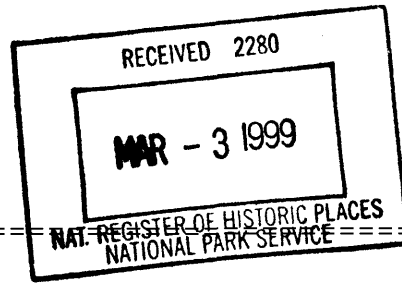


United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



407

=====

1. Name of Property

=====

historic name: ASHLAND MILL BRIDGE

other name/site number: N/A

=====

2. Location

=====

street & number: near Ashland Street, over Pachaug River

city/town: Griswold

not for publication: N/A

vicinity: Jewett City

state: CT county: New London

code: 011 zip code: 06351

=====

3. Classification

=====

Ownership of Property: public-local

Category of Property: structure

Number of Resources within Property:

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

=====
4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria. See cont. sheet.

[Signature] 2/25/99
Signature of certifying official Date
John W. Shannahan, Director, Connecticut Historical Commission

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

=====
5. 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: Edson A. Ball] 4.1.99

Signature of Keeper Date of Action

=====
6. Function or Use
=====

Historic: TRANSPORTATION Sub: road-related

Current: Not in use Sub:

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-1

Summary

The Ashland Mill Bridge has statewide significance as a representative example of late 19th-century bridge engineering (Criterion C) and as a product of the Berlin Iron Bridge Company, a major manufacturing concern and Connecticut's only large 19th-century bridge fabricator (Criterion A). It also has local historical significance (Criterion A) as one of few remaining historic resources associated with the Ashland Cotton Company, once a major employer in Jewett City. Now that the burned hulks of the company's 19th and early 20th-century brick mills have been cleared away, only the dam, office building, and this bridge remain to recall the company's importance in the economic development of Jewett City as a textile manufacturing center. The bridge's significance is heightened because it has experienced neither subsequent modifications nor excessive deterioration.

Although the Berlin Iron Bridge Company built hundreds of bridges throughout the Northeast, relatively few have survived to the present; the Ashland Mill Bridge is one of only 19 remaining road bridges in the company's home state of Connecticut, of which two face imminent demolition. Many features of the Ashland Mill Bridge are typical of the early years of metal-truss engineering, including the use of wrought iron as the principal material, pinned connections, and an unusual patented truss pattern. By 1900, all of these characteristics had virtually disappeared from American bridge building. In their place, a standardized design emerged for bridges based on the use of steel members, riveted connections, and variations on one of only two major truss patterns, the Warren and the Pratt trusses. The Ashland Mill Bridge thus represents a rare survivor of the era before standardized design prevailed.

Engineering Significance

The Ashland Mill Bridge's lenticular truss was one of a myriad of patented designs that characterized the American bridge industry in its formative stage. In part, such designs were an attempt to improve the technology of bridge building, but they also served to distinguish the products of one fabricator from another. The Berlin Iron Bridge Company's design, which it termed a "parabolic truss," appears to have offered some savings of material over a comparably sized Pratt truss, though the savings must have been largely offset by the greater complexity in fabricating the curved top chord's multiple angles.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-2

Nevertheless, the design's unique profile provided something distinctive that Berlin salespeople could point to when trying to convince local highway officials or mill agents of their product's superiority.

In other respects, the truss is similar to the vast majority of its contemporaries. Steel had not yet replaced wrought iron for structural forms, so most bridges of the 1880s and early 1890s were built with wrought-iron members; although it was substantially stronger, steel took some time to become cost-competitive. Similarly, pinned connections were only beginning to give way to riveted joints in that period. Pinned connections were popular because they simplified the erection of the bridge, requiring only large wrenches to join prefabricated members instead of the more demanding technique of field riveting. Many engineers also claimed that pinned joints allowed load forces to be transferred less ambiguously, though all agreed that riveted bridges were more rigid. A final characteristic of the period evident in the Ashland Mill Bridge is the use of unusual details, such as the tapered uprights and floor beams, both of which achieved a minor savings in material at the cost of greater fabrication complexity. Like the lenticular truss itself, such idiosyncratic details soon gave way to simpler, more standard forms.

Berlin Iron Bridge Company

Unlike most American bridge firms, which were closely tied to iron and steel makers, Connecticut's leading manufacturer of bridges began as an offshoot of the tinware industry. Roys and Wilcox, an East Berlin maker of tinner's tools and other metal-forming machines, set up a company in 1868 to market sheet-iron products made with its rolling machines. The Corrugated Metal Company, as it became known, produced roofing material and metal-clad firedoors and shutters; the company soon found itself involved in structural iron work when it began to provide roof trusses as well as the exterior material. The company was not particularly successful until a new investor in 1877, S. C. Wilcox, realized that the plant had the capacity to manufacture highway bridges. The following year, the Corrugated Metal Company purchased rights to William Douglas's patented parabolic truss and produced the first of the lenticular bridges that would soon dot the landscape of the Northeast. Douglas, educated in engineering at West Point, joined the company as treasurer and executive manager and continued to refine

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Significance

**Ashland Mill Bridge
Jewett City (Griswold), New London County, CT**

8-3

his design; he was awarded a second patent in 1885, by which time the company had changed its name to the Berlin Iron Bridge Company.

The late 19th century was a good time to be in the bridge business. As the industry developed, the price of iron trusses steadily dropped until they were competitive with wooden spans, especially when their superior durability was figured in (wooden bridges had an average lifetime of 20-25 years). The only other alternative, for shorter spans only, was building in stone, which remained very expensive. Throughout America, local highway officials opted to replace their wooden bridges with iron, and firms such as the Berlin Iron Bridge Company were happy to oblige. Similarly, the country's manufacturing enterprises frequently needed small bridges over their waterpower channels for the convenient movement of employees and materials, and they were increasingly built of the more durable iron rather than wood.

At its height, the Berlin Iron Bridge Company was probably the largest structural fabricator in New England. Some 400 workers were employed at its East Berlin plant, with additional large numbers of construction workers in the field during the erection season. There is no definitive count of the company's bridges, though at least 600 are known to have been completed during its first ten years. Most were in the Northeast, where the company claimed to have provided 90 percent of the region's highway bridges. The company shipped bridges as far away as Hawaii, and even today Berlin trusses survive in Texas. Although the lenticular design accounted for the bulk of its output, the company also built bridges along more conventional lines and furnished structural iron for buildings and specialized industrial structures.

The Berlin Iron Bridge Company was absorbed in 1900 by the American Bridge Company, a largely successful attempt by J. P. Morgan to monopolize the country's structural fabricating capacity. The American Bridge Company made only marginal use of its East Berlin plant, and in 1917 it was demolished entirely. By that time, a firm started by former Berlin Iron Bridge employees, the Berlin Construction Company, had regained much of its predecessor's share of the New England bridge market, though with conventional riveted trusses rather than lenticular spans. The company remains in business today and is known as Berlin Steel.

Of the hundreds of bridges known to have been built in Connecticut by the Berlin Iron Bridge Company, no more than 15 lenticular trusses survive. The Ashland Mill Bridge is thus one of a shrinking number of

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Ashlawn *(Cypress Point House)*

AND/OR COMMON

Joshua Perkins House

2 LOCATION

STREET & NUMBER

1 Potash Hill Road

___ NOT FOR PUBLICATION

CITY, TOWN

Sprague 0265

___ VICINITY OF

2nd - Christopher Dodd

STATE

CT

CODE

09

COUNTY

New London

CODE

C11

3 CLASSIFICATION

CATEGORY

- ___ DISTRICT
- BUILDING(S)
- ___ STRUCTURE
- ___ SITE
- ___ OBJECT

OWNERSHIP

- ___ PUBLIC
- PRIVATE
- ___ BOTH
- PUBLIC ACQUISITION**
- ___ IN PROCESS
- ___ BEING CONSIDERED

STATUS

- OCCUPIED
- ___ UNOCCUPIED
- ___ WORK IN PROGRESS
- ACCESSIBLE**
- ___ YES: RESTRICTED
- ___ YES: UNRESTRICTED
- ___ NO

PRESENT USE

- ___ AGRICULTURE
- ___ COMMERCIAL
- ___ EDUCATIONAL
- ___ ENTERTAINMENT
- ___ GOVERNMENT
- ___ INDUSTRIAL
- ___ MILITARY
- ___ MUSEUM
- ___ PARK
- PRIVATE RESIDENCE
- ___ RELIGIOUS
- ___ SCIENTIFIC
- ___ TRANSPORTATION
- ___ OTHER:

4 OWNER OF PROPERTY

NAME

Ruth Robish Roseine

STREET & NUMBER

1 Potash Hill Road

CITY, TOWN

Sprague

___ VICINITY OF

STATE

CT

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Assessor's Office, Sprague Town Hall

STREET & NUMBER

CITY, TOWN

Sprague

STATE

CT

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

W.P. A. Federal Writers' Project "Census of Old Buildings"

DATE

1937

___ FEDERAL STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Connecticut State Library 231 Capitol Avenue

CITY, TOWN

Hartford

STATE

CT

7 DESCRIPTION

<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Joshua Perkins House, a late 18th-century, 2-story, central-hall, frame farmhouse with a pitched roof and end gable overhang, sits in the fork of Potash Hill and Water Roads, approximately 2 miles south of the Hanover Green. Set back on a lawn with several old trees, the Georgian Perkins House occupies an impressive site. The facade faces south and is dominated by a projecting pavilion topped with a broken-base pediment; a dentilled cornice molding surrounds the building. A 1-and-a- $\frac{1}{2}$ -story kitchen ell to the rear, dating earlier than the main house, with a 1-story storage shed behind, completes the structure. The site includes 26 acres of pastureland to the rear of the house, and a large dairy barn, built after the Hurricane of 1938 destroyed an earlier barn. Sparsely wooded land surrounds the house, but, a half mile to the south, stands a paperboard factory. Below the factory, Route 138 is heavily trafficked, but Potash Hill Road is only lightly travelled.

Both the ell and the main house are set on fieldstone foundations faced with dressed stone. The two brick chimneys of the main house, decoratively corbelled at the top, are original though the chimney in the ell is a smaller, 19th-century replacement. A stone chimney, added in the 20th century for the furnace, is centered against the east wall. Unfortunately, most of the windows are now set with 19th-century 2-over-2 sash. Only in the two attic windows of each gable end do smaller paned sash survive. These are 12-over-6. Also, in the attic of the ell, several small, 6-pane windows remain.

Two flat Doric pilasters flank the 5-bay facade. Two more pilasters set off the central bay and support the broken-base pediment. Though the original door has been removed, replaced with a 19th-century door with two arched windows, the remainder of the late 18th-century detail survives. Two flat pilasters support the broken-base pediment over the door, which is topped with an elaborate 20-pane fanlight. The entrance with its broken-base pediment and supporting pilasters echoes the treatment of the entire bay.

The interior of the Perkins House contains a considerable amount of panelling and molding. The wide central hall is finished with panelled wainscot below the chair rail, forward of the stairwell, while simple flush boarding finishes the rear portion of the hall. The staircase, rising along the left of the hall, is treated simply with sunken panel wainscot to the height of the hand rail; a curving bracket molding ornaments the staircase below the treads. The balusters, two to a tread, are simple square posts.

In the east front room, a dentilled cornice molding and a molded chair rail, with runners for inside shutters (which survive but are no longer in place), circle the room. There is no panelling in this room, but,

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CONTINUATION SHEET Joshua Ferkins house ITEM NUMBER 6 PAGE 1

State Register of Historic Places
1979 State
Connecticut Historical Commission
59 South Prospect Street
Hartford CT

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NATIONAL PARK SERVICE

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DATE ENTERED	JUN 15 1979

CONTINUATION SHEET Joshua Perkins ITEM NUMBER 7 PAGE 1
House

when in place, the shutters would have created a similar effect. The mantel in this room is handsomely finished and surmounted with a pulvinated frieze and a course of dentils. The woodwork in the west front room is simpler. A molded cornice surrounds the room, which also has a chair rail with shutter runners, but the mantel is molded only with a dentil course. In the west rear room, the fireplace wall is completely panelled; directly over the fireplace, is one huge panel from a single piece of wood. The rest of the room is wainscotted below the chair rail. The east rear room has been divided into two small rooms; these were not seen, but one is a bathroom. Upstairs, the east front room has a molded chair rail and cased flared posts, but no fireplace, while, in the west front room, similarly treated, there is a fireplace with a mantel identical to the one in the room directly below. The fireplace opening into the east rear room has a simply molded mantel, while the room to the rear on the west was not seen.

The roof of the Perkins House is framed with sawn collar beams pegged into the hewn rafters. In the right (east) chimney stack is a brick smoke oven; both stacks are angled in in the attic so that they emerge symmetrically above the roof. Similar skillful masonry can be seen in the cellar, where several niches are set into the stone walls of the foundation; presumably these were intended for the cool storage of foods.

The 1-and-a- $\frac{1}{2}$ -story ell to the rear, older than the main house, probably dates from the second quarter of the 18th century. The ell has been renovated, obscuring some of its detailing. A modern door in the center of the east wall was said, by the present owner, to be in the original location of the ell's entrance. Opposite this door, a tiny staircase with winding treads leads to the attic. The door to the staircase is of considerable age and constructed of two boards, one narrow and one wider. The room to the right (north) of the door is now the kitchen. A hewn summer beam is visible and flared cased posts are discernible, but the room has been much altered by the addition of modern cabinets and wall covering. The southern room also has a hewn summer beam and the flared posts retain their traditional casing. Under its current wall-paper, the north wall, with a now covered over fireplace, appears to be panelled. The attic above is open and finished with beaded boarding, vertically applied. The pitched roof is framed with hewn rafters. The ell thus appears to have been a simple, 2-room, central-chimney structure.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

Criteria: B,C

SPECIFIC DATES

c. 1790 with c.1740 ell

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Joshua Perkins House, once known as Ashlawn for the ancient ash trees (now gone) which stood before it, is significant as an expression of rural Georgian architecture and for its associations with the Perkins family, particularly influential in the settlement of the Hanover section of Sprague. Despite a 19th-century change to 2-over-2 sash, the facade retains a good measure of its countrified elegance, with its pedimented central bay and corner pilasters. The Perkins House is one of the finest of its type in the surrounding area, an unpretentious but nonetheless stylish 18th-century farmhouse built for a prominent and prosperous farmer.

Joshua Perkins, the original owner of the house, was the eldest son of Captain Matthew Perkins of the Hanover Society, then a part of Lisbon and now incorporated in the town of Sprague. Matthew's father, Joseph, and his uncle, Jacob, settled in the area, purchasing 800 or 1200 acres of land between the Quinebaug and Chetucket Rivers (today comprising Lisbon) in 1695. Quickly, the Perkinses asserted themselves in local affairs. Hence, the original name for Lisbon, is believed to have been so called because the Perkinses were from a place of that name in Gloucestershire, England.² Captain Matthew, a founder of the Hanover Society in 1761, held extensive lands, approximately 1000 acres, in Hanover and kept 3 slaves. Matthew Perkins probably lived just north of the Hanover Green on Salt Rock Road. Matthew died in 1773. His ornate tombstone, a symbol of his prestige and wealth, stands in a cemetery a mile and a half north on Totash Hill Road. Joshua, too, is buried there. Like his father, Joshua Perkins was a farmer, no doubt inheriting much of his father's land. He would deed 400 acres to his son, Charles, in 1825. Born in 1740, Joshua died in 1833 at the age of 93; in 1786 and 1787, he served as a selectman and, in 1789 and 1801, he went to the legislature. Whether or not he kept slaves, as others in his family did, is not known. Though there are no slaves listed in the inventory of his estate, his family background suggests he may have owned slaves.

Architecturally, the house is characterized by a design, which, while it is not elaborate, is fairly sophisticated for a rural community. It is one of few central hall structures in the area and the facade, with the motif of the broken-base pediment stated at the roof and again above the door, is handled sensitively. In addition, the quality of the masonry

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Footnotes, Item 8, page 2

Also

Bishop, Henry F., HISTORICAL DISTRICT OF HESBON, CONNECTICUT, New York, Published privately by Author, 1903.
Interview, Ruth Roseine, November 1978

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 26

Scotland and Norwich Quadrangles

UTM REFERENCES

1:24000 Scale

A

18	746300	4612940
ZONE	EASTING	NORTHING

B

18	746300	4612760
ZONE	EASTING	NORTHING

C

18	746460	4612630
ZONE	EASTING	NORTHING

D

18	746500	4612590
ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION ³²⁰ F 18/746690/4612780 ⁴⁶⁰ G 18/746540/4612930

Volume 26, page 678, Sprague Land Records

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Sarah Zimmerman, Consultant

ORGANIZATION

Connecticut Historical Commission

DATE

November 1978

STREET & NUMBER

59 South Prospect Street

TELEPHONE

203 566-3005

CITY OR TOWN

Hartford

STATE

CT

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

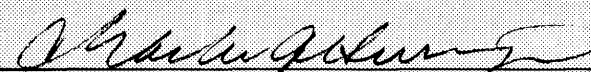


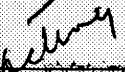
TITLE Director, Connecticut Historical Commission

DATE April 2, 1979

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER


DIRECTOR, OFFICE OF ARCHIOLOGY AND HISTORIC PRESERVATION

 DATE 6-15-78
KEEPER OF THE NATIONAL REGISTER

ATTEST 
KEEPER OF THE NATIONAL REGISTER

DATE 6/13/79

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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INVENTORY -- NOMINATION FORM**

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9 10 79

CONTINUATION SHEET Joshua Perkins ITEM NUMBER 8 PAGE 1

House

is quite good. The foundations are faced with dressed stone; the storage niches in the cellar, angled chimney stacks and their exterior corbelling all indicate the skill of the mason. The interior woodwork, while simple, is nonetheless skillfully treated. The house was clearly built by a capable joiner, with a good eye for decorative detailing and a skilled hand at masonry.

The acreage on which the house now stands is only a portion of that 400 acres Joshua Perkins deeded to his son. Rights to drainage ditches which Joshua acquired indicate that he was a knowledgeable farmer. Up until 1862, the land was cultivated. At that point, W.S. Breed, ancestor of the present owner, purchased the farm for a dairy farm, which it remained into the 20th century.

1. Perkins, George A., THE FAMILY OF JOHN PERKINS OF IPSWICH, MASSACHUSETTS, PART III, Privately published by Author, Salem, 1889. P. 12.
2. D.Hamilton Hurd, HISTORY OF NEW LONDON COUNTY, Philadelphia, J.W. Lewis and Company, 1882. P. 537.