

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Higganum Landing Historic District

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 40-68 Landing Road, 2-14 Landing Road South

City or town: Haddam State: CT County: Middlesex

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Mary Beth Dunne / Deputy SHPO</u>		<u>10/10/18</u>
Signature of certifying official/Title:		Date
<u>Connecticut State Historic Preservation Office</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____	_____
Signature of commenting official:	Date
_____	_____
Title :	State or Federal agency/bureau or Tribal Government

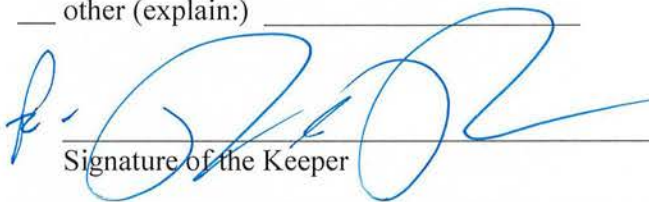

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain: _____)

 
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
District
Site
Structure
Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>9</u>	<u>10</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>9</u>	<u>10</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/Single-dwelling
COMMERCE/TRADE/General Store
INDUSTRY/PROCESSING/EXTRACTION/Shipbuilding

Current Functions

(Enter categories from instructions.)

DOMESTIC/Single-dwelling
DOMESTIC/Secondary Structure

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7. Description

Architectural Classification

(Enter categories from instructions.)

COLONIAL/Georgian
EARLY REPUBLIC/Federal
LATE VICTORIAN
OTHER/Cape Cod Cottage

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD: Weatherboard, STONE: Granite,
BRICK, CONCRETE, ASPHALT

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Higganum Landing Historic District is a 5.22-acre enclave of late-eighteenth through mid-nineteenth-century houses that are set on the west shore of the Connecticut River and are associated with the state's shipbuilding industry. The district is located within the village of Higganum, in the northeast corner of the Town of Haddam, in Middlesex County, Connecticut (Figure 1). It is bordered on the north by Higganum Cove and the south and west by steep slopes which lead to the town's main thoroughfare, the Middlesex Turnpike (Saybrook Road). Railroad tracks, currently part of the Connecticut Valley State Park, further define the district's western border while the Connecticut River defines the eastern border of the district. The topography of the landing creates a distinct and cohesive neighborhood cut off from the village center and the rest of town. Properties are linearly organized along Landing Road and Landing Road South, a one-quarter-mile-long access way that parallels the shoreline (Figure 2). The district encompasses a total of nine contributing buildings. The houses are wood-frame, single-family residences that display a range of early architecture common in New England, from eighteenth-century Capes to five-bay, two-and-one-half-story Georgian houses and a more elaborate Federal-style, front gable residence. The district is void of infill; non-contributing buildings consist of two reconstructions of historic houses, seven compact garages, and one garage/studio that do not detract from the landing's visual cohesiveness. Minimal alterations of building materials, design, or landscape topography have occurred and properties retain their direct relationship to the river.

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Narrative Description

Setting

Higganum Landing is a low-lying sliver of land along a one-quarter-mile stretch of the Connecticut River. The district extends northwest to southeast, with the majority of the houses facing northeast toward the river, which forms the northeast boundary. For ease of reading, the cardinal directions referenced in the nomination are simplified as east (for northeast), south (for southeast), west (for southwest), and north (for northwest). The district is characterized by visually striking natural geology. Sweeping views of the river exist throughout the district. Original residents utilized the existing natural landscape as an asset to development; the buildings are located within the flood plain and include property that slopes down to the riverfront (Photographs 1-5). This provided easy access to the river for shipbuilding activity and one property located across from the Jonathan Huntington House retains a wide swale used to slide vessels down into the water (Photograph 4). The railroad line (constructed in 1870) forms the west (rear) edge of the district and is constructed along the first terrace above the flood plain. The natural terrace is elevated approximately ten feet above the front yards of the houses and has the effect of forming a rear wall to the neighborhood. Granite rock outcroppings are visible along the north and west sides of the district and create additional limitations to where development in the district could occur.

All of the buildings are organized along Landing Road South and Landing Road, a narrow paved way, which extends north-south through the center of the district and terminates at the northernmost and southernmost properties. In the south half of the district, the road bisects property lots, with the house located to the west and open land (now front yard) to the east. Most of the buildings were constructed on the west side of the road facing the water and provide an unobstructed view of the Connecticut River. The properties feature sweeping lawns and gardens leading down to the river. The two buildings at the far north and south ends of the district face inward and provide distinct “bookends” to the district. Across the river is George Dudley Seymour State Park which was once known as Higganum Meadows and used as grazing and farming land by Higganum residents. The area remains undeveloped and appears much as it did in the eighteenth and nineteenth centuries.

The Connecticut River bends at Higganum to create a natural harbor along the shore of the Landing. This configuration provided the ideal location for establishing a river port and shipbuilding center. Landing Road was once a circular thoroughfare that provided easy access to the river and docks from the Middlesex Turnpike. It sloped down the hill following natural contours and crossed the train tracks at grade near the middle of the Landing. It then curved to the north and crossed the tracks again via a bridge. The northern end of the road has been blocked and the bridge over the tracks has been removed. Landing Road is now a dead end street. A small extension known as Landing Road South, is also a dead end and a private drive.

Architectural Description

The district contains a total of 19 buildings, including nine contributing houses and 10 non-contributing buildings. The high number of non-contributing resources in the district is due to the presence of several garages that post-date the period of significance, which ends with the construction of the railroad in 1870. Two houses that are reconstructions of early nineteenth century originals are also included in the boundary because they occupy land that historically comprised the Landing; they are counted as non-contributing because the reconstructions were not based on measured drawings or photo documentation. The non-contributing buildings are visibly ancillary to the historic houses in the district and do not detract from the

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understanding of the Landing as a late-eighteenth through nineteenth-century maritime-related neighborhood. Higganum Landing is encompassed within a larger, approximately 50-acre historic district that was listed on the Connecticut State Register of Historic Places in 1987. The State Register district includes a greater portion of Higganum and has a longer period of significance that incorporates the railroad and subsequent industrial development.

Within the district there is a uniformity of scale, massing and architectural styles. All of the building are wood frame resting on brick or granite foundations. The newer outbuildings feature concrete foundations and are finished in wooden clapboards and vertical wood siding. A majority of the contributing buildings were erected as residential structures. One (at 52 Landing Road) was erected in the late eighteenth century as a store to market goods brought to the Landing. The late-nineteenth-century dwelling at the railroad tracks was once the warehouse or office for a large Higganum manufacturer. Both were converted to residential dwellings in the early twentieth century.

Located at the southern end of the district, the **Brainerd-Hubbard House** at 14 Landing Road South (Map No. 5, Photograph 6) was built circa 1815. The roof ridge of the two-and-one-half-story Georgian-style house is set at a right angle to the river and facing the end of the street. The façade is five bays wide with a central brick chimney. A central doorway is flanked by pilasters and is topped by a high entablature and transom. An early twentieth-century two-story porch has been added to the eastern elevation and a modern kitchen ell projects from the rear. Unlike other similar building in the district, it rests on a brick foundation. The post-and-beam construction is clad in narrow wooden clapboards. A garage built circa 2010, is located just north of the house. Although non-contributing due to its age, the style of the garage compliments the style of the surrounding homes. (Map No. 6, Photograph 7).

Just to the north at 12 Landing Road South is the **Jabez Brainerd House** (Map No. 3, Photograph 8). It is set facing the river with sweeping views to the north and south. Erected in 1819, this two-and-one-half story, Georgian-style building utilizes the basic colonial form of a five-bay façade with central entry. The ridge is parallel to the street and is pierced by a center chimney made of granite rubble. The foundation of cut granite is laid in an ashlar pattern. One of the most striking elements of the house is the door surround which features a four-light transom topped by a projecting cornice embellished by a dentil course. The entire entablature is supported by a pair of delicate pilasters. Early six-over-six, double-hung window sash remain throughout most of the house. Modern additions, which are set back from the plane of the façade, are found on both the north and south elevations and reflect the style of the original building.

A circa 2009 wood-frame garage (Map No. 4, Photograph 9) sits to the north of the house. The building's scale, vertical plank siding and gabled roof does not detract from the district. The six-over-six, double-hung sash windows throughout mimic the sash found on the main house.

Continuing north, the **Willson-Child House** at 2 Landing Road South (Map No. 1, Photograph 10) is another example of the Georgian-style, two-and-one-half story, five-bay by two-bay, center chimney house. Records indicate that John Willson built the house circa 1775. The side gable roof features a slight overhang and wide molding at the eaves and gable end. Set on a dressed granite ashlar foundation, the building features a massive center chimney constructed of brick. The door surround was recently replaced, but the house retains a narrow a dentil course at the eaves and gables and elaborate interior paneling. The south elevation features a coffin door leading from the front parlor. A small screened-in porch has been added to the rear of the building. A one-story, non-contributing garage (Map No. 2, Photograph 11) is located just to the south of the main house facing onto Landing Road South.

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Across the railroad tracks is the **Samuel Bailey House** at 40 Landing Road (Map No. 7, Photograph 12), which was erected circa 1870. It is a two-and-one-half-story, three-bay-wide, front gable, wood-frame house set on a granite foundation. The roof height, gable returns, centered entrance, and centered arched window in the gable are features compatible with the Italianate style. The building is sheathed in wood clapboards and has tall six-over-six, double-hung wood sash. Research indicates that the building was built as a commercial office of the Higganum Manufacturing Company but was converted to a residence in the early twentieth century. Continuous shed dormers were recently constructed along the full length of each roof slope, but the original massing and design of the building remains visible.

Heading back towards the river and continuing north along Landing Road is a newly constructed wood-framed garage (Map No. 9, Photograph 13). The building is capped by a gambrel roof mimicking the roofline of the main house at 50 Landing Road.

The **Jonathan Huntington House** at 50 Landing Road (Map No. 8, Photograph 14) was erected around 1790. Three stories in height, the post-and-beam frame is supported by an ashlar foundation. The gambrel roof, which has a ridge-to-street orientation, is flared and extends out to form a continuous roof over a two-story open porch. The porch is a later (circa 1900) addition and is embellished with a simple railing and modest pilasters. Windows include two roof dormers and six-over-six, double-hung sash. Alterations include the addition of sliding glass doors on the second story and a small enclosed porch on the south elevation. The building, which is built into a bank, displays a single story elevation at the rear. The lawn across the road from the house retains a wide swale, historically used to slide completed vessels into the water.

The next property to the north at 52 Landing Road is known historically as the **Old Red Store** (Map No. 10, Photograph 15). Although a modern addition has doubled the size of the original building, its scale, details and roof line are still visible. The original portion of the house is a one-and-one-half-story, gambrel-roofed Cape constructed in 1794. The post-and-beam framing system rests on a granite foundation and is covered in wood clapboards. Windows throughout consist of six-over-six, double-hung sash. The modern addition also features a gambrel roof with similar detailing including shed-roofed dormers, open porch and wood siding.

The **Hezekiah Child House** at 56 Landing Road (Map No. 11, Photograph 16), is prominently sited facing the river above a granite retaining wall. An excellent example of Federal style architecture, the main portion of the house was erected around 1820 with a gable-to-street, three-bay façade and a side hall plan. The post-and-beam construction is sheathed in wood clapboards and the windows feature early twelve-over-twelve, double-hung sash. The ornate façade features corner pilasters supporting a fully-pedimented flushboard gable which is highlighted by an elliptical fanlight with a spider-web design and trimmed by a modillion course. The Federal-style doorway is graced by attenuated pilasters capped by an entablature and narrow projecting cornice. The first floor features an early twentieth-century porch which has been enclosed. The rear kitchen ell is older and may date from the mid-eighteenth century. The grounds feature the historic granite foundation wall from the original barn and an early twentieth-century, non-contributing two-car garage sits just to the north of the house (Map No. 12, Photograph 17).

The **John Kelly House** at 62 Landing Road (Map No. 15, Photograph 18) is the Landing's earliest building. Built in 1768, the house is a prime example of a three-bay, colonial Cape Cod type building with a gambrel roof. It has a side hall plan and interior end chimney. The roof has two slopes with the lower, steeper slope featuring two shed-roofed dormers. The building was constructed into the side of the hill thus exposing the

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granite ashlar foundation for half a story. An ell across the length of the back of the house and the porch across the front have been added at an unknown date to give additional living space. The building is sheathed in wood clapboards. Some of the windows have been altered over time including the addition of sliding glass doors on the façade. A small, non-contributing wood-frame garage is located behind the house (Map No. 16).

Across the street at 61 Landing Road is the **Kelly-Child House** (Map No. 13, Photograph 19). The house faces west onto Landing Road while the rear elevation faces directly onto the Connecticut River. The original portion of the house is the one-and-one-half story gambrel-roofed Cape, which is attached to a later 1860 ell to the south. The ell now serves as the main portion of the house. The original portion dates from about 1770 and features later alterations including shed dormers, an enclosed screen porch and Victorian-era fenestration and decorative siding. The main block of the house has a gable-to-street orientation. It is sheathed in clapboards and features a wide entablature and overhanging eaves. The main entry is located in a one-story projection on the façade and features a projecting, pedimented entry porch with a carved sunburst in the pediment. A small gable-roofed addition has been constructed on the south elevation with an open porch featuring decorative balusters and cut-out work in faunal shapes at the eaves in the Eastlake style. Both the original house and main block feature large projecting windows with Victorian-era stained glass and geometric sash. Imbricated shingles extend across the façade beneath the first floor windows tying the earlier portion to the later addition.

To the south of the Kelly-Child House is an associated non-contributing outbuilding (Map No. 14, Photograph 20) which was once a simple hip-roofed garage. It was later converted to an artist's studio by artist Harold Barbour in the 1930s. Today the building has been upgraded to feature intersecting gable roofs, two garage bays and interior office space. The building is clapboarded to resemble the main building.

The **James Clark House Reconstruction** is a non-contributing building located at 65 Landing Road in the north end of the district (Map No. 17, Photograph 21). The house is a 2008 reconstruction of a circa 1810 original, which suffered from structural issues. The current building occupies the same footprint as the original house and incorporates a two-and-one-half story, five-bay façade that was created by measuring off of the original façade before it was disassembled. From the street, the reconstructed building maintains the scale, design and over-all appearance of the original house and blends in with the historic appearance of the streetscape. The house has a center chimney, wood clapboard siding and new six-over-six double-hung sash. The materials and interior features of the current house are not historic. A non-contributing, two-story garage with flush wood siding is located to the west of the main house and was constructed circa 2008 (Map No. 18, Photograph 22). The house occupies property that is historically associated with the Landing. The property features a large rock outcropping.

The final building in the district is the Clark Barn Reconstruction, a small two-story dwelling at **68 Landing Road** (Map No. 19, Photograph 23). This building underwent a major reconstruction in 2008 although it retains the same overall appearance as the original with a three-bay façade, multi-light windows, wood clapboard sheathing and a projecting gable entrance vestibule. The ridge-to-street gabled roof features a center brick chimney.

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A summary of the properties included in the district is below.

District Data Table

Map No.	Map/Block/Lot (Parcel ID)	Street No.	Property Name	Date	Photo No.	C/NC*
1	14/A2 072/1 (1680)	2 Landing Road South	Willson-Child House	c. 1775	10	C
2			Garage	1952	11	NC (age)
3	14/A2 073/1 (3041)	12 Landing Road South	Jabez Brainerd House	c. 1819	1, 8	C
4			Garage	2009	9	NC (age)
5	14/81/1 (3456)	14 Landing Road South	Brainerd-Hubbard House	c. 1815	1, 6	C
6			Garage	2010	7	NC (age)
7	14/A2/074 (1343)	40 Landing Road	Samuel Bailey House	c. 1870	12	C
8	14/A2 071/1 (1676)	50 Landing Road	Jonathan Huntington House	c. 1790	14	C
9			Garage	2010	13	NC (age)
10	14/A2 070/ (2834)	52 Landing Road	The Old Red Store	c. 1794	15	C
11	14/A2 069/ (1543)	56 Landing Road	Hezekiah Child House	c. 1820	16	C
12			Garage	1940	17	NC (age)
13	14/A2 068/ (4093)	61 Landing Road	Kelly-Child House	c. 1770/ c. 1860	19	C
14			Garage/Studio	Mid-20 th c.	20	NC (age)
15	14/A2 067/1 (2994)	62 Landing Road	John Kelly House	c. 1768	18	C
16			Garage	Mid-20 th c.	n/a	NC (age)
17	14/A2 067/ (2757)	65 Landing Road	James Clark House Reconstruction	2008	21	NC (age)
18			Garage	2008	22	NC (age)
19	14/A2 067/3 (3840)	68 Landing Road	Clark Barn/Carriage House Reconstruction	2008	23	NC (age)

* Contributing (C) properties are defined as those that are associated with the reason the district is significant in history. Non-contributing (NC) properties are defined as those that do not share the historic association which makes the district significant.

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Integrity

The Higganum Landing Historic District is a distinctive, tangible expression of a village developed because of shipbuilding on the Connecticut River. It retains its uninterrupted riverfront setting, with a continuous streetscape of period houses, sweeping views, and natural landscape features. The buildings remain in their original locations within the associated landscape and the relationship of the district to the rest of Higganum is unchanged. The district contains a significant uniform representation of architectural styles dating from the mid-eighteenth to mid-nineteenth centuries. Most of the buildings remain substantially unaltered since construction with the exception of the Kelly-Child House, which features Victorian-era embellishments. The original design and workmanship and historic materials of contributing properties are clearly visible. Higganum Landing maintains its maritime associations and its feeling as a compact late eighteenth through mid-nineteenth century residential development.

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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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Architecture

Maritime History

Period of Significance

1768-1870

Significant Dates

1768: construction date of earliest house

1870: railroad constructed

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Higganum Landing Historic District is significant under Criterion A at the state level and Criterion C at the local level as a concentrated collection of well-preserved buildings that illustrate the development of an active and important early New England shipbuilding community. The district meets Criterion A in the category of Maritime History. The subtle bend of the Connecticut River at this location creates a natural harbor which was once a center of shipbuilding, maritime trade, and related commercial activities between 1752 and 1865. Over 150 vessels were built at the Landing during this period and were used in river trade, coastal trade and international voyages¹. They traveled to the West Indies, Europe, South America and China and participated in the economic growth of the area and nation as a whole. Not only were Landing-built ships used in commercial ventures, a number served as warships or were used in privateering ventures and played a vital role in the country's fight for independence. Under Criterion C, the district is locally significant in the category of Architecture for its expression of late eighteenth through mid-nineteenth-century construction and design. The period of significance extends from 1768, the construction date of the earliest house in the district, to the establishment of the railroad in 1870. This period encompasses the time when the greatest amount of shipbuilding activity occurred and the majority of the homes were built at the Landing. Following construction of the railroad, Higganum's industrial center shifted inland and shipbuilding declined.

Potential significance under Criterion D has not been included in the nomination, but may be evaluated in the future if archeological investigations are undertaken. Based on the lack of development in the Landing, visible natural topography, and presence of other identified resources in the vicinity, the Landing is considered archeologically sensitive. It may contain subsurface Historic Period archaeological deposits associated with maritime trade and industry, as well near shore or underwater resources.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Maritime History

Higganum Landing derives its primary significance under Criterion A for its association with maritime history as key extant example of a community that developed as a direct result of the shipbuilding and maritime shipping industry along the Connecticut River. The Landing's surviving architecture reflects this wave of prosperity during the late eighteenth century until growth virtually stopped in the late nineteenth century. The pattern of development of the Landing is similar to other early New England ports and early shipbuilding communities along the Connecticut River such as East Haddam, Essex and Middle Haddam. This level stretch of riverfront prospered in the eighteenth century due to the convergence of favorable terrain, the abundance of natural building material and the entrepreneurial spirit of the inhabitants.

¹ Janice Cunningham and Elizabeth Warner, *Portrait of a River Town: The History and Architecture of Haddam, Connecticut* (Middletown, CT: Greater Middletown Preservation Trust, 1984).

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Unfortunately no structures remain from the earliest settlement of Higganum Landing. Local histories note that a store operated from the Landing as early as 1752² and the first sloop was built there in 1754. A ferry opened up in 1763 between the Landing and Haddam Neck.

The history of the Landing is closely associated with the Child Family, which operated a shipbuilding dynasty here for more than 100 years. James Child, a master carpenter arrived at the Landing in 1762 from Warren, Rhode Island and with his father in law, John Kelly began their successful shipyard by building schooners and sloops used in river trade³. The two oldest dwellings on the Landing are associated with Child and Kelly. Both buildings were used as dwellings to house family members as well as workers in the shipyards and each remained in the Child Family for generations. The Willson-Child House built circa 1775 is the earliest example on the Landing of the traditional two-and-one-half story, center-chimney, five-bay colonial type found in abundance throughout Haddam, Connecticut. This building form remained the most popular style in the area from the late seventeenth century to the mid-nineteenth century, a prime example of how change came slowly to smaller towns especially in terms of architectural advancement. This dwelling was home to numerous members of the Child family including James Kelly Child, the second generation of the shipbuilding dynasty.

The Kelly-Child shipyard became the largest in Haddam. Other smaller yards were located along the river further to the south in Haddam proper and the village of Tylerville. The Childs brought in skilled shipbuilders, craftsmen and laborers and the area quickly became a mercantile and shipbuilding center for the community. Early maps show that there were once large commercial/industrial buildings along the river, possibly including a mold loft or sail loft. It is recorded that “vessels’ or parts of vessels were built in the Brainerd Hubbard House and that it was used to store shipbuilding materials.⁴ Skilled craftsmen were also required to operate a successful yard including joiners, painters, caulkers, sawyers and blacksmiths. Many of these laborers boarded in the dwellings along the Landing. The Old Red Store at the Landing was built in 1794 by the Huntington Family. The Huntingtons held an interest in the trading and shipbuilding operations at the Landing. They provided a place to sell the goods brought to wharf and provided supplies to those worked in the yards. The commerce and trade at the Landing also brought growth and wealth to other parts of town including the merchants in the center of Higganum who sold imported commodities. In addition, local craftsmen, farmers and landowners flourished due to the Landing’s proximity by supplying parts, timber and goods including livestock and agricultural products to be exported.

James Child trained his sons in the shipbuilding trade, and his eldest son, James Kelley Child continued operating the shipyard at the Landing. Two other sons, Thomas and Gardener settled in the river port of Middle Haddam on the eastern side of the river where they operated another very successful shipyard responsible for the construction of over 200 ships. Rather than competing with each other, the Child Shipyards worked closely in tandem with each other sharing supplies and workers.⁵

In order for shipbuilding to be a viable business, a steady supply of investment capital was required to receive supplies of building materials and to sell the ships when completed. For the Child’s family, alliances forged by marriage supplied much of this capital. Additionally, local Haddam and Higganum merchants as well as those in Middle Haddam invested in the Landing. New York merchants Nathaniel and George Griswold, who operated the largest shipping house in New York were also investors. As a result, many of the Higganum built ships sailed over the globe under the Griswold name.⁶

² David Dudley Field, *A Statistical Account of the County of Middlesex* (Middletown, CT: Clark and Lyman, 1819).

³ Cunningham and Elizabeth Warner, *Portrait of a River Town*.

⁴ *Ibid.*

⁵ *Ibid.*

⁶ *Ibid.*

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By the American Revolution in 1776, the Childs' had perfected their skills as shipbuilders. They enlarged the yard and constructed larger vessels including brigantines and ships used in battle and ocean voyaging. Higganum Landing was the birthplace of the U.S. Sloop of War *Sampson* which had a crew of 100 and 18 guns. It sank the British Sloop of War *Swallow* and was later captured in the English Channel. The crew were taken prisoners and confined to a Jersey prison ship where all but one died from food poisoning.⁷ A number of Landing-built vessels were also used in privateering - a government sanctioned activity which allowed private ships to attack and raid foreign vessels during wartime. It is recorded that a number of Higganum and Haddam residents were involved in the act of "commerce raiding" during the Revolution.⁸ Ultimately the residents were released in a possible prisoner exchange and left in Boston to find their own way home.

Following the War, trading increased along the Connecticut River and the New England coast and in 1789 trade with the West Indies was opened providing the opportunity for substantial fortunes to be made. Between 1790 and 1845, the most productive time period for Higganum Landing, more than 100 vessels were built and the area established itself as the commercial and trading center for the local area. Over half of the ships constructed were schooners, although a number of smaller sloops and larger brigs were also built. Many of the ships constructed at the Landing were sold in New York or Nantucket where they were loaded with goods and sailed to ports in South America, Europe or China.⁹ In 1849, a Child-built ship, the *Niantic*, sailed to San Francisco around Cape Horn during the California Gold Rush. It was dragged up on shore and used as the foundation for a hotel which was later burned in the Great Fire of 1851. Long considered lost, the hull was unearthed in 1974 during an excavation for new construction.¹⁰

A few sloops remained in town and participated in river and coastal trade sailing to Middletown, Old Saybrook, New Haven and New London. Two or three of the larger, ocean-going ships also had a port in Higganum and traveled to the West Indies importing salt, sugar, molasses and brandy. In return, local farmers, landowners and fisherman were able to export goods including timber and cord wood, hay, grain, salt pork, shad, cattle and hogs. It is reported that at least 2,000 cords were exported to New York annually in the early nineteenth century from the Landing.¹¹ James Kelly Child trained his two sons, Hezekiah and Chauncey in the shipbuilding trade and they continued the family business well into the mid-nineteenth century. There was a halt in the shipbuilding frenzy in 1807-1808 when President Jefferson enacted a total embargo on merchant trading in foreign ports. This came on the heels of harassment and seizure of American ships by the British Navy particularly along the West Indian trade routes. No vessels were built in any Haddam yard in 1808 and this had a profound impact on local merchants and landowners, particularly those involved in the timber trade. The 1809, the Non-Intercourse Act opened up shipping again to any port not under French or British control. Yet in the next two years only two vessels were constructed in Higganum and local commerce and trading had slowed to a trickle.¹² The Child yard built two gunboats for the government during the War of 1812. Following the conflict, Hezekiah Child erected the Landing's most distinguished dwelling in 1820 (56 Landing Road) as a symbol of his success and wealth. Using delicate Federal period details the house is an excellent example of the architectural style of the era highlighting the Child's prominence on the Landing.

⁷ Lillian Kruger Brooks, *Life Flows along like a River: A History of Haddam Neck* (Haddam, CT: Haddam Neck Genealogical Group, 1972).

⁸ Cunningham and Elizabeth Warner, *Portrait of a River Town*.

⁹ Jay Verney, "Higganum Landing, Shipbuilding & The Child Family," *Haddam Bulletin* (May 2007, Volume XLVIII, No. 5).

¹⁰ *Ibid.*

¹¹ Field, *A Statistical Account of the County of Middlesex*.

¹² Cunningham and Elizabeth Warner, *Portrait of a River Town*.

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Shipbuilding at the Landing and along the Connecticut River began its decline around 1840 when the focus of maritime activity shifted to major coastal ports like New York and Boston. Factors that contributed to the decline included the depletion of local timber and the inability of the river to accommodate deep draft ships. The introduction of the dry dock in New York in the 1820s made repairs to the large vessels much easier and soon became a preferred home port. One of the last vessels erected on the Landing was constructed in 1865 by George Clark, owner of the Higganum Manufacturing Company.¹³ The last recorded Child Yard vessel was also recorded in 1865: the 200 ton, 100 foot *Sarah R. Thomas*, a schooner.¹⁴

By the late 1860s the commercial and industrial activity was moving to the center of Higganum Village where rivers and streams were being harnessed to power an ever growing industrial center. Shipbuilding had completely stopped by the time the Connecticut Valley Railroad was laid through town in 1870. The tracks ran along the river from Middletown to Old Saybrook and ran through the Landing area, directly behind the dwellings along Landing Road. The Higganum Railroad Depot was built just to the north of the Landing and served as the new center for transferring goods and freight. The Landing continued to service passenger steamships into the twentieth century.

The integrity of the district has been maintained due to a number of reasons. The geographical constraints of the area have prevented physical growth of the landing in the twentieth century. The decline of shipbuilding in the mid-nineteenth century and the relocation of Higganum's commercial center farther inland also contributed to the preservation of the Landing. Although the railroad goes through the Landing, Higganum Depot was built to the north to provide easy access for Higganum's burgeoning industrial ventures which had taken advantage of the area's many water power sources. In essence the Landing went from an active, hectic shipbuilding center to a quiet, residential neighborhood in just a few decades. Most of the Child Family members had left the Landing by the turn of the century and new residents moved in. The steamboat continued to stop for the first few decades of the twentieth century but with the advent of the automobile, river traffic all but came to a stop. With the Connecticut River no longer the life line to the rest of the world, Higganum Landing was all but forgotten and became the quiet, residential community it is today.

Criterion C: Architecture

The district is locally significant in the category of architecture for its collection of late-eighteenth through mid-nineteenth-century houses that illustrate domestic design trends common in the smaller communities of the state's Connecticut Valley region. These buildings exhibit a chronological progression of house forms from one-and-one-half-story gambrel-roofed Capes, to larger two-story, five-bay-by-two-bay center chimney Georgian residences, and a more elaborate front-gable, side-hall-plan house by 1820. Most of the contributing buildings were constructed at the height of the Landing's success; the Child Family owned, lived in or built several of them. The comfortable scale of the houses combined with a lack of high style features demonstrates the economic prosperity generated by shipbuilding, but not the excessive wealth documented in the state's larger centers of business and maritime commerce such as Hartford, New Haven, and New London. The nine contributing buildings retain typical building materials of early New England architecture including post-and-beam frames, clapboard sheathing, gable or gambrel roofs with center chimneys, foundations made of locally quarried granite, and double-hung, multi-light wood sash.

¹³ Ibid.

¹⁴ Verney, "Higganum Landing, Shipbuilding & The Child Family."

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Three contributing buildings are representative of the gambrel-roofed variant of the Cape Cod cottage and date from 1768 to 1794 (with later additions). The Cape Cod building type originated during colonial settlement and resulted from an adjustment of English building methods to the harsh climate of New England. The cold climate and strong winds of coastal New England necessitated the Cape's distinct form. The low building height, lack of wall protrusions, and low or no foundation combined with a steep roof, was designed to retain heat, shed snow, and resist wind.¹⁵ Multiple layers of overlapping sheathing also contributed to wind resistance. Use of the Cape Cod building type occurred in Connecticut's Central Valley region by 1720, but the gambrel-roofed, one-and-one-half-story variant did not become common until the late eighteenth century.¹⁶

The **John Kelly House**, the earliest building on the landing, dates from 1768 and is a well-preserved example of a small domestic Colonial Period building featuring a gambrel roof and end chimney. The Cape house form was frequently used in Haddam in the eighteenth and early nineteenth centuries, more so than surrounding towns, which primarily built two-and-one-half story, three-bay and five-bay dwellings. The **Kelly-Child House** is also a late-eighteenth-century, one-and-one-half story, gambrel roofed, Cape built around 1770. The original dwelling was enlarged and altered in the late-nineteenth century with the addition of Victorian era embellishments including decorative shingles, Eastlake-style woodwork and stained glass windows which represent the exuberant Queen Anne style. The **Old Red Store** also retains a gambrel-roofed Cape built in 1794, which comprises the original portion of the building. Although dormers, porches, and additions were later added to this group of buildings, the original Cape form is visible. The presence of these eighteenth-century Capes demonstrate a function-based rather than aesthetic-based design.

Extant houses in the district illustrate a shift to a simple, but larger Georgian-style form beginning in 1775 and continuing into the first decades of the nineteenth century. The **Willson-Child House** built in 1775 is the earliest of three, center-chimney, five-bay by two-bay, two-and-one-half-story, gable-roofed houses located in the district. The **Brainerd-Hubbard House** built in 1815 and **Jabez Brainerd House** built c. 1819 illustrates an identical form, along with the original James Clark House (built in 1810, but reconstructed in 2008 and non-contributing). Each of these examples retains simple plank trim and the original five-rank fenestration pattern with the second-story windows abutting a simple cornice mold. Original door surrounds with engaged pilasters and a square-paned transom beneath the crown remain on the two Brainerd Houses. The Willson-Child House has a newly constructed door surround and lower window surrounds, but retains original dentils along a narrow cornice mold and a shallow gable overhang on the side elevation. The **Jonathan Huntington House** (c. 1790) is a gambrel-roofed version of the two-and-one-half-story colonial form, but the original façade configuration was altered through the historic addition of two-story porch and replacement of the original chimney. However, the side elevation of the building retains a shallow roof overhang, simple plank trim and a variety of historic sheathing board.

Two-story houses became common in Connecticut's Central Valley region during the Colonial Period and the earliest documented high-style examples of the Georgian style date to approximately 1760. While many were versions of the hall and parlor plan organized around a central chimney, prior to 1750, the parlor served a variety of uses and were not limited to formal social function.¹⁷ Palladian influence remained largely absent in Georgian architecture of this locality.¹⁸ Opulent versions of the style are also less common

¹⁵ Jenny Fields and Stephen Olausen, "Atwood-Higgins Historic District," National Register Inventory/Nomination Form (Boston: Massachusetts Historical Commission, 2009), 8-3-4.

¹⁶ Janice Cunningham, *Historic Preservation in Connecticut Volume III. Central Valley: Historical and Architectural Overview and Management Guide* (Hartford: Connecticut Historical Commission, 1995), 38.

¹⁷ *Ibid.*, 38-40.

¹⁸ *Ibid.*, 40

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in the region, particularly in less urban communities such as Haddam. Another regional trend is the addition of the coffin door after 1700, which became common by the mid-eighteenth century. Located on the side elevation, the coffin door allowed access into the hall and additionally functioned as a daily family entrance, leaving the front door as a formal entrance for guests.¹⁹ A coffin door is extant on the Willson-Child House. The Brainerd-Hubbard and Jabez-Brainerd houses were erected during the peak of shipbuilding and represent a design trend common in Haddam to use the Georgian style into the nineteenth century rather than erect the more sophisticated architectural styles found in cosmopolitan areas. Many local houses built during the early Federal period were still mostly Georgian in massing and detail.²⁰

Acceptance of Federal-style architecture occurred within the Connecticut Valley region more commonly at the end of the period. Houses oriented with a front gable facing the street typically included a side hall plan on the interior and resulted in the first change in room arrangement since the Colonial Period.²¹ The **Hezekiah Child House** built in 1820 represents this change. It has a three-bay-wide front-gable form. Characteristic Federal style features include a fanlight in the façade gable, a pedimented gable with dentils, engaged corner pilasters, and an ornate rectangular door surround with engaged columns supporting an entablature above rectangular lights. This house reflects the success of the Child Family shipyards following the War of 1812 when business was brisk with outside capital funding construction. The **Samuel Bailey House** (c. 1870) is the only other contributing building in the district with a three-bay-wide, two-story front gable form, but it has a central entrance, taller roof pitch, and round-arched window centered in the gable that are more representative of the Italianate style. The building originally functioned as a commercial building and features an additional entrance on the side elevation.

The district is one a number of concentrations of late-eighteenth through nineteenth-century architecture in the town of Haddam. The area above and to the west of the Landing along Route 154 encompasses several examples of Federal and Greek Revival-style architecture similar in scale and materials, but spans later into the nineteenth century than the Landing. The area developed as a commercial and residential center around the opening of the Middlesex Turnpike in 1802. The Haddam National Register District which lies about two miles to the south east of Higganum Landing encompasses a broad range of historic institutional, commercial and residential built during the period when Haddam served as the county seat starting in 1785. It features a majority of Federal and Greek Revival styles, most of which were built in the first four decades of the nineteenth century. The villages of Shailerville and Tylerville also contain concentrated pockets of similar architectural styles and were developed by their namesake families who were farmers, sailors and craftsman in the late eighteenth through early nineteenth centuries. Higganum Landing is an integral component of the historic building stock that contributes to the town's character.

¹⁹ Ibid., 38; William N. Hosley Jr., "Architecture," in *The Great River: Art and Society of the Connecticut Valley, 1635-1820* (Hartford: Wadsworth Atheneum, 1985), 65.

²⁰ Cunningham, *Historic Preservation in Connecticut Volume III*, 69.

²¹ Ibid., 68.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Beers, J.B., ed. *History of Middlesex County, Connecticut*. New York: J.B. Beers, 1884.
- Beers, J.H., ed. *Biographical Record of Middlesex County, Connecticut*. Chicago: J.H. Beers, 1903
- Brooks, Lillian Kruger. *Life Flows along like a River: A History of Haddam Neck*. Haddam, CT: Haddam Neck Genealogical Group, 1972.
- Cunningham, Janice. *Historic Preservation in Connecticut Volume III. Central Valley: Historical and Architectural Overview and Management Guide*. Hartford: Connecticut Historical Commission, 1995.
- Cunningham, Janice and Elizabeth Warner. *Portrait of a River Town: The History and Architecture of Haddam, Connecticut*. Middletown, CT: Greater Middletown Preservation Trust, 1984.
- Field, David Dudley. *A Statistical Account of the County of Middlesex*. Middletown, CT: Clark and Lyman, 1819.
- Fields, Jenny and Stephen Olausen. "Atwood-Higgins Historic District." National Register of Historic Places Inventory/Nomination Form. Boston: Massachusetts Historical Commission, 2009.
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- Hosley, William N., Jr. "Architecture." In *The Great River: Art and Society of the Connecticut Valley, 1635-1820*. Hartford: Wadsworth Atheneum, 1985.
- Isham, Norman M. and Albert F. Brown. *Early Connecticut Houses: An Historical and Architectural Study*. New York: Dover, 1965. First published 1900 by Preston and Rounds.
- Kelly, J. Frederick. *Early Domestic Architecture of Connecticut*. New York: Dover, 1963. First published 1924 by Yale University Press.
- Malloy, Elizabeth. "Higganum Landing." Unpublished. Haddam Historical Society, Thankful Arnold House Museum, Haddam, CT.
- Spencer, Linda. *Historic Preservation in Connecticut Volume II. Eastern Uplands: Historical and Architectural Overview and Management Guide*. Hartford: Connecticut Historical Commission, 1993.
- Verney, Jay. "Higganum Landing, Shipbuilding & The Child Family." *Haddam Bulletin*, May 2007, Volume XLVIII, No. 5.

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Maps

County Atlas of Middlesex County. New York: F.W. Beers, 1874.

Map of Middlesex County, Connecticut from Surveys Under the Direction of H.F. Walling. New York: H. and C.T. Smith, 1859.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Name of repository: Haddam Historical Society

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 5.22

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 41.499777 | Longitude: -72.548250 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the district are shown on the Higganum Landing Historic District map (Figure 2). The boundaries encompass Landing Road and Landing Road South between the Connecticut Valley Railroad tracks and the Connecticut River, as well as one associated property to the north of the railroad.

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Boundary Justification (Explain why the boundaries were selected.)

The Higganum Landing Historic District Boundaries were drawn to encompass the land historically known as the Landing, where shipbuilding occurred during the eighteenth through mid-nineteenth century. The district includes both the houses of residents engaged in shipbuilding and the land where the activity occurred. Edges of the district are clearly defined by topography and geological features. The Landing occupies a low-lying area in the floodplain along the Connecticut River, which forms its north edge. The south edge is formed by the first terrace and Connecticut Valley Railroad line, which physically and visually separates the Landing from the rest of Higganum. Granite rock outcroppings, which limited the land available for development, are located along the south and west edges. The east boundary follows the limits of the last property parcel on Landing Road South. The two reconstructed properties at the west edge of the district are included because the property they sit on was historically identified with as part of the Landing and had consistent historical associations as the rest of the district. Although some houses of similar age are located in Higganum along Middlesex Turnpike/Saybrook Road, the mix of historic housing in that location extends beyond the period of significance for the Landing nomination and the pattern of development is related to the turnpike and post-rail industrial development of the area.

11. Form Prepared By

name/title: Elizabeth Malloy, HLNRD Committee Edits by Jenny Scofield, CT SHPO
organization: Haddam Historical Society
street & number: P.O. Box 97
city or town: Haddam state: CT zip code: 06438
e-mail: contact@haddamhistorical.org
telephone: 860-345-2400
date: August, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Higganum Landing Historic District

City or Vicinity: Haddam

County: Middlesex

State: Connecticut

Photographer: Jay Verney

Date Photographed: 2011 and 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 23. Connecticut River shoreline at south end of district, view looking south at Brainerd-Hubbard and Jabez Brainerd houses.

2 of 23. Lawn between Connecticut River and Landing Road South, view looking southeast.

3 of 23. Lawn between Connecticut River and Landing Road South, view looking northeast.

4 of 23. Swale across from Jonathan Huntington House, view looking northeast.

5 of 23. View of sloped landscape and river from Kelly-Child House at 61 Landing Road, looking northeast.

6 of 23. Brainerd-Hubbard House (Map No. 5), 14 Landing Road South, view looking south at façade.

7 of 23. Garage at 14 Landing Road South (Map No. 6), view looking west.

8 of 23. Jabez Brainerd House (Map No. 3), 12 Landing Road South, view looking west at façade.

9 of 23. Garage at 12 Landing Road South (Map No. 4), view looking northwest.

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- 10 of 23. Willson-Child House (Map No. 1), 2 Landing Road South, view looking southwest.
- 11 of 23. Garage at 2 Landing Road South (Map No. 2), view looking west.
- 12 of 23. Samuel Bailey House (Map No. 7), 40 Landing Road, view looking northeast.
- 13 of 23. Garage at 50 Landing Road (Map No. 9), view looking northwest.
- 14 of 23. Jonathan Huntington House (Map No. 8), 50 Landing Road, view looking west.
- 15 of 23. The Old Red Store (Map No. 10), 52 Landing Road, view looking northwest.
- 16 of 23. Hezekiah Child House (Map No. 11), 56 Landing Road, view looking southwest.
- 17 of 23. Garage at 56 Landing Road (Map No. 12), view looking northwest.
- 18 of 23. John Kelly House (Map No. 15), 62 Landing Road, view looking west.
- 19 of 23. Kelly-Child House (Map No. 13), 61 Landing Road, view looking south.
- 20 of 23. Garage/Studio at 61 Landing Road (Map No. 14), view looking northeast.
- 21 of 23. James Clark House Reconstruction (Map No. 17), 65 Landing Road, view looking north.
- 22 of 23. Garage at 65 Landing Road (Map No. 18), view looking northwest.
- 23 of 23. Clark Barn Reconstruction (Map No. 19), 68 Landing Road, view looking west.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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GRAPHICS

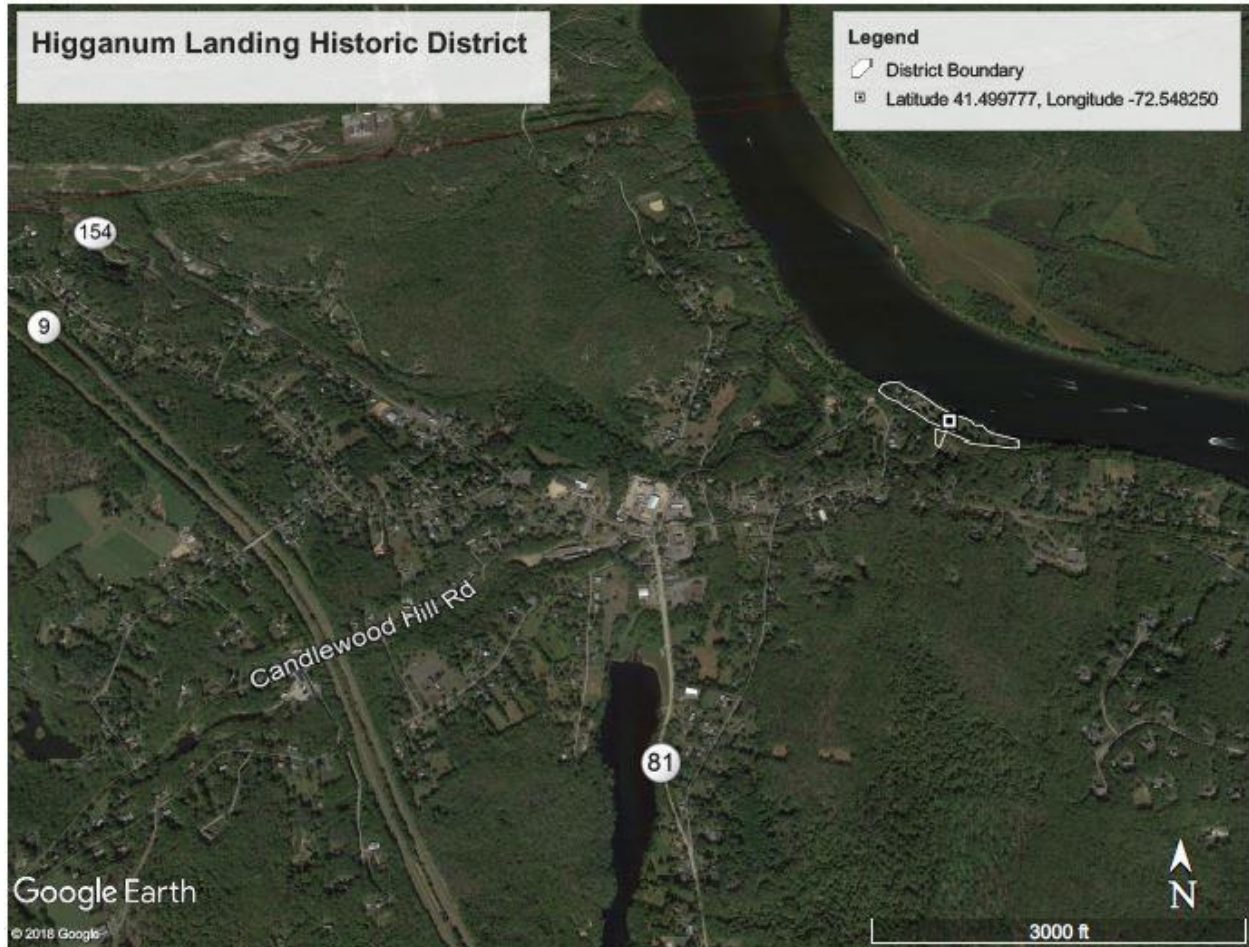


Figure 1. Location of Higganum Landing Historic District, Haddam, Connecticut.

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Figure 2. Higganum Landing Historic District, Haddam, Connecticut.

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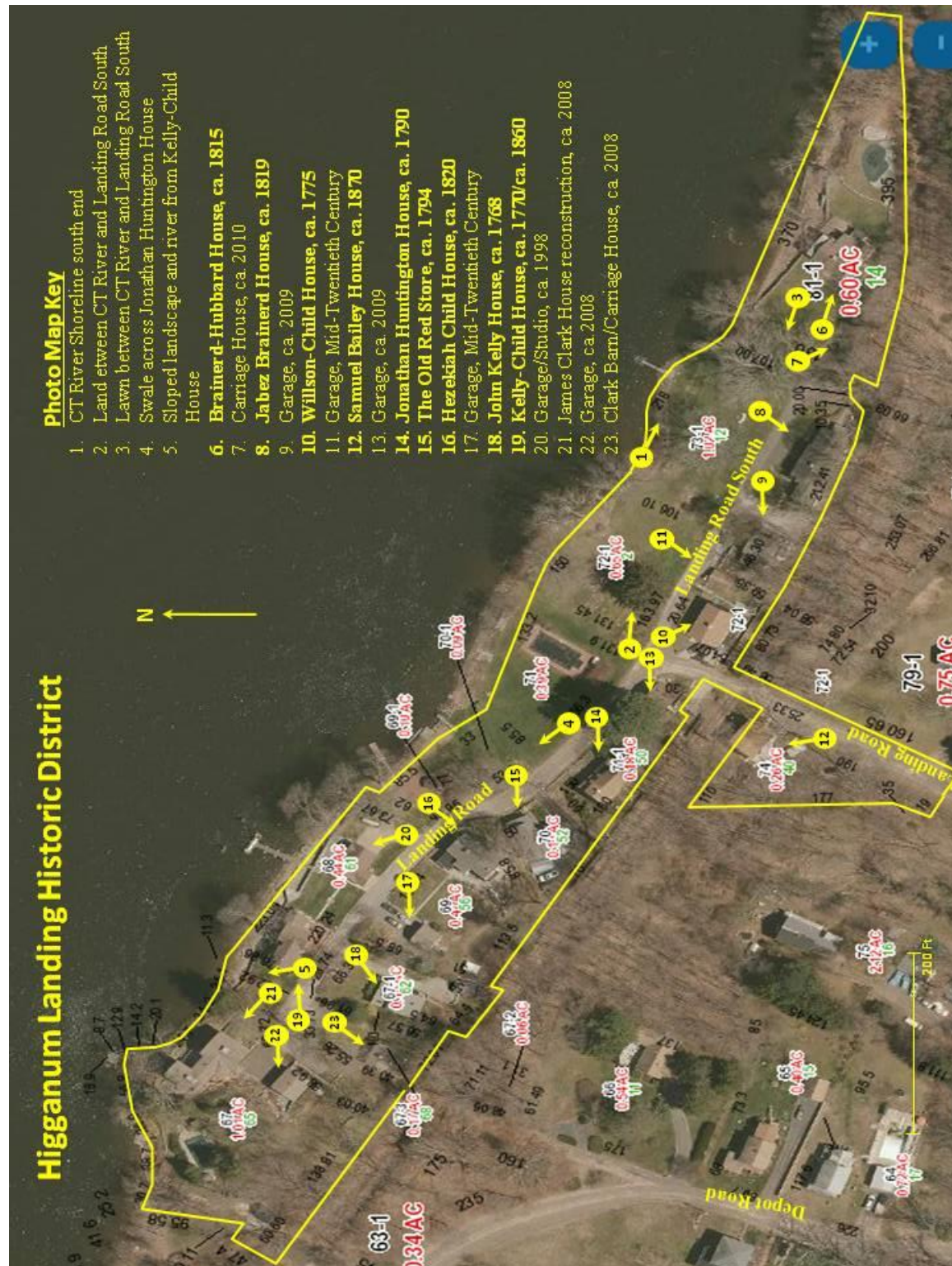


Figure 3. Photo Key, Higganum Landing Historic District, Haddam, Connecticut.















































National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 10/26/2018 Date of Pending List: 11/16/2018 Date of 16th Day: 12/3/2018 Date of 45th Day: 12/10/2018 Date of Weekly List:

Reference number:

Nominator:


Reason For Review:

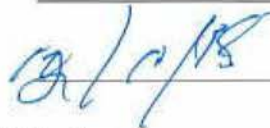
<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> TCP	<input type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

Accept Return Reject 12/10/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Roger Reed  Discipline Historian

Telephone (202)354-2278 Date 12/10/18 

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Scofield, Jenny

From: Kathleen Stanton <kms00v2@sbcglobal.net>
Sent: Wednesday, October 03, 2018 7:31 AM
To: Scofield, Jenny
Cc: Kathleen Stanton
Subject: Higganum Landing National Register Historic District

Follow Up Flag: Follow up
Flag Status: Completed

Good day Jenny,

I am writing as a follow up to your September 21, 2018 letter on the subject referenced. We are the proud home owners of 2 Landing Road, Higganum, CT and are excited and supportive of the initiative to name our area on the National Register of Historic Places (National Register).

Here on "the Landing", as we affectionately call it, it is rich in history from the ship building business right on our river banks and where the families of the builders settled and built many of our beautiful homes centuries ago. We have always been so proud to have maintained a piece of our past, not only as 4th generation of the 3rd owner of our home (now over 240 years old!) but also because we both have great appreciation of its history and beauty. We would be most honored to have our home as part of the prestigious National Register.

We look forward to hearing of the progress to reach this goal!

Kind regards and many thanks for your efforts,

Kathleen and Edward Stanton
2 Landing Road
Higganum, CT 06441

Scofield, Jenny

From: Tim Teran <timteran15@gmail.com>
Sent: Friday, October 12, 2018 1:01 PM
To: Scofield, Jenny
Subject: Fwd: Landing Rd, Higganum nomination for being on National Register Of Hist

> Good Afternoon Jenny –

>

> Please be advised that Gretchen and I most enthusiastically support the proposed nomination that Higganum Landing District to be listed on the National Register of Historic Places. we live at 65 Landing Rd with a deep appreciation for how well preserved the district is to its 18th and 19th century maritime origins, having served as a shipyard on the CT River for wooden sailing ships. In particular, living here, in this home within the district area, one can get a real sense of its unique history.

>

> It is our hope that this nomination be fully approved and listed. The history here is very much still alive due to the care that pride and care of the owners who live here. It's an amazing piece of US History to be sure.

>

> Respectfully,

>

> Tim Teran

>

>

> Sent from my iPhone

Scofield, Jenny

From: Jay verney <odyssea@comcast.net>
Sent: Thursday, October 11, 2018 11:31 AM
To: Scofield, Jenny
Cc: 'Janet Verney'
Subject: Support for Higganum Landing District Listing
Attachments: Higganum Landing Shipbuilding Chronolgy.pdf

Good Afternoon Jenny –

Please be advised that Janet and I most enthusiastically support the proposed nomination that Higganum Landing District to be listed on the National Register of Historic Places. We are the owners of the Jabez Brainard house, ca. 1819 and have a deep appreciation for how well preserved the district is to its 18th and 19th century maritime origins, having served as a shipyard on the CT River for wooden sailing ships. In particular, living here, in this home within the district area, one can get a real sense of its unique history. The house itself has the original well worn floors showing signs of the shipbuilder Child family who lived here for the bulk of the 19th century. I have enclosed a chronology that lists the ships that were built here with some additional info about the people and events of that time.

It is my hope that this nomination be fully approved and listed. The history here is very much still alive due to the care that pride and care of the owners who live here. It's an amazing piece of US History to be sure.

Respectfully,

Jay Verney

Child Family – Shipbuilders on Higganum Landing

- 1752 First Store on Higganum Landing
- 1754 First Ship Built
- 1754 John Brainerd is Born
- **1762 James Child, Master Shipbuilder, arrives to Higganum Landing**
- 1763 James Kelly Child is Born (Warren RI)
- 1768 John Kelly House is Built



- 1768 Jane Spencer was Born
- 1770 Kelly-Child House is Built



- 1775 Willson-Child House is Built



- **1790 Jonathan Huntington House is Built**



- **1791 James Kelly dies**
- **1791 Jabez Brainerd is born**
- **1792 Chauncy Child is born**
- 1792 64 Ton 57' Polly (sloop), James K. Child & Thomas Child
- 1793 65 Ton 60' Polly (schooner), James Child, Thomas Child, Sylvester Child
- 1796 82 Ton 64' James (sloop), James K. Child
- 1796 120 Ton 72' Expedite (schooner), James K. Child
- 1799 189 Ton 85' Lapwing (brig) James K. Child
- 1799 175 Ton 85' Yankee (ship) James K. Child
- 1799 134 Ton 78' Albert (schooner), James K. Child
- 1800 317 Ton 95' American (ship), John Child
- 1800 332 Ton 102' Ambition (ship), James K. Child
- 1800 110 Ton 74' Experiment (schooner), John Child
- 1800 109 Ton 65' Polly (schooner), James K. Child
- 1800 102 Ton 68' Rambler (schooner), James K. Child
- 1801 356 Ton 106' Protector (ship), James K. Child
- 1801 97 Ton 66' Roebuck (schooner), James K. Child

- **1802 James Clark house is built**



- 1802 141 Ton 73' Address (schooner), James K. Child
- 1802 104 Ton 64' Perseverance (schooner), James K. Child
- 1802 80 Ton 61' Delight (schooner), John Child
- 1803 90 Ton 64' Alert (schooner), James K. Child
- 1803 156 Ton 75' Actress (brig), John Child
- 1803 122 Ton 71' Huntress (schooner), John Child
- 1803 103 Ton 67' Performance (schooner), James K. Child
- 1804 125 Ton 71' Mary Ann (schooner), John Child
- 1804 115 Ton 69' Raynard (schooner), John Child
- 1804 77 Ton 60' Sea Horse (sloop), James K. Child
- 1804 226 Ton 82' Eliza Ann (ship), James K. Child
- 1805 307 Ton 96' Abula (ship), James K. Child
- 1805 82 Ton 62' Fair America (sloop), John Child
- 1806 161 Ton 77' Aurora (brig), John Child
- 1806 170 Ton 76' George (brig), John Child
- 1806 240 Ton 82' Liberty (ship), James K. Child
- 1807 126 Ton 77' Alert (schooner), James K. Child
- 1807 263 Ton 85' Support (ship), John Child
- 1807 243 Ton 86' Hendrick (ship), James W. Child
- 1809 66 Ton 59' Omega (sloop), Thomas Child
- 1809 59' Oswego (sloop), James K. Child
- 1810 91 Ton 66' Experiment (sloop), James K. Child
- 1810 271 Ton 86' Fortitude (ship), James K. Child
- 1810 (?) 63' Ontollus (sloop), James K. Child
- 1811 257 Ton 86' Gleaner (ship), James K. Child
- 1811 252 Ton 86' Gleaner (ship), James K. Child
- 1811 331 Ton 91' Emulation (ship), James K. Child
- 1811 180 Ton 78' Olynthus (brig), James K. Child
- 1812 70 Ton 60' Gleaner (ship), James K. Child
- 1813 164 Ton 81' Maria (schooner), James K. Child
- 1815 224 Ton 87' Cornelia (brig), James K. Child
- 1815 153 Ton 74' Intelligence (brig), James K. Child

- 1815 71 Ton 59' Satellite (sloop), James K. Child
- **1815 Brainerd – Hubbard house is built**



- 1816 342 Ton 94' Hysco (ship), Chauncy Child
- 1816 178 Ton 64' Adelia (sloop), Samuel Child
- 1817 75 Ton 63' Aurora (sloop) James K. Child – Delivered to Nantucket
- 1817 74 Ton 62' Florette (sloop), James K. Child
- 1818 89 Ton 66' Chauncy (sloop), James K. Child
- **1819 Jabez Brainerd house is built**



- 1819 62' Flarett (sloop), James K. Child
- 1819 72 Ton 64' Delight (sloop), James K. Child
- 1819 97 Ton 69' Enterprise (sloop), James K. Child

- 1820 Hezekiah Child house is built



- 1820 96 Ton 66' Angenora (schooner), James K. Child
- 1820 93 Ton 65' Income (sloop), James K. Child
- 1820 69 Ton 60' William (sloop), James K. Child

1821 391 Ton 109' Plough Boy (ship), James K. Child – Nantucket Whaler.

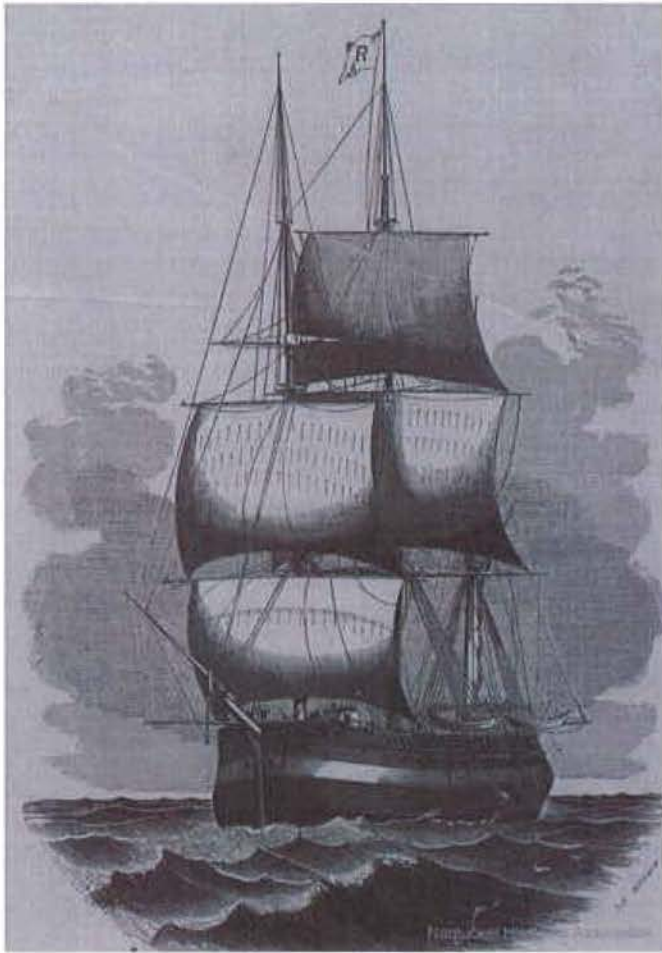
The *Plough Boy* was built at Haddam, Connecticut in 1821. It was a ship-rigged vessel with a registered displacement of 391 3/95 tons. The ship was 109 ft. in length, 28 feet, 5 inches in width, and 14 feet in depth. It had two decks, a square stern, no galleries, and a "man bust" figurehead. The *Plough Boy* probably sailed with a crew of about thirty officers and men. Between 1821 and 1843 the *Plough Boy* was registered at Nantucket from where it made voyages in 1821, 1824, 1827, 1830, 1834 and 1839. In the early 1840s she was sold to New Bedford owners and sailed from that port in 1843 and 1848. On the *Plough Boy's* final voyage in 1849, she grounded and broke up on a shoal in the Bay of Guayaquil while en route to Tumbes, Peru. Part of this voyage is documented in: *In A Sperm Whale's Jaws: An Episode in the Life of Captain Albert Wood of Nantucket, Mass*, Edited by George C. Wood (Hanover, New Hampshire: Friends of Dartmouth Library, Dartmouth College) which was first published in 1954. Journals can be reviewed online at www.du.edu/~tyler/ploughboy/pbjournals.htm#PLOUGHBOY

- 1822 413 Ton 114' Enterprise (ship), James K. Child – Nantucket Whaler

As related by Hezekiah Child late in his life, "There was a little incident connected with the ship Enterprise which is this that the timbers for the first house frame that was ever erected on Sandwich Island and also the requisite work were given by the citizens of Higganum and vicinity. When the Ship was ready to sail, Mr. G. Coffin the Owner happened to be absent and Capt. Weeks received the frame on board. The Directors of our Bible Society met and made a presentation to Capt. Weeks of a very handsome Bible."

- 1822 365 Ton 107' Maria (ship), James K. Child – Nantucket Whaler

(Gardner Journal of the whaling voyage of the Ship "Maria", 1822-1825, kept by George Washington Gardner jr. The journal begins with the "Maria" crew going in the Ship "Globe" from Nantucket to **Higganum**, CT to pick up the new Ship "Maria".)



1822 350 Ton 103' Ocean (ship), James K. Child – Nantucket Whaler

As related by Hezekiah Child, late in his life, “I feel some interest in the Ocean for the reason she was built by James K. Child, my father, and was drafted or modeled by myself - the first I ever attempted; and the first piece of work I ever did on any vessel was the windlass on that ship.”

- *1822 James K. Child and Jane Spencer (2nd marriage – formerly married to John Brainerd) Married*
- *1822 Charles C. Child is born to Chauncy and Betsy Child*
- 1823 102 Ton 67' Emulation (schooner), Harvey Child
- 1823 67 Ton 59' Ploughboy (sloop), James K. Child
- 1824 83 Ton 63' Advance (schooner), Samuel Child
- 1824 83 Ton 63' Hysco (schooner), Hezekiah Child
- 1824 134 Ton 75' Ortolan (Brig), Child's Yard
- 1824 179 Ton 83' Zephyr (Brig), Child's Yard
- 1825 161 Ton 64' Caspian (Brig), Hezekiah Child

- 1825 127 Ton 71' Control (schooner), Samuel Child
- 1825 76 Ton 50' Ortolan Chauncy, James K., and Hezekiah Child
- 1826 88 Ton 64' Optick (sloop), Child's Yard
- **1826 James K. Child acquires Brainerd Hubbard house**
- **1827 Chauncy Child acquires Jabez Brainerd house**
- 1827 76 Ton 62' Annawon (sloop), Hezekiah Child
- 1827 184 Ton 80' Centurian (brig), Hezekiah Child
- 1827 Carlos Oscar Child born 5 NOV 1827, in Higganum, Connecticut

Son of Hezekiah and Concurrence S. (Wilcox) Child of Welsh ancestry, family settled in New England in 1645 his father and grandfather were shipbuilders. Attended Brainerd's Academy, Haddam, Connecticut. Came to Painesville, Ohio in 1846. Occupation: clerk in hardware store of Aaron Wilcox, his uncle went to Mayville, Dodge County, Wisconsin, to engage in the furnace business of Northwestern Iron Company, with C. L. Boalt and Frederick Wilkes; in 1866 returned to Painesville establishing a hardware store. In 1880 became interested in the Painesville National Bank, and served as director, vice president, or president over the years. Member St. James Episcopal Church, where he served for many years as vestryman. Politically Republican. Served on Board of Trustees of Lake Erie Female Seminary (which was located on the property immediately west of the Child home), now Lake Erie College. Trustee of Evergreen Cemetery, Painesville. Member of the Independent Order of Odd Fellows "quiet, unselfish, unostentatious life... devoted to his family, loyal to his friends and sympathetic with the needs of humanity." Died 7 JUL 1904, age 76 y., at home in Painesville of senile dementia.

- 1829 89 Ton 64' Ocean (schooner), Hezekiah Child
- 1829 150 Ton, 79' Pavilion (brig), Hezekiah Child
- Ichabod Handy was master of the Brig Pavilion on its last voyage. The Pavilion was 79' 3" Long, 22' 6" Beam, 9' 8" Depth, 150 Ton 1 Deck, 2 Mast, Square Stern, No Galleries, Scroll Head. My research implies that the Pavilion was designed to fit the locks of the Chesapeake and Delaware Canal. I personally measured the last surviving lock and the Pavilion would have fit like a glove. It was built at Haddam, Connecticut by the Child family in 1829. The yard was located on Higganum Landing, off Landing Road on the Connecticut River. James Kelly Child and sons: Hezekiah Child & Chauncey Child.

She was a merchant ship sailing between New York and Baltimore from 1829-1841, and then a whaler out of Martha's vinyard and latter Fairhaven from 1841 until sinking in 1863.

I am attaching a photo of the painting that was done on Cherry Street in New York City in the 1830's. the rigging was apparently changed to put square sails on the main mast as indicated by a sketch from the back of a surviving logbook that is at the Duke's county Historical Society on Martha's Vinyard, Massachusetts.

Here is what I know concerning Ichabod Handy:

registered at Fairhaven, Massachusetts
by Damon & Judd

Lewis S. Judd 4/32 Fairhaven, Massachusetts
Tucker Damon Jr. 6/32 Fairhaven, Massachusetts
Joseph Millett 4/32 Fairhaven, Massachusetts
Albert Jenney 2/32 Fairhaven, Massachusetts
Charles H. Tripp 2/32 Fairhaven, Massachusetts
Barnabas Ewer Jr. 2/32 Fairhaven, Massachusetts
James I. Church 2/32 Fairhaven, Massachusetts
Caleb P. Purrington & Bartholomew Taber Jr. 2/32 Fairhaven, Massachusetts
Daniel J. Lewis 1/32 Fairhaven, Massachusetts
Joshua Delano 1/32 Fairhaven, Massachusetts
Andrew H. Potter 2/32 New Bedford, Massachusetts
Sumner Keith 2/32 Bridgewater, Massachusetts

cleared Fairhaven, Massachusetts
Destination: Hudson's Bay
Master Ichabod Handy
Agents Damon & Judd
lost in Hudson's Bay
Master Ichabod Handy
Owners Damon & Judd

reported lost in Shipping & Commercial List and New-York Price Current newspaper

Hudson's Bay, lost, crushed by ice, 7 men lost, survivors suffered severely from the cold and exposure

- The schooner Cammilla, from St. John's, N.F., arrived here this morning. She brings as passengers, Mr. HOXIE, Second Mate, and 6 seamen, part of the crew of the whaling brig Pavilion, of Fair Haven.
MARINE DISASTER. A Whaling Brig Crushed by Ice. BOSTON, Wednesday, Nov. 4. The schooner Cammilla, from St. John's, N.F., arrived here this morning. She brings as passengers, Mr. HOXIE, Second Mate, and 6 seamen, part of the crew of the whaling brig Pavilion, of Fair Haven. lair. Hozrs reports that the Pavilion sailed from Fair Raven Jane 15, with a crew of 21 men. On Aug. 4, latitude 40' north, longitude near the Island of God'a Mercy," the brig was crushed by ice, and filled with water. They got out the boats, three in number, and landed Drovisions on the rocks, remaining there eleven days. On the

27th they started in the boats, and landed on Resolution Island, where they remained for ten days, when they started again, and attempted to cross Hudson's Straits, but a heavy gale separated the boats, and the Third Mate's boat, with six seamen, is supposed to have foundered. On the 8th of 1811, Hoata's boat landed on the coast of Labrador, but not finding any inhabitants there, they started the next day, and followed the coast until the 25th, when they fell in with the British bark Ucart Nymph, from London for Hudson's Bay, took them on board. On Oct. 2, the Ocean Nymph also fell in with the Captain's boat, and landed both boats crews at St. John's, H. F., Oct. 27. During their long passage in the boats their only food was ship-bread soaked with salt water and a little pork. Their sufferings were great, as the weather was intensely cold. The steward had both his feet badly frozen, and was left in the hospital at St. John's. Quite a number of the men had their fingers and toes frozen. Capt. Herrin and the remainder of the crew were left at St. John's, and a vessel should leave for Boston.





Sold by Wm. & J. Neal,
174 Market-st.

IN GOOD ORDER and well-conditioned, by *Charles S. Lewis*
on board the good *Brig* called the *Excision* whereof
J. Case is Master for the present voyage, and sails
in the port of *Baltimore*, and bound for *New York*
To say,

Only one Cask

1241

Being marked and numbered as in the margin, and are to be delivered in the like good order, well-conditioned, at the aforesaid Port of *New York* (the danger of the seas only excepted,) unto *John Abraham Bell & Co.* or to their Assigns, as or they paying freight for the said *Casks*

Seventy five cents — primage and average accustomed.

In witness whereof, the Master or Purser of the said Vessel hath affixed to these Bills of Lading, all of this tenor and date; one of which bills being accomplished, the others stand void.

Baltimore, *December 7th 1835* *J. Case*

- 1829 146 Ton, 78' Oscar (schooner), Chauncy Child
- 1830 149 Ton, 78' Pequot (schooner), Chauncy Child
- 1831 180 Ton, 84' Emporium (brig), Hezekiah Child
- 1831 129 Ton 74' Renown (schooner), Hezekiah Child
- 1831 161 Ton 80' Tribune (brig), Hezekiah Child
- 1832 237 Ton 89' Powhatan (brig), Hezekiah Child
- 1832 88 Ton 64' Warsaw (sloop), Child's Yard
- 1833 123 Ton 75' Torch (brig), Hezekiah Child
- 1833 135 Ton, 78' Jasper (schooner), Hezekiah Child
- 1833 100 Ton Harriet (schooner), Hezekiah Child
- 1834 181 Ton 80' Casper Hauser (brig), Hezekiah Child
- 1835 200 Ton 85' Cordelia (brig), Hezekiah Child
- 1836 83 Ton 66' Republic (schooner), Child's Yard
- 1837 James K. Child dies age 73 (March 23rd)

- **1837 Diodate Child inherits Kelly-Child House**
- 1837 113 Ton, 73' Monitor (schooner), Hezekiah Child
- 1839 100 Ton 70' Cornelian (schooner), Hezekiah Child
- 1839 97 Ton 65' Patriot (schooner), Hezekiah Child
- 1840 299 Ton 104' Smyrna (bark), Hezekiah Child
- 1842 135 Ton, 78' Magnolia (brig), Hezekiah Child
- 1845 256 Ton 99' American (brig), Hezekiah Child
- 1845 82 Ton 77' Ella (schooner), C&H Child
- 1847 160 Ton 86' Charger (schooner), C&H Child
- 1848 200 Ton 101' Barnard (schooner), C&H Child
- 1849 149 Ton 86' Gazette (schooner), C&H Child
- 1849 234 Ton, 95' Merchantman (schooner), Hezekiah Child
- **1851 Cortez C. Child (son of Chauncy and Betsy) is lost at sea (age 27 Dec 28th)**
- 1852 138 Ton 82' E. Flower (schooner), C&H Child
- 1852 174 Ton 94' S. M. Shaddick (schooner), C&H Child
- 1853 147 Ton 87' James McCloskey (schooner), C&H Child
- 1853 350 Ton 115' WM. H. Chandler (bark), C&H Child
- 1854 172 Ton 97' Susan M. Tyler (schooner), C&H Child
- **1860 Betsy Child (Wife of Chauncy) dies age 67 (Oct. 2nd)**



- 1863 Wreck of the "Maria" at Ebon by Master J.T. Blodgett. The ship's crew was rescued by the Morning Star. Island of Ebon, February 2, 1863.
- 1865 200 Ton 100' Sarah R. Thomas (schooner), C&H Child
- **1865 Child Family leases Brainerd Hubbard house**
- **1869 Charles Manning Child is Born (February 2nd) – Grandson of Chauncy Child, Son of Charles C. Child**

Charles Manning Child was a nationally recognized zoologist who became a leader in the study of morphogenesis, which is the formation and differentiation of tissues and organs. His most important contribution to the field of zoology was the gradient theory, the concept that an organism's regenerative ability takes place in physiological stages along an axis, with each physiological stage being connected to and affecting those areas surrounding it.

Child, the fifth and only survivor of five sons, was born to Mary Elizabeth Manning and Charles Chauncey Child in Ypsilanti, Michigan. Influenced by his parents' love of

reading, Child became a fervent reader at a very early age. His interest in the natural sciences began at age ten when he became an avid collector of minerals from the granite hills around his boyhood home. Taught by his mother at home until he was nine, Child entered the formalized district school system in Higganum in 1878. From 1882 to 1886, Child attended in Middletown, Connecticut, graduating first in his class. Child then entered Wesleyan University in 1886 where his interest in both chemistry and zoology made choosing a major field of study difficult, but he finally decided on zoology. He was awarded the Seney scholarship for high academic achievement in all but his freshman year and was elected to the esteemed Phi Beta Kappa honor society. He graduated from Wesleyan University in 1890 with a Ph.D. and continued his studies there, receiving an M.S. in biology in 1892.

In 1895 Child joined the staff of the University of Chicago where he remained for his entire academic career. He achieved full professorship in 1916 and maintained that position until retirement in 1934. When he reached retirement age, Child was asked to stay on at the University of Chicago as chairman of the zoology department, which he accepted and maintained until 1937. During his summers at the University of Chicago, he conducted research at the Marine Biological Laboratory at Woods Hole, Massachusetts, at the Naples Zoological Station, and at various marine stations on the Pacific coast. In 1899, Child married Lydia Van Meter, daughter of John Van Meter, the longtime dean and acting president of Goucher College in Baltimore. They had one daughter, Jeannette Manning Child. In conjunction with the University of Chicago Press, Child founded the journal *Physiological Zoology* in 1928 and became its first editor.

Child retired from his post at the University of Chicago in 1937 and, with his wife Lydia, moved to California. As impassioned about nature as he was about his work, Child frequently went hiking and mountain climbing. Child died in 1954 at the age of 85.

• 1870 Chauncy Child dies age 72 (June 17th)



- Charles C. Child inherits a Distillery Lot (8 Acres downriver from the landing with sluice and wharf), Blacksmith Shop (3 ½ Acres on South side of Landing

Road ½ way up the hill), Wharf and Storehouse (1/2 Acre in front of Stanton's House)

- 1870 Census values Chauncy Child's (profession: Ship Builder) RE @\$2,000 and personal effects @\$7,000
- 1870 Census values Theodore Child's (profession: Merchant) RE @\$8,000 and personal effects @\$16,000
- 1870 CT Valley RR condemns right of way from Chauncy Child property
- 1871 Charles Manning Child (Son of Charles Chauncy Child) is born.
- 1871 CT Valley RR first run through the landing



- 1873 Harvey Child dies (age 68 Feb 7th) living in Stanton's House
- 1874 Child Sisters living in Stanton's house
- 1880 Hezekiah Child dies (age 82 Dec 29th)



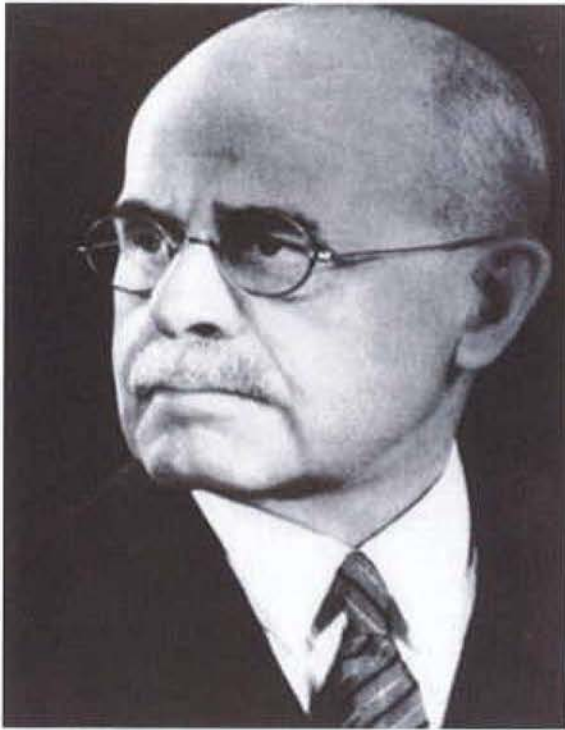
- 1881 Birdseye view shows C&H warehouse and wharf



- 1886 Beulah Child dies (one of the sisters age 89 Jan. 11th) Stanton's House
- 1895 Cynthia Child dies (one of the sisters age 82 Nov. 1st) Stanton's House
- 1891 Charles Chauncy Child dies (age 69 Nov. 12th)



- 1892 Charles M. Child inherits property from Charles C. Child estate
- 1895 Charles Child Conveys to M.E. Child "undivided ½ of land in front of Willson-Child House, wharf and warehouse"



- 1915 Connecticut Valley Railroad Abandons Train Line

- 1918 Mary Emily Child dies



- 1926 Russell Lloyd Jones is quoted in the Dunstan Times “The Great One takes possession of a body chosen by Himself and prepared for His use by one of His pupils, and in the body He performs His appointed work in our lower world” (Jones is describing 29 yo Brahmin from Madauapalla, India whom he has met several times. Theosophy.)
- 1953 Captain Russell Lloyd Jones purchases 12 Landing Road South
- 1954 Captain Russell Lloyd Jones’s wife dies as reported in Canadian Theosophist. Their joint work in the cause of Theosophy brought them in touch with students in many lands, particularly in the United States, and Australia, where Captain Jones lived formerly.
- 1954 Charles Manning Child Dies (Son of Charles Chauncy Child)
- 1967 Captain Russell Lloyd Jones sells 12 Landing Road South

Child Family Genealogy

James Child (died 1817) m Hannah Kelly

Thomas Child

James Kelly Child (1763–1837) m Prudence Brainerd m Jane Spencer

Samuel Child (1787-1826)

Chauncy Child (1792-1870) m Betsey Child (1793-1860)

Charles C. Child (1822–1891)

Charles M. Child

Cortez Child (1824-1851)

Beulah Child (1797-1896)

Hezekiah Child (1798-1880) m Concurrence Child ()

Mary Emily Child (1837-1918)

Cynthia Child (1803-1895)

Diodate Child (1804-1842)
Harvey Child (1805-1873)
Sylvester Child
Sally Child
Theodore Child

Lucretia Child

October 19, 2018

Mr. Roger Reed
National Park Service
National Register and National Historic Landmarks Programs
1849 C St., NW
Mail Stop 7228
Washington, D.C. 20240



Subject: Higganum Landing Historic District, Middlesex County, Connecticut, National Register
Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Higganum Landing Historic District to the National Register of Historic Places.
- 1 CD of Digital Photographs
- 3 Letters of Support (email)

A National Register nomination for this district was presented to and approved by the Connecticut State Historic Preservation Review Board (SRB) on June 9, 2011. At that time, property owners were notified by mail and the first selectman notified by certified mail of the SRB meeting. No letters of support or objection were received. Following the meeting, final edits on the nomination were never completed, so the nomination was not sent to the National Park Service for listing.

The Haddam Historical Society and interested property owners initiated the 2011 nomination and requested finalization of the listing process in 2018. During 2018, State Historic Preservation Office (SHPO) staff worked with the original applicants to finalize the draft nomination. Descriptive information, some new photographs, and clarification was added to the text, but the original period of significance, primary themes of significance and boundaries have not changed. SHPO notified all property owners by direct mail of the intent to nominate the property and allowed for a 30-day response period. The first selectman was notified by certified mail. Property owners who initiated the nomination also held a neighborhood meeting to discuss the nomination on October 2, 2018. Three letters of support representing six owners were received by email. No letters of objection were received. There are a total of 17 property owners in the district. The Town of Haddam is not a Certified Local Government.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-500-2343.

Sincerely,


Jenny F. Scofield,

National Register Coordinator

Enclosures

State Historic Preservation Office

450 Columbus Boulevard, Suite 5 | Hartford, CT 06103 | Cultureandtourism.org

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