairfield County, CTUnited States Department of the Interior
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CONTINUATION SHEETSection 7 Page 1**Description**

The Perry Avenue Bridge over the Silvermine River (Conn. DOT Bridge # 4130) is a single span arch bridge constructed of random rubble stone masonry and featuring cut ring stones. Built in 1899, the bridge is oriented east/west and was constructed on bedrock rising 12 feet above the flow at approximately 115 feet above sea level in the Silvermine River valley landscape (see Map 1). To the north, the bridge arch frames the Guthrie Pond dam and waterfall located beside the Silvermine Tavern and Red Mill. The Timber Pond dam and millpond are to the south. The remains of the mill dam, which powered the Guthrie Wood-turning Shop, lies about 50 yards upstream. The bridge carries Perry Avenue from a nearby intersection with Old King's Highway from the east to a crossroads comprising the end of Perry, the right angle turn of Silvermine Avenue, and the beginning of River Road to the west. Traveling north and then turning west, Perry Avenue gently rises to meet the bridge crossing. Beyond the bridge continuing west, the gradient increases, raising the roadway at the intersection of Silvermine Avenue as much as 15 feet above that of the bridge.¹ (Photographs 1-4).

The rubble stone consists of various stone types, such as granites, gneisses and micaceous schists that combine to create a composition that is typically found in the stone walls of the surrounding Silvermine neighborhood. Despite the use of stone for its construction, the bridge was designed to minimize the heaviness often associated with stone structures. The designer(s) of the bridge accomplished this by spanning the river with a single shallow arch and by minimizing the distance between the top of the arch and the stone coping course. (See Photograph 5).

The bridge was capped with a single course of Portland Brownstone that is nine (9) inches high and which serves both as the capstone and the curb of the bridge. The horizontal nature of this coping was further enhanced by outlining the capstones with one-and-a-half inch dove work (tooled border).

The pedestrian railing is composed of two two-and-a half inch round steel rails that are supported by three-and-a-half inch diameter posts. The posts are spaced at plus or minus 11 feet on center. The bottom rail is 16" above the capstone. The top rail is 34 inches above

¹ Peter Viteretto, Preservation Landscape Architect, Heritage Landscapes, 34 Wall Street, Norwalk, CT 06850.

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Section 7 Page 2

the stone and the top of post is 41 inches above the capstone. The use of the metal rails contributes greatly to the light slender appearance of the bridge. An 'x' design is embossed at the ends of posts and railing (see Photograph 6). Although the railing was not part of the original bridge, an oil painting by Frank Townsend Hutchens dated 1921 (See Figure 2) shows a rail design that is very similar to the present one.

The arch is composed of 22-inch high ring stone voussoirs that slightly taper at the bottom and almost touch the bottom of the coping stone (See Photograph 7). The distance between the top of the coping stone and the top of the arch is a mere three feet. One can almost imagine the schematic design of the bridge created by two lines: the horizontal line of the coping tangentially touching the top of the curved line representing the arch. The intrados, or underside of the stone arch, continues at the edges of the voussoirs from one side of the bridge to the opposite side which is approximately 21.5 feet away (see Photograph 8).

The stone masonry spandrel walls which complete the bridge and help support and contain the fill material are constructed of various sizes of rubble stone. The bridge is 40 feet in length, arches about 11 feet over the Silvermine River, and has a roadway width of 16 feet curb to curb with one lane of traffic in each direction. In plan, the bridge is flared out toward the approaches, wider at the ends (see Photographs 9 and 10).² The bridge's southwest corner blends into the retaining wall that extends 20 yards downstream.³

From October 14-16, 1955, a flood saturated most of Connecticut in one of the state's worst natural disasters. The flood waters ripped considerable stones from the spandrels of the Perry Avenue Bridge which remain in the riverbed. The arch, however, remained intact (Photographs 11 and 12). The city reportedly connected the bridges two edges with a plank and a rope handrail. By the first week of December they had repaired the upper part of the bridge and the state reimbursed them \$12,520.⁴

² Ricardo Viera, Preservation Architect, Associate Director, Building Conservation Associates Inc., 158 West 27th Street, NY, NY 10001.

³ Matthew Roth and Bruce Clouette, Historic Bridge Inventory Form, #4130, November 1990.

⁴ Margaret Eckert; *Norwalk Hour*, December 9, 1955; *Norwalk Hour*, May 7, 1956.

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Today, the existing bridge generally maintains its historic character and appearance. However, it can be classified as being in generally fair condition. Only pieces of the original rusticated brownstone curbing remain. The rest was replaced by plain blocks. A modern pipe rail was also added over the curbing. The stone arch voussoir ring has lost mortar in the running bond joints due to water leakage through the overlying roadway pavement and a subsequent freeze. The spandrel walls have also been exposed to this same leaking water condition. Mortar loss at the upper portions of spandrel walls, below the cap stones, is significant and in some cases has gotten to the point where there is presently no or minimal support for cap stones.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations (Mark "x" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Period of Significance

Significant Dates

Transportation

1899-1955

1899

Engineering

Art

1906- 1955

Cultural Affiliation

N/A

Significant Person

Architect/Builder

N/A

unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Property Name Perry Avenue BridgeCounty and State Fairfield County, CTUnited States Department of the Interior
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CONTINUATION SHEETSection 8 Page 1**Significance**

The Perry Avenue Bridge is a rare surviving example of a turn-of-the-century stone arch bridge. It exhibits the vernacular craftsmanship and fine details typical of the most significant stone masonry structures of its era (Criteria C). The bridge's aesthetic appeal as a rural symbol recalls its function as a pre-automobile vehicular river-crossing. The bridge served as a transportation link for the mill industry at Silvermine, and later evolved into a cultural icon. A renowned school of artists settled the area in the early twentieth century, eventually founding the Silvermine Guild. The Silvermine School of Art would forever preserve the picturesque ideal of a pristine, early industrial New England countryside in paintings and photographs into the twentieth century. As a result, the Perry Avenue Bridge has come to represent the history and character of the Silvermine region in Fairfield County (Criteria A).

Architectural

The Perry Avenue Bridge is one of the few surviving stone arch bridges built on a country road in Norwalk. Before the introduction of metal truss bridges, a stone bridge was appropriate for small crossings. Such bridges were expensive to build and Connecticut towns usually erected them only for heavily traveled roadways and downstream from mill dams because they could withstand the flood waters. The narrow width of 17 feet across attests to the fact that it was designed for slow-moving wagons rather than 20th century automobiles.⁵

The bridge retains many of the character-defining features of a stone arch bridge including spandrel walls.⁶ Its spare construction relies on the aesthetic strength of its arch. Instead of surmounting the masonry arch with a heavy stone parapet, the bridge was capped with a single course of Portland, Connecticut brownstone that is nine (9) inches high and which serves both as the capstone and the curb of the bridge. The horizontal nature of this coping was further enhanced by

⁵ Roth and Clouette, Historic Bridge Inventory Form.

⁶ Parsons Brinckerhoff and Engineering and Industrial Heritage, "A Context for Common Historic Bridge Types," NCHRP Project 25-25, Task 15, October 2005.

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outlining the capstones with one-and-a-half inch dove work (tooled border) (see Photograph 4). This dove work was a detail often used in the finest of stone masonry structures throughout the nation. The brownstone and other materials were usually mined from local sources and craftsmen.⁷

The Perry Avenue Bridge remains one of only four masonry bridges spanning the Norwalk and Silvermine rivers to survive. In 1955, the stone arch of this bridge resisted the "hundred year flood" which passed well above the coping (itself twelve feet above the river). Despite the damage it sustained in that and numerous other floods, the bridge has maintained a high degree of historical and aesthetic integrity.

Historical

Farmers originally settled in Silvermine for agrarian purposes (reports of silver mines in the area have never been confirmed). However, the falls of the Silvermine River made it an ideal tributary for water-powered mills which drove industrial production in early nineteenth century New England. Today the Silvermine region spans three towns in Fairfield County (Norwalk, Wilton, and New Canaan), but the Town of Norwalk originally claimed the entire area. Silvermine's enterprises included tanning operations, sawmills, and spooling factories throughout the eighteenth and nineteenth centuries.

Perry Avenue (formerly Hubbell Avenue) served as a primary road through the region, and the crossing at the river was located at the center of considerable activity involving the transportation of goods throughout latter part of the nineteenth century. Historical records referencing the bridge's construction are sparse, but this 1899 bridge represents the last bridge erected at that particular river crossing. Between 1814 and 1827, records indicate that a wooden bridge was erected. This was the same time that Andrew Aiken constructed a cotton batting mill and dam at the site.⁸ Over the next few years, the mill would serve as a tobacco factory and then as a sawmill. Aiken's

⁷ Matthew Roth and Bruce Clouette, *Historic Resource Consultants. Connecticut's Historic Highway Bridges*, (Connecticut Department of Transportation, 1991), 21; Viera.

⁸ Norwalk City Records, Book 26-573.

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father-in-law, Joseph Cotton, the owner of the Cocker Cotton Factory located on an adjacent property and the site of the present-day Silvermine Tavern. A nearby hat factory similarly evolved into a grist mill.

About 1851, Henry Guthrie converted several facilities at this location into a turning shop, a sawmill, and lumber mills to manufacture mahogany and rosewood knobs for furniture. Meanwhile, Guthrie acquired Aiken's property near the bridge and dam as well. The turning mill reportedly closed in 1898, but the family remained in the area, establishing a butcher shop and ice business which used the bridge as a primary route of delivery (see Map #3).⁹

By the turn-of-the-century, the area adjacent to the Silvermine River had developed a village atmosphere with grocery stores, retail businesses, barber shops, a post office, and even its own telephone exchange. The Town of Norwalk spent \$1,425 to construct the Perry Avenue Bridge in 1899. Although stone bridges were a considerable expense in the late nineteenth century, towns could justify the cost for a strong and durable structure at crossings downstream from mill dams. Wooden and metal truss bridges could rarely withstand the force of water bursting through dams.¹⁰ The records from the Norwalk Department of Public Works reveal a great deal of flooding along Perry Avenue. Other town records indicate a widespread effort to build considerable infrastructure including a dedication of roads after Norwalk's incorporation as a city in 1893.¹¹

A 1905 postcard features Guthrie's Mill, the millpond, and the stone bridge (Photograph 11). The rural aesthetic captured by the photograph undoubtedly appealed to those within and outside the region at a time when intensive immigration, urbanization, and new technological innovations like electricity and steel were changing the face and character of the Northeast.

⁹ Clifton Meek from Grant manuscript.

¹⁰ Matthew Roth and Bruce Clouette, Historic Bridge Inventory Form, #4130, November 1990; Grant manuscript.

¹¹ Town of Norwalk, Records of the Department of Public Works, 1890-1910; Town of Norwalk, Town Records: Town Proceeding, Vol. 5, p. 509 in City Clerk's Office, City Hall.

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Attracted to the rural and rustic beauty of the region, American Western sculptor Solon Borglum escaped the New York art scene and established a summertime retreat and studio in Silvermine (known as Rocky Ranch) in 1906. Borglum's choice for a retreat lured other artists to the area and Silvermine became known as somewhat of an artists' colony who called themselves the "Knockers' Club" and later the "Silvermine Group of Artists." Today, Silvermine is synonymous with a renowned school of artists. The Silvermine Guild and the Silvermine School of Art attest to their impact and prominence. Silvermine's painters and photographers who included Frank Townsend Hutchens (1869-1937), Frederick Coffay Yohn (1875-1933), and Helen Hamilton (1889-1970) frequently used the Perry Avenue Bridge and its picturesque setting beside a mill and waterfall as subject matter first in paintings. In 1923, Frank Townsend Hutchens reconstructed Guthrie's Pond Dam, which a 1909 flood had washed out, to maintain the waterfall as a backdrop. Silvermine hosted large art exhibitions which attracted huge crowds from New York and various corners of New England (Figures 1-3).

A residential community eventually overshadowed the artists' colony after World War II, but over the next several decades, the bridge and its environs could still be seen in other twentieth century media including television commercials and even motion pictures such as *Valley of the Dolls*.¹²

¹² Mervyn Davies in Grant manuscript.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Personal collections, unpublished manuscripts (see bibliography)

10. Geographical Data

Acreage of property: .09

UTM References

1 <u>18</u> <u>630410</u> <u>4556480</u>	3 <u>1</u> <u>11111</u> <u>11111</u>
Zone Easting Northing	Zone Easting Northing

2 1 11111 11111

4 1 11111 11111

See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Leah S. Glaser, Historian

organization _____ date 11/25/2005

street & number 85 Mather Street telephone 203-288-1233

city or town Hamden state CT zip code 06517

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items.)

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CONTINUATION SHEETSection 9 Page 1

Major Bibliographic Sources

Atlas of New York and Vicinity (New York: Beers, Ellis and Soule, 1867), plate 25.

Grant, Leigh. "A Detailed History of Silvermine and the Perry Avenue Bridge." Unfinished Manuscript, 2005. Private collection, residence of Leigh Grant, Norwalk, CT.

Lee, Winifred Trask, "Notes on Silvermine (Old School District 9)" - The New Canaan Historical Society Annual. Volume 1, Number 4. June 1946.

The Norwalk Hour. Norwalk Historical Society, Norwalk, CT.

Brinckerhoff, Parsons and Engineering and Industrial Heritage, "A Context for Common Historic Bridge Types," NCHRP Project 25-25, Task 15, October 2005.

Roth, Matthew and Bruce Clouette, Historic Resource Consultants, "Pequabuck Bridge," National Register Nomination Form, 1984.

Roth, Matthew and Bruce Clouette, Historic Resource Consultants, Historic Bridge Inventory Form, Bridge #4130, November 1990 IN Connecticut Historic Bridge Inventory, Connecticut Department of Transportation, Office of Environmental Planning, December 1990.

Roth, Matthew and Bruce Clouette, Historic Resource Consultants. *Connecticut's Historic Highway Bridges*. Connecticut Department of Transportation, 1991.

Town of Norwalk, *Annual Report*, 1900, p. 3.

Town of Norwalk, Town Records, Vol. 5, City Clerk's Office.

Town of Norwalk, Records of the Department of Public Works.

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Section 10 Page 1

Verbal Boundary Description:

The boundary includes the Perry Avenue Bridge and all of its abutments. It is located on Perry Avenue when it crosses the Silvermine River. See the outline of the bridge is shown on Map 2.

Boundary Justification:

The boundary encompasses all the intrinsic parts of the bridge.

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Section Maps Page 1

List of Maps

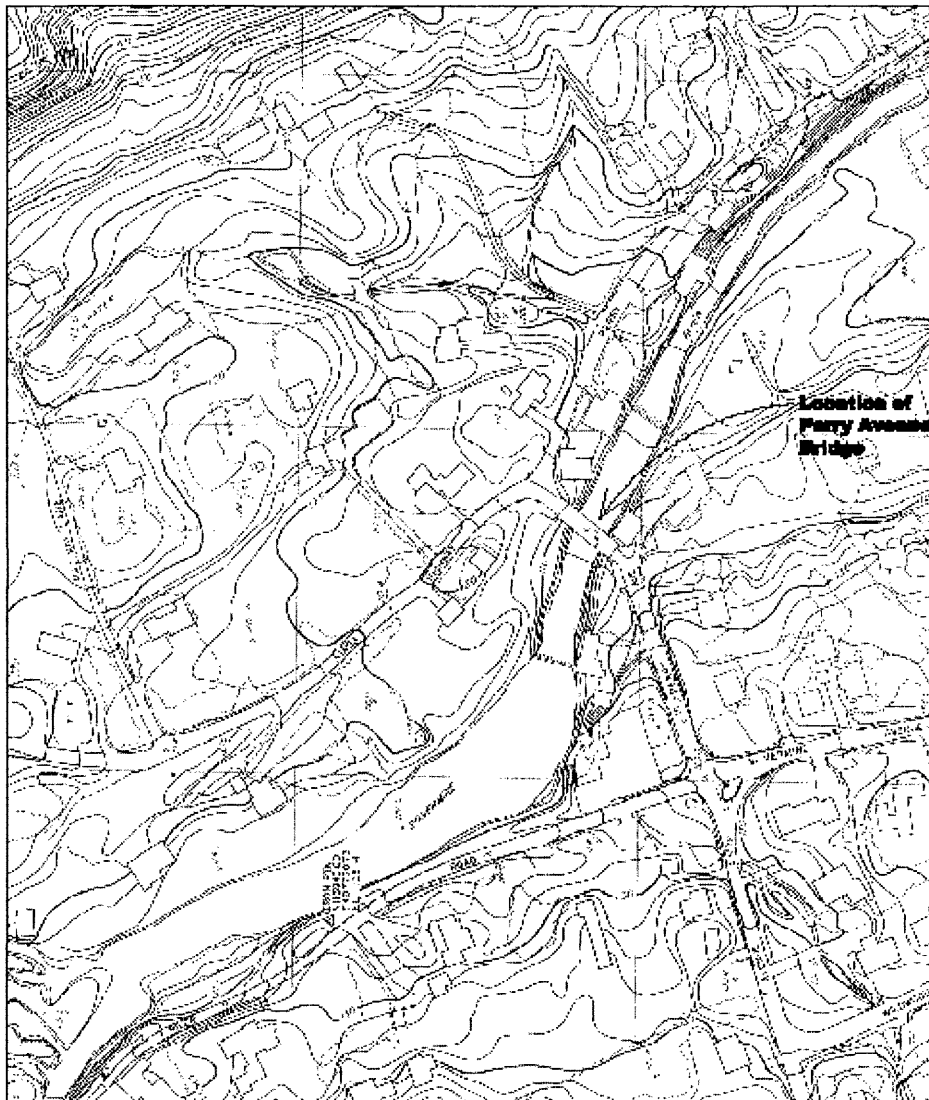
1. 1978 Topographical Map
Perry Avenue and Silvermine Portion
City of Norwalk, CT
Scale: 1"=200'-0"

2. Sketch of Old Road through F.T. Hutchens Property,
Norwalk, Conn, March 24, 1917

3. Clark Topographic Map 1851
Location of Perry Avenue Crossing

4. Clark Topographic Map 1889-1890.
Location of Perry Avenue Crossing

Map 1
Perry Avenue Bridge
Fairfield County, CT



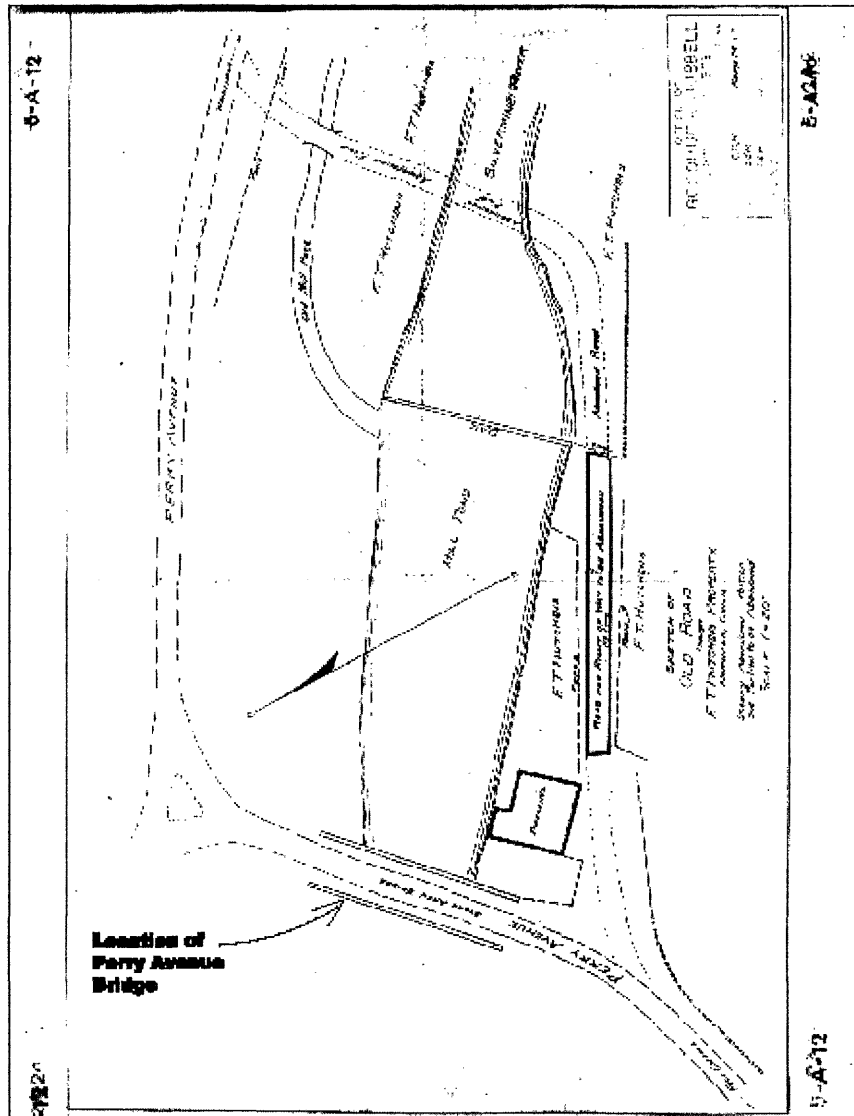
**1978 Topographic Map
Perry Avenue and Silvermine Avenue Portion
City of Norwich, CT**

Scale: 1"=200'-0"

Prepared by the City of Norwich, Consultant
April, 1978, Sheet 001, for Department of Public
Works, Route 1, Norwich, CT, Drawn by
Bureau of Engineering



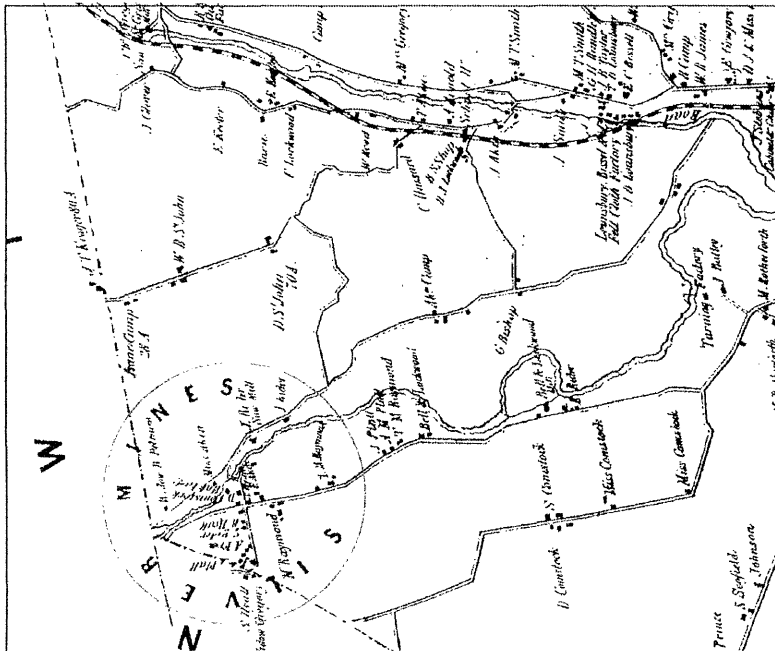
Map 2
 Perry Avenue Bridge
 Fairfield County, CT



Sketch of Old Road Through
 F. T. Hutchins Property,
 Norwalk Conn, March, 24 1917
 Not To Scale

Sketch of Old Road Through F.T. Hutchins
 Property, Norwalk, Conn. Showing Proposed
 Portion and Portion to be Abandoned, Office of
 Gleason & Hubbel, Civil Engineers, Norwalk,
 Conn, March 24, 1917

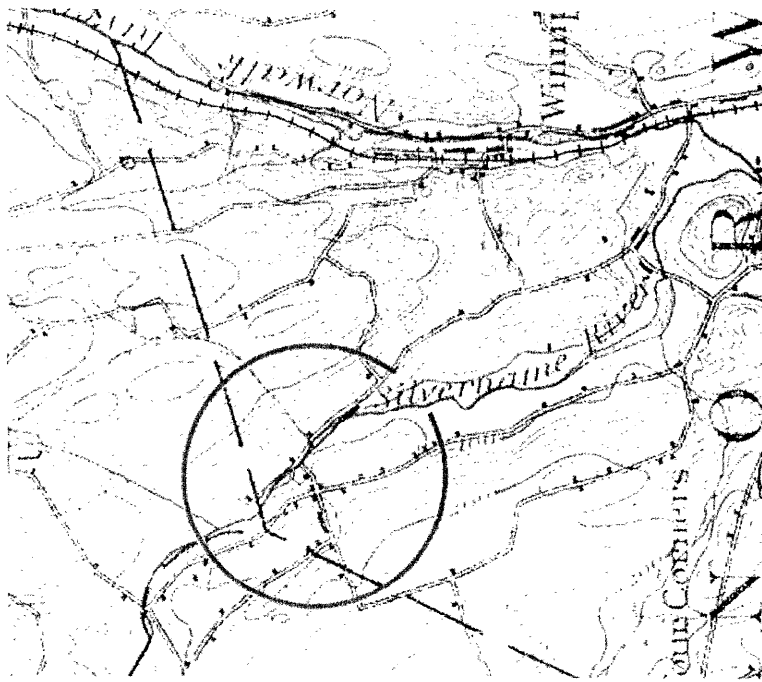
Map 3 & 4
 Perry Avenue Bridge
 Fairfield County, CT



Portion of "Map of The Town of Norwalk, Fairfield County, Conn" From Actual Surveys Published by Richard Clark, 384th Third Street, Philadelphia 1851

CLARK MAP 1851
 Note location of Perry Avenue Crossing of Silvermine River

Not To Scale



Portion of map by: Geny Gannett, chief Topographer, H.M. Wilson, Geographer in charge. Triangulation by U S Coast and Geodetic Survey. Topography by E. B. Clark and Wm. Kramer. Surveyed in 1889-90

CLARK TOPOGRAPHIC MAP 1889-1890
 Note Perry Avenue Bridge Location

Not To Scale

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Section Photo Page 1

All Photographs:

Perry Avenue Bridge

Fairfield County, Connecticut

Negatives at Tod Bryant Studios (#1-12) and the home of Madeleine Eckert (#14).

Photographer:

Tod Bryant unless otherwise noted.

Captions:

1. General view of Perry Avenue Bridge
2. South side of Perry Avenue Bridge
3. View North toward Guthrie's Pond (aka Perry Pond) Dam
4. View South toward Timber Pond Dam
5. South side
6. Post detail
7. Ring stone
8. Intrados
9. East end facing west
10. West end facing East
11. Postcard, "Guthrie's Mill, Norwalk, Conn.," 1905 (Photographer Unknown).
12. Remains of Upper Perry Avenue Bridge on the Silvermine River, 1955 (Photographer Unknown).

USDI/NPS NRHP Registration Form

OMB No. 1024-0018(8-86)

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List of Figures

1. Fred C. Yohn, Invitation to 13th Annual Exhibition of Silvermine Group of Artists, 1920.
2. Frank Townsend Hutchins (1869-1937), "Moonlight on the Pond," 1921.
3. Helen Hamilton (1889-1970), "Autumn Afternoon," Silvermine Mill, date unknown.