HISTORICAL AND SOCIAL EVENTS WHICH SHOW IMPORTANT PROGRESS

(Continued from page seventeen.)

A small sum was raised towards the building of the bridge by lottery, but when the bridge was finished it was found to be so great a convenience to the public that another lottery was granted by the Legislature in the fall of 1773 to raise £278 or $926 "for finishing and completing the great Wharf Bridge at Chelsea in Norwich."

The highway near this bridge was originally a portion of Mr. Breed's house lot. The completion of the bridge led to improvements in all the roads in its neighborhood. The present Washington street below Christ church was widened; the road on the west side between the bridge and Sandy Beach was improved and a new road opened from Norwich Landing to the New London road.

Miss Caulkins tell us that the first person to set up a chaise in Norwich was Samuel Brown, and he was fined for riding in it to meeting. At the time of the Revolution she says that only six chaises, or gigs, were owned in the town. These six were owned by Gen. Jabez Huntington, Col. Hezekiah Huntington, Dr. Daniel Lathrop, Dr. Theophilus Rogers, Elijah Backus, Esq., and Nathaniel Backus, Esq., of Chelsea. Dr. Lathrop's chaise was regarded as particularly splendid, with its yellow body, red morocco top, and a window upon one side.

In 1768 weekly communication between Norwich and Providence was established by means of stage coaches which left Lathrop's tavern at the head of the green every Wednesday morning. In 1792 the road to New London was made a turnpike—the first turnpike road in the United States.

The road between Norwich and New London was laid out by order of the legislature as early as 1770, the work being directed by Joshua Raymond, who was given in return a piece of land large enough for a farm upon the route. But for many years the road was little better than an Indian trail, and few people attempted to make the journey from one town to the other and return the same day. Travel was principally on horseback, or with ox carts, and the fords and numerous windings of the road rendered it inconvenient and dangerous. In 1789 the legislature granted a lottery, the proceeds of which were to be used in the improvement of the road, or so much of it as ran through the Mohegan territory.—The lottery was drawn at Norwich in June, 1791, and the following May the company was incorporated to make the road and erect a toll-gate. The toll commenced in June, 1792, in accordance with the following resolution of the general assembly:

"A Resolution Authorizing the Collection of Toll on the Road from New London to Norwich, Through the Mohegan Reservation—Passed, May, 1792.

"Resolved by this Assembly, That there may be erected and established by the commissioners hereafter named in and by this resolve to be appointed, and at such place on said road between the dwelling house of George Williams and said Mohegan lands, as the said commissioners shall judge most expedient, a gate or turnpike for the purpose of collecting a toll from persons traveling the said road, which toll shall not exceed the rates following, viz.:

For a traveling or pleasure carriage of four wheels,	£0	0s.	9d.
A carriage of the same kind with two wheels,	0	0	2
Loaded wagon or cart,	0	0	3
Empty, do. do.	0	0	2
Single horse cart loaded,	0	0	2
Empty, do.	0	0	1
Horses, cattle and mules, each,	0	0	1
Pleasure or travelling sleigh,	0	0	3
And for each loaded sleigh or sled,	0	0	2
For empty do.	0	0	1
For each man and horse,	0	0	1

"And be it further resolved, That the monies collected by the said toll, shall be expended in mending and keeping in repair the said road, especially that part of the same which runs through the said Mohegan lands, under the direction and at the discretion of the said commissioners.

"And it is further resolved, that the said commissioners shall annually in the month of June account for the receipt and expenditure of the avails of the said toll, with the County Court for the County of New-London, and in default of such account, or of a due application of such avails, they may be sued by the Treasurer of said County; and the sum recovered from them shall be applied under the direction of said Court, for the benefit of said road; and in case of the death or refusal to serve of any or either of the said commissioners, the said Court are hereby authorized to appoint another or others, in his or their place and stead.

"And it is further resolved, that if any person shall remove or destroy any gate or other obstruction by said commissioners placed in said road for the purpose of collecting the said toll, such person shall forfeit and pay the sum of five pounds L. money, and such further sum as shall be adjudged necessary to repair the damage done, to be recovered, in an action to be brought in any Court proper to try the same, by the said commissioners, the sums so recovered to be applied in the same manner as the avails of said tolls.

"Provided, nevertheless, that the said commissioners shall provide some meet person to attend constantly at said gate, so that travellers paying such toll be not obstructed thereby.

"And it is further resolved, that Messrs. William Stewart and Samuel Wheat, of New-London, and Joseph Howland and Ebenezer Huntington, of Norwich, be, and they are hereby appointed commissioners for the purpose of carrying into effect the provisions of this resolve. And the act of any three of the said commissioners respecting the subject matter of this resolve, shall be valid as the act of the whole of them.

"And be it further resolved, that said commissioners shall set up and maintain on the post of said gate or turnpike, and in open view of the passengers, an account written in capitals, of all the fares allowed by this resolve and payable at said gate, in the same manner as is directed by law to be done at the ferries within this State.

"Provided, nevertheless, that this resolve shall be and remain in force only during the pleasure of the General Assembly."

This turnpike road became at once an important thoroughfare, and a great convenience to the people of Norwich and New London, as it shortened the distance between them to about fourteen miles. The road approached Norwich by way of the East Great Plain and crossing the Yantic river, came to its terminus at the court house on the green.

In 1806 the turnpike was extended to Norwich Landing by means of a new road leading from a point south of the Trading Cove bridge to the wharf bridge in Norwich.

"Resolve Extending the Mohegan Turnpike Road to Norwich Landing —Passed May, 1806.

"Resolved by this Assembly, That liberty and authority be, and the same is hereby given to the commissioners appointed, or to be appointed to superintend the repairs of the Mohegan Turnpike Road, lying between Norwich and New London, to make said road, and extend their said repairs northerly to Norwich landing, on a new road lately laid out by the select-men and town of Norwich aforesaid, by the house of Caleb Bushnell and the house of Widow Chapman, from Norwich wharf bridge, and falling into the old road a little southerly of Trading-cove bridge; and the present rates of toll as established by a resolve of this Assembly in May, A. D. 1805, are hereby continued, and authorized to be collected until said whole road between said Norwich landing and New London, is put into a complete state of repair; and the commissioners aforesaid are hereby authorized to borrow money on the credit of said toll, for the purpose of making and repairing said road, and pledge the avails thereof for the reimbursement of said money, together with an annual interest not exceeding six per cent. per annum."

In 1812 another piece of road was added, extending in a direct line from the court house on the green in Norwich to the turnpike.

"Resolve Extending the Mohegan Turnpike Road—Passed May ,1812.

"Upon the petition of the town of Norwich, showing that a new road bed been lately laid out, by order of the County Court, leading from the Court House in said Norwich, in a direct line to the Mohegan Turnpike Road.

"Resolved by this Assembly, That said new laid road from the Court House in said Norwich, beginning at the south end of the south abutment at Lord's bridge to the Mohegan Turnpike, be annexed to said turnpike road and become part of the same; and that the commissioners of said turnpike road be, and they are hereby authorized to receive loans of money from any person or persons, sufficient to make and complete said new laid road.

"Provided, that the road annexed by this Assembly in May, 1806, to the aforesaid Mohegan Turnpike, leading from the Wharf bridge in the Parish of Chelsea, until it intersects the Mohegan Turnpike near Trading cove, be co-equally made and completed at the same time, in conformity to said grant; and both roads when so completed to stand on an equal ground, and the principal and interest of the sums expended in making said roads, to be refunded from the funds of the gate in equal proportions, and to pledge the avails of the gate on said turnpike for the repayment of said money so loaned, together with the interest thereon at six per cent. per annum, whenever there shall be a surplus of monies received at said gate, over and above the sums for which said gate is already pledged, and also over and above what shall be found necessary to be expended on said turnpike road, and all that was annexed thereto previous to May, 1806, for repairs and any necessary alterations, that said commissioners have or may make hereafter from time to time."

The post-road between Norwich and Providence was made a turnpike in 1794, and provision made for the establishment of a toll gate and the collection of toll, the money so collected to be used in repairing the road from Norwich to the bridge over the river between Lisbon and Preston, "at a place called Jewett's City."

In May, 1795, "The New London and Windham County Society" was incorporated for the purpose of establishing a turnpike road from Norwich to the Rhode Island line, through Norwich, Liebon, Preston, Plainfield and Sterling. It was provided as usual that person traveling on the Sabbath, and other public days to attend public worships, funerals, or town or society meetings, and farmers in the neighborhood of the turnpike passing through to attend their farming business, should not be liable to the payment of the toll.

"The Hartford, New London, Windham and Tolland County Society," consisting of Joshua Lathrop, "and his associates, together with such other persons as they shall associate with," was incorporated in 1798 for the purpose of establishing a turnpike road extending from the court house in Hartford to the court house in Norwich.

Before many years these turnpikes—well laid out and well kept—had brought about a better day for travelers, and had greatly changed the face of the country. With the turnpike came also the day of the tavern and the stage coach.

Taverns had been established, indeed, very early in the history of New England. But with greater facilities for travel, and with the establishment of stage lines in all directions, the tavern became a place of great importance. Tavern keepers were appointed by the town and counted among the town officials. No one could obtain a license to keep a House of Entertainment who had not a good reputation and considerable means.

The tavern served as a clearing house for the news of the day. Here came the post rider with his bag of letters and his budget of news to be delivered by word of mouth. And here gathered the men of the town, for where else could they learn anything of the affairs of the day? To be sure, there were newspapers, but they were few and not widely circulated and contained almost nothing which we should call news. At the tavern also the stage coaches made their headquarters and great was the excitement and bustle attendant upon the arrival and departure of the coaches. So great, indeed, was the commotion that in the Chelsea Courier of July 3, 1799, we read the following:

"A Memorial, signed by a number of the Inhabitants of Norwich, was handed in, to the last Honorable Assembly of this state, exhibiting a complaint that the Mail Stages were suffered to run on the Sabbath; and praying in the following words, viz.: 'That this Honorable Assembly would take into consideration the case now laid before them, and define the limits, and intent of the law of this State respecting said Stages, within said State; and if necessary make such additional provision as their wisdom shall dictate, in order effectually to remove in future the ground of this complaint.'

"A committee from both houses was appointed to consider the above petition and make report of their doings thereon.—The following is the report of the said committee, and the acceptance of the same, by the Honorable Assembly.

"'To the Honorable General Assembly.

"'Your Committee appointed to take into consideration the foregoing representation of Joshua Lathrop, &c., and make report thereon, have attended thereto and report, **That in our opinion the present existing laws of the State, if duly executed, are sufficient to remedy the evil complained of.**

"'Signed per order,

"'ROGER NEWBERRY.'"

The following paragraph is taken from the Providence Gazette of November 6, 1802:

"Norwich, Oct. 19.

"The following laughable circumstance occurred a few nights since:

"As a farmer of Vermont was returning from a visit to Providence through this town, having an occasion to travel in the night, he was overtaken a few miles this side of Plainfield, between the hours of 11 and 12, by the mail stage; being wholly unacquainted with their new mode of traveling with lanterns, &c., was so frightened with the sight as to occasion a precipitate retreat of several miles before he could muster courage enough to alight from his horse. He here, like one who had seen some surprising phenomenon, in haste threw himself from his horse at the door of a gentleman's house, where, with a trembling voice, he begged for entrance; his cries brought some of the family to his assistance, to whom he related the cause of his affright, assuring them that he had been pursued for two hours by something which had the appearance of a four wheeled carriage, in the center of which were fixed two large balls of fire; that he, as the only alternative to escape, put spurs to his horse, and had rode at the rate of ten miles an hour. He was here interrupted by the family, who told him that it was the stage which ran in the night from Plainfield to Norwich, and that which he took to be balls of fire were nothing more than lighted lamps. Upon which the poor terrified countryman drew his handkerchief from his pocket, wiped the sweat from his face, bid them a good night, and pursued his journey."

The first tavern keeper of whom we find record in Norwich was Thomas Waterman. In December, 1679, the town voted that he should be "desired to keep the ordinary. And for his encouragement he is granted four ackers of paster land where he can conveniently find it ny about the valley going from his house into the woods." His house was nearly opposite the the Meeting-house rocks, near the site of the old Sterry factory.

About 1690 Simon Huntintgon was appointed "to keep an ordnary or house of publique entertaynement" near where is now the entrance to Cemetery liane. Four years later Caleb Abell was appointed "to keep ordinarl," "for this yeare or till another be choosen."

One of the most famous of these taverns was the old Leffingwell Inn, which was known far and wide for a hundred years, having been opened in 1701. This house is still standing, near Harland's corner. Parts of it were built by William or Stephen Backus, and were altered by Ensign Thomas Leffingwell into practically its present form.

Miss Perkins, in her book on Old Houses of Norwich, describes the inn as follows: "The house is large and rambling, and many parts of it bear the marks of great age. Some of the rooms are on a much lower level than others, and these may indicate where additions were made to the original Backus homestead. . . . The windows still retain their wooden shutters, the door its bar-fastening, and the rooms are heavily wainscoted, the large north parlor paneled throughout. The entrance was formerly on the north of the house, and it said that in early times slave auctions were held at this north door."

There have been many speculations in regard to why this house was built with its point to the street. It is probable that it was built to face the original road which went over Sentry Hill from about this point. There was no road in front of the Thomas Harland house until some time in the middle of the eighteenth century. The land where the Harland house now stands was common land until 1737 or 1738, when Messrs. Hezekiah Huntington, Simon Tracy and Richard Hyde were appointed a committee to sell "some of ye sd Common land lying in the Town platt between Ebenezer Lothrop's orchard and ye end of ye hill by Thomas Leffingwell's house and to attend ye following method (viz.), to convey and lay out Lotts of sd Land and number the same, No. Lott to be more than 4 Rods wide, fronting on the street Westward, and so to run up ye Hill Eastward, leaving a highway on the hill at ye Rere of ye Lotts one rod and a halfe wide, and leaving the Street or highway at the west end of ye Lotts 3 rods wide," and to "sell of sd Lotts at publick Vandue to the highest bidder for money till they have sold to ye value of 80 or 90 money, the Vandue to begin at one of ye Clock on ye first day of March next at ye house of Mr. Thomas Lothrop leaving needful highways up ye hill."

At this auction five lots were sold, this number being enough to raise the required sum, and the remaining land was laid out in small lots and distributed to various inhabitants of the town.

The lower road, now known as Town street, was until 1752 a pentway with gates and turnstiles at either end; therefore at the time the Leffingwell Inn was built the public highway ran in quite a different direction from that of Washington street of the present.

In the next few years we read of inns kept by Simon Huntington, Jr., in the Capt. Joseph Carew house on Elm avenue, now occupied by Mrs. Kelly; or in an earlier house on the same site; by Joseph Reynolds in the Reynolds house near the entrance to the Backus hospital; and by Sergeant William Hyde, on West Town street.

The Lathrop tavern already mentioned was one of the famous hostelries on the green. It was built by Nathaniel Lathrop on land which he purchased in 1737. His son, Azariah, who succeeded him, became a well known and prosperous citizen and a popular landlord. In his tavern were held the winter assemblies, and entertainments of one kind and another. In 1797 a Mr. Marriott advertises here a performance called "Brush upon Brush, or a Pill for the Spleen," admission 1s. 6d. The tavern remained in possession of the Lathrop family until 1821, when it was sold to Bela Peck. Shortly after this it was partially destroyed by fire. In 1829 the Union Hotel company purchased the property and built the large brick building now occupied by the Johnson home. But after the courts were moved to the Landing the Union hotel lost its popularity and in 1834 was advertised for sale.

Across the green, Peck's tavern, opened probably about 1754, witnessed many stirring scenes during the Revolution, and here the cannon thundered when peace was declared in 1784. This house is now owned by Mr. Fenton.

All over the town, wherever roads met, a bridge was built, or a few houses clustered together, these taverns sprang up. The list of landlords includes Elderkin at the Falls, Major Durkee at Bean Hill, Morgan in the house at East Great Plain now occupied by John H. Ford, Ebenezer Fitch and Jeremiah Harris at the Landing, Trapp's tavern occupied the corner of Water and Shetucket streets, where the Bill block now stands. On the corner now owned by the Norwich Savings society stood Cheneys' tavern, and here Washington is said to have stayed when he passed through the city on his way to take charge of the troops at Cambridge in June of 1775. Many will remember the building as occupied as a jewelry store for a long time by S. R. Parlin, and later by A. B. Kingsbury.

In 1782 the first postoffice was established in Norwich, Dudley Woodbridge being appointed postmaster, and the office being located in his store, where the Norwich Town chapel now stands. Up to this time the mails had been delivered by post riders, who went from place to place on horseback, New London being the postoffice center for eastern Connecticut. These post riders often had no regular time for starting or arriving, but would wait until letters enough to pay expenses had collected, then jog slowly on, sometimes improving the time by knitting mittens or stockings. Some years before 1752 Franklin, then postmaster general, had proposed to run a "stage wagon" to carry the mail once a week from Philadelphia to Boston. The good people of Philadelphia shook their heads at such wild notions, but nevertheless the "stage wagon" was bound to come.

By the end of the eighteenth century, in addition to the Providence stages starting from the Lathrop tavern, there were stage lines running between Hartford and Boston and between Boston and New York, by way of Norwich, and making their headquarters at the house kept by Jesse Brown on the green. This Jesse Brown built the house now known as the Rock Nook home for children, and in 1790 he was licensed to keep a tavern there. In the early part of the Revolutionary war he had been an express agent and confidential messenger of the state. His hotel was famous for its good dinners, and for the delicacies which his stages were continually bringing from the larger cities. Merchants from the West Indies stayed there, and many a hunting party with hounds and servants started out from his door. Here President Adams was accustomed to stop on his way between the seat of government and his "seat in Massachusetts." The Norwich Packet tells us that on Wednesday evening, Aug. 1, 1797, John Adams and lady arrived in town. "The matross company came out to welcome them in full uniform; and gred a federal salute of 16 guns. They proceeded the next day to Providence, a large company on horseback attending them out of town."

Mr. Brown advertised as follows in the Weekly Register for Nov. 5, 1793:

"The Subscriber begs leave to inform the Public that the MAIL STAGE will run from this to the first of May next as follows:

"Leave Norwich Wednesdays and Saturdays at 7 o'clock in the Morning arrive at Mt. Thomas Pool's City Coffee House, New London, at half past Ten; leave ditto at half past Eleven, arrive at Saybrook ferry the same days where they will meet the New Haven Stage; Return from Saybrook Monday and Tuesday Mornings, arrive at said Pool's, New London, at 11 o'clock. Leave New London at 2 o'clock P. M., arrive at Norwich same Evening. The Stage for Providence leaves Norwich Tuesday & Friday mornings at 5 o'clock, meets the Providence Stage at Voluntown, exchanges Mails and Passengers and returns to Norwich and Providence the same days."

In January, 1797, Jesse Brown & Co. advertised that "The Mail Diligence from Boston, through Providence, &c., to New York, performs the run through in less than five days—runs twice a week.

"Each passenger pays from Boston to Providence, three dollars, and from Providence to New London four dollars, the remainder of the road four pence half penny per mile, and are allowed 14 lbs. baggage. All extra baggage pays at the rate of 100 lbs. a passenger.

"N. B. The old line industry runs from Norwich to Hartford on Tuesdays and returns on Wednesdays."

In 1798 stages from New York reached Norwich three times a week, Sunday at noon, and on Wednesday and Friday by 9 a. m.; and from Boston arrived on Thursday, Saturday and Tuesday by 1 p. m.

About this time a number of families from this section of the state emigrated to New York state and the Western Reserve, and as a means of communication between these emigrants and the friends who remained behind Hartshorn's stage wamon was employed, a great, lumbering wagon, almost as large as a house, and drawn by six horses. This wagon made six or eight yearly trips to Cheming, German Flats, &c., for the purpose of carrying passengers, freight, and letters. One can imagine the enthusiasm with which its arrival was greeted in Franklin and Norwich, and how eagerly the letters from absent friends were read.

Letters were not delivered at the houses of the people three or four times a day in those days, but mails two or three times a week were the rule, and "letters to be forwarded must be left at the office, at least half an hour before the mail closes." Neither was the postage on the letters prepaid, and this seems to have caused all kinds of trouble to the postmasters for a number of years.

The following notices were taken from the columns of the Chelsea Courier, one appearing in January, 1798, and the other in November, 1842.

"Gentlemen will oblige the Post Master by not asking for letters unless they are prepard to pay for them; as no person whatever, will have credit at this office for postage. A quarter postage on News-Papers is due this day, from those who do not chuse to pay for them as they arrive. Those who advance a quarters postage will have their papers forwarded per first conveyance after their arrival.

CHRIR LEFFINGWELL, Jun.
D. Post Master."

"On account of the difficulty and delay attending the collection of Postage Bills, the trouble of keeping several hundred accounts, the fact of no one being benefited by such accounts, and for divers other reasons deemed to be good and sufficient, the Cut System, hereafter will be adopted in this office, under the firm belief that it will, in the end, be more satisfactaory to all concerned.

S. M. DOWNER, P. M."

About the beginning of the nineteenth century Newcomb Kinney opened the hotel known as Kinney's Hotel, and later as Merchants' Hotel, in the building on Main stret now occupied by the F. A. Wells Company and the Geo. W. Kies Company. For a long time this was the leading hotel of Chelsea Landing. Here President Jackson was entertained during his visit to the city in 1833, when he laid the corner stone of the Uncas Monument. And on the balcony of this hotel the daughter of Mayor James Lanman crowned the President with a wreath of roses.

Kinney's Hotel was the starting point for the stages from the Landing running to Providence, New Haven, Boston, Hartford, and Springfield. Clark's City Hotel also had its line of stages to Hartford, driven by Orrin Perrigo. An editorial in the Chelsea Courier alluding to these days says:

"Think of the Hartford stage (O. Perrigo, driver), toiling in, after a nine hours' experience—a journey too fatiguing to be accomplished oftener than every other day—both driver and passengers hailing Gen. Williams' red brick house (now the Park church parsonage) as a sign of relief, but not losing sight of green pastures and cud-chewing cows until they passed Charles H. Rockwell's new house—a piece of extravagant architecture in those days, which called forth, in a Town Meeting, the alarming fact that 'the Democracy were in danger from these aristocrats that had bells to their front doors, burnt "as-terol" lamps, and called their help, "sarvants."' Tory Hill might, today, guide such an old-time traveler in his search for the Merchants' (better known then as Kinney's) hotel, and the Franklin House; but we think he would most decidedly prefer to stop at the stately Wauregan which has taken the place in the affections of the people of those two ancient hostelries, and, materially and geographically, of the old rookeries that were then huddled together on the corner it occupies."

At a later date other lines of stages were established connecting with the steamboat lines.

During the first part of the nineteenth century several turnpike roads, in addition to those already built, were incorporated. In May, 1801, a company was incorporated to lay out a road from Norwich Landing to the Massachusetts line, passing through Lisbon, Canterbury, Brooklyn, Pomfret, Woodstock, and part of Thompson; and a bond of $15,000 was required that the road should be built and put in good repair by September 10, 1803.

The company consisted of Mosese Cleaveland and Joshua Huntington, Ebenezer Huntington, James Lanman, Zachariah Huntington, Luther Spalding, Bela Peck, Jesse Brown, Joseph Huntington, David Nevins, John Kinsman, William Adams, Asa Bacon, Luther Payne, Jedediah Johnson, Thomas Colt, Joseph Baker, John Parish, Frederick Stanley, Nathan Williams, Zimri Murdock, Seth Grosvenor, Godfrey Grosvenor, John McClellon, David Holmes, Amos Payne, Jedediah Kimball, Hezekiah Bugbee, Stephen Tucker, and their associates, and they were constituted a corporation, by the name of the Norwich and Woodstock Turnpike company. The road was discontinued in 1846, having paid no dividends for six years.

The Colchester and Norwich turnpike road, the company being incorporated in 1805 by Roger Bulkley and others, extended from the Bacon Academy in Colchester to Fitch's iron works in Bozrah, but in 1807 another piece of road was added, bringing the turnpike to the Backus iron works at what is now Yantic. Seven years later, upon petition of Thomas Lathrop and others, the general assembly passed the following resolve, altering the road:

"Resolved by this Assembly, That the prayer of said petition be granted, and that the said alteration of said road be established as part of the same, viz., beginning at the lands of Jehiel Johnson, north of Mr. Baker's; thence north 20 deg. 30, west 12 rods 17 links; thence north 21 deg. 15, west 30 rods 13 links; thence 32 deg. 45, west 13 rods 6 links; thence north 41 deg. 30, west 24 rods; thence north 65, 30, west 23 rods 5 links, to the intersection, to the center of the turnpike road as originally laid out; and the said piece of road laid out and made as aforesaid, shall be and remain part of the said turnpike road, in the same manner as if the same had been originally so laid out, and that part of said turnpike road for which this alteration is a substitute, is hereby discontinued."

It was provided in the charter that persons traveling to attend worship or funerals, or society, town or freeman's meetings, and persons obliged to do military duty, traveling to attend trainings, persons going to and from grist mills, and persons living within one mile of said gate, and not passing more than one mile beyond said gate to attend their ordinary business, should not be liable to the payment of toll; and that the company should have liberty to purchase and hold lands for the accommodation of their toll house, not exceeding fifty acres; and all rights and shares in said turnpike, and property vested in the stock of said company, should be considered personal estate, and the shares of said company should be transferable only on the books of said company, and in such manner as said company should by their by-laws direct.

In 1827 Newcomb Kinney, Henry Perkins and Dwight Ripley were "constituted a body corporate" by the name of "The Norwich and Salem Turnpike company." This road led from the wharf bridge in Norwich Landing to Salem, meeting there the road from New Haven, by Dragons bridge, through Essex.

The Shetucket turnpike ran through the towns of Preston, Griswold, Voluntown and Sterling to the eastern boundary line of the state. The company, consisting of Amos H. Hubbard, Jonah Witter, "with their associates and assigns," was incorporated in 1829, and continued in operation for more than thirty years, paying yearly a small dividend. In 1861 the towns of Preston, Griswold and Voluntown purchased the franchise for the sum of $1,375.

The first post office at the Landing was established in 1803, and known as **Chelsea Landing.** In 1827 the name was changed to **Norwich City,** what we know as **Norwich Town** being then called **Norwich.** Not until 1836 did the names of **Norwich** and **Norwich Town** come into their present use.

Along with these public stage lines were established other more private enterprises. In March, 1814, Ezra Backus advertises that he will "commence running about the 1st of April, a WAGON with four Horses, for the transportation of Goods to Providence and Boston, or New York. A very careful driver will be employed, and all business committed to his charge will be attended to with promptitude."

And in July, 1834, A. J. Clark announces that **the Norwich Hourly will** "accommodate parties of pleasure to New London or any other place.—Every attention will be paid by David Whiting in his power to satisfy the public."

But by this time the railroad was beginning to supersede the stage coach. The new order of things commenced for Norwich with the first stroke of the spade on the Norwich and Worcester Railroad, at Greeneville, November 18, 1832. The road was finished, and trains were running the entire distance of sixty-seven miles by March, 1840. The station was built near the lower end of Shetucket street.

The location chosen by the original proprietors was one very difficult of approach for railroads, although comparatively easy of approach for turnpikes. The routes followed by railroads are generally where there are high hills between rivers as is the case in Norwich. The building of the Norwich & Worcester railroad was one of the contributing factors to the growth of Chelsea at the expense of Old Norwich.

During a freshet in the spring of 1841 a bar was formed in the channel of the Thames river by sand brought down the Shetucket. On account of this bar the steamboats were frequently delayed in their passage up and down the river. This trouble, together with the inconvenience given by the ice in the winter, induced the company to build an extension of their road from Norwich along the bank of the river to Allyn's Point. The Norwich Courier speaks of its opening in 1843 as follows:

"Rail Road Celebration.—The completion of the Norwich and Worcester Rail Road to the terminous at Allyn's Point, six miles below this city, is celebrated today. Quite a number of gentlemen from Boston, Worcester, &c., connected with the Norwich and Worcester Rail Road and with the Boston and Worcester Road are present. After passing over and viewing the road, the company partake of a cold collation on board of the steamer New Haven, lying along side of the Depot Wharf. We regret our friends from abroad should have, on such an occasion, so stormy a reception."

Since that time the road has been extended to Groton.

A few years after the construction of the Norwich and Worcester railroad, the New London, Willimantic and Palmer railroad (later the New London and Northern railroad) was built; and in 1853 the two roads were connected by a track over Yantic cove, and across the city wharves. This junction was bitterly opposed by those who feared the loss of the steamboats and the transfer of trade to New London. But the connecting track was built in spite of the opposition, the companies paying about $35,000 in damages.

In June, 1853, "William Bennett desires to express to the ladies of Norwich, and all who have aided him, his sincere thanks for the gift of a handsome and convenient carriage. He hopes, by a faithful discharge of the duties belonging to him, to show his gratitude for their unsolicited but welcome present, and is happy in the thought that through their liberality he may be able to add to the comfort and pleasure of the donors, as well as all who may favor him with their patronage."

Bennett's "Hourly," as it was called, although the driver was too good natured to run closely to any schedule, carried passengers between Norwich Town and the Landing. Some one in describing it says: "His patrons, mostly old ladies, were never in a hurry and felt perfectly safe in Mr. Bennett's care, as it was physically impossible for his horses to move faster than a slow trot. It was an easy task for an active man on foot, following the same route, to distance poor old Bennett's conveyance."

A similar line was established, running to Greeneville, but it did not prove profitable. Omnibuses followed, that of Hough's, which ran from the city to Bean Hill, being well remembered, as is his long, side-seated sleigh.

But with the coming of the horse railroad in 1870, later changing to the present efficient electric service, the day of the omnibus passed by forever, as did that of the stage coach at the coming of the railroad.

Our leisurely forefathers and foremothers, contented with stage coach travel, or even with "Bennett's Hourly," would rub their eyes in astonishment to see our streets today filled with electric cars and automobiles. Perhaps—who knows?—they might wish they had made some of those same streets a trifle wider before it was too late. But with the airship almost perfected, and public lines of dirigible balloons already projected, who knows what the end may be?

HISTORY OF TRANSPORTATION BY WATER.

We have traced the history of transportation, as affecting the history of Norwich from the earliest conditions as they existed when the Indians were the ruling people, through the colonial, revolutionary and recent times, as regards land transportation. We will now briefly sketch the changes which have taken place in water transportation. Before the coming of the white men canoes and dugouts were the highest method of transportation used by the Indians. The early settlers of Norwich, according to old accounts, used "pinks and snows," and then sloops and brigs.

It is probable that the persons and goods of the proprietors were brought from Saybrook by water. It is also probable that for many years most of the supplies, all the mail which was received, and all the arms, ammunition and manufactured articles from Europe came up the Thames river by boats. Norwich was undoubtedly located where it is on account of this easy water transportation to the landing at the Falls. The shallow water at the cove had sufficient depth for the small boats used for the first sixty years after the settlement of Norwich.

It is difficult for the present generation to form a conception of the amount of traffic which passed up and down the Thames river in the days before the coming of the railroad. Overland transportation was by means of the cumbrous stage coach, and the carrying of goods for any "reat distance must have been both slow and costly. But the river opened a pathway for commerce leading to distant ports and foreign lands.

The first masters of vessels of whom we know were Captain Kelley and Captain Norman, who were engaged in the Barbadoes trade as early as 1715. Captain Kelley was soon granted by the town "free liberty to build vessels on the Point . . . the town to have the use of his wharf." In 1717 Caleb Bushnell applied for a grant by the waterside convenient for building vessels, and the following vote was passed:

"The town grants to Caleb Bushnell 20 feet square upon ye water upon the west side of the rockie Point at ye Landing place."

About the year 1730 the sloop Martha, the Elizabeth and the Success, each of 40 tons' displacement, the Olive Branch of 25 tons, and the Mary of 20, were engaged in the trade with the West Indies. Soon afterward a sloop and a schooner were sent to Ireland.

The "New London Summary," the first newspaper published in eastern Connecticut, contained frequent advertisements of Norwich vessels, as in August, 1760:

"For Menis or Chignector, the sloop Defiance, Obadiah Ayer, master," and "The sloop Ann, Stephen Calkins, master, lying at Norwich Landing, is ready for freight and passengers."

All through the years of the Revolution, in spite of grave danger of loss and capture, the West India trade was brisk, owners, captains and crews not hesitating at the risks since large returns were promised in case of success.

With the close of the war the commerce of Norwich increased rapidly. Horses, cattle, sheep, swine, lumber and produce were carried to the West Indies, where they were exchanged for molasses, sugar, rum, pimento, limes, tamarinds, pepper, coffee, salt, cotton, tobacco, etc. Most of the vessels in which these voyages were made were sloops, schooners and brigs of from 35 to 70 tons burden. The seagoing shipping belonging in Norwich at this time comprised twenty sloops, nve schooners, five brigs and one ship.

Among the regular packets running from Norwich to New York may be mentioned the Juno, Robert Niles; the Venus, Christopher Vail; and the La Washington, "the constant packet," Stephen Culver. The Lady Washington is reported in the marine news as having "lately made a trip from New London to New York, and from thence back, in sixty-one hours!!"

Other coasting sloops, running to Newport, Boston and other nearby ports, were the Norwich Packet, Benjamin Culver; the Swallow, Zephaniah Jennings; the Lark, Jonathan Roath, and the Royal Oak, Timothy Parker.

It was not unusual for from sixty to eighty American vessels to be reported in one West Indian port at the same time. This trade and that with the northern coast of South America was very lucrative. A memorandum of the lading of the Josephus, Elisha Huntington, for Demarara, will give an idea of the cargoes which these ships carried. Miss Caulkins says: "Her livestock consisted of 62 horses and mules, a few cows, a yoke of oxen and a dozen sheep and swine. Of provisions she carried 4,500 bunches of onions, 18 hhds. of potatoes, 86 boxes of cheese, 18 firkins of butter, nearly 80 hhds. of beef and pork, 39 kegs of crackers, 34 bbls. of bread and 30 bbls. of flour. She had a large amount of brick and lumber, planks, clapboards, staves, joints, and spars; 115 water hogsheads; a lot of parlor furniture, such as mahogany tables, green chairs and sofas, and a few saddles and bridles."

The ship masters generally owned part of the cargo and it was no uncommon thing for a merchant to alternate between trading at home and trading at sea.

Serious obstructions to this commerce came with the war between England and France in the last years of the eighteenth century and the first years of the nineteenth. American vessels were seized by ships of both parties, carried into port, libelled and condemned, the spoils being shared by the government and the captors. The brig Minerva, eighty miles from Block Island, fell in with a French privateer, was robbed to the amount of $400 and dismissed.

The new armed ship Pacific, Captain Solomon Ingraham, went down the river in May, 1798, bound for Calcutta, the first expedition of the kind ever fitted from Connecticut. She arrived at Calcutta in safety after a voyage of two hundred days, but on her return trip was taken by a French ship, was chased on shore by an English man of war on the Isle of France, and set on fire.

The captain of schooner Lark on one voyage reported being boarded by a 20-gun English ship and very harshly used, but had nothing taken from him. On the same trip he was chased by a French privateer, but escaped.

For mutual protection the ships were sent out in fleets, under convoy of one or more armed ships. One such fleet, belonging in Norwich, but sailing from New London, consisted of the ships Hope, Com. Coit, 16 guns; Sally, Capt. McCarty, 12 guns; Gen. Lincoln, Capt. Lord, Mr. Jedediah Kelley, supercargo; and the schooners Fair Lady, Capt. Leffingwell, and the Favorite, Capt. Paine.

Even before the Revolution, communication had been maintained with the old world. Two or three times a year a vessel sent out from Norwich or New London would journey across the sea, returning with a variety of goods, and "the freshest advices from England." After the war this trade was resumed, but partly owing to the small size of the vessels of that time, and partly to the length of the voyages, it never assumed the importance of the West Indian trade.

In 1796, the Ceres, a small ship, was built in Norwich for the Irish trade. Her commander was Roswell Roath, and on her first voyage she was absent only a week over three months. But on her second or third trip she was taken by a French armed vessel, carried into a French port, and condemned. Ships sailed also to Liverpool, to London, to Bordeaux, to Spain and Portugal.

In 1805 a fleet of five brigs and schooners started for the Straits of Belle Isle on a fishing trip. Four others followed in a few days, and a part of them visited the Mediterranean before their return.

With the declaration of war with Great Britain in 1812, the commerce of the Thames ceased. The blockade of the coast by the enemy continued for two years, and American vessels disappeared from the coast. After the war an effort was made to revive the trade with the West Indies, but the attempt was almost useless.

The Norwich Courier of October 15, 1816, at 2 o'clock in the afternoon, announced, "We stop the press to announce the arrival at this port of **the new Steam Boat Connecticut, Captain Bunker,"** &c. This steamboat, the first of its kind upon the waters of the Thames, was greeted with great wonder and curiosity. Before long the old packet lines, in spite of their former popularity, were forced out of existence, and the old days of uncertainty, in which one might consume a week on the voyage to New York, forever passed away.

Regular navigation by steam to New York began in 1817. There were two steamers on the line, the Connecticut and the Fulton, and they made three trips each per week, stopping at New London and New Haven.

In 1820, Capt. W. W. Coit, who had been commander of a packet, established a Sound steamboat line. His first steamboat was the General Jackson, but he later commanded in succession the Norwich, the Huntress and the Worcester.

Captain Coit was one of the most popular of these early steamboat captains. He was accustomed to carry packages back and forth between Norwich and New York, for the accommodation of his friends. These packages increased in number until their care became somewhat of a burden upon the busy captain. About this time a young man by the name of Adams applied to him for work, and he suggested that he should assume the care of these packages, and should see them safely delivered to the persons to whom they were assigned. From this humble beginning grew the great business enterprise known as the Adams Express company.

The shifting channel of the Thames river has always been a source of trouble to navigators. Early in the nineteenth century a Channel company was organized, and we read in the Norwich Courier of July 18, 1821, as follows:

"The Norwich Channel Company have nearly completed their operations in digging out the Channel of the Thames; and we are happy to state that there is now a sufficiency of water for the steamboat and packets at all times of tide