

The Connecticut Valley Advertiser.

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SECOND SECTION

MOODUS, CONN., JUNE 13, 1913

PAGES 9 TO 20

WHOLE NO. 2,090

HISTORY OF THE BRIDGE MOVEMENT.

Project First Definitely Launched in
1908.

FIRST SUGGESTED BY LADIES

Statewide Interest in Bridge, as
Shown by Large Legislative Hear-
ings—East Haddam's Representa-
tive's Great Work in Securing
Passage of the Bill.

Early in the year 1908 a few of the citizens of East Haddam conceived the idea of forming an association, which should have for its aim and object the upbuilding of the town, and the promotion of its interests and welfare. Prominent in this movement were the ladies of the community who had been associated from time to time in the various improvement societies of the town. These ladies, with a few gentlemen interested in the project, met in May, 1908, and an informal discussion took place on the objects which the association hoped to accomplish.

At the first meeting of these interested citizens of the town the matter of a bridge over the Connecticut river at East Haddam was brought up for discussion.

The subject of a bridge was not a new one to the residents of East Haddam. The hardships and tribulations of the people of East Haddam in crossing the river by ferry in summer and in winter from the time when the memory of man runneth not to the contrary, had brought about a feeling of inevitableness of the situation. Several years before this, however, the matter of a bridge had been casually considered by Mr. W. R. Goodspeed, who was for a considerable period the owner of the ferry at East Haddam, and Mr. Goodspeed had obtained at that time estimates from bridge construction companies as to the cost of a steel bridge at this point. But nothing resulted from this action and the matter had been quiescent since that time.

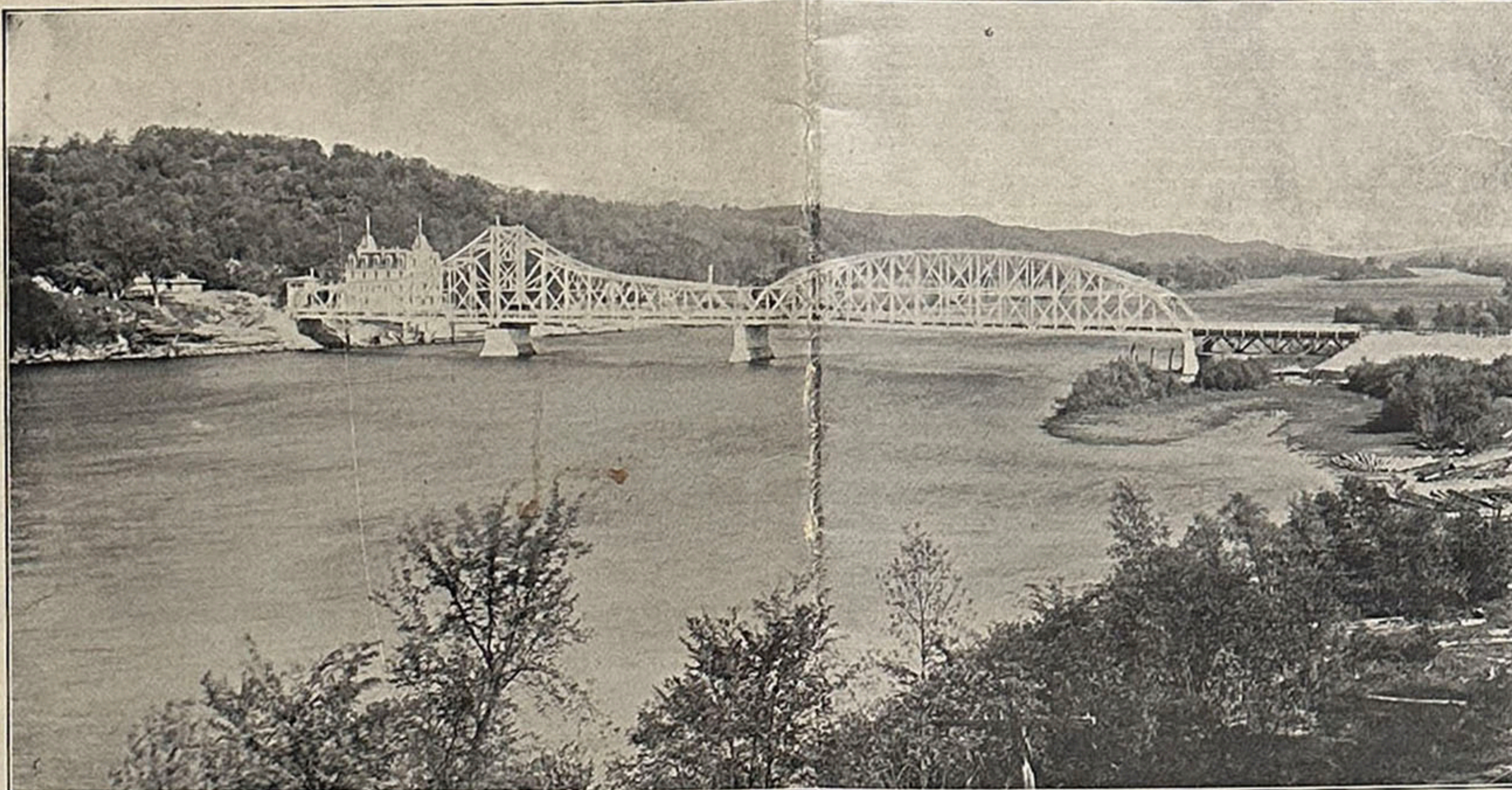
Among the first interested in the project was Rollin U. Tyler, Esq., of Haddam. In 1903 at the first meeting of those interested in the project Mr. Tyler suggested that the matter be brought to the attention of the townspeople by submitting to them in an assembly or mass-meeting certain questions bearing upon the desirability and feasibility of a bridge at East Haddam. These questions were afterwards prepared by Mr. Tyler and submitted to a number of people in the town, and were a matter of some discussion for some time thereafter. The activities of a few of those who had taken the initiative in the movement, and the public discussion and articles in the current press on the subject kept alive the matter of the proposed improvement. The files of THE ADVERTISER show that during the year 1908 the matter was freely discussed in its columns, and the feasibility and possibility of the state building such a structure at this point was defended by Mr. Harry W. Reynolds in an article published in THE ADVERTISER in the issue of September 18, 1908.

Like many other large improvements it seemed fanciful and beyond all the realm of possibility to many of those who had spent all of their lives in East Haddam, and who had come to look upon the ferry as one of the discomforts necessary to existence in the town. Many objections were brought out and heard in anticipation of the action the General Assembly would take if it was ever called upon to pass upon the much-desired improvement. The conclusion reached by a large number of the skeptical was that, while the bridge was greatly desired and needed, it could never be obtained, and would surely never be erected so that the eyes of the present generation would behold it. These objections and many others were only natural in view of the long-continued existence of the ferry with its attendant hardships, discomforts and dangers.

In the General Assembly of 1909-10, there were a number of bills introduced by interested parties having for their subject matter the regulation of the ferries on the Connecticut river. Some of these bills provided that the state should condemn and take over these ferries and operate them as state institutions without charge to the traveling public; other bills proposed to have the state condemn, operate and maintain the ferries, charging a reasonable rate of toll to defray the expenses, and still other bills proposed to place the duty of maintaining these ferries upon the various towns adjacent thereto, with occasional assistance from the state for deficiencies in their operation. The representatives from the town of East Haddam in that session, Azro Drown and Gershom C. Simpson, introduced a bill which related particularly to the ferry at East Haddam, and which proposed that the state should condemn, take over and maintain, as a state institution, this ferry.

These bills had a large hearing before the Committee on Roads, Rivers and Bridges of the session of the General Assembly of 1909-10. While there were several ferries named in these bills, all of which had their supporters, still the matter of the East Haddam ferry received by far the largest consideration from the committee by reason of the large number of representative persons

East Haddam Bridge, to be Dedicated June 14



\$225,000 Structure, erected by the State of Connecticut, Spanning
the Connecticut River Between the Towns of East Haddam
and Haddam. Longest Highway Draw Span in the World

present at the hearing to advocate that particular measure, and because of the greater importance to the traveling public of the ferry at this point. The hearings were held in the old senate chamber, and a large number of people in East Haddam and vicinity were present to urge upon the members of the committee the importance of granting some relief to the inhabitants of East Haddam and to the general traveling public from the unbearable conditions attendant upon the crossing at this point.

The Committee on Roads, Rivers and Bridges in dealing with all these ferries as a single proposition deemed it unwise for the state to take over at that time all of the ferries and to run them as state institutions. The committee accordingly made unfavorable reports upon the various bills which had been

After this work had been done on the ground the engineers spent considerable time in preparing blue-prints showing several proposed designs for a bridge across the Connecticut river at and near the site of the present ferry. These designs and sketches were accompanied with a compilation of data and material secured by the engineers which they were on the ground. In this way the parties interested were enabled to present definite figures and estimates to the Committee on Roads, Rivers and Bridges for their consideration. The thanks of the community are due in the highest degree to the few generous citizens of East Haddam who contributed in the winter of 1909 to a fund which was collected to defray the expenses of the engineers employed for this very important work.

The Committee on Roads, Rivers and Bridges, had, therefore, in deliberating upon the bill which placed the East Haddam ferry in the hands of the state for operation and maintenance, material which might well have enabled the committee to recommend a substitute on providing for the construction of a bridge at East Haddam in place of the ferry. This committee, however, had at this session the matter of a proposed highway bridge across the Connecticut river between Saybrook and Lyme, a measure which had been strongly advocated and pressed by citizens of this state and of neighboring states, by the automobile associations, and by the various business men's associations within the state, and particularly of the city of New London. This improvement was

the most important measure before the Committee on Roads, Rivers and Bridges, and the committee deemed it unwise, in view of the condition of the state's finances at that time, to recommend any further project which would require any considerable expenditure of the state's funds.

Accordingly, the Committee on Roads, Rivers and Bridges reported unfavorably, as before indicated, on the bill which provided that the state should take over, operate and maintain the ferry at East Haddam. But so strongly was the necessity for some relief at this point impressed upon the committee that it recommended in lieu of the proposed bill a substitute resolution which provided that the governor

the welfare of the town of his birth, endeavored during the debate on the Saybrook-Lyme bridge bill to so amend the bill that it would include an appropriation for the construction of a bridge at East Haddam. Mr. Parker's intentions were solely to endeavor to secure an appropriation for a bridge at East Haddam, and yet his action was misconstrued at the time by the ardent friends of the Saybrook-Lyme bridge bill, who thought that he was indirectly attempting to defeat that measure. Mr. Parker's amendment was opposed by all the friends of the original bill and it failed of adoption. The Saybrook-Lyme bridge bill passed in its original form as reported by the committee and carried an appropriation of \$500,000 for a bridge across the Connecticut river at the mouth of the river. This bridge has since been completed under the direction of the Hon. Dennis A. Blakeslee, Hon. Andrew N. Shepard, of Portland, and Hon. James H. Day, of Saybrook, commissioners, and redounds strongly to their credit and to the credit and engineering ability of its chief engineer, Mr. Edward W. Bush, who designed the bridge and had sole charge of its construction.

The East Haddam bridge had now emerged from the realm of dim obscurity and its friends were greatly encouraged in the passage by the legislature of 1909-10 of the resolution creating the commission, because it showed that the proposition had been officially recognized by the General Assembly of the state. The next step of progress was the appointment by Governor Frank B. Weeks of the commissioners under the resolution. Governor Weeks on July 14, 1909, appointed the Hon. Lucius E. Whiton, of New London; the Hon. John H. Noble, of Old Lyme, and the Hon. James L. Pratt, of Essex, commissioners under the resolution to investigate and report to the General Assembly of 1911-12 as to the advisability of replacing the ferries mentioned by a bridge across the Connecticut river between the towns of East Haddam and Haddam.

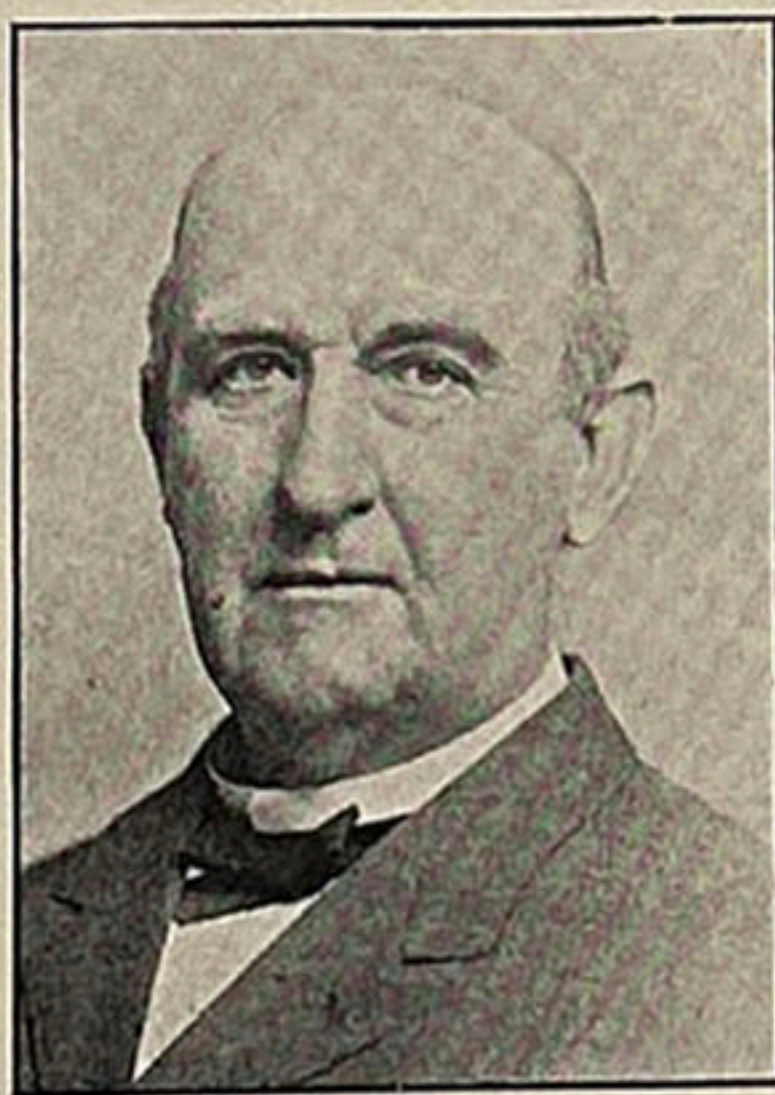
The commission held several meetings and during the year 1910 collected, with the assistance of the friends of the improvement, a mass of figures and data relating to traffic and conditions at the ferry at East Haddam. On Friday, September 25, 1910, this commission held a public meeting in Goodspeed's opera house in East Haddam. At this meeting a number of representative citizens of the town of East Haddam appeared before the commissioners and voiced their experiences as business men with the conditions prevailing at the ferry, and presented their argument for a bridge. The hearing was a very largely attended one and a very strong case was presented to the commissioners in favor of a bridge to be constructed by the state and operated as a highway toll-bridge. After the meeting the commissioners were taken to Moodus, where they had an opportunity of examining the various manufacturing establishments located in that portion of the town.

In this same month, September, 1910, petitions were circulated within the town directed to the commission, of which Mr. Whiton was chairman, asking the commissioners to recommend a favorable report to the General Assembly of 1911-12, on the subject matter of the inquiry. It was only natural that, with this commission appointed, which was to report its findings to the General Assembly in January, 1911, considerable interest should be taken in the fall of 1910 by the townspeople in this matter of the proposed bridge, and previous to the election of representatives from the town of East Haddam, Mr. Sidney S. Carter and Mr. Harry W. Reynolds were pledged to do their utmost to secure an appropriation for a bridge.

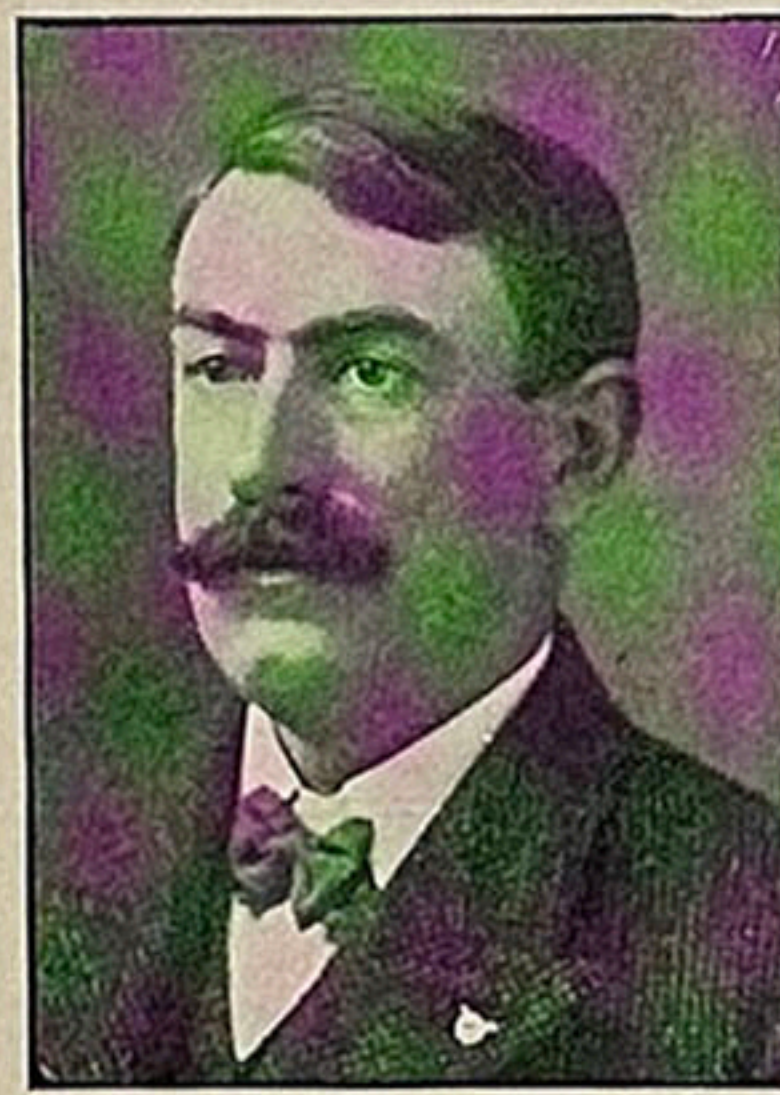
Representative Reynolds prepared a bill raising a commission for the construction of a bridge across the river at East Haddam, with all the necessary provisions as to detail and machinery for the construction, operation and maintenance of such a bridge as a toll-bridge by the state. He also prepared a second bill which carried an appropriation of \$225,000 for the purpose of constructing such a bridge. Both of these bills were introduced by Mr. Reynolds early in the session of 1911 and both bills were referred to the Committee on Roads, Rivers and Bridges. The first hearing on these bills was assigned before the Committee on Roads, Rivers and Bridges on February 28, 1911.

In preparation for the hearing the representatives for the town had spent a large amount of time in securing data and witnesses in order to present the matter before the committee in its strongest possible light. The committee was advised to hold the hearing in the senate chamber, and on February 28th this large chamber was filled to overflowing with representative citizens from all over the state, who had voluntarily come to Hartford to befriend the measure. The Honorable Lucius E. Whiton, chairman of the commission appointed by Governor Weeks, appeared at the hearing and presented to the committee the report of the commission. This report was a bound volume, consisting of twenty-eight pages carefully arranged, and contained a mass of data relating to conditions at the various ferries on the river, but particularly relating to the conditions at the ferry at East Haddam. Many pages of the report were devoted to the figures containing the amount of traffic, both vehicle and passenger, crossing the ferry at East Haddam, the amount of freight received and transported at the railroad station and at the steamboat landing at East Haddam, the industries of the town, and, in short, a detailed account of the necessities for a bridge to supplant the ferry. Mr. Whiton made a strong ar-

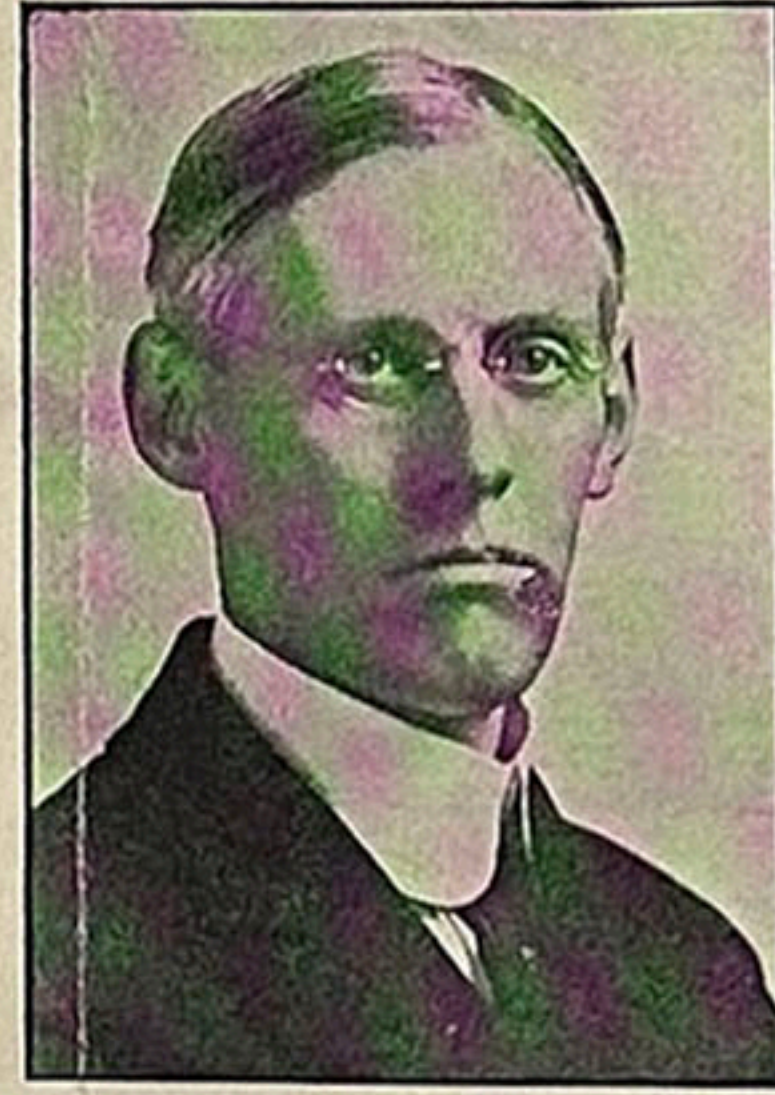
MEMBERS OF BRIDGE COMMISSION



JUDGE A. E. PURPLE
of Moodus, Chairman



WILLIAM H. CADWELL
of New Britain, Vice-Chairman



ROLLIN U. TYLER
of Haddam, Secretary and Treasurer



EDWARD W. BUSH
Chief Engineer.

PROGRAMME

- 9:30 to 11:30 A. M. Band Concert at the Plaza, inspection of bridge, reunion of old friends, welcome to visitors, etc.
- 11:30 A. M. Salute of 17 guns upon arrival of His Excellency, Simeon E. Baldwin, Governor of Connecticut.
- 12 Noon Military parade, escorting Governor Baldwin and staff, Ex-Governors, the Bridge Commission and others from the railroad station to the Upper Landing and thence to Nathan Hale School House. Escort will be the Governor's Foot Guards, Cavalry troop B, Naval Militia, Putnam Phalanx, Moodus Drum and Fife Corps, etc.
- 12:45 P. M. At Nathan Hale School House. Short addresses commemorative of Nathan Hale, Patriot and Flag Day.
- 2 to 3 P. M. Band Concert at the plaza, Invocation. Rev. Franklin Countryman.
- 3:00 P. M. Plaza. Address by Governor Baldwin, Ex-Governors Bulkeley and Weeks.
- 4:00 P. M. Auto parade to Moodus and return.

should appoint a commission of three persons to inquire first, into the advisability of the state's assuming the control and operation of the various ferries on the Connecticut river, and second, to inquire into the advisability of discontinuing the ferries at East Haddam and Hadlyme and replacing them by a bridge, and to report its findings and recommendations to the next general assembly. This substitute resolution, which had been suggested to the committee by the friends of the measure, was carried safely through the two houses of the General Assembly with the able assistance of the representatives from the town and with the support of the Committee on Roads, Rivers and Bridges.

Meanwhile, the measure in which the committee had taken such pride, the bill providing for the construction of a bridge at Lyme and Saybrook at a cost of \$500,000, had been reported favorably by the Committee on Roads, Rivers and Bridges, and had been acted upon by the House of Representatives. The Honorable Francis H. Parker, representative from Hartford, a native of East Haddam, and always interested in

gument along the lines of the report of the commission and urged upon the committee the conclusion arrived at by the commission, to-wit, that the state should construct a bridge at East Haddam, and maintain and operate it as a toll-bridge. Mr. John H. Noble and Mr. James L. Pratt, the other commissioners, also appeared and spoke in favor of the report of the commission. Among the other prominent speakers who were present to urge a favorable report of the measure were the Hon. Frank B. Weeks, ex-governor, of Middletown; Mr. Hiram P. Maxim, of Hartford; Mr. John C. Elmendorf, of New Brunswick, N. J., special representatives of the business men's associations of Hartford, Norwich and Middletown, and representatives of the automobile associations and clubs throughout the state; Hon. Elmore S. Banks, of Fairfield, and Clarence I. Beardsley, of Hartford.

The Committee on Roads, Rivers and Bridges acted favorably on both the commission bill and the appropriation bill and reported them back to the House of Representatives, where they originated, within two weeks from the date of the hearing, with the recommendation that the appropriation bill be referred to the committee on appropriations. The commission bill went to the foot of the calendar in the house, to await the action of the appropriation committee on the bill carrying the appropriation.

It was not until April 5th that the appropriation committee assigned a hearing on the bill which was reported to that committee. This bill was a short one in terms but granted an appropriation of \$225,000 for the purpose of constructing a bridge across the Connecticut river between the towns of East Haddam and Haddam. This hearing was also held in the ample quarters of the old senate chamber and again the hall was filled to overflowing with the friends of the bridge. Representative

tives. In some way, possibly not by accident, the appropriation bill was reported by the appropriation committee unfavorably to the Senate on the day before the commission bill was to be taken up as the order of the day in the House. The effect of this action could easily be foreseen. If the unfavorable report of the appropriation committee was adopted in the Senate, as following the usual course of unfavorable reports, the bill would have been rejected on that day, which was Tuesday, and it would then, under the rules, have come into the House of Representatives on the day following as a rejected bill and would have been before the House for action on the same day when the commission bill was to be under discussion as the special order of the day. Those opposed to the bill could then, during the debate on the commission bill, raise the ready objection that inasmuch as the Senate had rejected the appropriation, it would be idle to discuss the question of raising a commission for the construction of a bridge for which an appropriation had already been refused.

Fortunately for the friends of the bridge, this irregular procedure of the appropriation committee was not passed unnoticed. Senator E. Hart Fenn, one of the friends of the measure, when he heard the unfavorable report of the chairman of the appropriation committee, Senator Charles S. Peck, of Danbury, moved that the unfavorable report be tabled for calendar and printing. This motion was carried, and it perforce sent the bill to the printers, where necessarily it had to remain for nearly a week. In consequence of this action the unfavorable report of the appropriation committee was removed from the possession of either of the two houses until it should be returned from the printers. The friends of the bridge had no desire to hasten its return.

On Wednesday, August 9th, the matter of the day was called and the com-

from the two mentioned counties in order to carry the "rider" amendment. It was, however, adopted, much to the satisfaction of these senators, and the friends of the measure were then told to take up the bill again in the House and to pass it with the amendment embodied in it.

The week which elapsed before the bill was ready for action again in the House was a nervous week for those who had this matter in charge. To reject the amendment would only produce further disagreeing action between the two houses, a condition frequently brought about for the express purpose of killing a bill. When the amendment, however, was taken up in the House, it soon became evident that it had no hope of passage there. It also became evident that the friends of the bill, and they were plentiful in every county in the House, would not allow the bridge to be defeated by any movement or amendment of this kind, and with splendid loyalty and support they rallied to the original bill and unanimously defeated the amendment, the representatives from Fairfield and New Haven counties joining on Wednesday, August 16th, in voting to so defeat it.

One week elapsed before the matter could again come up in the Senate. At this time the bill came back to the Senate, with the amendment which that body had previously adopted, rejected by the House. During the intervening week the friends of the bridge had been especially active and their efforts were reflected in the action of the Senate. At the time of the first vote in the Senate the opponents of the original bill in that body had agreed that, if the amendment of the \$50,000 "rider" was rejected in the House, the proponents of the "rider" would, on the return of the bill to the Senate, support the original bill as it came from the committee without amendments. The friends of the bridge, therefore, were much surprised to find that when the bill came up the second time in the Senate, on Tuesday, August 22nd, that the opposition was not withdrawn. The senators who were responsible for the "rider" amendment, however, found themselves at this time in so small a minority that, when the bill was called up by Senator Joseph W. Alsop, chairman of the Committee on Roads, Rivers and Bridges, they allowed a motion to reconsider the previous action of the Senate in adopting the amendment to be passed without voicing their dissent. Senator Alsop immediately without debate made the next motion that the bill as passed by the House carrying the appropriation of \$225,000 be adopted by the Senate, and this motion likewise prevailed without a dissenting vote. To make the matter sure beyond question of doubt Senator Alsop made the motion that the matter be immediately transferred to the engrossing clerk and this motion was unanimously carried and the bill, so far as the General Assembly was concerned, was passed.

The bill came to Governor Baldwin on the following week, and on August 29th it was learned that the governor had signed the bill on August 25th, 1911, making it a law. On that night there was an impromptu celebration in East Haddam over the passage of the bill. A large bonfire was built at the ferry and the townspeople, assisted by members of the Moodus Drum Corps and all available fireworks, made a noisy demonstration which helped to relieve their feelings on the occasion.

On September 1st a reception was given to the representatives of the town, Mr. Sidney S. Carter and Mr. Harry W. Reynolds, and an enjoyable luncheon was had at the Riverside Inn, which was attended by about forty citizens of the town. Later there was a reception at the town hall, where resolutions were unanimously adopted thanking the representatives for their efficient assistance in securing the favorable action of the General Assembly and a solid silver loving cup was presented to Representative Reynolds as a testimonial of his work for the passage of the bill.

On October 6th, 1911, Governor Baldwin appointed the commissioners authorized by the act, and named as chairman of the commission, Judge Albert E. Purple, of East Haddam; Hon. Rollin U. Tyler, of Haddam, and Mr. William H. Cadwell, of New Britain, commissioners. The appointments met with great favor, especially from the people in the vicinity of East Haddam and Haddam. Later in the month the commission engaged Mr. Edward W. Bush, chief engineer of the Saybrook-Lyme Bridge Commission, as its chief engineer. Under the supervision of these commissioners and under the immediate charge of Engineer Bush the preliminary work was undertaken and the splendid structure now spanning the river has been erected.

The progress of the work has been noted and watched with interest by people throughout the state, while the residents in the vicinity of the bridge have evidenced the keenest interest in every point of its construction. The get-together spirit, the spirit of common interest and energy, which is really responsible for the erection of the bridge within a space of two or three years, is a hopeful sign for the progress and improvement of the community. To look forward and not backward should still be the way. The East Haddam bridge should be, not a monument to past energies and endeavors, but an efficient means to further activities and a stimulus to the advancement of the town and the welfare of its inhabitants.

PUBLIC LIBRARY.

The East Haddam Free Public Library and Reading Room is located at Moodus. It is finely equipped and has over 7,000 books and 50 periodicals. The library is supported by voluntary subscriptions and town appropriations. The present librarian is Miss Blanche R. Boyd.

At Leesville was erected the first oil mill in Connecticut.

The United States gunboat "Kana-wha," a ninety-day craft, was built at East Haddam in 1860, upwards of four hundred men being employed in and about the yard that she might be completed in the specified time.

River Side Inn.

EAST HADDAM, CT.

EAST HADDAM, situated on the Connecticut River, near Long Island Sound, is one of the prettiest villages in the state, and is visited by many artists, who make sketches of the beautiful views and quaint old houses to be found in its neighborhood.

River Side Inn stands on the summit of a hill overlooking the river and commanding the picturesque scenery of the river and surrounding country, and being steam heated throughout is comfortable in the coldest weather, thereby making it a desirable place of sojourn at any

season of the year. The rooms are large, well furnished, with spacious closets in each. The dining room on the ground floor is light and airy, the cuisine and service forming especially attractive features; also Cafe and Grill service at all hours.

59th SEASON
1854-1913
Same Management 5th Season



Open All the Year
Good Roads River View
No Mosquitoes

Wide piazzas, good piano tennis, boating, bathing and fishing. Motor boats and automobiles can be had at very reasonable rates, in connection with the hotel.

The hotel is supplied with running spring water, and all modern improvements. It is within a short distance of railroad station, steamboat landing, church, National Bank, telegraph and post office.

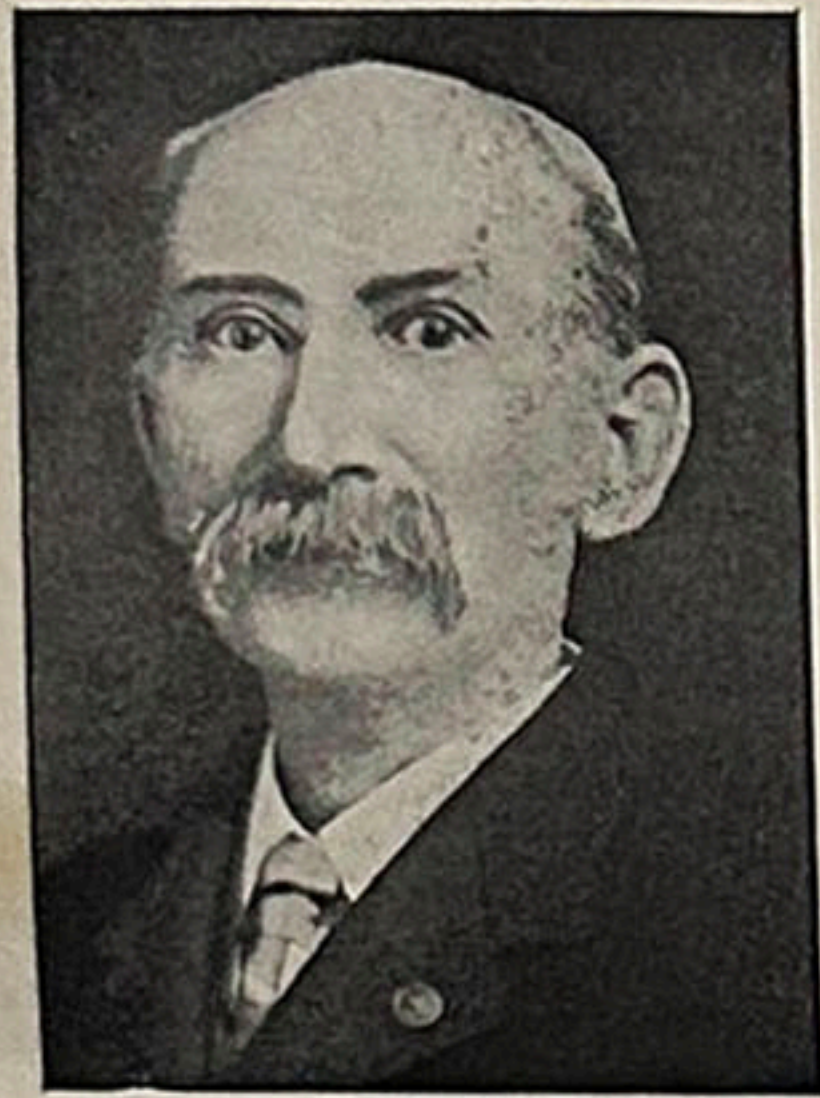
River Side Inn has accommodations for fifty guests and is noted particularly for its select patronage and home-like appointments.

East Haddam is reached by the New York, New Haven and Hartford Railroad. The train leaving the Grand Central Station, New York, at 1:02 P. M. is notably a good train, making good connections and covering

the distance in about three hours. Boats leave Pier 20, East River, New York, at 5 P. M. Fare by boat \$1.50; by train \$2.50. Carriages in attendance on arrival of trains. Baggage free. Boats land at hotel dock at 2 A.M.

Special rates by the week. American plan, reasonable rates. Telephone service.

E. H. ROSE,
Proprietor.



SYDNEY S. CARTER,
Representative from East Haddam.



HARRY W. REYNOLDS,
Representative from East Haddam.

Reynolds was in charge of this hearing as well as the previous hearing before the Committee on Roads, Rivers and Bridges, and presented to the committee the evidence of the report of the special commission and of the commissioners, Messrs. Whiton and Pratt, the unanimous vote of endorsement of the Middlesex county representatives, the testimony of representative men from all over the state and from neighboring states and the evidence of many business men from the towns in the vicinity of the bridge. Supplementing this testimony were endorsements from the various automobile associations throughout the state, and from the business men's associations of many cities. Prominent among the speakers who urged a favorable report of the measure were the Hon. A. Heaton Robertson, of New Haven; Col. George Pope, ex-Senator Samuel S. Chamberlain, Hon. Francis H. Parker, all of Hartford; George E. Hinman, representing the Connecticut Automobile Association; H. W. Tibbitts and Charles D. Noyes, of Norwich; Hon. Frank D. Haines, of Middletown; Senator Walter H. Wright, of Essex; Attorney Rollin U. Tyler, Judge Albert E. Purple, Mr. Marshall Emmons and Mr. W. C. Reynolds, of East Haddam, testified as to local conditions surrounding the ferry. It was estimated that there were nearly two hundred and fifty present at the hearing on the bill, and it was one of the largest hearings before any committee of the General Assembly of 1911.

April, May, June and July came and went with no action taken by the appropriation committee. In May the members of the appropriation committee visited East Haddam and were shown the site of the proposed bridge and the various manufacturing properties in the town. The session of 1911 continued until August, and the friends of the bridge became apprehensive as to the fate of the bill in the hands of the appropriation committee. Finally, however, the representatives from the town of East Haddam made the commission bill, which since February had been on the calendar of the House awaiting the report from the appropriation committee on the appropriation bill, the order of the day for Wednesday, August 9th, at 12 o'clock. From this time the representatives from the town of East Haddam were kept busy watching the various moves affecting this proposed measure. It had become known to them that the measure was not to be favorably acted upon by the appropriation committee, and, further, that the appropriation committee had decided that no minority reports would be filed with their other reports. This meant that if a majority of the committee were opposed to a bill it would come back to one of the other of the two houses with the backing of a unanimous report of the committee. The bill in the hands of the appropriation committee was a house bill introduced by Representative Reynolds, and under the rules of the General Assembly it was necessary that the appropriation committee report it back to the house where it originated, which was the House of Representatives.

mission bill was up for discussion. The unfavorable report of the appropriation committee had not returned from the printers and therefore was not before the House for action and could not be considered. Representative Reynolds seized the opportunity and was ready with an amendment which added simply a single section to the commission bill, granting the necessary \$225,000 to carry out the provisions of the commission bill for the construction of the bridge. The debate was opened by the chairman of the Committee on Roads, Rivers and Bridges, Robert V. Magee, who made a strong argument for the adoption of the favorable report by his committee recommending the construction of the bridge by the state. Mr. Whiton, chairman of the special commission, followed and presented a very able argument from his standpoint as the chairman of the commission which investigated the subject, and from his standpoint of a business man of the state. Every member of the House had been given a map showing the main highways on both sides of the river leading to the ferry and furnished with photographs showing the exact site of the proposed bridge and the river above and below the site, and with a copy of the report of the special commission headed by Mr. Whiton. These photographs, maps, and reports were carefully studied by the members in the course of the debate and were of great assistance in enabling the members to familiarize themselves with the project under discussion. Representative Reynolds spoke strongly for the bridge as did also Representative Michael D. O'Connell, of Stafford Springs, and Representative Morris C. Webster, of Harwinton, the speaker of the present House of Representatives. The members of the appropriation committee combined in an attempt to defeat the measure and Representative Daniel J. Donovan, of Meriden; Representative William H. Hall, of Willington, and Representative George H. Knight, of Salisbury, each spoke against the proposed appropriation and attacked the arguments of all the proponents of the measure. Hon. Elmore S. Banks, Republican leader of the House, closed the debate and presented a strong argument for the bridge. The vote on the Reynolds amendment disclosed an almost unanimous vote in favor of its adoption, and the vote which followed on the bill as amended to carry the appropriation of \$225,000 was carried with only a handful of negative votes. The usual motion to reconsider was made by Representative Banks and carried, and the first big step had been taken in securing a bridge at the hands of the General Assembly.

The bill then went to the Senate and by concerted action on the part of the senators in Fairfield and New Haven counties an amendment was introduced adding a "rider," appropriating \$50,000 for the improvement of certain bridges across the Housatonic river between New Haven and Fairfield counties. Many friends of the bridge thought that the amendment was not made in good faith and that it was not germane to the original bill. It was passed in the Senate on August 15th by a majority of one and considerable ingenuity was exercised by the senators

Moodus Center Market

THE MOODUS CENTER MARKET owned by Mrs. Mary Olmsted, has been established since 1871, and has been in its present location since 1877. This market keeps on hand a most varied and excellent line of meats, canned goods, vegetables and everything that could be desired in this line. Quality of goods is essential in goods of this kind, and the best quality is what the Center Market insures to its patrons. The stock of beef, mutton, lamb, veal and pork is guaranteed to be of first quality. The canned goods are the best obtainable, and the vegetables are gathered from sources that insure freshness. The clerks, four in number, are agreeable, painstaking and courteous, and patrons are assured considerate and prompt attention. The Center Market has excellent facilities for delivery of goods, keeping three teams busy in this line.



BUILDING THE BRIDGE. DESCRIPTION OF WORK

Much Preliminary Work Before Construction.

COMMISSIONERS APPOINTED.

Edward W. Bush, Chosen Chief Engineer—Soundings and Borings to Determine Character of River Bottom—Construction of Piers and the Building of Superstructure

BUILDING THE BRIDGE.

Governor Baldwin signed the bill appropriating \$225,000 and authorizing him to appoint a commission for the construction of the East Haddam Bridge on August 24, 1911. He appointed Messrs. Purple, Cadwell and Tyler the commissioners to do this work for the State about the middle of the October following. These gentlemen at once met and organized with Judge A. E. Purple, chairman, Mr. William H. Cadwell, vice-chairman, and Mr. Rollin U. Tyler, secretary and treasurer. The next thing was to select an engineer to have charge of the design and construction of the bridge. A few days after organization the commission visited the Saybrook Bridge over the Connecticut River near its mouth.

river currents, the accurate computation of the distance from shore to shore, and making test borings down into the bed of the river to determine the character of the bottom. The borings were taken by rigging a well drilling machine on a scow and driving down a large iron pipe into the river bed. The inside of the pipe is cleaned out every few feet driven by a tool called a sand bucket. The material coming up in this bucket is very carefully scrutinized by the engineer, as in this way a judgment is formed as to how much weight a certain soil is capable of sustaining. Work on borings was in progress when ice started running in the river. One day a serious accident was averted by the prompt action of Capt. Clark answering a call for assistance with the "Gen. Spencer." The ice had cut the oakum from the seams of the boring barge, which was rapidly sinking in about thirty-five feet of water. Anchor ropes were slipped and the barge towed to the flats on west side, where the barge sunk in a few minutes after water was first detected coming in.

THE RIVER BED.

The soundings show that the water at the site of bridge is much deeper near the west shore than in the center or near the east shore. Not very far from the west bank the bottom is thirty-five to thirty-eight feet below the water surface. At one point a little down stream a depth of forty feet was recorded by the engineers. Near the east bank of the river, it is twenty-five feet deep. Before the bridge work was started the river bottom had an even slope from east to west between the depths above mentioned without any humps or hollows. The borings showed

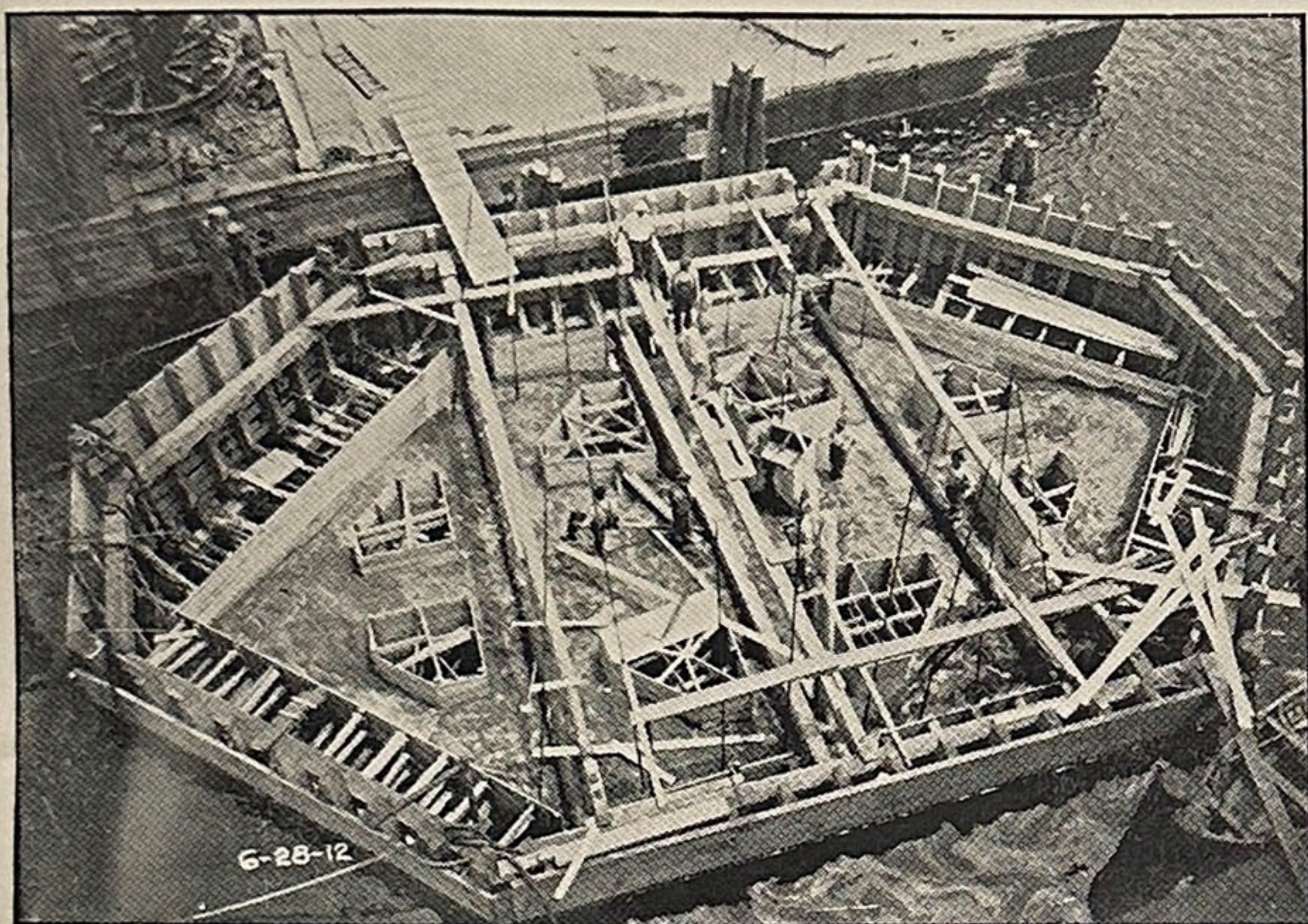
the main channel was at some distance out from the east shore. As a channel near the east shore is needed for the Hartford and New York boats to land at the dock, a swing type of draw located as built was decided upon.

UNITED STATES APPROVAL.

All bridges over navigable waters must be approved by the Secretary of War and Chief of Engineers before constructed. In addition to this approval all bridges built over rivers which flow from one state to another or between two states must be authorized by a special act of Congress. The Connecticut river is an interstate stream, therefore a bill was introduced early in the year 1912 in Congress regarding the East Haddam bridge. In the meantime plans and descriptions regarding the proposed bridge were filed with the Secretary of War for approval. Capt. Waldron, U. S. Engineer, gave a public hearing at his office at New London on Feb. 13, 1912, upon this application. Interested persons were present, but because the plans presented showed a satisfactory kind of bridge, no objections were made. The act of Congress was approved Jan. 25, 1912, and formal approval of plans obtained from the Secretary of War on March 4, 1912. This cleared the way for starting the actual construction work.

LETTING CONTRACTS.

As soon as the location and type of bridge was decided upon work was at once started in preparing the manuscript copies of the contract and specification for the substructure and superstructure, also the drawings which showed in detail just how the bridge was to be built. Favorable approval from the War Department was anticipated and the preparation was so far



INTERIOR OF CAISSON SHOWING HOW PIER FOUNDATION IS LAID.

They were favorably impressed with this structure and at once engaged Mr. Edward W. Bush, who was the chief engineer of the Saybrook bridge and approaches, to fill a similar position in constructing the East Haddam bridge.

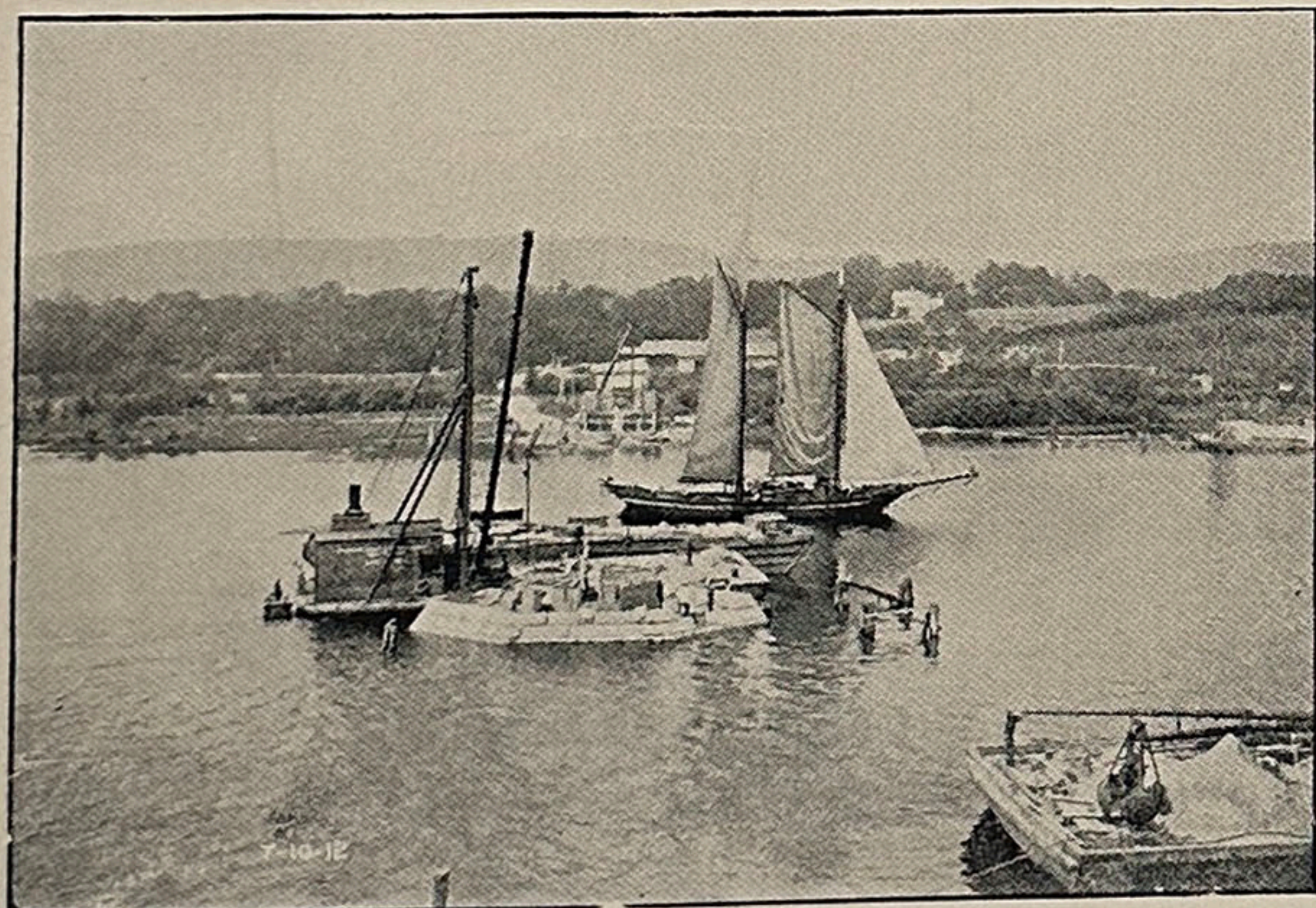
Mr. Bush started at once on the preliminary work of making surveys of land and river bottom adjacent to the proposed site, making preliminary studies and cost estimates of different types of bridges, the best location for crossing the river, the height of bridge above the water, location and kind of approaches, etc. All these things have to be thought out in advance and a satisfactory conclusion reached before any of the detailed work on design or construction can be started. In other

that the bed of the river from the east bank to nearly across is a deep bed of firm coarse sand. This made very good footing for the piles supporting the piers, also the sand was used in making mortar and concrete, at a considerable saving in building the bridge. As the quality of the sand was known before the work was let by contract the state received the benefit of this lessened cost.

The west shore is mud; below this more mud with a little sand; farther down it might be termed sand with a little mud, and beneath this is firm sand. Long piles under the west abutment and the next pier have their lower ends driven into the firm sand bottom.

At the bridge site the river is nar-

advanced that immediately upon the receipt of the approval the copy for specifications went to the printers and the substructure contract was advertised for bids. These were received on April 2, 1912, and the foundation work let to the lowest bidder, The Holbrook, Cabot & Rollins Corp. of Boston. The superstructure was then advertised and was let on April 29, 1912, to the United Construction Co., of Albany, N. Y., who had bid jointly with the American Bridge Co., of New York. Thus in about six months after the appointment of the bridge commission the entire bridge was under contract and work had been started on construction of the foundations—a most unusual record for work of this



VIEW SHOWING DRAW PIER NEARLY COMPLETE.

words the entire structure must first be built in the imagination before any final work can be done in preparing working drawings for use in construction. Also a carefully made estimate of cost must be prepared before any contracts are let, so that it will be known that the total cost of the work will come inside the appropriation available.

PRELIMINARY SURVEYS, ETC.

The few weeks of good weather available in the fall of 1911 were utilized by making a map of the land adjacent to the river, taking a large number of soundings to ascertain the depth of water, current observations to determine the strength and direction of

row. Just above and below it is much wider. An interesting fact was brought out in the preliminary studies. The cross section area of the river was found to be precisely the same at the site as at a point 1800 feet upstream. At the site the width between shores was just one half the width at the other place and the average depth was twice the other depth.

LOCATION OF DRAW.

To assist in deciding on the proper location of the draw opening, current observations were made with submerged floats, also boats were anchored to define the proposed location, and river pilots requested to note the position of these boats. It was found that

kind, a record which reflects the skillful manner in which the Commission and their chief engineer took up the problems connected with the planning of this bridge and speedily carried them forward to a successful conclusion.

THE SUBSTRUCTURE.

Mr. Luke White, superintendent for Holbrook, Cabot & Rollins, was present at the letting on April 2nd. As soon as his firm had been awarded the contract he 'phoned to their Boston office to send on some tools and men. They came along with John Hammond, head foreman, and a considerable start had been made before the formal contract was signed some days later. This was a characteristic move on the part

Purple & Silliman

GENERAL STORE

Dealers in

Dry Goods, Builders' Hardware,
Groceries, Paints, Oils,
Provisions, Varnishes, Brushes,
Boots & Shoes, Wall Papers,
Hats & Caps, Oil Cloths,
Small Agricultural Tools, Seeds, etc.

THE STOCK IN EACH DEPARTMENT
IS LARGE AND QUALITY THE BEST

Patrons are given Prompt, Courteous Attention, and the
Facilities for Quick Delivery of Goods Ample.

MOODUS, CONN.

MOODUS SAVINGS BANK

MOODUS, CONN.

May 1st, 1913

RESOURCES

Loans on Real Estate	\$219,275.00
Loans on Collateral	7,510.00
Loans on Personal Security	10,000.00
Town, City and Borough Bonds	61,000.00
Town Orders	7,550.00
Railroad Bonds	207,000.00
Bank Stocks	60,200.00
Premium Account	5,865.00
Taxes Paid	394.62
Cash on Hand and in Banks	16,205.60
	<u>\$595,000.22</u>

LIABILITIES

Deposits	\$550,040.74
Surplus	30,000.00
Undivided Profits Less Expenses Paid	14,959.48
	<u>\$595,000.22</u>

OFFICERS

President
ALBERT E. PURPLE
Vice-President
ARTHUR W. CHAFFEE
Secretary and Treasurer
EUGENE W. CHAFFEE

DIRECTORS

THADDEUS R. SPENCER
ARTHUR J. SILLIMAN
OSCAR P. FOWLER
SAMUEL P. CLARK
CHARLES H. ROGERS

This is the balance sheet for May 1st, 1913.

of this firm, who are known as hustlers in this kind of work. They are always glad when summer comes as the days are then longer, giving them so many more hours to work. A large equipment of lighters, barges, piledrivers, derricks, etc., was employed and the foundations were finished in very short time. Sept. 1, 1912, saw about everything completed.

The river piers are founded on piles driven and cut off in a thirty-five foot depth of water. Considerable skill is necessary on the part of both the contractor and engineer to successfully establish a pier in this depth of water.

The piledriver used was of special design, which included a set of extension leads inside of the regular leads, by means of which a white oak "follower" followed the head of the pile down below the water surface. In this manner the heads of the piles were driven down to within two or three feet

keep the earth filling from the steel work. Before the abutment was surrounded with earth filling it was a queer looking object, and excited much comment. It looked as if it might be the portal to some Japanese temple.

THE SUPERSTRUCTURE.

The swinging draw span is known as a center bearing type of draw, because when it revolves the entire weight of the moving part is carried on a thirty-inch diameter phosphor bronze disc. The swing is very delicately balanced on this disc like a huge druggist's balance. Before the adjustments were tightened one person stepping on the end of the swing would start an oscillation which would continue for some little time, thus showing how evenly this weight of over 1,400,000 pounds is balanced on the centre disc.

The swing is eleven feet longer than the Middletown swing of 450 feet and is one of the longest, if not the longest, highway swing draws in the world. The 327 foot span just west of the draw is also of unusual length for New England. The engineer considered it advisable

to place a long span here so as to carry the next pier well on to the west shore in order to leave but two piers in the river, thus affording the least obstruction to running ice in the winter time.

Before the bridge shop starts work on any of the steel plates, beams, angles, and channels which go together to make a bridge, they must have detailed drawings to show just where each rivet-hole must be punched and reamed. Templates of wood or cardboard are made to assist in the layout of the work. A conventional system of marking the various members is adopted so the workmen will know by the mark just where the piece belongs.

Since the bridge flooring was completed the public have been permitted to cross the bridge at such times when the ferry-boat was disabled or unable to run. The first team to cross the bridge was a yoke of oxen (that is dangerously near an Irish bull) on February 20, 1913, "Duke" and "Diamond" by name, owned and driven by Charles Lewis. Their picture on the structure is shown in an illustration.

THE APPROACHES.

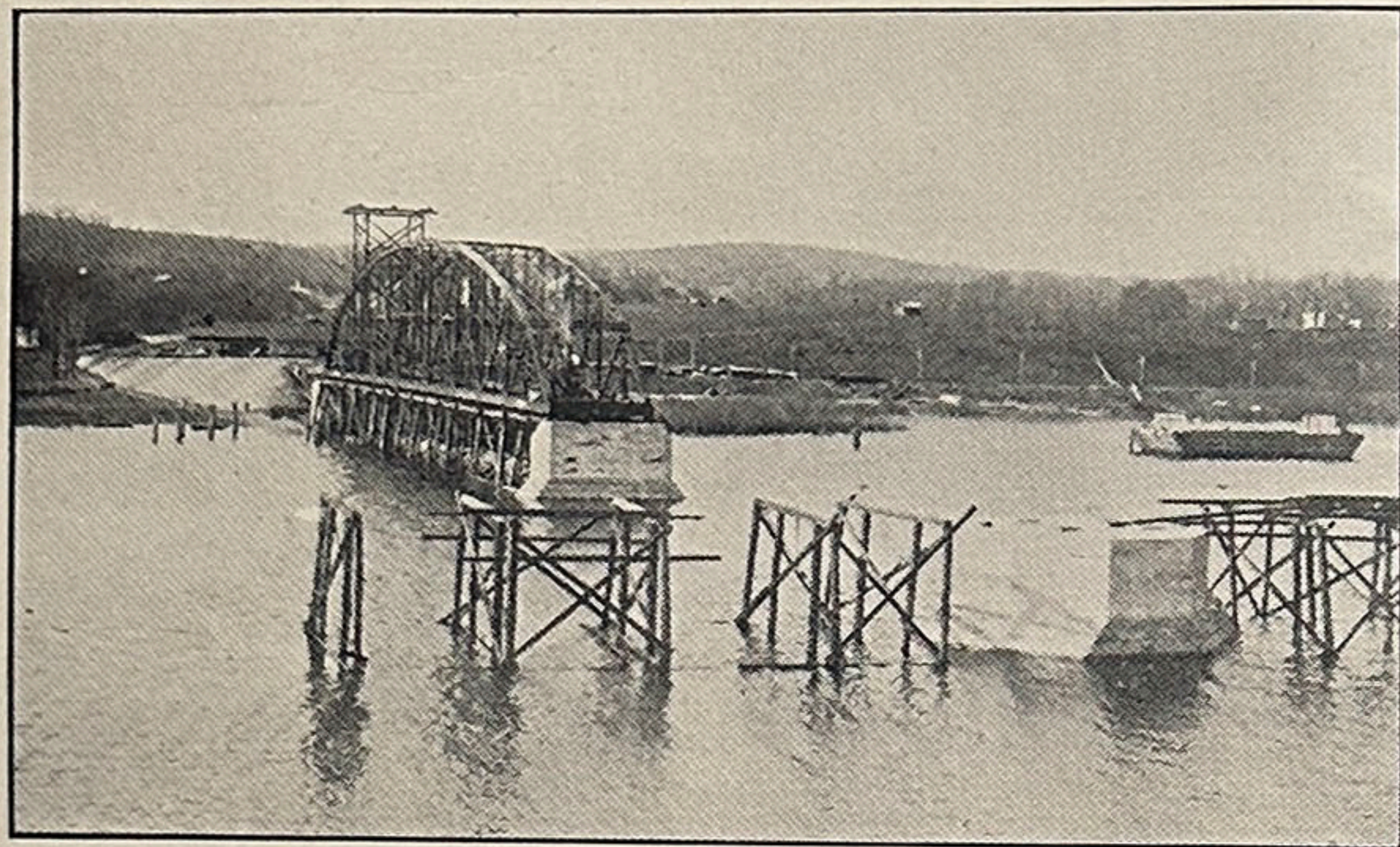
In building the west approach the 20,000 cubic yards of filling was obtained from the land west of the railroad tracks, purchased from Miss Annie S. Parker. The excavation was made in such a way as to provide a new and better location for the highway up the hill. A narrow, crooked road having a grade of 11 per cent. was changed to a broad, easy curved road of 7 per cent. grade. The land purchased did not yield enough material, so Mr. R. R. Tyler permitted the commission to excavate many hundred cubic yards from his land without making any charge for same. He stated that the removal of this material is a benefit rather than a damage to his home.

It is very unusual in these days for anyone to refuse to charge the State of Connecticut for anything. Generally they try to tack on all they can to charges, especially where it is suspected that the state must come to them for what is wanted.

Another donation was negotiated in connection with the west approach. The railroad company made no charge for a permanent right of way over the land beneath the approach filling between the river and the tracks.

The land for the east approach was purchased from W. R. Goodspeed at a reasonable price. A considerable tract was acquired. A considerable yardage of rip-rap stone was taken from the ledge and used as pier protection when the approach was being cut through.

Both approaches are of very easy grade. They are ample in width and seem to fit the local conditions. A good macadam surface has been laid, which will receive a surface treatment of



of the river bottom. The piles were cut off by a circular saw on the lower end of a vertical shaft. During the cutting the engineers closely watch the elevation of the saw by noting the height of a target set on the upper end of the shaft. The top of the piles must be cut off at exactly the same level, otherwise the timber grillage would not rest evenly on the piles. Between the piles small rip-rap stone are placed and a diver sent down to see that no stones remain on the pile heads.

The next step in building a pier of this kind is to sink an open caisson

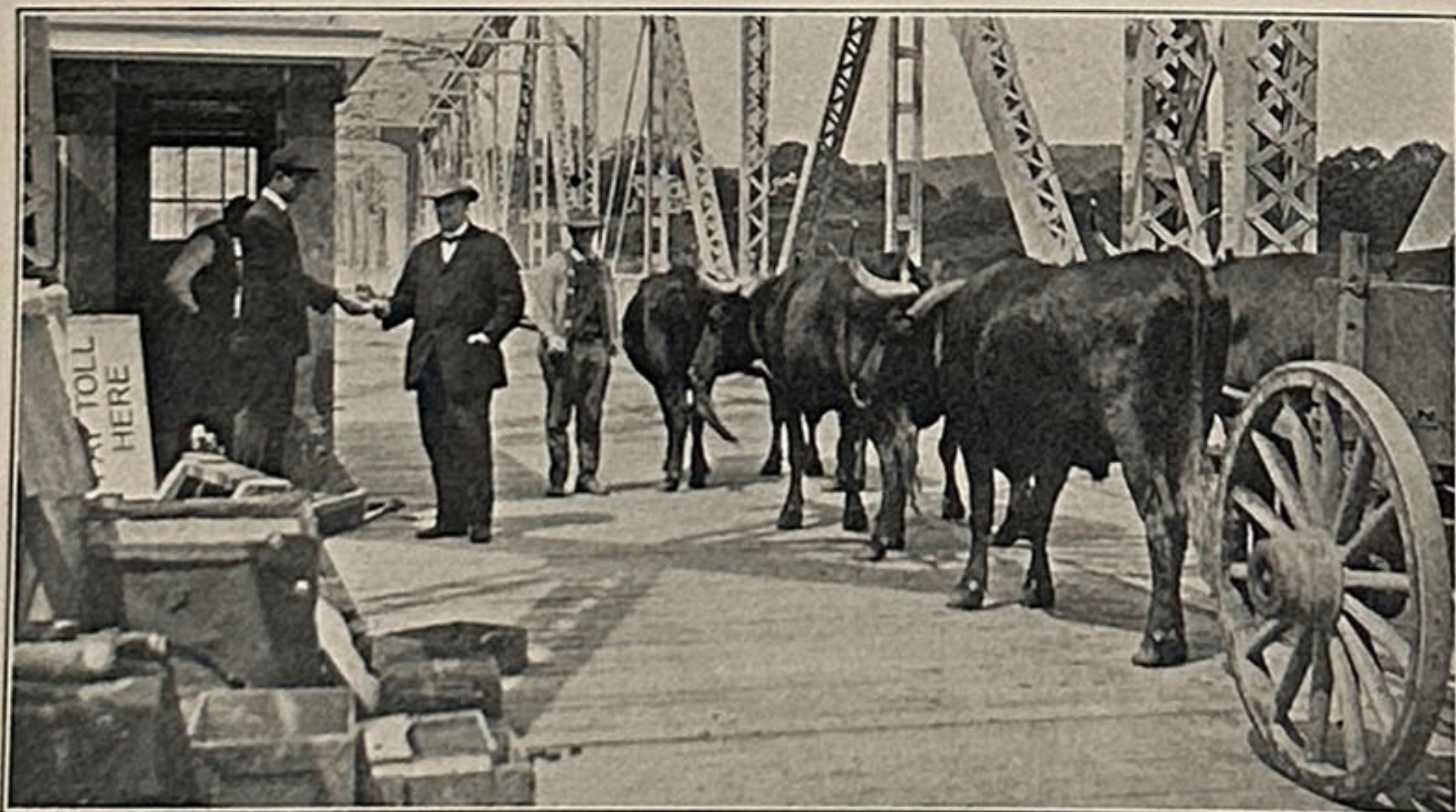
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having a four-foot thick timber platform for a bottom onto the pile heads. The caisson is like a hugh boat of wood. The pier masonry is placed inside the boat which gradually settles lower in the water as the masonry is added. Finally it rests on the pile heads and the pier is thus established. The caisson sides are high enough to come above the water when the box is landed. After the masonry is above water level the sides are removed, but the four foot thick timber grillage bottom remains. The grillage and piles being under water will never rot. One of the illustrations shows a view look-

Mr. F. Stangle was in charge of the erection of the bridge for the American Bridge Co. The first thing done was to drive piles forming the false-work to support the steel while the same is being assembled into a truss and made self-supporting. The T. A. Scott Co., of New London, drove the piles, also their lighters were used to lift the members from the barge to the top of the false-work. Pneumatic riveting hammers were used to drive the thirty-five thousand or so rivets used to make the field connections. The metallic rat-at-tum of these machines kept the atmosphere around the bridge pretty well stirred up for many weeks. No one was sorry when the last rivet was driven. Foot span on the false-work, also some One of the illustrations shows the 327



JUDGE PURPLE PAYING FIRST TOLL ON NEW EAST HADDAM HIGHWAY BRIDGE

ing down on the pivot pier at a time soon after the pier had been landed on the piles. The sides of the caisson plainly show in the view. Other illustrations show the masonry at more advanced stages of the work.

The east abutment rests on solid ledge, which at this point is well located for this use. The west abutment is novel in design, as it is merely a couple of reinforced columns supporting the bridge seats with a vertical slab of concrete between the columns to

of the piles in the foreground used as false-work for the swing span, which, of course, was erected up and down stream, leaving the channels open for the passage of boats.

The operator's house is located over the pivot pier at the south side of roadway. It is of fireproof construction, as even a small fire here would do great damage to the electrical equipment. The walls are of reinforced concrete covered on the outside with sheet copper, the inside is smoothly finished and painted.

"Tarvia A" and chips rolled in as soon as the celebration is over.

STATISTICS.	
Length of swing draw	461 ft.
Length of fixed span	327 ft.
Length of fixed span	101 ft.
Total length of bridge	889 ft.
Height of steel work above low tide	24 ft.
Width of roadway between railings	25 ft.

Life Insurance

Life Insurance is a business transaction of vital importance; you want the best; before insuring investigate the methods of the

Mutual Benefit Life Insurance Company OF NEWARK, N. J.

Their policies are always up-to-date, containing special and peculiar advantages not offered by others. Policy holders are its stock holders. A purely Mutual Company.

Literature on Request.

GEORGE W. HALL, Special Agent MOODUS, CONN.

Carrier House MOODUS, CONN.



THOUSANDS of city folk come to town yearly to pass their vacations, because of the cordial hospitality of the people, the healthful, invigorating air, captivating scenery, fishing, boating, bathing, delightful drives, and innumerable other attractions. The Carrier House receives its share of patronage, for which the proprietor is thankful—but, if the reader has not been our guest and is looking for a place at which to pass an outing enjoyably—a day, a week, a month or a season—you will find our house inviting and home-like, the rooms large and pleasant, the table good—real good—and our terms reasonable.

Respectfully,
Joseph F. Egeter, Proprietor.



FIRST TEAM BELONGING TO C. A. LEWIS, TO DRIVE ON THE HADDAM-EAST HADDAM BRIDGE, FEB. 4, 1913.
Mr. Lewis was also first to drive a team across the bridge—on February 15th.

From highest point of steel work to low tide 105 ft.
From low tide to bottom of Pier 2 34 ft.
Distance to Middletown 15 miles
Distance to Long Island Sound 15 miles
Granite and concrete masonry 3,465 cubic yards
Rip-rap protection to piers, 2,700 cubic yards
Piles in foundation 653
Timber in grillages, 182,000 ft., B. M.
Total weight of steel in bridge 2,370,000 pounds
Weight of swing draw 1,430,000 pounds
Duplicate turn motors 52 H. P.
Wedge motor 37 H. P.
Gate motors 2 H. P.
Number of different sheets of drawings prepared and checked during the building of the bridge 462

Steel work was fabricated at the Edge Moor Plant of the American Bridge Company.

440-volt, 3-phase, 60 cycle A. C. electricity obtained from the East Haddam Electric Light Co., to operate the bridge.

A few days ago a long, lank fellow came out on the bridge and looked all around; he looked up at the trusses and down over the side at the gears, into the operator's house, at the switch-board and levers, and stepping up to one of the engineers said: "My! but this is a great piece of mechanism." It surely is.

Work started April 4, 1912.
Bridge opened to traffic May 29, 1913.

PERSONNEL.

Mr. Herbert J. Smith, of Putnam, Conn., has been the principal assistant engineer to Chief Engineer Bush during the entire period of the design and construction. He was directly in charge of the laying out of the various parts of the work and the exact way that the steel work fitted the distance between piers showed a lot of careful work on the part of Mr. Smith. Other members of the engineering corps who at one time or another were engaged are Mr. Francis Seaman, Perth Amboy, N. J.; Mr. F. M. Miller, New York; Mr. C. A. Peck, Essex; Mr. T. W. Brown, East Hampton; Mr. Oliver Gildersleeve, Portland, and Miss Nellie Houston.

PASSING OF ANCIENT CHAPMAN'S FERRY.

History of Oldest Institution in East Haddam.

IN OPERATION 219 YEARS.

Started by Captain John Chapman in 1694, it Antedates the Oldest Church Organization in East Haddam by a Decade and the Civil Organization of the Town 40 Years.

With the opening of the new East Haddam bridge to public travel, the ferry across the Connecticut at this point has passed away, and the time for an obituary notice has arrived. This ferry, had its beginnings in early colonial times. East Haddam and East Haddam townships, then known as "the lands at 30-Mile Island," were purchased from the Indians on May 20, 1662. Within the next three or four years the earliest settlers had located on the west side of the river near Haddam Center, and in 1668 the "plantation" covering both sides of the "Great River" was incorporated as a town by the legislature, and named Haddam.

Between 1670 and 1685, the settlement of the east, or Machimoodus side of the river, had begun, and about 1690 Captain John Chapman, son of Robert Chapman of Saybrook, moved to East Haddam with his family and established his home on the present site of the Riverside Inn, where he or his descendants continued to reside for more than a century and gave their name to "Chapman's Meadow," "Chapman's Ferry," and "Chapman's Pond."

At the May session of the legislature in 1694 it is recorded that "This Court grant Capt John Chapman the privilege of setting up a ferry over the Great River in Haddam for the future." The "future" in this instance proved to be a period of two hundred and nineteen years, now ended, which means that the late ferry was one of the very ancient institutions of this region, antedating as it did the oldest church organization in East Haddam by a decade, and the civil organization of East Haddam town itself by forty years.

mer law to the contrary." In explanation of these charges we find the following action by the legislature in 1701: "A question arising what is meant by a horse and his load in the law title Ferries, it is resolved by this Assembly the meaning is all persons and what else a horse shall bring to the ferry at one time." Here may be a suggestion for auto rates on the new bridge.

Unlike many other ferries this one has always remained private property. From Capt. Chapman the title passed to his son, Jabez, Esq., and from this Jabez to his son, Col. Jabez. This Jabez Chapman, Esq., died in 1759 and his headstone may now be seen in the ancient burying ground in East Haddam near the lower end of Town street, east of the residence of John Church. Col. Jabez Chapman was a patriot whose public services were appreciated in his own day and generation, as will appear in an item from "Green's Gazette" dated September 18, 1776. This was in the dark and anxious days a few weeks after the Declaration of Independence, when the Americans were making their desperate struggle to keep General Howe out of New York City, and every available man in this valley or in Connecticut was at the front resisting the British attack. Nathan Hale was there, and was executed only four days after this item was published. It appears that "Several of the most respectable ladies of East Haddam, about thirty in number, met at Col. Jabez Chapman's barn and husked in four or five hours 240 bushels of corn, a noble example, so necessary, in this bleeding country, while their fathers and brothers were fighting the battles of the nation." This item, says Hinman's History of the Revolution, "shows the regard of the ladies of East Haddam for their townsman, while absent on military duty, and is a handsome tribute to their patriotism and physical energy." Modern Daughters of the Revolution will please take notice.

In 1807, Col. Jabez Chapman conveyed his ferry to his two sons-in-law, Oliver Attwood and Rev. Solomon Blakesley. Three years later Attwood conveyed his half-interest to Mr. Blakesley, who continued as sole owner until his sale to Joseph Goodspeed in 1831. Hence the four generations of Chapman ownership of the ferry, including that of the sons-in-law, covered the period from 1694 to 1831, a total of 137 years.

Col. Jabez Chapman died at East Haddam in 1820, aged 87, leaving no surviving sons. Oliver Attwood and his wife, Dorothy Chapman, died in 1853 and their double headstone may now be

On July 26, 1831, Rev. Solomon Blakesley conveyed by warrant deed to Joseph Goodspeed certain lands and "a certain Ferry long known by the name of Chapman's Ferry, East Haddam, all the boats, oars, poles and all the implements thereto belonging, formerly the property of Col. Jabez Chapman, late of said East Haddam, deceased." The late Capt. George W. Bates and his brother Richard operated the ferry, and owned the equity, for a few years between 1842 and 1850; but the ferry was controlled and practically owned by the Goodspeed family for a total period of seventy-four years, as follows: By Joseph Goodspeed from 1831 until his death in 1847; by George E. and William H. Goodspeed from 1847 until the death of George E. in 1863; by William H. alone from 1863 until his death in 1882; and by William R. Goodspeed from 1882 until he disposed of his interest in 1905; since which time the property has been owned or controlled by Brooks and Olmsted.

Until about forty years ago, the equipment and motive power had remained practically unchanged from the establishment of the ferry. Row-boats were largely used for carrying foot passengers, especially in bad weather. The large boat for teams and live stock was furnished with a mast on the side and an apron at each end, and was propelled by oars or sail. There had never been any piling or slip on the west side of the river, and the scow landed on that side in rough weather where it was most convenient.

About 1873, soon after the completion of the Valley Railroad William H. Goodspeed introduced steam ferrying. He repaired and extended the old ferry pier on the Haddam side, and a slip was made for the boat by driving piling or dolphins. The first steamer was named the "Goodspeed," as was also the second. Later came the more pretentious "F. C. Fowler" and last the "General Spencer." Within the last forty years the volume of traffic across the ferry has considerably increased, although there was more business in ship building and manufacturing near the landing at Goodspeed's for fifty to seventy-five years ago than there is today. On the other hand the manufacturing in Moodus and the coming of people for the summer months has materially increased.

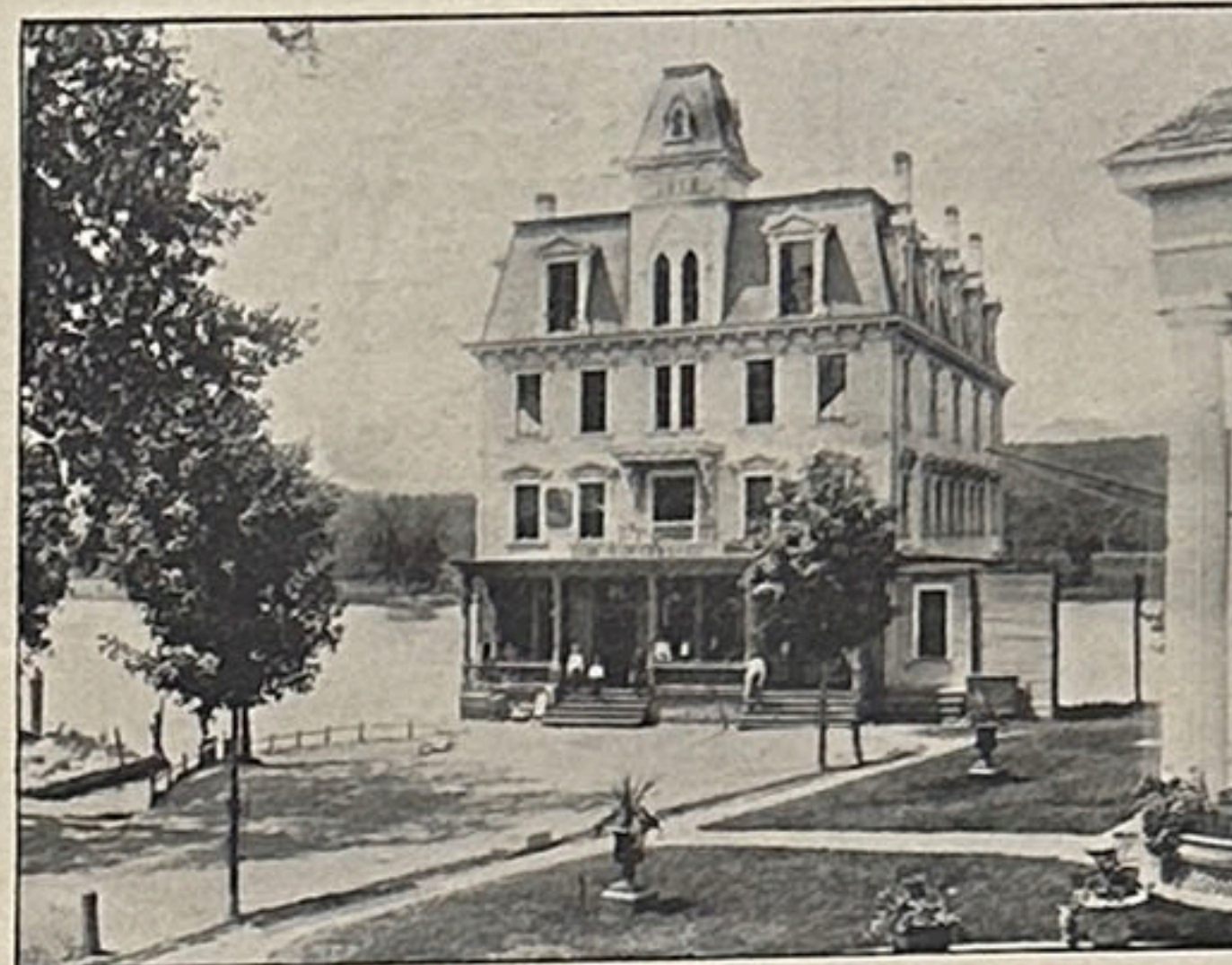
There appear to have been very few serious accidents during the history of this ferry, although horses have frequently been lost while crossing the river on the ice at this point. There is no record or tradition as far as the present writer knows of the loss of a human life on the ferry since it was established. This is rather remarkable in view of the fact that for many years from 25,000 to 50,000 people and from 5,000 to 10,000 vehicles or teams have been transported annually. In the days of scow ferrying considerable quantities of hay were ferried across the river by the farmers in Tylerville who owned pieces of Genesee Meadow near Chapman's Pond. Since the introduction of steam ferry boats the transportation of hay across the ferry has ceased and would hardly be allowed on account of the danger of fire. Ferrying a load of hay in the old-fashioned scow on a windy day was a difficult feat, and the boat was frequently carried far out of its course. On one occasion about seventy-five years ago a sudden squall took the boat with a load of hay down the river with one pair of oxen attached to the load. The owner of the team had the presence of mind to unfasten the oxen from the cart and they promptly jumped overboard in the yoke and swam ashore. The ferryman, Solomon Belden, and the owner of the team each took his boy on his back and followed the example of the oxen. The ox cart and scow went ashore near Clark's Creek and were also saved. "And so it came to pass that they escaped all safe to land."

A few years later a horse belonging to Proprietor Douglass of the Champion House was lost off the scow near the Tylerville shore by reason of the swinging of the ferry sail and slapping the horse in his face. In October, 1895, W. H. Gillette, of Haddam, lost a valuable horse off the steam ferry boat "Goodspeed." This accident resulted in a law suit which went to the Supreme Court on a question of negligence and

W. C. Reynolds

EAST HADDAM, CONN.

Dry Goods and Groceries,
Lumber, Shingles, Coal,
Brick, Lime, Cement,
Plaster, Hay, Grain, Paints,
Glass, Hardware, etc. etc.



Store in Goodspeed Block
NEXT TO BRIDGE

A POPULAR PLACE AT MOODUS

The most popular place these days in Moodus is

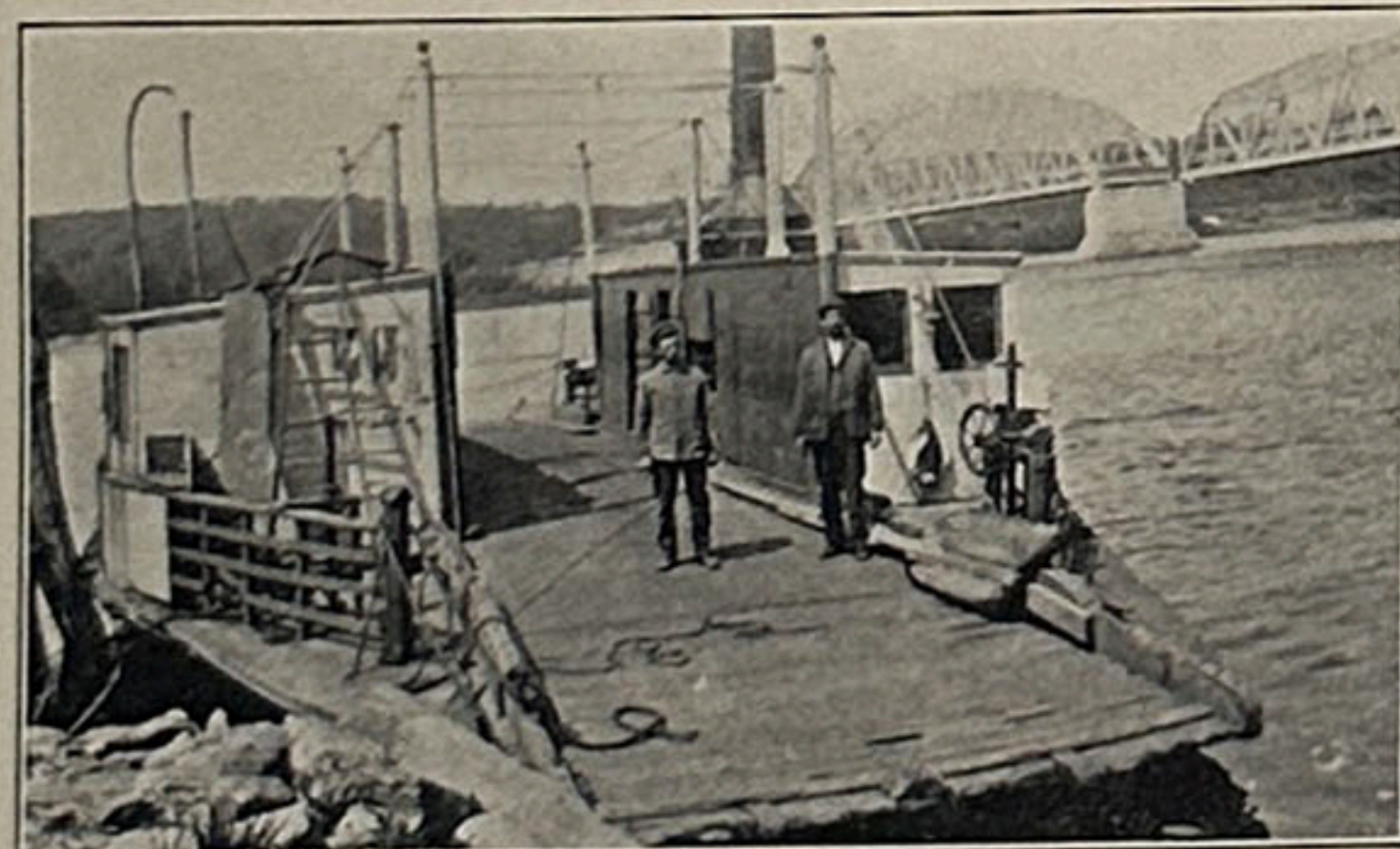
W. N. MANEE'S ICE CREAM PARLORS

The special attraction being his delicious, home-made ice cream. The fruit cream is made from fresh fruit. The cold soda drawn from his fountain, together with a nice line of

Fruit, Confectionery, Cigars, Fishing
Tackle and Electrical Supplies

make his place one of the busiest places in Moodus.

OPPOSITE SOLDIER'S MONUMENT



FERRYBOAT GENERAL SPENCER AT EAST HADDAM—SKIPPER FRANK C. CLARK (AT LEFT) AND ELMER E. BROWN, THE CREW.

In 1698, Capt. Chapman was "allowed the same fare for keeping ferry in the township of Haddam as is allowed to the keeping the ferry in Saybrook," which was as follows: "For man, horse and his load, twelve pence pay (paper money?) or eight pence money (coin?), single men lower pence pay or three pence money, single horse eight pence pay or five pence money." (Married men, carriages and other vehicles are not specifically mentioned in these early rates of toll). "Also one shilling in money per time for horse and man in the months of December, January and February, and at no other time notwithstanding any for-

seen in St. Stephen's church yard.

Rev. Solomon Blakesley, a native of North Haven and a graduate of Yale in 1785, came to East Haddam in 1793 as the first rector of St. Stephen's, and held the office for eighteen years. After being stationed for three years at New London he returned to St. Stephen's for seven years more. He and the eminent lawyer, William Hungerford, were the East Haddam delegates to the Constitutional Convention of 1818.

After leaving East Haddam, he settled at New Lisbon, Otsego county, New York, and died there in 1835. He married his wife, Ann Chapman, at East Haddam, in 1795.

MOODUS NOISES.

Peculiar Vibrations of the Earth That Have Always Been a Mystery.

Moodus has always been noted as a place where mysterious vibrations of the earth's surface and shocks of earthquake are occasionally felt, and peculiar rumblings as if within the bowels of old Mount Tom or elsewhere are heard. The Indians who inhabited the region were of a fierce and warlike character, remarkable for their worship of evil spirits. They called the place Machimoodus, which means "the place of noises." These noises, which later became known as "Moodus noises," have been heard from time immemorial, and at times have been so severe as to untimely chimneys, cause houses to tremble and dishes to rattle, bringing consternation to the natives and new settlers throughout the surrounding country. They resemble slow thunder or the discharge of cannon, causing the earth to vibrate and a trembling more or less perceptible for the space of two to five seconds. Many theories have been advanced as to the causes of these earthquakes, but most reasonable seems to be that there exist certain mineral or chemical combinations, which explode many feet below the surface. Tradition says, and the report is credited by many, that one Doctor Steele, hearing about these noises or earthquakes, came over from England, and in the vicinity of Mount Tom, the slightly eminence

rising up from the Salmon river, dug up two pearls, which he called carbuncles. He told the people that the noises would cease, as he had removed the cause, but as he had discovered smaller ones they would be heard again in course of time. True enough, they did cease for a while, but, as predicted, they returned again. This doctor was a mysterious sort of a person, and he took possession of an old blacksmith shop which stood in the vicinity of Moodus, where he worked night and day at his occult operations. He barred up the windows to prevent prying curiosity from interfering with his magical proceedings. He claimed that another carbuncle had grown to an immense size in the bowels of the earth and must be removed. The doctor finally disappeared as mysteriously as he came. The last severe shock of the noises was in the summer of 1899, which lasted several seconds.

The Moodus Drum and Fife Corps was the first drum corps that ever played in the White House at Washington.

In East Haddam lived Dr. Eliphalet Nott, inventor of the "Nott stove" for burning coal. One of the largest ships of her time, the "Chauncey Jerome," 2,000 tons, was built at East Haddam. Haddam was the birthplace of David Dudley Field and Stephen J. Field. The first bridge over Salmon river, at Leesville, was built of wood by Jonathan Kilbourn.

MACHIMOODUS HOUSE

MOODUS CONN.



THE location of this hotel is central, pleasant and healthy—three essentials that commend it at once to the permanent or transient guest. Nice, large, well-furnished rooms; table all that can be desired, with especial consideration of the taste of guests. Terms moderate.

Louis Grollman,
Proprietor.

THINGS TO EAT AND WEAR

Let Your Dollars
Have More Sense by
Buying Where They'll
Go Farthest—at

H. Labensky's, Moodus

Dealer in

GROCERIES, DRY GOODS, CLOTHING,
BOOTS & SHOES, YANKEE NOTIONS,
AGRICULTURAL IMPLEMENTS,
PATENT MEDICINES, ETC.

A Complete and
Varied Stock in
All of Which Lines

Beds, Bedding, Carpets, Oil Cloth

Etc., Etc.

LABENSKY'S BUILDING, MERCHANT'S ROW

R. S. CHALKER

Higganum, Conn.

BREEDER OF

White Plymouth Rocks, Exclusively

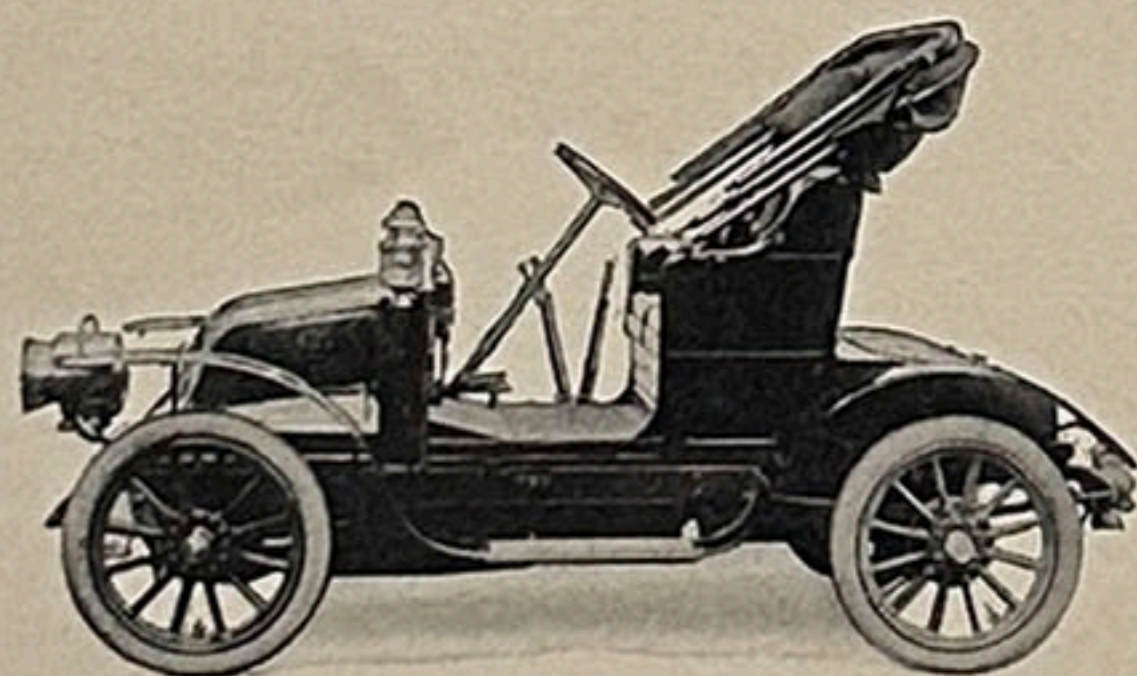
WINNERS WHEREVER SHOWN

LATEST WINNINGS

MADISON SQUARE GARDEN, New York, December 19-23, 1911
1st and 5th Hens and 6th Cockerel.

NEW HAVEN, CONN., November 20-23, 1912

2nd and 3rd Hens, 2nd Cockerel, 2nd and 5th Pullets, and 1st Pen. Also 6 Specials, making 12 Ribbons on 9 Entries.



RIVER SIDE GARAGE

Front River Side Inn at Bridge Terminal
EAST HADDAM, CONN.

Auto and Marine Motors Overhauled and Repaired

MOTORCYCLES AND BICYCLES REBUILT
GASOLINE, OILS AND SUPPLIES.

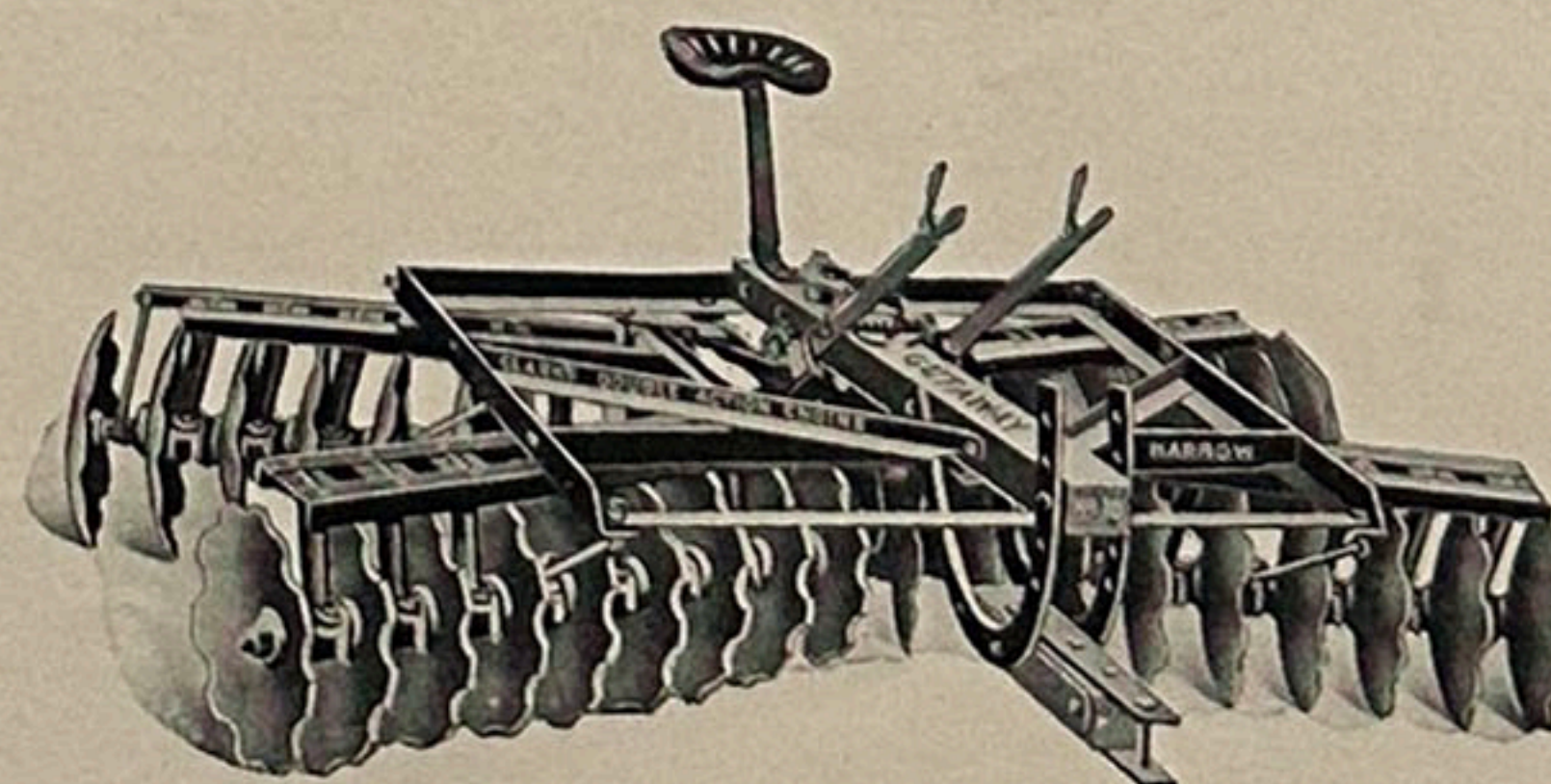
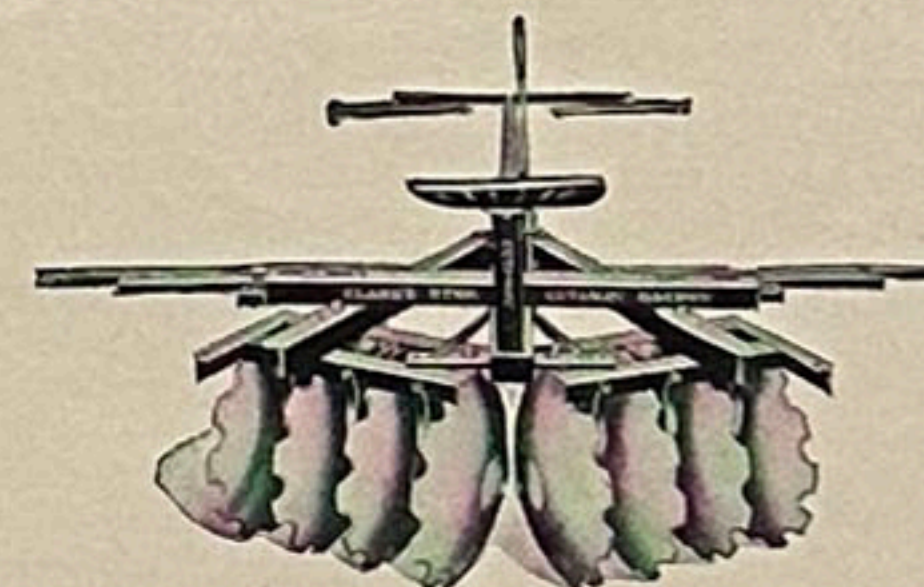
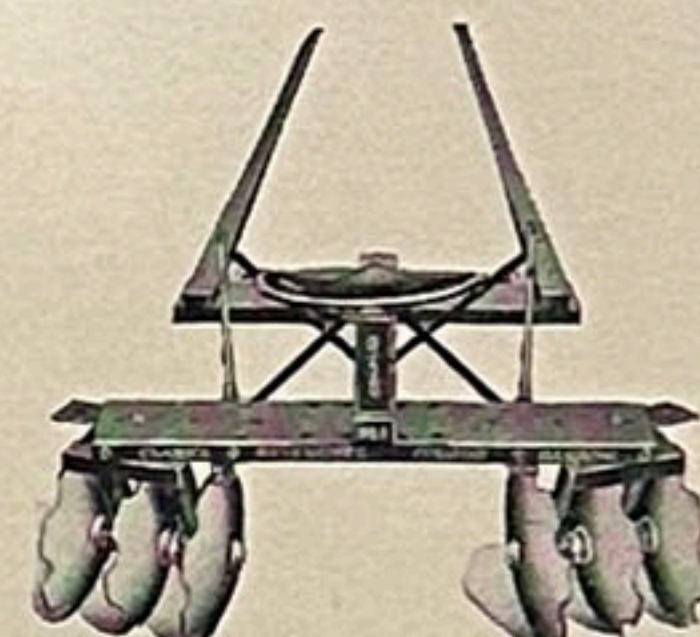
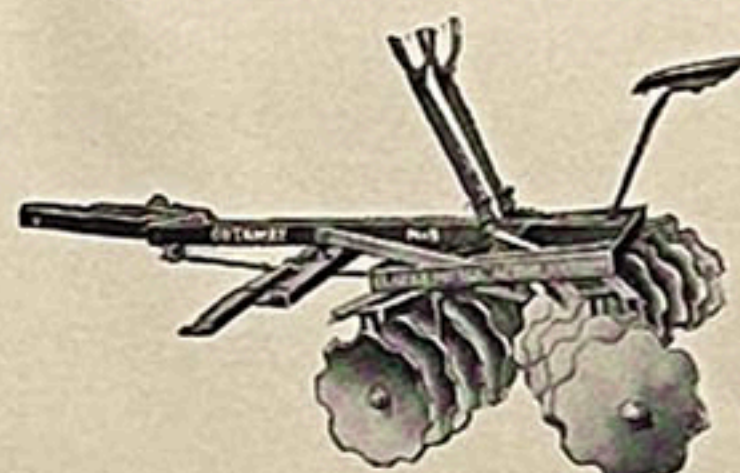
Boat landing in front. Expedition. Satisfaction at living prices

Cutaway

CLARK'S

HARROWS

Do better work, last
longer and cost less
than other harrows.
You need at least one of them



Free our new 48-page book
"The Soil and
Intensive Tillage"

THE
CUTAWAY HARROW CO.
Higganum, Conn.

CONCEIVED THE IDEA OF PATRIOTIC ORGANIZATION

Sons of Revolution and the Nathan
Hale School House.

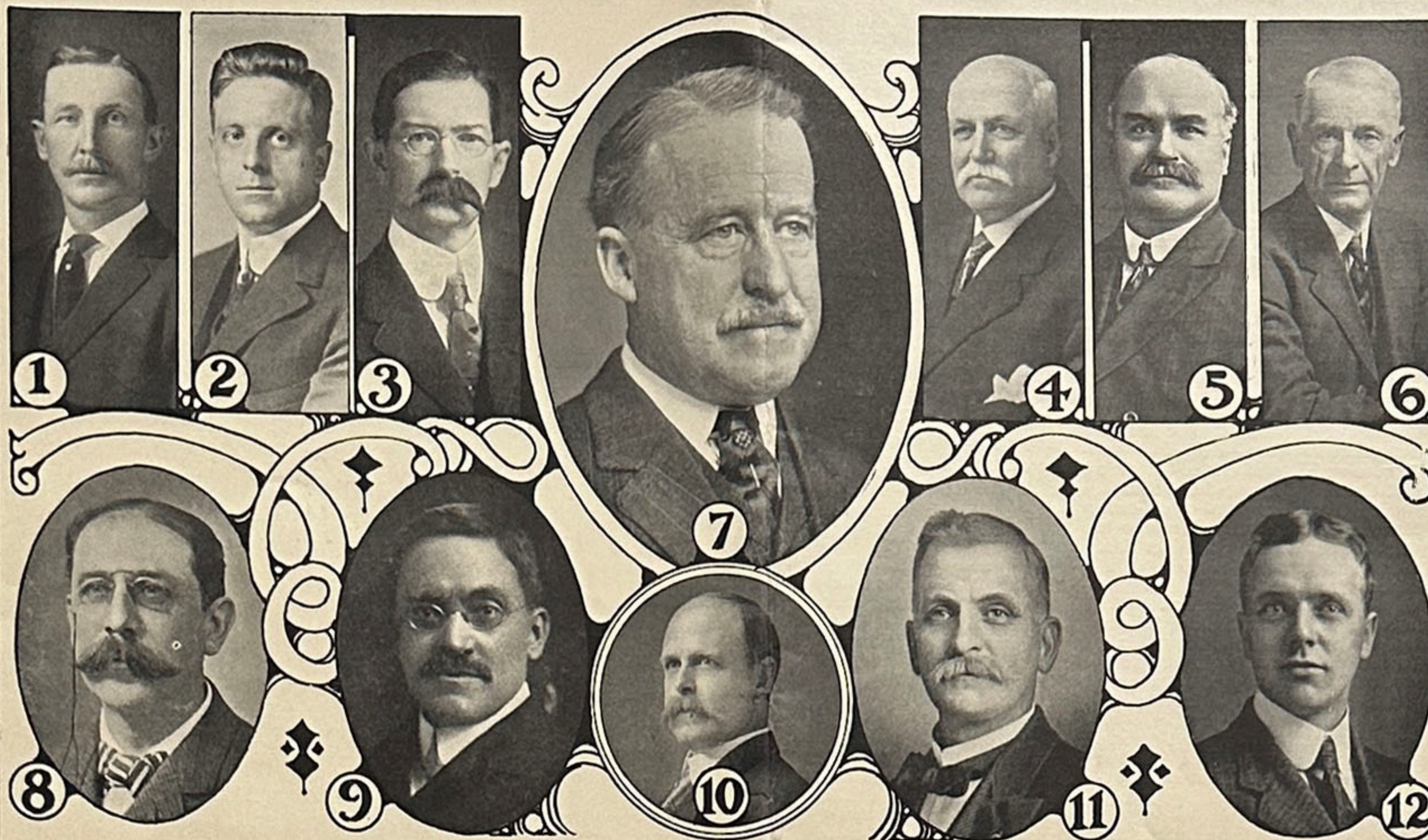
HEADQUARTERS OF SOCIETY.

Annual Meeting Bridge Day, When
President Bulkeley Will Present a
Gold Medal to Hale Medal Boy
Who Writes Best Essay Upon the
Martyr.

In the ten years beginning in 1873 and closing in 1883, there occurred a series of centennials of the principal occurrence of the Revolutionary period, including the Boston Tea Party, of December 16, 1773, and Washington's farewell to his officers, December 4, 1783. This sequence of centennial celebrations was given added emphasis by the centennial exposition of 1876 and resulted in a great revival of interest in the events of the Revolution and in the services of the men who participated in the struggle for independence.

John Austin Stevens of New York, seeing the need of some patriotic organization to take the lead in observances of the events of the Revolution, conceived the idea of organizing a society consisting of descendants of those patriots who in military and naval service and in civil offices had assisted in the achievement of American independence. Under his guidance the society of the "Sons of the Revolution" was organized on the fifteenth day of January, 1876, and a constitution was adopted. A meeting held at France's Tavern, December 4, 1883, to commemorate the one hundredth anniversary of Washington's farewell to his officers gave the society a great impulse, and its existence practically begins at that time. It was incorporated the following year and the General Society, Sons of the Revolution, was organized in the year 1890.

Executive Committee of East Haddam Bridge Celebration



- (1) George H. Gelston, (2) Senator Harry W. Reynolds, (3) Charles H. Rogers, (4) Charles H. Emily, (5) Capt. George Comer, (6) Wilson C. Reynolds, (7) Marshall Emmons, Chairman, (8) Judge Samuel P. Clark, (9) Rev. Franklin Countryman, Secretary, (10) Philip C. Arnold, (11) Clement S. Hubbard, (12) Charles B. Carlson.

ST. STEPHEN'S ANCIENT BELL

Bearing upon itself the record of its age, there hangs at St. Stephen's Church an iron bell cast in the year 815. This bell was originally hung in an old Spanish church, for which it had been cast. When Napoleon sacked Spain, this was part of the spoil of the French army. After the defeat of the "Little Corporal" it came into English hands. In 1834 or 1835 it was brought to this country with many others, to be recast for bells for American churches. William Wyllis Pratt, a New York ship chandler, whose wife was a daughter of the late Captain Oliver Atwood, of East Haddam, purchased the bell and presented it to the church. When the new church was built the old bell was taken from the old belfry and placed in the new church. The inscription on the bell is in Spanish, and translated reads:

"The Prior being the Most Rev. Father Miguel Villa Murva. The Procurator, the Most Rev. Father Josef E'Stivan. Corrales made me. Made in year A. D. 815."

COLUMBIA LODGE F. & A. M.

Columbia Lodge, No. 26, F. & A. M., is one of the oldest lodges in the state of Connecticut. The Masonic order is, of course, the oldest in the world, and early in this country's history lodges of Masonry were formed. Columbia Lodge was formed in 1793 in a place known as Oliver Atwood's Hall, which stood near the upper landing at East Haddam, on the spot where now stands the store of Marion H. Watrous. The lodge has met in various places at East Haddam Landing and in the town of East Haddam, and the principles of Masonry and the rites of the order are well known and beloved in this historic town.



NATHAN HALE SCHOOL HOUSE.

THE STATE SOCIETY.

The society of the Sons of the Revolution in the state of Connecticut was instituted May 24, 1893, and incorporated September 7, 1893. There were sixteen founders, four of whom, Thomas Benjamin Fairchild, William Freeman French, M. D., General Dwight Morris, and Col. Henry Walton Wessells, have since deceased. The state society was admitted into the general society at its next meeting, held April 19, 1894. Since 1900 the headquarters of the state society have been in the Nathan Hale School House, in Nathan Hale Park, East Haddam, where its annual meetings are held during the month of June in each year. A feature of each annual meeting is the presentation of a Nathan Hale bronze medal to that boy in the neighboring public school who is adjudged by his fellows the most worthy to bear the coveted honor. An additional feature this year will be the presentation by President Bulkeley of a gold medal to that one of the Hale medal boys who presents the best essay upon Nathan Hale, with special reference to the character of Hale and the lessons of his life.

ground and built an addition. It was occupied as a dwelling house until 1899, when its then owner, the late Judge Julius Atwood, presented it to Col. Richard Henry Greene, of New York, who removed it to its present beautiful location on the bluff overlooking the Connecticut river and Salmon river cove. Col. Greene presented the school house to the society of the Sons of the Revolution in New York. That society in turn presented it to the Connecticut society. It was accepted at a meeting of the Connecticut society held November 14, 1899, and formal ceremonies of presentation and acceptance were held at the time of the society's annual meeting. In the meantime President Morgan G. Bulkeley purchased and presented to the Connecticut Society, eight acres of land adjoining the present site of the school house, now constituting the Nathan Hale Park. On the park the state of Connecticut erected a monument in memory of the Honorable Joseph Spencer of East Haddam, a Major-General in the Continental army. It was dedicated at the annual meeting of the society June 22, 1904, with impressive ceremonies.

The annual meeting of the society will

The first britannia spoons and coffin trimmings made from britannia metal were produced in East Haddam. There is but one Moodus, one East Haddam, one Hadlyme and one Higganum in the United States.

FROM BIRCH BARK TO STEEL

By JOE CONE.

I close my eyes from the sun's bright ray,
And gaze in the distant past;
When the red man trod the untamed sod,
When forest was deep and vast.
When the smoke curled up from the crude tepee
To the waste of the blue-domed sky;
And the only note was the sound remote
Of the dance or the war-whoop cry.

II.
And I see on the shore of the wooded slope
'Neath the branch of the low-hung tree,
An Indian maid with her long black braid,
And her eyes of mystery,
As she waits to cross o'er the limpid stream
With her brave in his light canoe;
I see them afloat in their birch-bark boat,
The brave and the maiden true.

III.
And the years pass on, and I see the white,
Who has come from the distant land;
Who has pushed the red from his native bed,
And taken the ruling hand.
He has felled the tree with good, strong arm,
and fashioned a boat and oar;
He has crossed the stream with his goods and team,

IV.
And the birch-bark is no more.
And the years pass on! And I see the sail,
With the old-time steering oar;
And the wind is caught and the sail draws taut,
And they ferry from shore to shore.
But they do not stop, as the years roll on,
Comes later the age of steam;
And the whistle shrill wakes valley and hill,
As they ferry across the stream.

V.
But birch-bark has gone, and the rough-hewn skiff,
And the sail is a thing long past;
And the red is no more on the verdant shore,
And silent the ferry blast.
The Indian maid is a vague, sweet dream,
The campfire has burned away;
The electric light has banished the night,
And our shores are tied to stay.

VI.
And the years pass on! The depths of the earth
Have given us ribs of steel;
We are bound for aye with a bond of grey,
Place to place for woe or for weal.

All hail the wondrous works of the Lord!
Hail the skill of the men who build;
We are proud to-day of our bond of grey,
All hail—our dream is fulfilled!

East Haddam is the only town in the state that ever had two members of Congress at the same time—General Epaphroditus Champion and Jonathan O. Moseley.

Old Haddam paved the streets of New Orleans with granite.



NATHAN HALE PEDESTAL

THE NATHAN HALE SCHOOL HOUSE AND PARK.

The Nathan Hale school house was built about the year 1749. It stood in the fork of the roads in the little green where the bronze bust of Hale now stands. Nathan Hale, fresh from college, came to this school as its teacher in the late fall of 1773 and remained until the following spring, when he went to New London and was teaching in the union school in that town when the Revolution began. The East Haddam school house continued to be used until about 1799, when it was sold to Capt. Elijah Atwood. He removed it to a place just south of the burying

be held this year at the Nathan Hale School on June 14th, the day of the bridge celebration, when officers will be chosen for the ensuing year. The present officers are: President, Morgan G. Bulkeley; vice-president, Daniel N. Morgan; secretary, E. Hart Fenn; treasurer, Walter C. Faxon; registrar, Francis H. Parker; chaplain, Rev. Frederick R. Sanford; historian, Chas. R. Whittelsey.

The first cotton twine manufactured in this country was made in what is now known as Moodus.

Haddam is the only town in the state divided by a navigable river.

The first supplies received at Valley Forge for Washington's starving army were from East Haddam.

For Pure Food Groceries

GO TO

W. J. THOMAS'

TEAS, COFFEES, CANNED
AND BOTTLED GOODS
WITH A REPUTATION

Butter, Eggs & Other Farm Produce

STUECK'S BAKERY—"THE BEST"

FRESH DAILY

Footwear for Whole Family

CELEBRATED DOUGLAS SHOES MY LEADER

Full New Line Just Received

DRY GOODS, PATENT MEDICINES, ETC.

BEST PAINTS AND OILS

MAIN STREET, MOODUS

TELEPHONE CHATHAM DIV.

David H. Chapman
GENERAL BLACKSMITH
HORSES AND CATTLE SHOEING
Work Guaranteed and Prices Low
MOODUS, CONN.

EAST HADDAM

A Brief History, Past and Present.

The town of East Haddam is one of the oldest and territorially one of the largest towns in the state.

The town is beautifully situated on the Connecticut river, about sixteen miles from Long Island Sound, about thirty-two miles south from Hartford and fourteen miles below Middletown. It is bounded on the north by Chatham and Colchester, on the east by Colchester and Salem, on the south by Lyme, and on the west by the Connecticut and Salmon Rivers. East Haddam is eight and three-fourths miles long, and from six and one-fourths to eight miles broad, containing 39,900 acres. The tract of land of which East Haddam is a part, extending from Chatham line to Chester Cove, and reaching six miles easterly and westerly from the river, was purchased from four Indian kings in 1662 for thirty coats, of a value not exceeding one hundred dollars. The tract thus purchased was taken up by twenty-eight persons, mostly young men from the vicinity of Hartford, who settled in the northern part of this land on the west side of the river.

About six years after the privileges of a town were granted the colony, and the town was called Haddam, from Haddam in England.

This was about the twentieth town formed in the state. No settlement was made on the east side of the river until some two years later, or about 1670. All the inhabitants on both sides formed one ecclesiastical society until 1700, when they formed two societies, but it was not until 1734 that the town was divided agreeably to the divisions of the societies, the west society retaining the name of Haddam, while the east took the name of East Haddam.

The first settlement of East Haddam was begun at Creek Row, about the year 1670. The first house, it is said, stood a few rods northeast of the site where the Mason Gates' house now stands. Quite a number of houses were erected in this vicinity and occupied by the Gates, the Brainerds and the Cones. One Robert Chapman had a dwelling house north of the Creek Row in 1675.

The topography of the town is less hilly than the mother town and taken altogether the soil is better adapted for agricultural purposes. Many of the inhabitants are engaged in farming, but manufacturing forms a large part in the industrial activity of the town.

Moodus, East Haddam, Hadlyme, Millington, Leesville and Bashan are the more important villages in the town.

The name of Moodus is a contraction of the Indian name "Machimoodus," meaning "place of noises." Formerly the place was called Mechanicsville, and prior to 1812 had but few inhabitants. Moodus at the present time is the business center and most populous part of the town. This is due to the fine water privileges, on which are located twelve cotton manufactories, sending their products to all parts of the world. Here was made by machinery the first cotton seine twine in the country. There are two hotels in the place, the Carrier House and the Machimoodus House. The manufacture of cotton goods in Moodus commenced about 1815 and has continued ever since.

The village of East Haddam, or Goodspeed's Landing as it was formerly known, is one of the principal landing places on the Connecticut River between Middletown and Saybrook. The first settler here was John Chapman. His house stood on the site of River Side Inn. He established the ferry at this point, which continued until relegated to the past by the opening of the highway bridge, which is to be dedicated tomorrow. Formerly shipbuilding and silverware manufacturing was extensively carried on. At present it has two gill net manufactories, which are doing a flourishing business. The "Upper Landing," which is now really a part of East Haddam, was formerly one of the most important places in the town. Here resided Captain James Green, who was appointed the first postmaster in the town. General Ephraim Champion lived in this locality, and in 1793 was a member of the General Assembly. Prior to his election as a member of Congress he was in command of the Connecticut 24th Regiment, and in 1778 was commissary general of provisions for the United States army. During this year, when our army was starving at Valley Forge, he received a letter from General Washington, urging the necessity of shipping supplies at the earliest possible moment. Under the old law for electing members of Congress East Haddam had the honor of having two members at the same time, General Ephraim Champion and Colonel Jonathan O. Mosley. Mosley was a lawyer by profession, and held the office of state attorney for Middlesex county from 1797 to 1805. Timothy Green, a resident of this locality, was also elected to Congress under the district system.

A forge was located near where the old East Haddam bank building now stands, and here it was that Captain James Green made guns during the Revolutionary war.

Millington, which is located in the eastern part of the town, was settled about 1704, Jonathan Beebe being the

first settler. It was for a number of years the most thickly settled and influential portion of the town. In 1810 there were a number of stores and a large local business carried on, Millington being the center of trade for quite a large tract of country. With scarcely an exception, those who now remain are tillers of the soil.

East Haddam, and particularly Millington, has been the birthplace or residence of many prominent men—among them Dr. Eliphet Nott, for 61 years president of Union College and inventor of the famous Nott stove; General Joseph Spencer of Revolutionary fame, whose monument, erected by the state of Connecticut, stands in Nathan Hale Park; the Rev. Nathaniel Emmons, the noted Congregational divine; Edward Dorr Griffin, president of Williams college; General Dyer Throop, first judge of the county court of Middlesex county; Eliphalet A. Bulkeley, father of ex-United States Senator Morgan G. Bulkeley; George G. Williams, for many years president of the Chemical National Bank of New York City, and many others whose names have been illustrious in the nobler and higher professions of life.

The hamlet of Little Haddam is situated about midway between the villages of Moodus and East Haddam. Here is located the First Congregational church, one of the finest examples of old-time architecture in the state. Here also is located the Town Hall, where the East Haddam Grange, one of the largest institutions of Patrons of Husbandry in Connecticut, holds its meetings.

Leesville, on the east bank of Salmon River, was the site of the first oil mill in Connecticut, erected by Jonathan Kilbourn in 1764. It has a valuable water privilege, which is now utilized by the East Haddam Electric Light Company, which supplies electricity for light and power for the town of East Haddam and surrounding towns. Power for operating the East Haddam bridge is supplied from their plant.

The village of Hadlyme, which lies partly in the towns of East Haddam and Lyme, began to be settled soon after the settlements at Creek Row, when Samuel Spencer of Haddam located there. In 1692, Thomas Hungerford was an inhabitant of the parish, followed by John Holmes, Isaac, John and Abel Wiley of New London, Thomas Harvey from England, and John Marsh from Braintree, Mass. Shipbuilding was formerly carried on here. At present there is a flourishing coffin trimming manufactory here, and the place has become popular as a summer resort.

The little hamlet of Bashan, whose Indian name is "Pum-pum-Bash-unk," was probably the site of the first grist mill in town. Cotton manufacturing was carried on there previous to 1856. Not a vestige now remains there to show where the mill was located. Here is situated Bashan Lake, a beautiful sheet of water of about 400 acres. Of late years the lake has become popular as a summer resort.

Although the society of East Haddam was established in 1700, and was constituted a distinct society at that time, the town government was not recognized as such until 1734, when the towns were divided in accordance with the societies by the general court of the colony sitting at New Haven. In that year that portion of the town of Haddam which was included in the territory of the East Haddam Ecclesiastical society was made a town and given representation in the general court. This was the official act which allowed Haddam to send a deputy on the public charge of the colony. Prior to that time, however, there was a semblance of town government, for in 1709 Thomas Gates was, according to the colonial records, made captain of the company, or train band, on the east side of the Connecticut river in the town of Haddam, and it is also to be noted further that they began to choose clerks as early as 1706. William Spencer, Jr., was chosen "clarke for ye east side" in December of that year. This office he held until 1706, when he was succeeded by Thomas Gates. The Gates family apparently were good public servants, for there were many of that name for clerk. Thomas Gates served as clerk of the east side until the side became a town. In the year 1734 Daniel Cone was chosen clerk. Daniel was clerk for 32 years, when came another Gates, James Gates, who held office for two years. Daniel Brainerd came next, 1769 to 1777. Then came Timothy Gates, 1777 to 1797. Timothy Gates, 3d, 1797-1802; Timothy Gates, Jr., 1802-14. Christopher C. Gates began in 1814, but Nathan L. Foster came in 1815, and stayed to 1818. Christopher Gates came again in 1818, and stayed till 1823, and again Foster returned from 1823 to 1840. Then came Sylvester Gates for a short time in 1840. Albert Gates acted alternately, it appears, with Daniel B. Warner in 1841, 1842 and 1843. Warner then acted until 1851. George Lester came in 1852-3; Charles Babcock, 1853-4; Alfred Gates, 1854-62. N. Olmstead Chapman succeeded Mr. Gates, who had resigned in 1862. He resigned in 1866, and was succeeded by Julius Attwood, who served in this capacity for over nineteen years. In 1884 Mr. Attwood was defeated for re-election, and Marion H. Watrous was chosen as his successor. Mr. Watrous proved efficient, and has since continued in the position of town clerk, having been elected each year since 1884. The other officers in the town government have not the prestige of age behind them, but the office of town clerk has existed since the town was made.

The present town officers are: Assessors, Frank R. Davison, William M. Sisson, William P. Rose; board of relief, Charles H. Rogers, Moureau J. Stark, Michael Bride; selectmen, William W. Gates, Charles C. Sanford, Francis Stark; agent town deposit fund, Albert E. Purple; auditors, Wilbur S. Comstock, Eugene B. Peck; grand jurors, Robert W. Bingham, George C. Smith, William P. Rose, Edwin W. Crocker, Eugene B. Peck, collector, John H. Warner; constables, Apollus S. Bugbee, William C. Russell, George M. Smith, James E. Bride, Chauncey C. Brooks; registrars of voters, Robert W. Bingham, Joseph A. Williams; town school committee, Charles H. Rich, Asa E. Brooks, Eugene B. Peck, Franklin Countryman, Moureau J. Stark, Chas. B. Warner, Norris W. Rathbun, Charles A. Russell, Michael Bride.

HADDAM.

Town's Interesting History in Brief.

The town of Haddam is the only town in the state bisected by a river. That part of the town on the east side of the Connecticut being called Haddam Neck. The town is bounded on the north by Middletown and Chatham, on the east by East Haddam, on the south by Chester and Killingworth, and on the west by Killingworth and Durham. Its location is central in the county and the county is central in the state. The town has four railroad stations, viz: Higganum, Haddam, Arnold's and East Haddam and Moodus; three postoffices: Haddam, Higganum, Tylerville; and three R. F. D. routes: two on the west side of the river and on the east from the East Hampton postoffice. The town contains about 30,000 acres. That part of it lying on the west side of the river was formerly called Haddam Society; that on the east side, Haddam Neck; and a section in the northwest part, which has been joined to Durham, Haddam Quarter.

The town at present comprises the villages of Higganum, Haddam Centre, so called, Brainerd Hill, Candlewood Hill, Ponsett, Burr District, Little City District, Turkey Hill, Beaver Meadow, Shalerville, Tylerville, and Haddam Neck.

The town lines originally extended from Mattabesee-Mill-River, a stream afterwards called Miller's Brook or Summer's Creek, substantially on the line between the towns of Chatham and Haddam on the north, down to Pataquonk meadow, which is now called Cove meadow at Chester, and was purchased from the Indians by a committee appointed by the legislature, on the 20th of May, 1662, who obtained from four kings and two queens the deed of the land for what would probably not exceed \$100. Soon after the purchase twenty-eight men from Hartford, Windsor and Wethersfield, in whose behalf the purchase had been made, entered upon the land and commenced improvement.

In October, 1668, the town was invested with the privileges as such and took the name of Haddam, supposedly out of respect to Haddam, or Hadham, in England.

All the inhabitants on both sides of the river formed an ecclesiastical society, until 1700, when they formed two societies. In 1734 the town was divided into two societies, the west retaining the name of Haddam, and the east the name of East Haddam; Haddam Neck being separated from East Haddam by Salmon river.

Quarrying and ship-building were among the principal early industries of the town. The quarry on Haddam Neck began to be worked in 1762, and in 1734 a brig was built on the river at the foot of a lot belonging to Joseph Arnold. A sloop was built in Higganum in 1754, and from that time on for a century the business was carried on there, more or less, for a long period, by the Child family, the last being a schooner built by the late George M. Clark. Several schooners and sloops were also built on the Haddam Neck side of the river, nearly all of them by residents of the "Neck."

About 1794 the quarry in Haddam was opened and gave employment to about 100 men. These quarries were operated very successfully for a number of years by Samuel Arnold; one of these, the Genl. B-Quarry, being operated by Dickinson & Arnold, at the present time, Mr. Arnold being a relative and living in the house formerly owned by Samuel Arnold.

The manufacturing industries of the town have always been centered in the village of Higganum. One of the first industries was the making of edged tools in 1826 by Hiram Woodruff and Giles Brainerd. The properties along the Candlewood Hill stream were acquired by Messrs. D. & H. Scovil, who established the well-known hoe works, which gives steady employment to several hundred men, the late Ezekiah Scovil conducting the business after the death of his brother Daniel. The name "Scovil" on a hoe was sufficient guarantee of its quality. The company was recently incorporated under the name of D. & H. Scovil, Inc. Mr. Joseph Porter of Middletown, a nephew of Mr. Scovil, is the president and general manager.

The Cutaway Harrow Company, the successor to the Higganum Manufacturing Company, which was organized in 1867, manufactures a large line of disk implements, among which is the celebrated "Clark's Cutaway Harrow," an invention of the late George M. Clark. These tools have a world-wide reputation, shipments being made to all parts of the globe. A recent shipment was packed in cases of 100 pounds each to be "packed" over the Andes on the backs of mules. The present officers are: Elmer S. Hubbard, president; Elwyn T. Clark, vice president, and Clement S. Hubbard, secretary and treasurer. Operating in the same plant and by the same management is the Higganum Hardware Co., manufacturers of cutting nippers, small tool grinders, wagon jacks and many other small tools.

The Russell Manufacturing Company of Middletown have a large mill here, where the raw cotton is spun into yarn for use in making webbing in their mills in Middletown.

The Granite Rock Spring Bottling Works, bottlers of all kinds of sodas and small beers, have grown from a small building to a plant of large proportion. Their goods have won a large sale by their high quality and attractive appearance.

The Warner & Campbell Company of Middletown have a shop located on Beaver Meadow Brook, where a number of automatic machines are operated in the manufacture of buckle tongues, etc. The paper mill on Haddam Neck, operated for a number of years by Mr. Francis A. House, has been dismantled. Above this mill was a sword factory, in use in the time of the 1812 war, and afterwards changed into a scythe factory. A number of other industries

MT. TOM CAMP
MOODUS, CONN.

Canoeing on the Salmon River at Mt. Tom Camp.

THE SELECT Summer Resort for both sexes, opening its sixth season, situated on the Salmon River Cove, among the beautiful mountains of the "Nutmeg State". This Camp affords the comforts of a first-class hotel without the formality of "dress". Choice of sleeping accommodations for 175 guests in tents, bungalows and cottages, all water proof and weather proof, equipped with comfortable, clean beds, up-to-date furnishings, and lighted throughout by electricity, insuring safety and convenience for our guests. Running water for bathing purposes, and the sanitary conditions are excellent. A Japanese chef is in charge of the kitchen, and we are proud of the reputation of our table. Home-made bread, pastries, etc., and abundance of fresh milk, eggs, fruits and vegetables from our 300 acre farm. Spring water used exclusively. All amusements (including rowboats) free. Convenient to churches. References furnished upon request. Rates, \$1.50 and \$2.00 per day; \$8.00 to \$12.00 per week. Write for booklet.

Elisha Crawford, Prop.

A LONG COLD BOTTLE OF THE

Undina
BRAND

GINGER ALE OR
WHITE BIRCH BEER

Will chase away that thirsty feeling and all thought of the hot and sultry weather. See that you have some of the UNDINA beverages in your ice chest at all times.

MADE IN A MODEL SANITARY FACTORY
FROM THE BEST OF INGREDIENTS AND
THE PUREST OF SPRING WATER.

PERFECT IN QUALITY AND FLAVOR

SOLD BY ALL PURVEYORS OF SOFT DRINKS

MADE AT

The Granite Rock Springs

HIGGANUM, CONN.

were in operation on this stream in the early days. An oakum mill was operated until 1849, when the mill was enlarged and cotton ducking was manufactured there. The Neck has always been noted for its baskets, manufactured there from native wood by the Gillette family.

In the Little City and Ponsett districts the manufacturing of buttons from shells has developed into a business of large proportions, the numerous shops operated by the Bohemians give employment to a large number of hands, the business reminding one of the old button shop in Haddam Centre, where the buttons were sewed on to the cards by the wives and daughters at their homes.

Haddam was the original county seat for Middlesex County, the courts being held there until their removal to Middletown. The first court house was built 1786 on the ground where the present court house now stands, being located a short distance from the county jail, which still remains here.

The present court house and town hall is owned jointly by the town and county, the lower floor being occupied by the town, and the upper floor by the county. Since the removal of the court to Middletown, the court room has been occupied by Granite Lodge for a lodge room, which gives the Masons one of the best lodge rooms in the county.

Through the generosity of the late Cyprian Brainerd, Haddam was the recipient of a fine library, which stands on the ground of the old Field homestead, where the noted Field brothers were born. The property came into the possession of Judge Ephraim P. Arnold, who gave the site for the library building.

Of the secret and fraternal societies, the O. U. A. M. and grange meet in the hall over Olson's store, and the Swedish Benefit Society meet in Brainerd Hall. There is also a flourishing grange on Haddam Neck. They occupy a new hall, built since its organization. They have had several successful fairs, that have been instrumental in drawing a large number of old residents back to their native town.

Granite Lodge, No. 119, F. & A. M., was chartered on January 5th, 1879, with 26 charter members, a large number of whom were members of Columbia Lodge in East Haddam. The present officers are Gaston B. Cody, W. M.; Harry W. Arnold, S. W.; Ernest Bonfoey, J. W.; E. E. Clark, Jr., secretary; and E. P. Arnold, treasurer. The late Arthur F. Clark, several times master of the lodge, was district deputy of this Masonic district for seven years.

The Higganum Savings Bank was chartered in 1874. Its first officers were E. P. Arnold, president; E. D. Gilbert, secretary; and Cornelius Brainerd, treasurer. The present officers are R. E. Thayer, president, and Clement S. Hubbard, secretary and treasurer.

Haddam has always taken a leading part in the good roads movement, having taken advantage of every appropriation by the state for this purpose. The Middlesex turnpike has been graded and covered with crushed stone from the Middletown to Chester line, and a survey has been made for the same improvement on the road from the railroad station to the Killingworth line. The present town officers are: Select-

men, P. F. Arnold, Otto F. Carlson and Myron C. Carlson; town clerk, Arthur Clark; town treasurer, Rutherford S. Chalker; collector of taxes, Oscar F. Richards; assessors, Ira G. Bailey, Gaston B. Cody, Sterling C. Gillette; school committee, Ephraim P. Arnold, LeRoy A. Smith, Ira G. Bailey, Eugene O. Burr, Charles B. Northam, Rev. Wm. J. Tate, Rollin U. Tyler, Henry Spencer and John C. Knowles; judge of probate, Rollin U. Tyler.

As the beautiful scenery along the Connecticut is becoming known, Haddam is receiving a decided benefit from the "back to the land movement." Several sites that command a view of the river have been sold recently and beautiful country residences built. The town boasts of being one of the few towns in the state that is practically out of debt. When the present first selectman first became connected with town management in 1873, the town had a bonded debt of \$40,000 and a floating debt of \$63,000. The last town report shows a balance of \$5,000 in the treasury above all liabilities. The present tax rate is 15 mills.

THE CHACE MILL.

The Chace mill is a stone mill 100x60 feet, 5 stories high; was erected in 1846 by Daniel Wetherell and Amasa Sweet, but was put in operation by Samuel and H. B. Chace, of Valley Falls, R. I., Messrs. Sweet and Wetherell being unable to complete their mill.

Spool thread was the first product of this mill and in 1848 Messrs. Chace organized the Moodus Manufacturing Co., with \$12,500 capital. In 1851 looms were installed and print goods were made. This was discontinued and the mill ran on mule spun yarns for a long time.

Two additions were built, a lapper room 60x30 and a boiler and engine room 60x40. For a while the mill ran day and night, water-power of 200 h. p. by day and steam power at night.

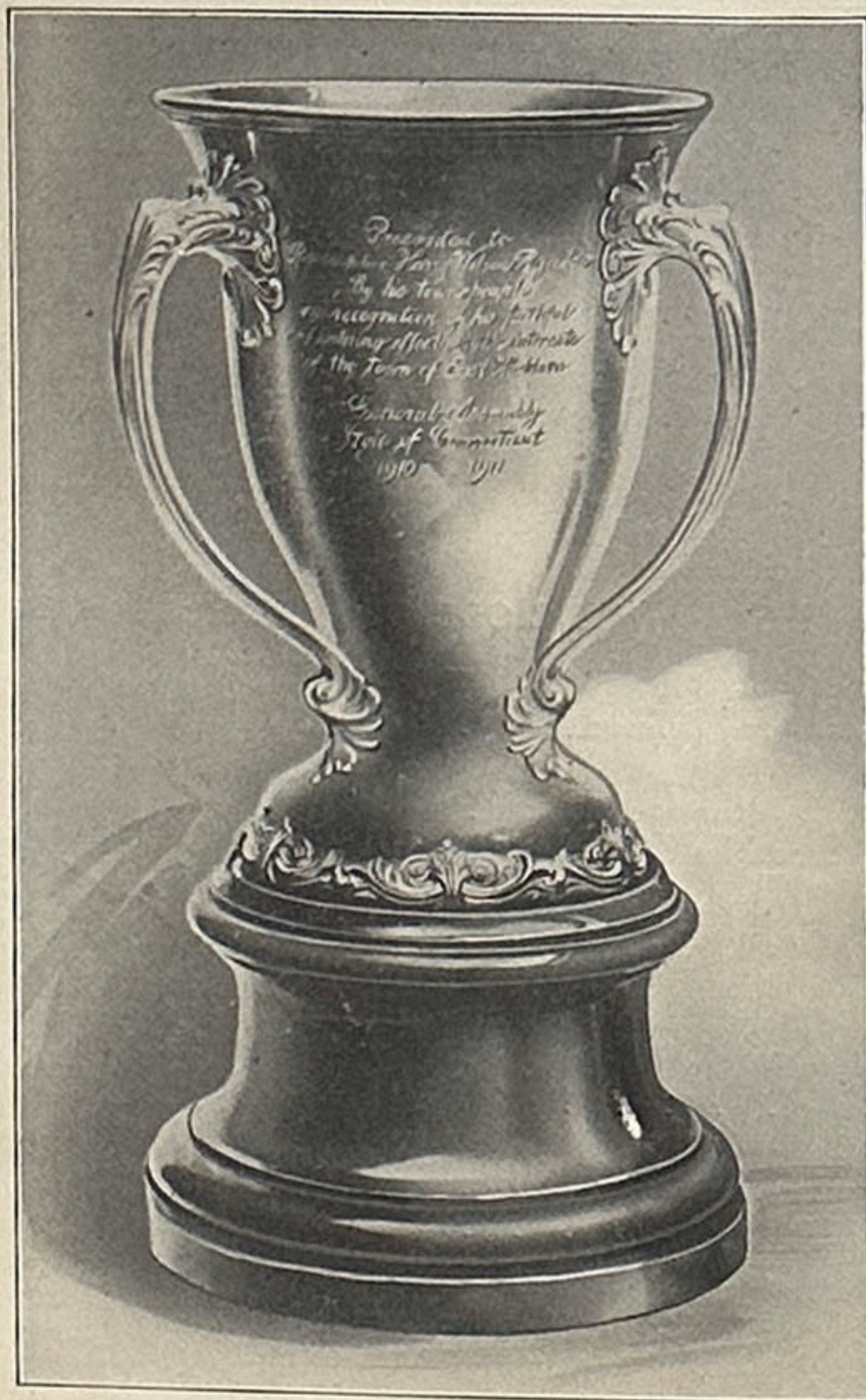
A. B. Chace became the owner of this property on the death of his father, Samuel Chace, in 1871. He later sold this property to Hall, Lincoln & Co., of Boston, who now manufacture cotton ducks and yarns. The mill has at present 31 cards, 2,448 ring spindles, 11 narrow looms, 3 broad looms and employs 35 hands.

The Williams Duck Company was organized in 1859 with a capital of \$30,000. A wooden mill was erected 100x40, three stories high for the manufacture of cotton duck and twine.

The first floor contains the water-wheel and pickers. The second floor is used for twisting, beaming, winding and weaving, and the third floor for carding, spinning and spooling.

This mill is now owned by Hall, Lincoln & Co., of Boston, who manufacture sail-cloth, roofing duck and twine.

The mill has water-power only, using 100 h. p. and has 7 cards, 1,400 ring spindles, 20 looms, and employs 25 hands.



LOVING CUP PRESENTED TO HARRY W. REYNOLDS.

At a public meeting at the Town Hall, held September 1, 1911, in recognition of his efficient work of securing the passage of the bridge bill in the legislature, the people of East Haddam presented Representative Harry W. Reynolds with a handsome silver loving cup, a likeness of which is shown above. The cup bears this inscription:

Presented to
HARRY WILSON REYNOLDS
By His Townspeople
In Recognition of His Faithful and
Untiring Efforts in the Interests
of the Town of East Haddam.
General Assembly,
State of Connecticut,
1910 1911

On the reverse side is the following:

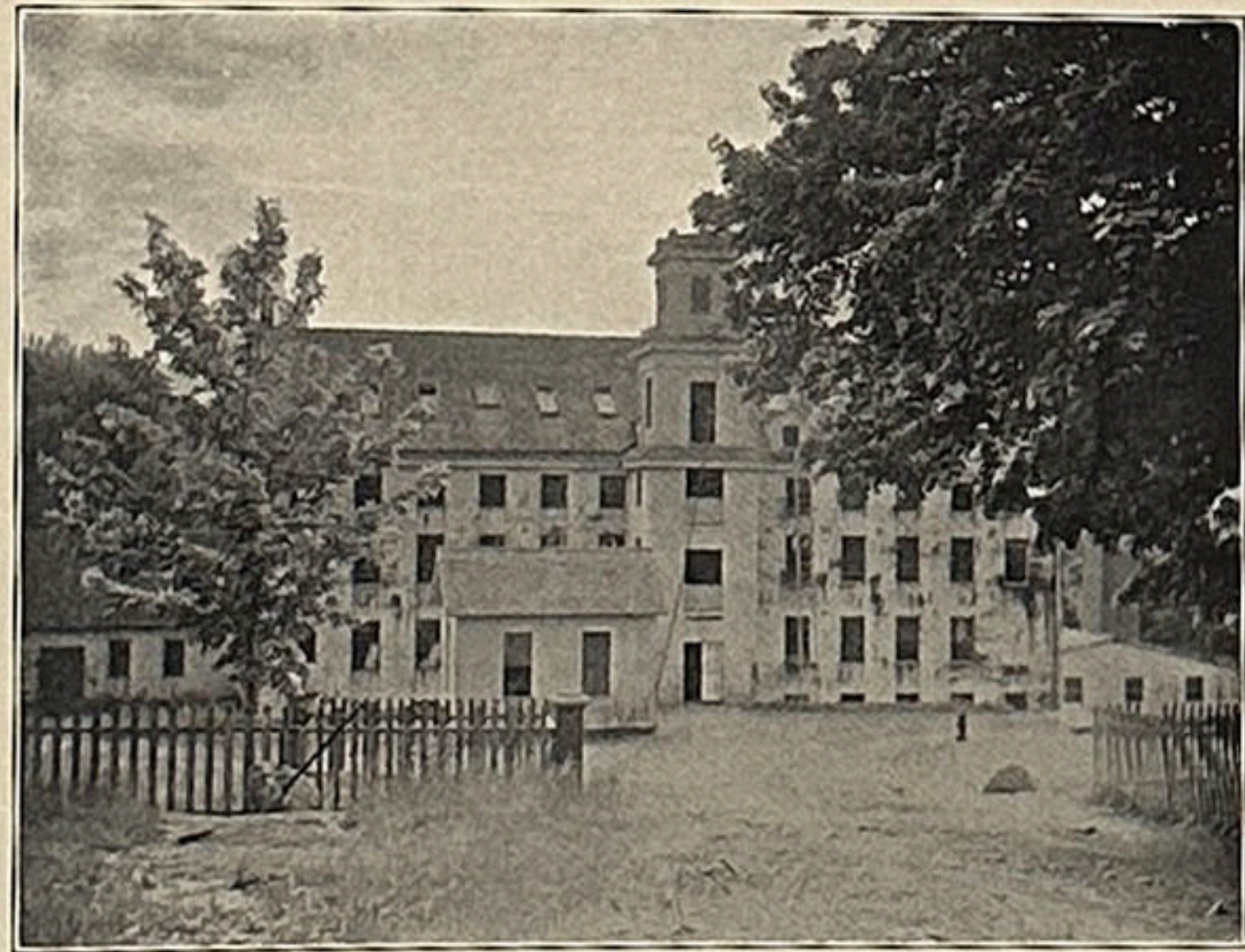
East Haddam—Haddam Bridge.
Bill Approved by
Governor Simeon E. Baldwin,
August 24, 1911.

On the die are four sunken panels, highly polished, with raised ornamental work and carved frieze running around the die. The whole height of the pedestal is twelve feet, which is surmounted with the statue of a soldier eight feet tall, holding a musket. The names of several battlefields are on the monument in large raised letters. On three of the polished panels are the names and records of about forty deceased soldiers; on the fourth panel the following inscription: "Erected A. D. 1900, in honored memory of the defenders of our country in its hour of peril, 1861-1865, by Charles Miller and his wife, Eliza Wheeler Miller."



THE SOLDIERS' MONUMENT.

The memory of East Haddam soldiers who gave their lives that their country might live has a permanent reminder of their glory. This was made a certainty by a provision in the will of the late Eliza Wheeler Miller, who bequeathed the sum of \$2,000 for a soldiers' monument in this town. The monument is located in park at Moodus. It is of Barre granite throughout, standing eight feet square at the base, and twenty feet tall from ground line.



CHACE MILL.



WILLIAMS MILL.

DOES YOUR PULSE BEAT LIKE AN EGG?

If so, you have a bad case of hen fever. Your doctor, on consultation, will doubtless send you to Conecrest for treatment. We are specialists in *febris pullarii*. One of the following prescriptions, as compounded by us, will make you cackle with convalescence before cock-crow.



CUSTOM HATCHING—Hall Mammoth Incubator.

DAY-OLD CHICKENS—Sent right from the incubator to any place within three days' express distance.

CUSTOM BROODING—Hall Brooder, 5,200-chick capacity.

EGGS FOR HATCHING—From stock of exhibition quality.

EGGS FOR HATCHING—From utility stock.

BREEDING STOCK—Of exhibition quality.

BREEDING STOCK—Of utility grade, the egg laying kind.

MARKET POULTRY—Chickens that you can broil, fry, roast, fricassee, boil, put under a pie crust,—or eat raw, if you like them that way.

MARKET EGGS—For the most discriminating table use, for cooking purposes, or (on three or four weeks' notice) eggs that will fly to do your bidding at the worst possible perpetration of amateur theatricals—

"Ha, ha," said the egg, as he splattered a bit,
"I was cast for the villain, and made a great hit."

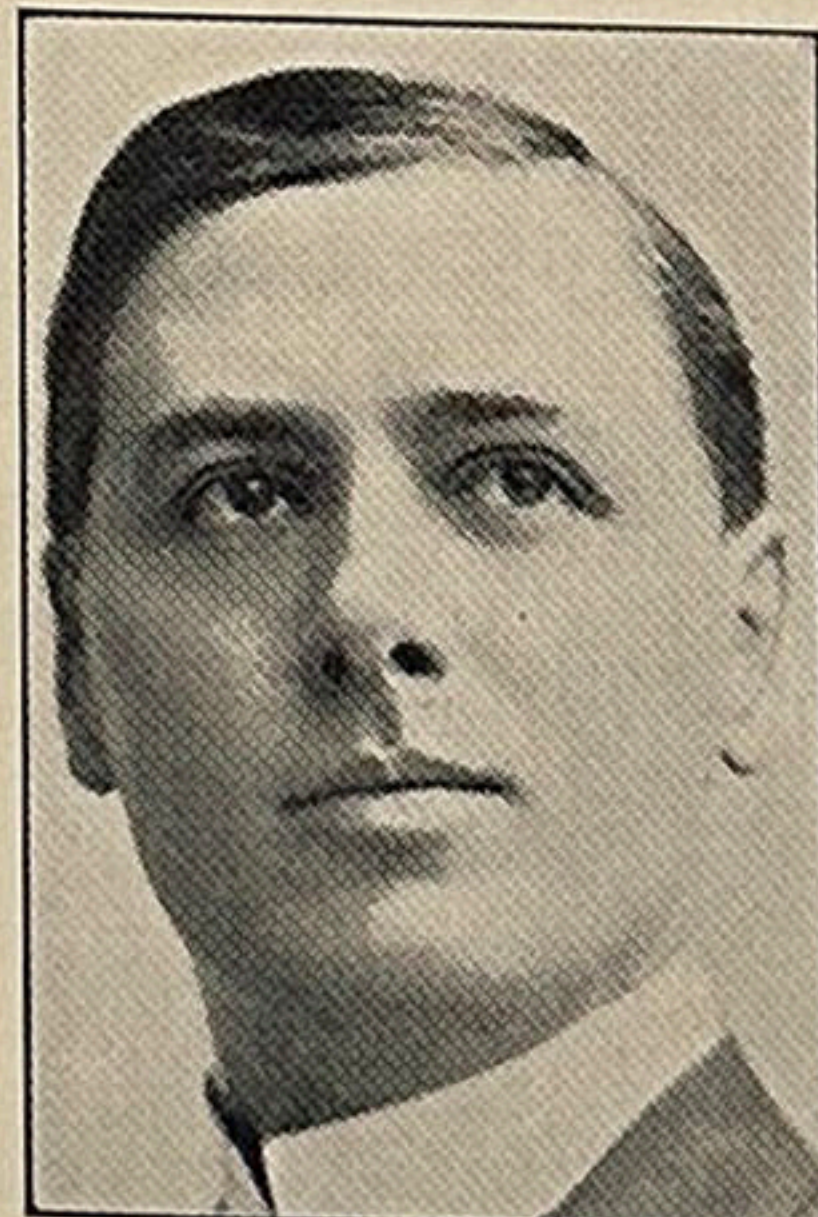
Call, write, telephone, telegraph or cable for further information and a catalogue.

Conecrest
White Plymouth Rocks
MOODUS, CONN.

The Allison Drug Store

EAST HADDAM

For
Drug Sundries
Stationery
Books & Magazines
Etc., Etc.
JOHN ALLISON



Invites you to
come in and look
over the thousand
things you may
need.

TELEPHONE 148-14 CHATHAM



Brockway & Meckensturm Machine Co., MOODUS, CONN.

MAKERS OF

**MARINE AND
STATIONERY GASOLINE ENGINES**

Twisters for Laying Twine and Cord

GARAGE AND AUTO LIVERY

also General Machine Work

STATEMENT OF THE CONDITION OF National Bank of New England EAST HADDAM, CONN.

At close of business May 15th, 1913

Loans and Discounts . . .	\$84,166.08	Capital Stock	\$50,000.00
U. S. Bonds and other Securities	101,911.98	Surplus Fund (Earned). . .	10,000.00
Due from other Banks . . .	353.49	Undivided Profits	8,369.73
Due from Reserve Agents .	19,609.51	Circulation Outstanding. . .	49,400.00
Cash	9,126.23	Deposits	102,484.99
Redemption Fund with U.S. Treasury	2,500.00	Due to Other Banks	412.57
Banking House and Vault .	3,000.00		
	\$220,667.29		\$220,667.29

Possibly you are already a patron of this Bank. If not, it might be well to start in now. A trial may prove mutually profitable. We would be pleased to have your account, large or small. We invite you to call with a view to getting better acquainted.

OFFICERS

A. E. PURPLE
President

A. H. DAYTON
Vice-President

E. N. PECK
Cashier

DIRECTORS

ALBERT E. PURPLE ARTHUR H. DAYTON

HENRY W. TYLER EUGENE W. CHAFFEE

RALPH B. SWAN FREDERICK L. RAY

EUGENE BOARDMAN ARTHUR J. SILLIMAN

WILBUR S. COMSTOCK ELMER N. PECK

NEW YORK NET AND TWINE CO.

The New York Net & Twine Company is the lineal and legitimate successor of the first seine twine industry of this town, and, in fact, of the United States. Ebenezer Nichols, the pioneer of this industry, began to make cotton seine twine in 1826. With him were associated at various times many of the ancestors of the present mill owners of Moodus. About 1844 he was joined by his son, Wm. E. Nichols, under whose guidance the business was developed to a large and profitable industry. For a few years prior to 1865 W. E. Nichols had business relations with D. M. Demarest, N. H. Joralemon, of New York, and Z. E. Chaffee, of Moodus. These men became interested with Mr. Nichols in the twine industry, and in 1865 the New York Net & Twine Company was organized, and the Falls Mill was built for the manufacture of netting, as well as twine.

At this time Mr. Nichols owned the "Red" Mill and the "East" Mill, and continued to operate them until April, 1869, when they were consolidated with the ownership of the New York Net & Twine Company.

In 1834 the "Red" Mill, which stands where at the Revolution stood a grist mill, passed into the ownership of the Nichols family. It has been enlarged three times to its present size, 36x100, and is two stories, with basement. It employs 25 hands, and turns out 3,500 pounds hard and medium hard twine per week. There are six tenements for help.

In 1878 the East Mill was sold and the Falls Mill enlarged to its present capacity, 120x40 feet on the ground, three stories and basement, and picker house. It employs about 35 hands, and turns out 6,000 pounds of soft and medium twine per week. There are 11 tenements for help.

The Falls Mill is at the head of the Moodus river, and controls a fall of 68 feet, which is of great value.

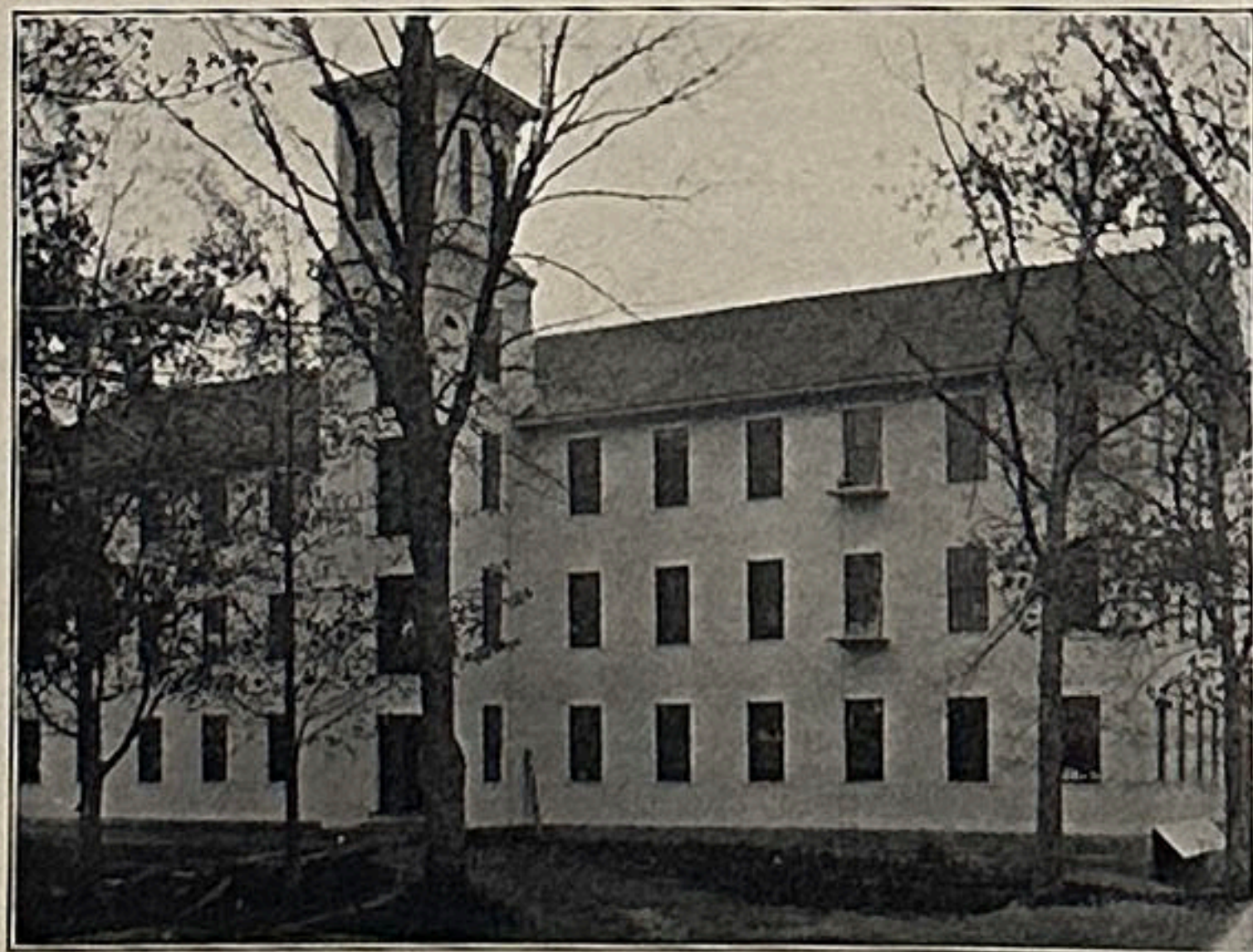
In 1906 the manufacture of netting and the sales-room in New York were discontinued, all business since that date having been conducted from the Moodus office.

Of the organizers of this company none now are living. Z. E. Chaffee died in 1877, Mr. Nichols in 1878, Mr. Demarest in 1898, and Mr. Joralemon in 1899.

Mr. Chaffee was general superintendent up to the time of his death. He was succeeded by his son, Eugene W. Chaffee, who is still president of the corporation, though since 1906 the active management of the business has been in the hands of his brother, Arthur W. Chaffee, who is vice-president and treasurer. Miss Nellie E. Chaffee is secretary.



RED MILL



FALLS MILL

MIDDLESEX LODGE, I. O. O. F.

The local lodge of Odd Fellows is on the Leesville road. For many years this lodge has flourished, and continues to be of great fraternal value, and the three great links of Odd Fellowship grow stronger year by year. This lodge is one hundred.



CHAMPION HOUSE East Haddam, Conn.

THE CHAMPION HOUSE is one of the most attractive hotels in the Connecticut River Valley, and is an ideal resort at which to pass the summer or a vacation period. It is a large brick building on the right bank of the Connecticut River, and from its broad verandas, which extend nearly around the house, there is an unobstructed and unsurpassed view directly up the river for four miles. The house will accommodate sixty guests, and is modern throughout in appointment, water and gas on every floor, large, airy parlors, spacious dining room, cafe, and office closely connected.

Boating, bathing, fishing. Automobile and carriage trips arranged on few minutes notice.

Cuisine under careful supervision; table supplied with Seasonable food.

Courteous service and reasonable rates.

The Champion House is official headquarters of the International Automobile Association.

Mrs. E. W. Pomeroy
Proprietor

Thomas Maroney
Manager

THE UNDINE TWINE MILLS.

The Undine Twine Mills are three in number, and are the sole property of Albert E. Purple. Mr. Purple obtained complete ownership in the lower mill in 1868 from Jonathan O. Cone, son-in-law of Stanton Card, from whom he had previously purchased an interest. It has ever since been his property. This has a ground floor 32x90, and its three floors are filled to their capacity

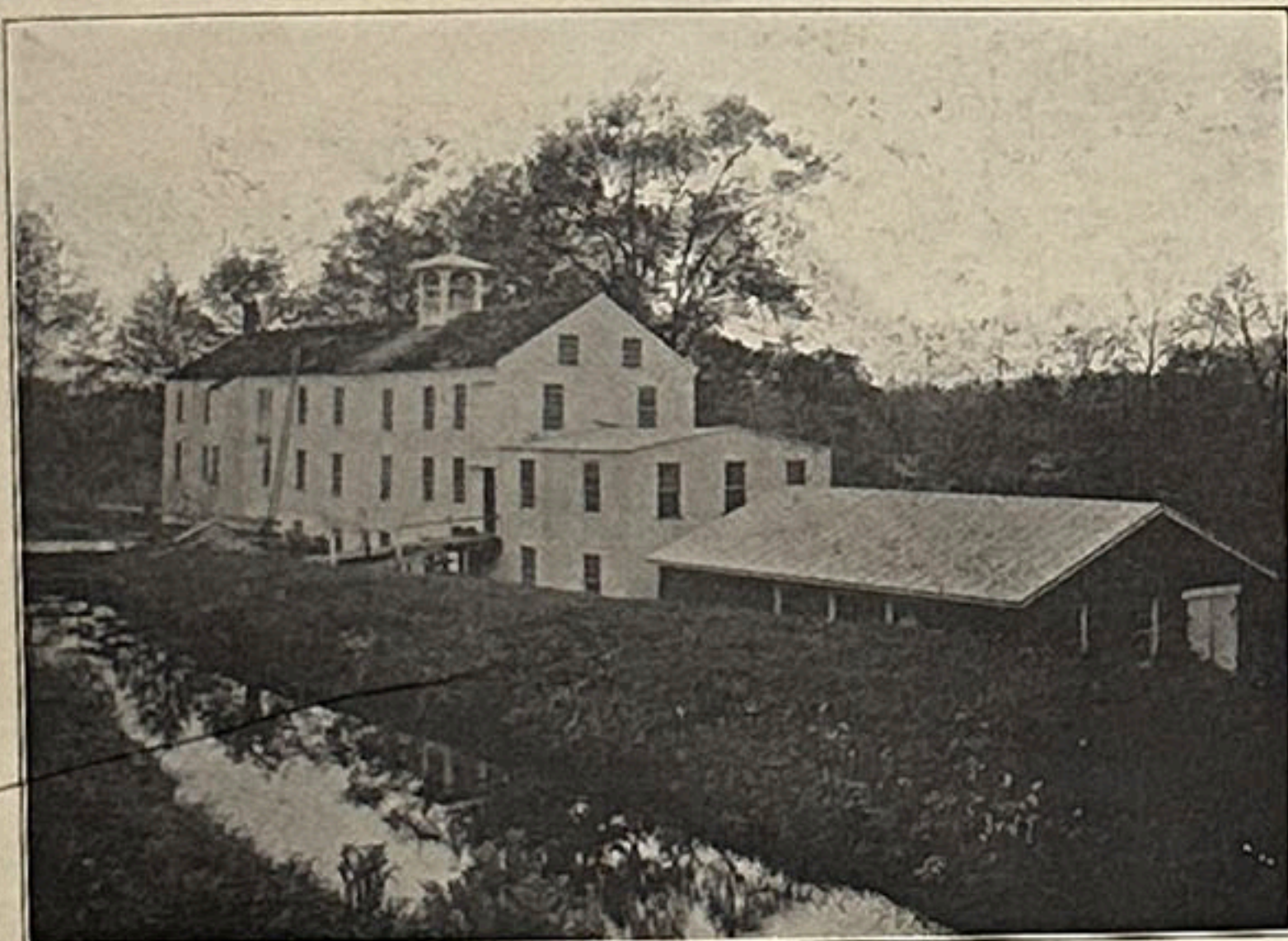
27 hands, and its output is 4,500 pounds per week. The Atlantic Duck Mill was built in 1857 by the Atlantic Duck Company. It was purchased by Mr. Purple in 1898 from the heirs of Joseph Nickerson, of Boston, Mass. This mill has a ground floor 40x155 feet, and is two stories high. It employs 45 hands and turns out 7,500 pounds per week. The motive



LOWER MILL.

with machinery. It employs twenty hands, and turns out 3,000 pounds per week. In 1878 Mr. Purple purchased the old "East Mill" from the New York Net & Twine Company. It was then put in first-class condition and operated by him. This mill, called the "East Mill," because it was once the farthest east, has a ground floor 24x110, and is three stories high. It employs

power in all three mills is water, and the product is cotton seine twine of excellent quality. Mr. A. J. Silliman is general superintendent of these mills. The name of the Undine Mills was adopted in 1878, and the quality of their product has served the purpose in adopting a distinctive name. The mills are equipped with the most modern machinery and the buildings



EAST MILL.



ATLANTIC MILL.

are, without exception, in first-class condition. The comfortable, attractive tenement houses belonging to these mills grouped, would make quite a little village in themselves.

Mr. Albert E. Purple, the proprietor, is a son of Elijah B. Purple, one of the organizers of the Atlantic Duck Company. Mr. A. E. Purple was for many years local manager of the Atlantic Duck Mill, prior to his purchase of it. His father was a manufacturer, and was interested in many enterprises. Mr. A. E. Purple has always been a manufacturer. He is a member of the firm

of Purple & Silliman, dealers in general merchandise. He is president of the National Bank of New England; president of the Moodus Savings Bank, and chairman of the East Haddam and Haddam Bridge Commission. He represented East Haddam in the legislature in 1875; was a delegate to the constitutional convention in 1901; judge of probate for 18 years, and has held many minor offices. Mr. Purple is a native of Moodus, and has resided here all his life.

Mr. A. J. Silliman, the superintendent of the mills, has been connected with them since 1877 in this capacity.

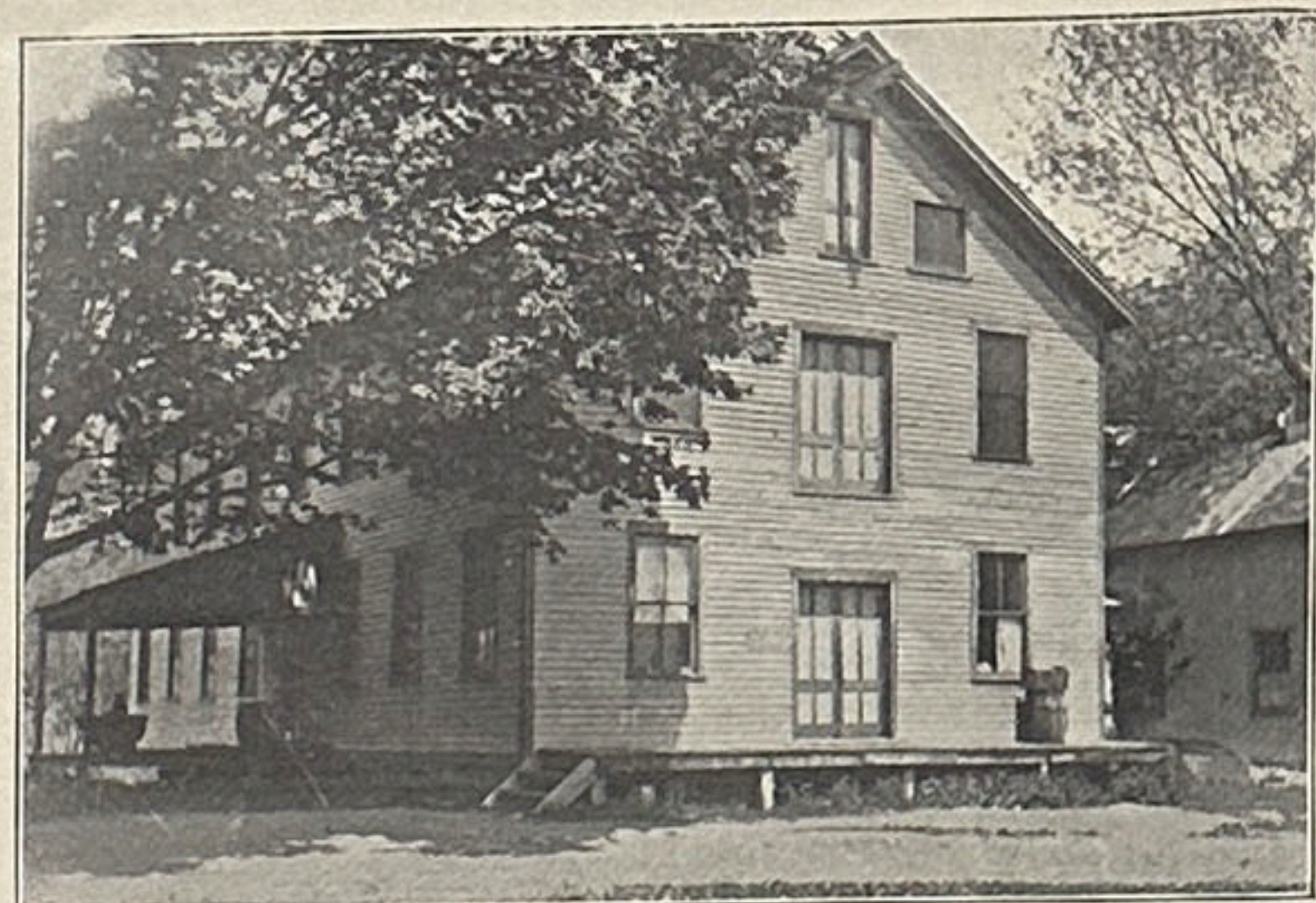


THE MOODUS DRUM CORPS.

Perhaps no drum corps has ever been known as extensively as the Moodus Drum Corps. This corps was organized in 1860, with ten members, was drilled and led by Hezekiah Percival. Many of the drums are over one hundred years old, and are exactly the same style as used in Continental times. The

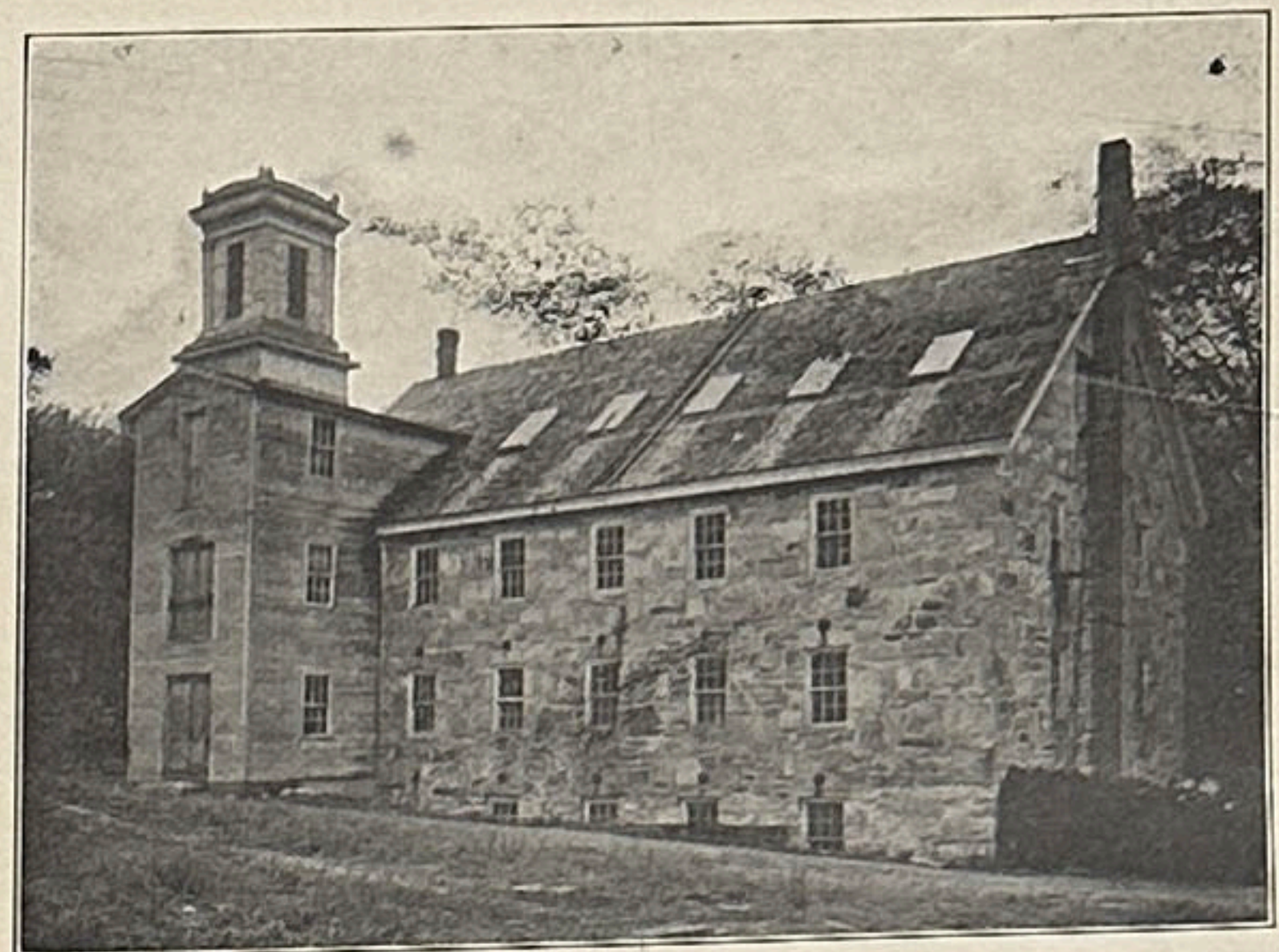
drum corps has a unique distinction. At the dedication of the Washington monument in Washington, this corps led the First Company, Governor Foot Guards, of Hartford. They were invited by President Arthur to play in the White House. They were the first and only organization of the kind to play in this building.

NATIONAL NET AND TWINE CO.



The National Net & Twine Company started the manufacture of Gill Netting in February, 1911, and have doubled their capacity each year since starting. They sell their entire product direct to fishermen and fish-houses. Their netting has given such good satisfaction that they sell their entire output without city office or local agents of any kind, and the demand is increasing so fast that they are building new machinery as fast as it can be produced.

HADLEY-SMITH MFG. CO.

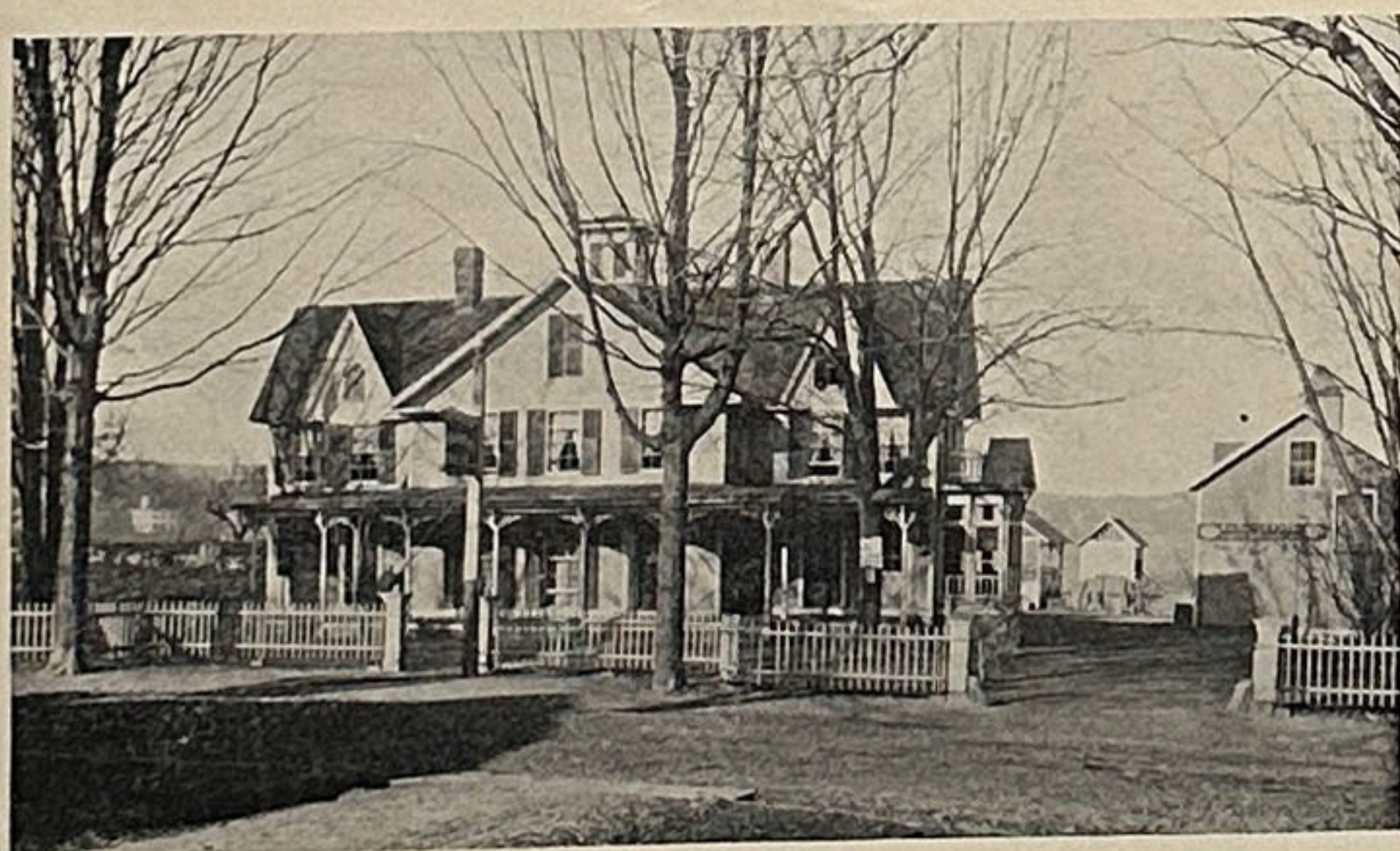


The Hadley-Smith Manufacturing Company, capital stock \$50,000, was incorporated November 20, 1906, by E. W. Hadley, G. M. Smith, R. W. Hadley and C. H. Emily. This firm manufactures buckles, bag frames, sheet metal, wire and cast goods. Their motive power is a 100-h.p. turbine wheel and a 20-h.p. gas engine. They occupy and own what is known as the "stone mill," a

two-and-a-half story building with basement, with a total floor space of 11,200 square feet. The officers of the corporation are: President, R. W. Hadley; vice-president, C. H. Emily; secretary, G. M. Smith; treasurer, E. W. Hadley. The board of directors are: T. R. Spencer, L. L. Brooks, E. W. Hadley, G. M. Smith, R. W. Hadley.

Higganum Hotel

HIGGANUM, CONN.

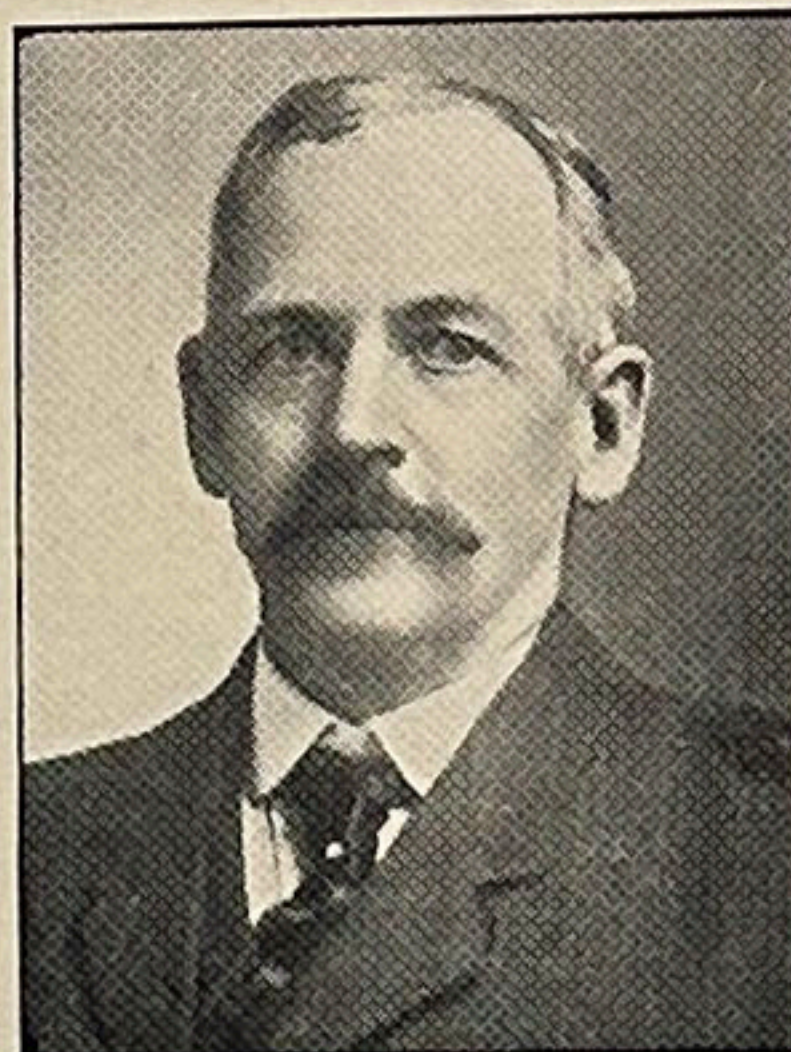


PAINS and expense have not been spared to make Higganum Hotel attractive and inviting for patrons, and the plans of the proprietor are to continue to conduct as good a hotel as may be found in any town of this size in the state—in a manner that reflects credit on the town as well as himself. The hotel needs to be visited to appreciate its delightful location, commanding as it does one of the finest views on the picturesque Connecticut. The arrangement of the hotel is convenient, the good-sized rooms are well furnished, well lighted and pleasant. Good table. Sample room in connection with the hotel. Special attention to automobile parties. Two minutes to trains.

ARTHUR BROOKES, Proprietor.

W. S. COMSTOCK

General Insurance Agent



Represents the Best Insurance Companies of the Country and can place in any amount Fire Insurance, Employer's Liability, Accident, Steam Boiler, Plate Glass, Life, Tornado, Marine and Burglary Insurance, at the lowest obtainable rate.

**ADMITTED ASSETS OF COMPANIES
REPRESENTED OVER \$150,000,000**

Also Dealer in Real Estate

Some desirable Farms and Residences on list at the present time.

OFFICE, ROOM 1, OPERA HOUSE BUILDING
East Haddam, Conn.

Telephone No. 49-3.

A postal will receive prompt attention.