

Buckland

The North West Section of Manchester, Connecticut



Researched and Compiled by
Gladys S. Adams
Independent Scholar

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Preface

When I came to live in Manchester in 1983 I needed something to keep me busy and it had to be something I could do alone and in all seasons.

I chose to study the history of the town of Manchester and I discovered that, while some parts of town were well documented, others were scarcely mentioned.

This was especially true about Buckland, one of Manchester's oldest settlements. By 1780 Aaron Buckland, who had served in the Revolution, including Valley Forge, had a woolen mill in operation on Hilliard Street.

Daniel Jones, who also had seen military service, had a powder mill and a mill that could produce linseed oil, cotton cloth, paper and wire running on Adams Street. These were Manchester's first industries.

I started my research by reading the file of newspaper clippings at Whiton Library. I read town directories and census figures at Cheney Library. At the town clerk's office I read wills and land records.

However, the bulk of my research was done at the Connecticut State Library in Hartford. For more than seven years I trekked into Hartford twice a week to read, among other things, old newspapers.

This book is the result of my research and the oral history given by residents and former residents of Buckland.

This history of Buckland is dedicated to the Town of Manchester.

Gladys S. Adams

Buckland

Buckland has never had a written history. Mathias Spiess, in the History of Manchester published in 1926, gives a good account of the dinosaur bones that were found in Charles Wolcott's sandstone quarry on Buckland Street in 1884. William Buckley copied this information in the New England Pattern published in 1973. Other than that, Buckland is barely mentioned.

Manchester was bought from Chief Joshua, the third son of Uncas the Mohegan sachem, in 1672 by the proprietors of Hartford and was first called the Five Miles of Land on the East Side of the Great River, later shortened to the Five Miles.

In 1772 the Five Miles was allowed to have its own Ecclesiastical Society and it became Orford Parish, Hartford. In 1783 Orford Parish became part of East Hartford when Hartford west of the Connecticut River separated from the east side. Finally, in 1823, Orford Parish broke away from East Hartford and became the independent town of Manchester.

In 1751 the General Assembly voted, "a school be kept on Jamb Stone Plain", Buckland. This shows in 1751 Buckland was one of the most populated areas in town.

Men of the Buckland family served in the Revolution and Stephen Buckland lost his life in that war. William (3) and Peter, the two oldest brothers, were Colonial gravestone carvers and stones of their carving can be found in the older cemeteries in Manchester. Aaron had a woolen mill in operation by 1780 and later built a tavern house and a store in Buckland.

Daniel Jones had a gun powder mill and a second mill that could be adapted to produce paper, linseed oil, etc., near today's Adams Mill Restaurant, by 1780, but his name is not found in Manchester's history.

John Warner Barber, who published his *Connecticut Historical Collection* illustrated with woodcuts of his own carving in 1836, stated: "There are three principal settlements in the town (of Manchester), in each of which is a post office: Woodbridge's, near the centre, Buckland's Corner and a collection of houses in the northeast part of town, in the vicinity of the Union Factory."

"The township is watered by the Hockanum River and its branches upon which are situated numerous mills and manufactories, among which are six or seven paper mills, one woolen mill and one satinet factory and two powder mills."

In the early years Buckland was a mix of manufacturing and farming and more recently Buckland was Manchester's tobacco belt.

By 1980 growing tobacco had become unprofitable and at the same time Big Business was looking for land upon which to build a village that would be complete within itself: housing, business, hotels, etc.

At the present time Buckland has emerged as a retail center. The Mall at Buckland Hills and other large business enterprises make it a shopper's paradise. The Town Pavilion apartments offer housing right off I-84.

Today, I-84 has shortened the distance between Manchester and Hartford, and the fast growing business area that once was Buckland

Street and vicinity is now mentioned as part of Greater Hartford.

The First Sawmill

The first sawmill within the present limits of the town of Manchester was in Buckland.

"On March 19, 1672 the General Court granted to John Allyn, one hundred acres of land 'near his sawmill' and which was further described as 'a neck of land abutting on Saw Mill River (now Hockanum) towards the south and towards the east - containing eighty acres and twenty acres on the Saw Mill River on the south and on a brook running into Sparr Mill Swamp towards the west.'

"The words 'near his sawmill' denote that a mill was already there in that year. This mill and land was in what is now called Hilliardville and the brook mentioned is known as Bigelow Brook. There were, no doubt, huts and shacks erected for the men that worked in this mill and for the timber men and teamsters. However, no permanent settlement was made here." (M. Spiess)

"In the minutes of a town meeting held at Hartford December 27, 1683, we read: The deede and sale for five miles in Length and all the Bredgth of Hartford Bounds for Land Bought of Joshua Uncas' son, or his administrators or agents Camp James Fitch and Mr. Tho. Buckingham, was given to Camp Allyn to Record, and also Mr. Allyn was desired to Recorde the Town Rate in 82 for a rule to distribute the said Tract of Land by according to each mans payment or purchase of sd rate." (M. Spiess)

John Allyn was secretary to the Colony of Connecticut including the time when Sir Edmund Andros as royal governor was de facto executive. Allyn, no doubt, was in on

the plan whereby Connecticut's charter was spirited away and hidden in an oak tree.

John Allyn was constantly in contact, by meetings or letters, with the other New England colonies in keeping the peace. The Native Americans resented having their land taken from them and for years they fought a losing battle. John Allyn and others were given grants of land for their service to the Connecticut Colony.

The Five Miles was held in common until the first distribution of land in 1731. "The townspeople had the privilege of cutting firewood on the Commons, but on Dec. 5, 1702, each householder was restricted to cut and carry away one tree each week until March first. White oak and chestnut trees were not to be touched." "A 1731 vote provided that in cutting certain timber on the Common only trees above eighteen inches in diameter should be cut." (M. Spiess)

In 1780, more than one hundred years after John Allyn was granted his one hundred acres, the spot where Allyn's sawmill once stood became the site of Aaron Buckland's woolen mill.

Thomas Burnham

Thomas Burnham, born in England in 1617, "appears at Hartford about 1647/8 and in 1659 he purchased from Tantonimo, 'the one eyed chief' sachem of the Podunks, a tract of land now covered by the towns of South Windsor and East Hartford, and a part of which is still in the possession of his descendants. He was a large landowner in the Colony, his house at Podunk being one of the five on the east side of the Connecticut River." (*Stiles, Ancient Windsor*)

When the line between East Hartford and East Windsor was settled in 1677, Thomas Burnham and William Williams lost land to South Windsor. The Five Miles, Manchester, was held in common until 1731 when the first distribution of land was made and at that time the heirs of Burnham and Williams received, as their "equivalent land", three hundred acres in the north west section of Manchester.

Burnham Street once extended from 316 Buckland Street west and north to the South Windsor line and in 1869 Deacon Burnham lived at the west end of Burnham Street. Eli Burnham, the fifth generation from Thomas, had a son Lucius, (1806-1882), who had a son Edward L. Burnham, born 1842. In 1862 Edward L. Burnham built the homestead that stands today at 580 Burnham Street on the foundation of the original homestead. The original homestead was moved back and used

as a barn until it burned.

Inez, daughter of Edward, inherited the homestead. She married Matthew A. Batson, whose military career included the Philippines during the Spanish American War. He died in Virginia in 1917 and Inez Burnham Batson returned to the homestead with her children, Burnham L., Matthew and Suzanne.

For many years the Burnham homestead was a working farm but today most of the outbuildings are gone. Near the house there is a small brick building with walls a foot thick and a double roof. This building was called the milk house. After the cows were milked the milk cans were put inside the milk house until the milk was sent to market.

Not far from the milk house is a small ice house made of wood with two doors, an



The Burnham homestead today.

ordinary size door and above it a small door in the peak. When the ice was cut in the winter, it was stored in a large ice house. In the summer the small ice house would be kept full of ice for the convenient use of the kitchen and to cool the milk.

Today much of the land surrounding the Burnham homestead has been taken up by roads, ramps, underpasses and overpasses resulting from the construction of I-84. Burnham Street has now retreated to the north west corner of Manchester as Burnham Street, Burnham Street Extension and Burnham Street West.

At this time the Burnham homestead and a small portion of Thomas Burnham's "equivalent land" still belongs to Burnham descendants.

William Williams

William Williams heads the list of nine families who were early settlers of Manchester according to P.W. Bidwell, coauthor of the *History of Manchester* which was published in 1926.

Between 1670 and 1680 William Williams moved from Hartford to the Three Miles Lots, East Hartford. "Mr. Williams owned a large tract of land on the east side of the Great River, next to Windsor bounds. This boundary was a long time in dispute, and was finally so altered by the Court as to cut off a large tract of land from Thomas Burnham's and William Williams' possessions, and to give it to the Windsor settlers. This loss was made up to their heirs in 1730 by a grant of three hundred acres in the Five Miles, a tract one hundred and sixty rods wide and running along Windsor bounds three hundred rods." (*History of East Hartford* by Joseph O. Goodwin, 1879.)

Some of William Williams descendants lived in Buckland for years. Amos Bidwell (1709-1803) married Phebe, daughter of Gabriel Williams, and their daughter Rachel married David Williams, son of Abraham and Mary (Loomis) Williams.

David Williams served under George Washington during the War for Independence. His son, John (1794-1881), married Clarissa Starkweather, daughter of Thomas Starkweather who was also a veteran of the Revolution. "Thomas Starkweather walked to David Williams to talk over their Revolutionary experiences."

John Williams was a veteran of the War of 1812. He grew tobacco on his farm on Tolland Turnpike. "John Williams, Broadleaf." John and Clarissa had six children, all born in Buckland. Their oldest son, Elisha, born 1819, had a farm on Porter Street and was a Manchester selectman in 1879, 1885, 1887 and 1888. His daughter Emma was a teacher in the local schools for years. His son, John M. Williams, lived on Hudson Street and was a local businessman. His son, Almeron, lived in Hartford.

Laura, the second child of John and Clarissa Williams, died unmarried. Harriet married Ralph Spencer. John Francis (1824-1867) married Charlotte Jane Griswold and their children were Clinton, Albert, Mary, Frank and George.

Charles, the fifth child of John and Clarissa, was a farmer on the north side of Tolland Turnpike, and he died unmarried. John and Clarissa's sixth child, Clarissa Jane, married Joseph Woodbridge and lived at Manchester Green.

The John F. Williams family lived in the Williams house, which was built in 1873, on the south side of Tolland Turnpike, on land

deeded by John Williams "to my son, John F. Williams, forty-two acres bounded on the north by Charles Williams and Ralph Williams, east by J.F. Williams and Martin Risley, south on highway and my own land, west on Frederick and Abraham Williams and my own land." An earlier Williams house stood on the north side of Tolland Turnpike near the toll gate.

Clinton Williams married Esther M. Vinton and their son Frank V. Williams succeeded Clinton on the farm at 1632 Tolland Turnpike. Frank graduated from Storrs College, now the University of Connecticut. A veteran of World War I, Frank V. Williams died in 1946.

In 1966 seventy-seven acres of the Williams family land became part of Wickham Park. Today Tolland Turnpike is being widened by taking land from the south side of the road, land which once belonged to the Williams family.

The Gilman Family

Solomon Gilman, son of immigrant father, Richard Gilman, was born in Hartford in 1676. He married Hannah Kilbourn and they had eight children.

Solomon Gilman also lost land in East Hartford when the Windsor line was settled and he received fifty-seven acres in the Five Miles as compensation.

Solomon Gilman (1) died in 1732 and his will reads, "I give to my son Solomon Gilman (2) that piece of land voted to me by the proprietors of the Five Miles in Hartford."

The property was located, "south of the ditch of Burnham's lot and laid upon Jambstone Plain, west of the cart path, thence south one

half mile to the Hockanum River, leaving twelve rods for a highway across said piece of land, east and west upon the plain." (Goodwin)

Solomon Gilman (2) was born in 1718 and he was fourteen years old when his father died. He and his wife Mary Forbes were admitted to Center Church, East Hartford, in 1752. Their oldest son, Solomon (3), was born in 1753.

In May, 1772 it was "Resolved by this Assembly - those living within the boundaries of Five Miles - are hereby made and constitute a District Ecclesiastical Society by the name of Orford." Solomon Gilman (2) was an original member of Orford Parish, now Center Church. Church records show that Deacon Solomon Gilman was dismissed by certificate in 1782 to East Hartford.

During his lifetime Solomon Gilman (2) increased the size of his grant to almost two hundred acres. Solomon (2) had three sons, Solomon (3), Calvin and Luther, and eight daughters.

Both Solomon (2) and Solomon (3) answered the call to Lexington and Solomon (3) served several enlistments during the Revolution.

After the war Solomon (3) and his wife, Priscilla Loomis, were among the first settlers of Marshfield, Vermont. "By 1795 Solomon Gilman, Stephen, Joshua, Nathaniel and Martin Pitkin had settled in Marshfield, Vermont. (*Historical Marshfield, Vermont* by Ozias C. and Fred E. Pitkin, 1942)

Solomon Gilman (3) later took up land in Lorraine, New York on a military tract that was made available to veterans of the Revolution.

Calvin Gilman, born 1757, served in the Revolution and after the war he farmed the

Gilman land in Buckland. In 1807 he and his wife, Hannah Bissell, daughter of Ozias Bissell, and their seven children moved to Lorraine, New York where, he too, claimed land as a veteran.

Luther Gilman, born 1761, stayed on the farm in Buckland until his death in 1815. Thankful (Tisdale) Gilman, widow of Luther, is found in 1850 in the household of Martin L. Gilman. A Martin Gilman is listed as a farmer on Tolland Turnpike in Buckland in the 1897 Manchester directory.

In his will, Solomon Gilman (2) mentions his daughters, Rebecca Tinker, Mary and Eunice who all died unmarried, and Tabatha who married Gideon Spencer. Their son Gideon (2) was an early settler of Marshfield, Vermont.

Anne, a daughter of Solomon (2), married Eliphalet Elmer and they lived at Long Hill, South Windsor. Their daughter Anne (2) married John Magill. The Elmer's daughter, Comfort, married Joseph Stedman, a veteran of the Revolution. He died in 1799 leaving his widow and six children, "one yet unborn". Solomon's (2) daughter, Hannah, married Timothy Stedman, and his other daughter, Jerusha, also married, but the last name is unclear.

The last piece of Gilman land in Buckland was sold in 1950 to ABA Tool Company by Orlando Gilman. The ABA building stands on the north side of Tolland Turnpike, on the edge of what was once the Gilman farm.

Early Church Goers

Before there was an Episcopal Church in Manchester, some people attended Christ Church in Hartford. The following list, dated

1812, names those who were members of Christ Church at that time.

Residing in East Hartford, Orford Parish

Elijah D. Belcher	Timothy Hale
Aaron Buckland	Eleazer Pitkin
Amos Buckland	Richard Pitkin
George Buckland	Joseph Pitkin
William Case	Levi Risley
George Cheney	Nehemiah Risley
Russell Cone	Silas Spencer
William Cooley	Deodate Woodbridge
Silas Drake, Jr.	Dudley Woodbridge
Elisha Evans	Ephraim Wyllys
Edward Hale	

In his, *History of Christ Church, Hartford*, Gurdon Wadsworth Russell states that his education was received at the Hartford District School, Hopkins Grammar School and at the school of Reverend V.R. Osborn of Manchester.

Reverend V.R. Osborn was a Methodist minister who preached in Manchester and South Windsor. In 1825 he established an academy, "ten miles from Hartford on the Turnpike Road from Hartford to Boston and Providence." Classes were held on the second floor of the brick school house at Manchester Green.

He offered Greek, Latin, French, English, Mathematics, and "All who enter the school may board, washing included, for one dollar and fifty cents per week". Tuition was three to ten dollars per quarter.

In his 1829 advertisement in the Connecticut Courant Reverend Osborn lists reference from local people: Dr. Cooley, Major L. Bissell, Ephraim Wyllys, Capt. Wm. Wilson, Frederick Woodbridge, Mr. Eli Pitkin, Mr. Benjamin Lyman, Dr. John Hubbard, John Abbe and Seth W. Cheney.

In 1831 he was in Baltimore and gave Eli Pitkin the power of attorney to sell his house in Manchester. In 1845: "The church was blessed with the second coming of the much loved V.R. Osborn." He died in Manchester in 1846, age fifty-six and is buried alone in East Cemetery.

From the *History of Christ Church*: "Dr. William Cooley, who resided in the east part of East Hartford (Orford Parish) was probably not a constant attendant of the services of the church, nor a very decided Episcopalian." However, the records list the baptism of Horace Spencer Cooley, son of Dr. Cooley, in 1817. Dr. Cooley withdrew from the church in 1820.

"This son and myself were at the school of Rev. Osborn in Manchester in 1829 and his father resided in the north part of town." Pupils from other towns boarded with Rev. Osborn and in 1830 the census shows the number of persons in his household at twenty-seven.

Manchester's First Settled Minister

After the French Acadians of Nova Scotia had been removed, the land they had occupied was opened to British subjects in New England. Agents recruited families from eastern Connecticut. And in 1760 families from Windsor, Colchester and other towns sold their Connecticut farms and moved to Nova Scotia where they were called the New England Planters.

They settled in Horton and Cornwallis. All were Congregationalists and one of their priorities was a church and a minister. A small church was erected in Cornwallis and the South Hartford Association dispatched

Benjahab Phelps, graduate of Yale in 1761, to fill their pulpit.

The New England Planters worked hard on their new settlement but there were difficulties, such as having a shorter growing season. Meanwhile, the Revolution had begun and Rev. Phelps refused to swear allegiance to Great Britain.

Phelps sold his land in Cornwallis, which the congregation felt belonged to the church, and kept the money. The situation between Phelps and the congregation became worse and he was eventually put on board a ship and arrived back in Connecticut. In 1780 he became the first settled minister at Orford Parish.

Rev. Phelps was paid, "a settlement of one hundred and fifty pounds and an annual salary of one hundred pounds, payable in money or in produce, according to the late regulations act, wheat at 6s per bushel, rye at 4s, and all other articles agreeable." Rev. Phelps was dismissed from the church in 1793 and died in Manchester in 1817.

After the church had been without a settled minister for seven years, Mr. Solmon King was ordained in 1800. A petition dated December, 1807 addressed to Messieurs John Olds, Elijah McKee, Jr., Benjamin Lyman, committee, stated that the members of Orford Parish were, "dissatisfied with the ministerial performance of Rev. Solmon King," and wished to, "induce Rev. Solmon King to come forward and receive a dismissal."

The petition was signed by A. Buckland, Jason Hammond, George Cheney, Richard Pitkin, Joseph Pitkin, Deodate Woodbridge, Levi Risley, Eleazer Pitkin, Nehemiah Risley, George Buckland, Elisha Evans, Dudley Woodbridge, Daniel Sweatland and Timothy Cheney.

"The church was not in a harmonious condition," when Rev. King left in 1808.

Buckland/Manchester Green

Ebenezer Bryant (1712-1790) settled at Manchester Green about 1750. Both he and his son, Deacon Ebenezer Bryant (1744-1836), were at Lexington. His grandson, Chauncey Bryant (1786-1860), was an active member of the community.

As a Captain, Chauncey Bryant was the leader of the local militia when the training field was on Spruce Street. He was on the committee that contracted to build the brick school at Manchester Green in 1816. His son, Elisha Bryant (1827-1902), delighted in telling stories of his father's experiences.

"Chauncey Bryant, who, before the railroad came through Manchester, was employed by the government to drive between Hartford and Putnam when large sums of money were sent.

"A relay of coaches was used to do the work and sometimes half a dozen at once would follow the stage route through here, each well stocked with silver and paper money.

"A relay station was located at Buckland's Corners and the horses used to be put up there over night. On such occasions Deacon Bryant used to drive to his home at the Green and leave his wagon containing the money unguarded in the barn over night. He did not lose a dollar while he was in the government employment."

The First Paper Mill in Manchester

Ebenezer Watson was hired by Thomas Green in 1764 to work on his newly established weekly newspaper, The Connecticut Courant. At the same time Green hired George Goodwin, age nine.

The next year, 1765, Parliament passed the infamous Stamp Act that levied a heavy tax on every sheet of paper that the Colony bought from England. The Stamp Act caused such a violent reaction in the Colonies that it was repealed.

Meanwhile, Green returned to New Haven and Ebenezer Watson became the editor of the Connecticut Courant. The printing paper that was used by the Courant came from the only paper mill in Connecticut, that of Christopher Leffingwell of Norwich, and was not always readily available.

Watson realized that what he needed was a paper mill of his own. By a deed dated August 12, 1775, William Buckland conveyed to Ebenezer Watson, for the sum of three pounds and four shillings, "a parcel of land in Orford Parish."

With Austin Ledyard as his partner, Watson built a paper mill on the bank of the Hockanum River on what is now North Main Street. The project took some time and it was March, 1776 before the new mill was producing good quality paper.

In those days paper was made one sheet at a time from cotton and linen rags, and Watson paid three pennies a pound for all that were brought in. He encouraged his readers: "A little bag or basket hung up in some convenient place will receive the rags with the same trouble that will be necessary to sweep them into the fire."

In July, 1776 the Connecticut Courant printed the Declaration of Independence on paper manufactured in Orford Parish, now Manchester.

Ebenezer Watson died of smallpox in September, 1777, leaving widow Hannah (Bunce) Watson with a family of young children, a newspaper and, "one half of a paper mill with house and land valued at four hundred and seventy five pounds."

George Goodwin, then age twenty-one, became a partner in the newspaper on January 1, 1778. On January 27 of the same year, the paper mill at Orford Parish burned down and all was lost. It was supposed the fire had been set by some one, "inimical to the cause of liberty."

Austin Ledyard had died and widows Watson and Ledyard took their case to the General Assembly. Their petition stated that the mill produced, "a great part of the writing paper used in this state," as well as paper, "for the use of the Continental Army". The very same day the General Assembly voted a state lottery of six thousand tickets at six dollars each - five thousand dollars to rebuild the mill and thirty-one thousand dollars for the prizes.

The mill was rebuilt, widow Watson married her neighbor Barzilla Hudson, and the firm became Hudson and Goodwin, owners of the Connecticut Courant in Hartford and one half of the paper mill at Orford Parish. Writing paper, press paper and cartbrace paper were for sale in exchange for cotton or linen rags, wheat, rye, Indian corn, beef, pork, butter and Continental money.

In 1779 the paper mill was again in operation with Elisha Babcock, later a Hartford printer, running it. (He became editor of the American Mercury.) He acquired an interest in the mill which he sold in 1780 to Barzilla

Hudson and Daniel Butler, "it being the mill set up by Watson and Ledyard."

From the Connecticut Courant, April 15, 1780: "Wanted at the paper mill in Hartford (Orford Parish) a paper maker that is a good workman and capable of transacting the business of a Master Workman. Such a one will meet with encouragement by applying to Elisha Babcock at the Paper Mill or B. Hudson at the Printing Office."

PAPER MILL BURNED was the headline of the Connecticut Courant of December 29, 1788. "Last Monday morning the Paper Mill in East Hartford (Orford Parish) belonging to Dr. Daniel Butler and the Editors of this paper, Hudson and Goodwin, took fire, and with all it's apparatus, one hundred and fifty reams of writing paper, about one hundred reams of Printing, and a large quantity of stock, was reduced to ashes. The loss is estimated at upward to seven hundred pounds."

Once again the mill was rebuilt, this time by Dr. Daniel Butler who had a store in Hartford and advertised for, "Linen and Cotton Rags of any color, old sail cloth, for which a generous price will be given." Also, "Two boys to apprentice to the Paper Making business and a Journeyman Paper Maker."

In 1800 Mary Ledyard quit claimed to Dr. Daniel Butler, "all my right," to the property, "owned by E. Watson and my late father Austin Ledyard." In 1802 the Watson heirs also quit claimed to Dr. Butler. Miles Beach sold to Daniel Butler, in 1808, his share of a, "certain piece of land in Orford Parish, thirty two acres with dwelling house, paper mill and a grist mill carrying two runs of stones." Dr. Daniel Butler died in 1812.

By 1813 the paper mill at Orford Parish was being run by John Butler. Timothy Keeney (1775-1823) was foreman and his son,

Timothy (2) Keeney (1802-1894), learned the paper making trade here, and later, was part owner.

On May 26, 1813 an advertisement in American Mercury newspaper stated: "Highest price in cash paid for clean cotton and linen rags in large and small parcels, old sail cloth and ropes. John Butler."

Darius Drake of East Windsor was fourteen years old when he came to Orford Parish in 1816. He served a seven year apprenticeship and worked as a paper maker for fifty years in, "Butler Company's Manufactory." He died in Hebron in 1906, at the age of one hundred and four.

In a letter to M. Spiess, Manchester historian, Olin Wood wrote: "My father, James B. Wood, was working in a paper mill near Germantown, Pennsylvania learning the trade. One day a New England paper manufacturer, Sanford Buckland, called and offered him a permanent job with good pay. My father, still unmarried, accepted the job and came to South Windsor where he took charge of Sanford Buckland & Company's Pleasant Valley Paper Mill located on the Podunk River and on a road now (1943) called Station 39 Road, shortly before 1834."

James B. Wood married Mary Ann Buckland, daughter of Peter and Caroline (Bissell) Buckland and they were the parents of Olin Wood who became a Manchester lawyer and judge. In 1840 James B. Wood, Sanford Buckland, who was the son of Amos Buckland, Timothy Keeney (2) and Increase Clapp bought the paper mill on North Main Street from John Butler's estate. "Had a flourishing business using a new process of waste paper pulp in this large mill erected in 1784 by Hudson and Butler and enlarged when John Butler became sole owner. After the Civil War car loads of Confederate money,

packed in bales like cotton, were received at the mill and remade into print and writing paper."

Clapp, Keeney and Company, successors to John Butler, manufactured printing and bank note paper. Increase Clapp died, Sanford Buckland retired and the business became Keeney and Wood.

Keeney and Wood made paper at the old stand until 1882, then the mill was idle, and people were asking when it would run again. Timothy Keeney (2) was then eighty years old and J.B. Wood had been dead for years. The property was sold to Rockwell Keeney who had been born in Manchester in 1822. With his two sons, George and Charles R. Keeney, he carried on a business in Somerville. Once again paper was manufactured at the old site on North Main Street, with Charles R. Keeney as manager.

The paper mill burned, once again, in 1899, but that time it was not rebuilt. In 1901 Cheney Brothers built a red brick building on this spot. This new building was used in connection with their hydroelectric plant.

Pipes about six feet in diameter were laid along the south edge of the Hockanum River to carry water from Union Pond to the new building. After electricity was no longer made here, this building stood empty and the pipes rusted. Water coming out of the holes in the pipes created wonderful ice formations in the winter time.

In the late 1980's Barney Peterman became the owner of the long neglected site. He cleared the land and restored the 1901 building, making it into offices. Today, 543 North Main Street is the place where Watson and Ledyard's 1776 paper mill once stood.

The Buckland Family

Percy W. Bidwell, who co-authored the History of Manchester published in 1926, states Sergeant William Buckland (2), who died in 1724, was one of the earliest settlers of Manchester. Sergeant William Buckland (2) was the son of William Buckland, "of Hartford who died in Windsor in 1690", and his wife, Elizabeth. Sergeant William Buckland (2) married Elizabeth Hills.

William Buckland's (2) home lot was near the fort of the Hockanum Indians. "There is documentary evidence that this was once the site of their Indian fort found in the record of Sergeant William Buckland's (2) home lot." He died in 1724 and left to his wife Elizabeth and their three sons, his, "home lott between ye country road and ye Pine Swamps or ye Indian Fort." The younger sons deeded to William Buckland (3) who sold to Colonel John Pitkin. "This lot is mentioned in the town votes in connection with the road that was laid out east-west in 1679." It was hereafter known as the Colonel Pitkin lot. (Dr. W. D. Love - *Colonial History of Hartford.*)

Between 1690 and 1709 William Buckland (2) bought land in the north west part of Manchester from John Williams, T. Olcott, Sr., George Olcott and John W. Williams. In a deed dated June 3, 1690: "I, Elizabeth Buckland - to my son William Buckland - Colony of Connecticut - give - piece of land I bought from Aaron Cook, East of the River, Township of Hartford, etc."

His oldest son, William Buckland (3), was born in 1701, married, and had a family of eight sons and several daughters. He probably had more than one wife. Church records of that time do not included marriages. Baptismal records, for instance, "Buckland,

Amy, d (daughter) Will(---) and w. (wife) Bpt. Aug. 29, 1724 by Rev. Samuel Woodbridge."

William Buckland (3) became a large land owner in Manchester. He also received an allotment of land in the first distribution of the common land in 1731. When he died in 1758, he named in his will his eight sons: William (4), who received a double share of his father's estate, and Peter, Elisha, Stephen, David, John, Aaron and George who each received a single share. "Also an equal single share to Amy Drake or her legal representative. To the Drake children. Elizabeth Easton and Sarah Spencer."

William Buckland

William Buckland (4), baptized in 1727, was the oldest son of the William Buckland (3) who died in 1758. He had a wife, Merebe, and they are buried side by side in Buckland Cemetery. William (4) served in Captain Wolcott's Company in 1758 during the French and Indian Wars.

William (4) owned large tracts of land in Manchester, and in 1775 he sold a piece of land on North Main Street to Ebenezer Watson, editor of the Connecticut Courant.

The first cemetery on the east side of the Connecticut River was Center Cemetery in East Hartford which was laid out in January, 1710. One acre of land was deeded to the town of Hartford by John Pantry for a burying ground. People on the east side of the river, including the Five Miles, were buried in Center Cemetery, East Hartford.

William Buckland (4) and his younger brother, Peter, were both early gravestone carvers. The work of the brothers is similar, however, it may have been William (4) who carved the gravestone for his father, William Buckland

(3), who died in 1758 and is buried in Center Burying Ground, East Hartford.

James A. Slater, in his recent book, *Colonial Burying Grounds of Eastern Connecticut and the Men Who Made Them*, mentions William Buckland (4) in his chapter on Center Cemetery, East Hartford.

"William (4) carved several stones of which the finest is that of Jonathan Cole (1753). A fragment of the stone for William's (4) wife, Hannah, is a fine example of his great nosed style that is rivaled only by his stones in Tolland." Slater credits William Buckland (4) with forty-four gravestones in Center Cemetery, East Hartford.

Slater on Old Tolland Cemetery: "Perhaps the most striking stones are a series by William Buckland (4) with enormously enlarged noses, exaggerations of the already startling stones of Gersham Bartlett. The most famous stone is that for the three children of Amasa and Amy West (1755) which combines three grotesque yet charming faces with the sadness of the deaths of three young children. Of great importance is the signature of William Buckland (4) 'of Hartford' across the bottom.

"This stone together with the equally startling stones of Dorothy Sluman (1754), Amy West (1756) and Ann West (1755), must rank among the great gravestones of New England. The genius of William Buckland (4) is also represented by a number of additional fine stones including the signed stones for Rachel Lothrop (1754)."

This burying ground may contain as many as eighteen stones by William Buckland (4) although his later work is difficult to distinguish from that of his brother Peter." Both brothers had, "a strong tendency to make backward Ns."

Stones carved by both William (4) and Peter Buckland are to be found in North West Cemetery in Buckland, East Cemetery and West Cemetery in Manchester, as well as Center Cemetery in East Hartford, also in Wapping and many surrounding towns.

Captain Peter Buckland

Captain Peter Buckland, the second son of William Buckland (3), baptized 1738, lived in the north east corner of Manchester. Tolland Turnpike was rerouted in 1801, "from Peter Buckland's lot, within two rods of his house." Some of Peter's land was in South Windsor until 1842 when it was annexed to Manchester. This area became Manchester's School District No. 1 and was known as Oakland.

Peter was an active member of Center Church. From the records: Meeting of the Ecclesiastical Society, annual report September 4, 1800. Peter Buckland was on the, "committee of this Society for the ensuing year." He was paid, "for boarding the minister." Also, "Mr. Peter Buckland to be Collector for the Eastern Division District (Orford Parish) for the ensuing year."

Regarding Peter Buckland's stones in Manchester's West Cemetery on Spencer Street, James A. Slater states: "The old stones are a mixture of granite shist and red sandstone. There are nine granite and two sandstone that are certainly the work of Peter Buckland, the dominant carver in the area."

Mr. Slater counted twenty four of Peter's stones in East Cemetery. The stone, "In memory of Mr. Jonathan, son of Mr. Ebenezer and Mrs. Mehitabel Briant who died Nov 2nd AD 1772 in the 20th year of his life," near the entrance of East Cemetery, is a fine example of Peter Buckland's backward Ns.

James A. Slater on the Northwest Burying Ground, Buckland: "Although there are only a few early cherub stones, several of them are of considerable interest because of the ambiguity of their attributions. Several are elaborately carved sandstones similar to those produced by William Crosby. I suggest that this old burying ground is an example of the period when William Crosby and Peter Buckland were in partnership.

"The Daniel Chandler (1790) stone is probably the work of Crosby. Near to it is a similar stone for Jonathan Burnham (1787), somewhat less carefully carved and with backward Ns in the legend, so common a feature of Peter Buckland's work.

"Perhaps even more striking are two stones in the old Buckland plot itself. That for Theodotea Buckland (1802) is a dark brown Portland sandstone and is very elegantly carved. Near it is the similar Merebah Buckland (1794) stone which is less skillfully carved and is a brick-red colored stone typical of the stone from the old Buckland quarry."

Peter Buckland is buried in East Cemetery and his plain sandstone gravestone is badly deteriorated. In October of 1990 all that remained was "Memory of Capt. Peter Buckland -- of the -- hope -- left the world March 19 1816, age 78."

Gravestones carved by Peter Buckland are also found in cemeteries in Bolton, East Hartford, East Windsor, South Windsor, Willington, Windham and Woodstock.

Peter (2), son of the engraver, was born ca 1777. He married Caroline Bissell, daughter of Elijah and Betsy (Buckland) Bissell. Peter (2) also was a captain in the Militia and served in the War of 1812. He drowned in the Hockanum River at Oakland, December 18, 1826, age forty-nine. He left three sons,

Jehiel, Francis and Wells, and several daughters.

Jehiel, who married Betsey Bunce, was an early manufacturer. Eagle Hill Mill was erected in 1836 on Charter Oak Street, in fact Charter Oak Street was first called Eagle Street. In 1837 Jehiel Buckland bought an interest in Eagle Hill Woolen Mill. In 1851 Eagle Hill Manufacturing Company made, "print goods and all kinds of satinet." A. Keeney, Agent.

Jehiel Buckland was also a partner in the American Company, a textile mill located on Spring Street. In 1834 William Rich sold to Ogden Spencer, "All my rights in a satinet factory in the firm of Spencer, Rich and Buckland." This is now the site of Globe Hollow.

Francis Buckland lived on Tolland Turnpike near the tavern of his brother Wells Buckland close to the Vernon line. From 1859 to 1862 Francis Buckland served on the Oakland School committee. He farmed and worked at Oakland Paper Company.

Later he moved to the McLean farm on the top of McLean Hill, the west end of Middle Turnpike. When the trolley line came through in 1895 he strongly objected to the trolley cutting off his land. He complained long and loud and Horace Wickham bought the McLean farm. Francis died in Manchester in 1906 at the home of his son, William L. Buckland, North End business man and undertaker.

Wells Buckland lived near Francis on Tolland Turnpike, where he kept a tavern for many years. It appears on the 1849 map of Manchester as Buckland Tavern. It stood near the corner of Taylor Street and Tolland Turnpike and was taken down in the 1940's by Edward Bryan. The lock and key from Wells Buckland's tavern was donated to the

Manchester Historical Society by Miss Lillian Grant.

Lieutenant Elisha Buckland

Elisha Buckland, the third son of William Buckland (3), was baptized in 1739. His farm was on the south side of Tolland Turnpike east of Adams Street. He was eighteen years old when he served with Captain William Pitkin at the alarm for, "the Relief of Fort William Henry and parts adjacent in 1757."

In 1758 he was with Col. N. Payson's First Regiment from April twentieth to November fifteenth. In August, 1759 he received four pounds a month in addition to his pay as a private for his service as an armorer's mate. He served with the Connecticut Militia during the Revolution and rose to the rank of Lieutenant.

From Mrs. F. Wolcott's 1912 article: "That part of Manchester now known as Buckland was originally called Jambstone Plain, the name being derived from the use to which the stone quarried here was once applied.

"Elisha Buckland lived on the site of the present Connecticut Sumatra Tobacco Company's farm house. Opposite this house is the quarry from which the stones referred to above came. After Elisha came back from the war he took up farming and quarrying. This quarry was royal property at one time and all the boundaries for the various grants of land were taken from this quarry as a starting point.

"Many of the gravestones in the Gold Street cemetery in Hartford came from here as did also those in cemeteries in Manchester and surrounding towns. The foundation stones of the city hall in Hartford were from this quarry."

Elisha had a wife, Elizabeth, and several children including Elisha Buckland, Jr., who died in 1824; Allen who married Elizabeth Stanley and moved to Perry, New York; Elizabeth who married Elijah Bissell; and Amos.

Amos Buckland, born 1775, served with the Connecticut Militia in the War of 1812. He was chosen pound keeper at the first meeting of the new town of Manchester in 1823.

Amos Buckland married Mary Flint in 1811 and among their children were Emily, who married Willard Grant, and Sanford, a South Windsor paper maker. When Sanford died in 1883 his estate was settled by Everett A. Buckland, "only surviving child of Sanford Buckland."

Amos stayed on the farm on Tolland Turnpike that had belonged to Elisha. And, in 1829, he advertised in the Connecticut Courant: February 8, 1829 - "For sale, valuable farm, one hundred acres with orcharding sufficient to make forty or fifty barrels of cider. Two story dwelling house, barn and necessary out houses, situated in Manchester seven miles from Hartford on Tolland Turnpike.

"Is in the vicinity of several flourishing manufacturing establishments where all surplus produce of the farm can be sold at a good price. With a trifling expense it can be a convenient tavern, situation being very favorable for one there being none within several miles. Signed Amos Buckland, living on the premises or Solomon Olmsted of East Hartford."

Amos Buckland was living in East Windsor in 1840. He died in 1863, age eighty eight.

In 1839 Henry Johnson, who bought up much of the property on Tolland Turnpike and Adams Street, sold to Tyler Hemingway land

on Tolland Turnpike and Adams Street, including what had been the Jones mill. The deed reads in part: "land and buildings, etc. Also a line four rods wide for a place to pass with cattle to water in the canal leading to the mills. To be four rods wide on the canal so as to include the well or spring and communicate with the pasture lying north."

The 1849 map of Manchester shows Tyler Hemingway's house on the south side of Tolland Turnpike and Hemingway's store on the north side. Captain Tyler Hemingway was a packet master between Hartford and New York. (Packet - a boat that carried mail, passengers and goods regularly on a fixed route.)

July 1849 ad: "Store and farm for sale. The store is situated in Buckland in the town of Manchester, known as the Hemingway place, having commanded a large share of the trade and being one of the most desirable locations in the country where a safe and profitable business is done.

"The farm opposite the store contains about fifty acres of land under good state of cultivation with fruit trees and woodland. House and barn are of modern build, large and commodious, in good repair and in every way suited to the convenience of one wishing to reside in the country, being but seven miles from Hartford on the Boston and Providence Turnpike."

Captain Tyler Hemingway died in Hartford in August 1850, age sixty.

When Charles Annis bought the property in 1854 the store was vacant. His 1860 ad in the Connecticut Business Directory: "Charles Annis, Country Store, Buckland." Charles Annis had the store and the post office until 1869 when Hollis Parker was given the office of Buckland Postmaster.

Hollis Parker had the store on Depot Street and Charles Annis knew without the post office his store would be unprofitable. That was the end of the store started by Daniel Jones. Charles Annis moved to North School Street and opened a meat market.

Captain Stephen Buckland

Stephen Buckland, the fourth son of William Buckland (3), baptized August 1742, married Mary Olmsted. He was at Lexington in 1775 and pursued a military career.

"The first artillery company raised in Connecticut during the Revolution was an independent organization commanded by Captain Bigelow of Hartford. It was recruited early in 1776 and marched to the Northern Department where it appears to have been accepted as a Continental Company. The original roll of the company is not on file. The following represents one of the last returns dated November, Camp Ticonderoga, after some of the men must have been discharged. (Roll Pension Bureau)

Captain Bigelow's Company 1776

"Stephen Buckland, Capt. Lt. under Capt. Bigelow, was commissioned June 20 1776 and promoted Nov 9 1776 in Capt. Stevens Continental Company. Stationed during the summer and fall of 1776 at Ticonderoga and vicinity.

"The Third Regiment of Continental Artillery commanded by Col. John Crane, was recruited mainly in Massachussettes. One captain and a few men joined from Connecticut.

"Capt. Stephen Buckland was commissioned in Col. Crane's Artillery Jan 1 1777, detached with his company in 1777 to serve under General Gates against Burgoyne; subsequently

stationed at various points, as at Farmington in winter 1777-1778 and Fort Arnold, West Point in 1779."

Captain Stephen Buckland was later taken prisoner and died aboard the prison ship Jersey in New York, on May 7, 1782, at age thirty nine.

The Nathan Hale Ancient Fife and Drum Corps, founded in 1966, celebrated its twenty fifth anniversary in 1991. The Drum Corps has an artillery company, commanded by John Willnauer, with sixteen members. It is called Buckland's Artillery Company in memory of Captain Stephen Buckland, who was a member of the first artillery company raised in Hartford when Manchester was part of Hartford. Buckland's Artillery performs military drills as they were done in the early days of the American Revolution.

The Nathan Hale Fife and Drum Corps has another unit called Knowlton's Rangers, named for Ashford's brilliant military leader, Thomas Knowlton, who was killed at the Battle of Harlem.

David Buckland

David Buckland, fifth son of William Buckland (3), was baptized 1745, and at Lexington in 1775. He lived at five Miles, Hartford, until 1783 when he sold land to Daniel Marsh and Peter Buckland.

He also sold to Gurdon Woodruff: "Piece of land lying in Hartford on the East side of the Great River in the Society of Orford, fourth tier of lots from Bolton - forty acres with Mansion house and barn standing thereon."

From the History of Brandon, Vermont:
David Buckland came from Hartford, Connecticut, and bought land of Nathaniel

Fisk in 1783, one hundred and sixty-five acres of land for one hundred fifty-seven pounds. At the first town meeting in 1784 he was elected treasurer, surveyor of highways and fence viewer. David and his wife, Mary, had five sons and three daughters. he died in Brandon in 1818.

Mansion House: "Measured the full sixteen by eighteen feet, with nine feet between joyns, and a good chimney in ye fore sayd place as commanded by the old Proprietor's Agreement. It had a short roof in front but a long one behind, sloping right down to the kitchen door. It had an upstairs as well as a garret, and it had a grand front room with a bay window. On the other side of the chimney was the kitchen."

Mansion at that time meant, "a place of abode."

John Buckland

John Buckland, the sixth son of William Buckland (3), was baptized December 25, 1748. he was a partner with Aaron Buckland and Silas Drake, Jr. in Buckland's store in 1802. John Buckland served in the war of 1812.

Aaron Buckland

Aaron Buckland was the seventh son of William Buckland (3). A history of Aaron Buckland begins on page 19.

George Buckland

George Buckland, who lived in Buckland all of his life, was the eighth and youngest son of William Buckland (3). He had a wife

Elizabeth, and they had a large family. Sons Walter, George (2) and Cyrus were, "of Springfield," when they sold land in Buckland.

George was seventy-five years old when he applied for a pension for his service in the American Revolution. He stated: "I was born in East Hartford, Connecticut in the year 1757. I now live near where I was born, in the Town of Manchester, which was taken off from the east part of East Hartford."

George Buckland's farm is shown on the 1849 map of Manchester as M. Buckland, his grandson Merritt Buckland, son of Norman Buckland. His land was on both sides of Buckland Street, then called the road to Wapping, and extended north to the old Manchester-South Windsor town line. It was bounded on the west by Moses Evans, George Buckland and Lois Drake. It was bounded on the south by John Buckland, George Buckland, Norman Buckland, Eunice Jones and Walter Buckland. And it was bounded on the east by Norman and Walter Buckland, and John Olds.

In 1831 when George was eighty-four years old he deeded to his son Norman: "-the public highway from the East Windsor line and all other buildings and appurtenances belonging. Together with stock, horses, sheep, cattle and every and all of the same now in and upon the land with all the farming utensils belonging to same."

In return George was to have the life use of the farm. "If Elizabeth, wife of George, should outlive George - Elizabeth shall have the free use, occupancy and improvements of one third of all described. Provided Elizabeth Buckland shall not be entitled to cut or consume more fire wood than what shall be consistant for her own comfort and use in consuming for fuel."

Elizabeth died in September, 1843 and George died in December of the same year.

Cyrus Buckland, son of George and Elizabeth, was born in Orford Parish in 1799. He went to work at the United States Armory in Springfield, Massachussettes where his inventions, "cut the cost of turning out a finished musket was reduced by one half." He died in 1891. (American Cyclopedia American Biography)

Norman Buckland, 1796-1844, son of George and Elizabeth Buckland, lived in Manchester all his life. He was elected constable at the first Manchester town meeting. He was a Justice of the Peace and his name appears on many old deeds. When he died in 1844 he left his widow, Morilla Joanna (Wright) Buckland and nine children.

Merritt, the oldest son of Norman, died in Lansing, Michigan of typhoid in 1869. He was forty-four years old.

Electa, the oldest daughter of Norman, taught school at Manchester Green for one year. She was such a good teacher that in 1856 she was Preceptress at East Academy. She married James E. Taylor and they lived in Chicopee Falls, Massachussettes. (Information provided by her grandson, Roland W. Taylor of West Hartford.)

Frank C. Buckland, son of Merritt, born 1831, studied dentistry and, "Sept 1860 - F.C. Buckland, D.D.S. informs the citizens of Manchester and vicinity that he has opened an office over the store of Fuller & Wolcott at Manchester Station. Artificial teeth of every description. Partial plates. Teeth extracted at all hours."

Dr. F.C. Buckland had a successful business until his health failed and he died in 1876. His widow, Mary (Loomis) Buckland, married

Dr. Francis Whiton, a north end doctor whose estate was left to the town to build Whiton Library, which opened in 1932.

Bradford, son of Norman Buckland, was, "of Springfield," when Norman's estate was settled in 1848.

Aaron Buckland

Aaron Buckland was born in 1755, and when he was three years old his father died. Aaron may have been brought up in the household of his uncle Jonathon or John Buckland. Stiles Ancient Windsor refers to him as Aaron Buckland of Ellington when he enlisted in 1775.

Aaron Buckland's name is on the payroll of Captain Charles Ellsworth, Fifth Company, Eighth Continental Regiment, Col. Jed Huntington. This company was sent to Long Island where it remained until September, "when on requisition from Washington it was ordered to the Boston Camps and took post at Roxbury in General Spencer's Brigade. Remained until expiration of term of service in Dec 1775."

Aaron Buckland spent the winter of 1777/1778 at Valley Forge. "Six Connecticut regiments of the Continental Line went into winter quarters at Valley forge. They remained with the main army through the memorable winter.

"The towns of the state sent some clothes but the suffering of the soldiers was for a time extreme. As spring opened they recovered their spirits and fell to drilling under Steuben's new tactics."

Aaron Buckland also served in Col. Eno's Regt., Captain Ozias Bissell, June 1778. "Two militia regiments were ordered to the Hudson soon after the battle of Monmouth and were stationed at different points such as Fort Clinton, West Point, etc."

An article written by Mrs. Frank Wolcott and published in the Manchester Herald in 1912 states: "These details (concerning Aaron Buckland's war record) were told by Aaron Buckland, Esq. to his son-in-law, William

Jones, who told them to Daniel Callahan, a trusted employee of the Jones family for many years. Mr. Buckland's stories of the battle of Long Island, the treachery of Benedict Arnold, the capture of the Hessians, as told by Mr. Callahan were more interesting than any history I ever studied. I give it much credence from the fact that Aaron Buckland was given as his salvage or pension a thousand acres of land in Buckland."

After his 1778 enlistment he returned to Orford Parish. His farm was located on the north side of Tolland Turnpike opposite the cemetery. In fact, the cemetery was Aaron Buckland's land until 1811 when the town bought it for public use.

Aaron's first wife was Eunice, daughter of Captain Richard Pitkin. Their young son Aaron (2) who died in 1785 was one of the first burials in Buckland Cemetery. They had two daughters; Mary, who became the first wife of William Cooley, and Eunice (2), who married William Jones.

Eunice died in 1791, at the age of twenty-eight. Aaron got married a second time to Theodota (Foote) Buckley, a young widow with a daughter named Roxy (Roxy eventually married James M. Goodwin). Aaron and Theodota had a son named John (2) who died in 1839, unmarried. They also had a daughter, Sophia, who married Ebenezer Watson Bull, who had a drug store in Hartford called the Good Samaritan. After Ebenezer Watson Bull died, Sophia married George Beach, president of the Pheonix Bank of Hartford.

After Theodota died Aaron Buckland married Mary Buckley. Mary is the grandmother that William Henry Jones, grandson of Aaron Buckland, mentions in his autobiography.

By 1780 Aaron Buckland had a woolen mill going on Hilliard Street, west of Adams Street. That same year he was collector of taxes when Orford Parish was part of Hartford.

In 1788 he built the tavern house called Buckland's Inn near the west corner of Tolland Turnpike and Buckland Street. In 1793, with partner John Foote, he opened a store near the one room school on Buckland Street.

In 1795 he and John Wyllys invested in a store to be established in Presque Isle, now Erie, Pennsylvania, by Daniel Ellsworth. His, "Western lands," were listed in the inventory of his estate in 1829, and valued at five hundred dollars.

In 1800 Aaron Buckland, George Buckland and John Olds petitioned the General Assembly, "to make Tolland Turnpike a better road."

From Mrs. F. Wolcott's 1912 article: "Aaron Buckland built a powder mill where Adams mill now stands, which was in operation until after the War of 1812. At one time there was a serious explosion at this mill, one man being blown two or three hundred feet. He was buried where he fell, on the bank of the Hockanum River, and a stone was erected over the spot telling of the tragedy. The stone is now at the house of Thomas Hackett."

American Mercury newspaper April 22, 1817: "The Republicans of East Hartford," (Manchester was Orford Parish, East Hartford), "are requested to attend a meeting at Mr. Aaron Buckland's on Wednesday 23 inst. at 2 o'clock P.M. A general attendance is requested."

March 2, 1819 - "The Republicans of East Hartford are requested to attend a meeting at Aaron Buckland's to make arrangements for the spring election."

In 1820 Aaron was a selectman and he was on the Viewing Committee of the Hartford County Agricultural Society.

He died in 1829 leaving no male descendants.

The Woolen Mill of Aaron Buckland and his successors; Williams & Tracy, Sidney Pitkin, and E.E. Hilliard

After serving in the Revolution, Aaron Buckland came back to Orford Parish and established a woolen mill. His grandson, William Henry Jones, wrote:

"I remember when my grandfather, Aaron Buckland, who started one of the first textile mills in the state, was one of the largest land holders and farmers in Connecticut, owning most of the property in that part of Manchester now called Buckland, the north west corner of Manchester, named after him.

"He owned a woolen factory in the southern part of his estate, where Hilliard & Co's. factory now stands. At that time there were no power looms in operation in this country. All cloth was woven on looms by hand, and the wool was carded into rolls, and the rolls were placed or lapped together on the back side of the spinning machines by boys as it was spun. Sometimes my grandmother would send me to the factory with the men's dinners, about a mile south.

"In the War of 1812 grandfather and my father (William Jones) made blankets for the army having a government contract. My father at that time was a captain of the East Hartford artillery, and he with his company were drafted to go to New London, but on account of the contract he was obliged to send a substitute."

Connecticut Courant, 1810: "The subscriber takes the liberty of informing the public that he has erected at his Woolen Factory machinery for Picking and Carding wool. Such as will bring their wool sorted, without oiling, may depend on having it Carded well and made into rolls in the nearest manner as the machinery is new and in complete order and attended by experienced workmen.

"N.B. The price for Picking, Oiling and Carding wool at the above machine will be eight cents per pound; and wool will be received in payment, but no credit will be given. A. Buckland."

Aaron Buckland ad of December, 1823: "For sale - Woolen Manufactory is upon a small scale, in good repair and well situated for a Clothier or Manufacturer; connected with it are two houses. This property will be sold with or without the houses."

The woolen mill was sold to N. Williams and Simon Tracy, of Lebanon, in 1824. After a year or two, they sold it to Sidney Pitkin.

Connecticut Courant, July, 1826: "The subscriber has lately taken the stand lately occupied by Williams & Tracy and purchased a first rate carding machine and is now ready to receive Wool to Card. He will commence cloth dressing early in the Fall and flatters himself that by personal and careful attention to the business he shall satisfy all who favor him with their custom. Signed: Sidney Pitkin"

"Sidney Pitkin (1798-1868), in addition to his large farming interests, commenced the manufacture of woolens in 1824 and continued the business for many years in a mill now in operation in Manchester. He was town treasurer in 1856 and served four years." (Pitkin Genealogy) His farm was on Tolland

Turnpike and the railroad tracks ran through his property.

Sidney Pitkin took on Elisha E. Hilliard as an apprentice in 1814 and in 1832 Pitkin sold to Elisha E. Hilliard, "one quarter undivided part of a woolen mill with water priveledges, etc."

E.E. Hilliard and Ralph C. Spencer were partners in 1840, and during the Civil War they manufactured woolen goods for the Northern Army. Hilliard bought out Spencer in 1871 and his son, Elisha C. Hilliard (1852-1916), was admitted. The company incorporated in 1895 with E.C. Hilliard as president.

In 1878 a survey was done:

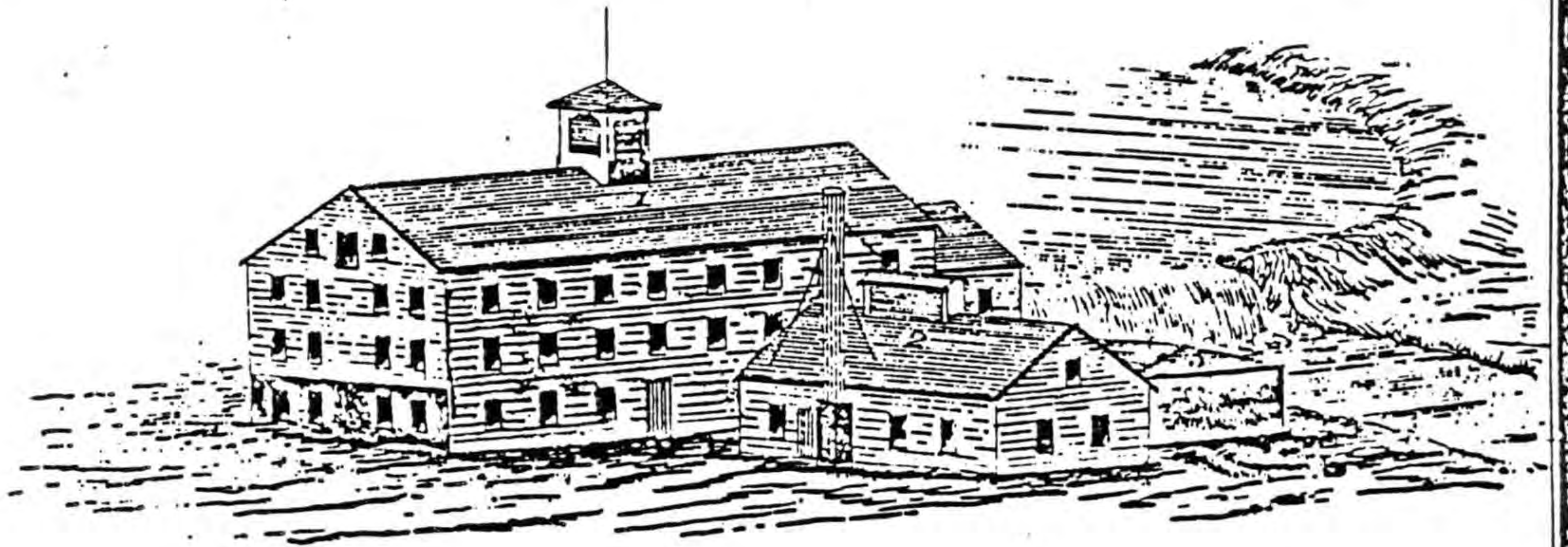
E.E. Hilliard and Co., Satinet Mill, Manchester, Connecticut. Owned as above, formerly Hilliard & Spencer. Stock - Wool, Cotton and Shoddy. Capacity - two sets. Power - Water and Steam. Exposure - none. Surveyed June, 1878.

Description:

No. 1 - Main building
 Height - two stories, attic, and basement.
 Size - ninety five by thirty two feet.
 Walls - frame.
 Roof - shingle.
 Cornice - wood.
 Scuttle - none.
 Ladders - moveable.
 Floors - ordinary.
 Ceiling - open.
 Stairs - enclosed.
 Elevator - none.
 Occupation - Basement; fulling and finishing, engine in enclosed room, dry flocks. First story; weaving. Second story; carding. Attic dry on tenters.

No. 2 - Dye and Boiler House
 One story, frame.

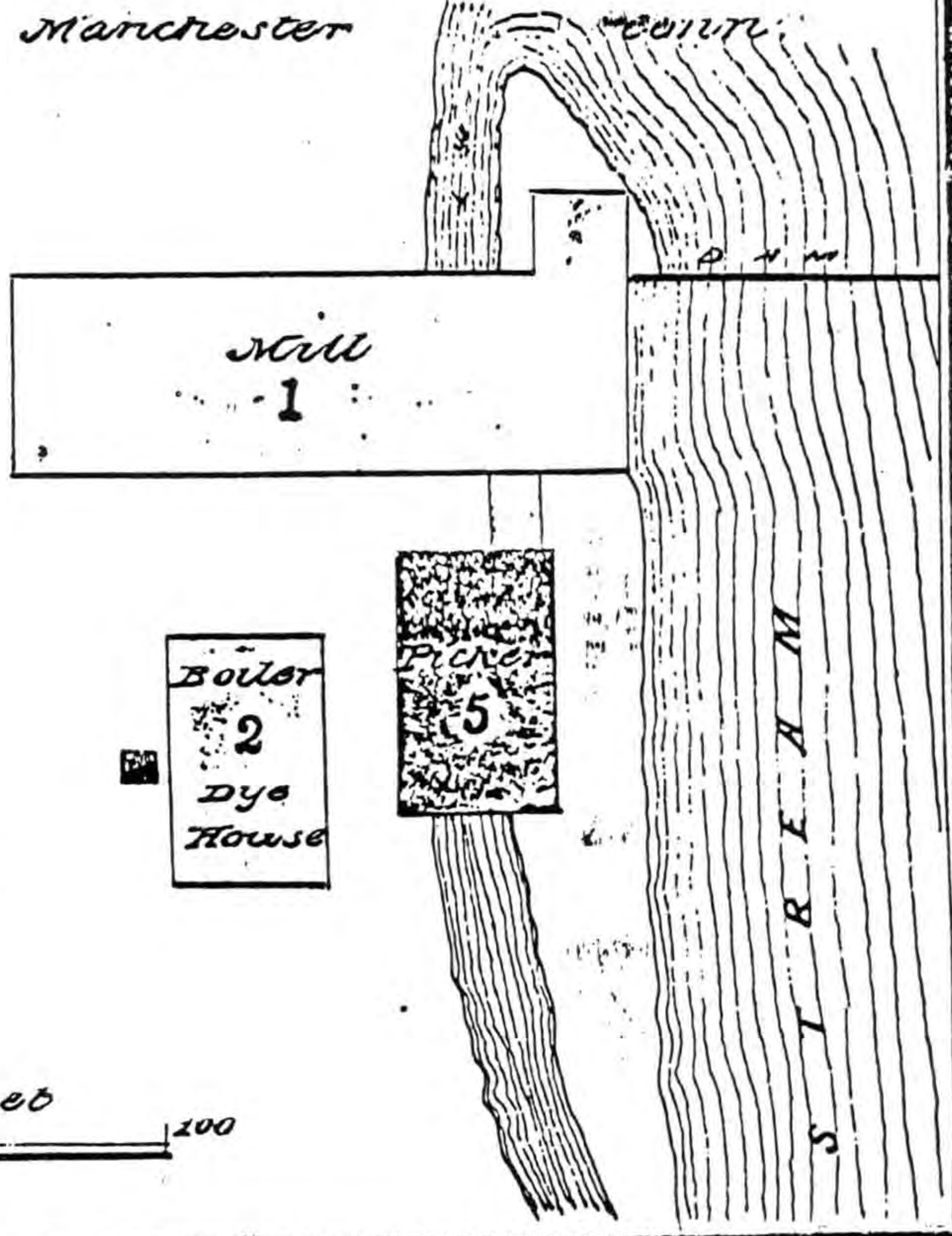
5274.



Stable

E.E. HOLLARD & CO'S.

Sabinet Mill,
Manchester



Scale of Feet
0 50 100

No. 3 - Shed
One story, frame.

No. 4 - Storehouse
One story, frame.

No. 5 - Picker House
One story, brick, tin roof.

Heating - steam.
Lighting - kerosene.
Watchmen - none.

Pickers are located in new brick picker house (No. 5), powered by enclosed belt. In consequence of its being locked, admission was not gained, but it is judged to be of approved construction.

Drying - Wool is dried in winter by spreading on floor in attic; steam pipes around room. Also have tenters in same. Flocks are dried in basement; dryer appears secure.

Oils - Lubricating on machinery, lard on stock.
Waste - Removed daily.
Hours of Work - Eleven.
Boilers - One of tubular kind in dye house, well set.

Fire Appliances:

Fire pump - none. Vertical pipe - none.
Tank - none. Hydrants - none. Hose - none.
Sprinklers - none. Casks and Buckets - each floor. Steam jets - none. Extinguishers - two.
Lightning Rods - none. Ladders - moveable.
Auxiliary Aid - none.

Character:

Stock - Wool, cotton and shoddy of uncertain qualities; the latter probably forms the chief part. Main building is quite old, floors considerably worn and oily - kept clean by sweeping, however. Fire appliances consist of a fair distribution of casks and buckets and

two extinguishers. Owners appear practical and economical, doing a prosperous business.

Hilliard built a new and larger mill in 1895, and this brought new people to Buckland. Some had their own homes, became permanent residents and took part in town affairs.

Others, often single people, boarded with families or lived in a boarding house. The boarding house was a way of life at that time, the boarder occupying a room and taking his meals at a large dining room table with the other boarders.

In 1895 the first trolley came to Manchester. And soon after, tracks were laid down Adams Street to North Main Street to accommodate the growing number of people employed at Hilliard's mill.

"The mill originally depended entirely upon water for its source of power, being located on the Hockanum River and Bigelow Brook, but at length steam was utilized to ensure a steady flow of power.

"In 1901 the company acquired additional water power by the purchase of the property of the Peter Adams Paper Company, situated on the same stream nearer Buckland.

"The waters of the Hockanum River are there expounded in a large pond and at the dam an electric generating plant was installed, and the power thus developed is conducted to the Hilliard mills, ensuring an auxiliary force of four hundred horsepower.

"The Hilliard property includes a large acreage stretching from Adams Street in Hilliardville to the east along Hilliard Street and Middle Turnpike to the tracks of the South Manchester railroad. Much of this is wooded and borders several ponds, which add to the

picturesque quality of the landscape." (Percy W. Bidwell, 1926)

In 1902 Hilliard employed one hundred and eighty operatives in the manufacture of woolen goods. Heavy rains and flooding during the winter of 1909 swept away several dams and bridges in the neighborhood and damaged the factory. Hilliard Company replaced the dam, the town built new bridges, and the HM&R Tramway put in tracks where they had been washed away.

1923 (Manchester's Centennial) - "Hilliard employs over two hundred hands in the manufacture of men's and women's wear, woolens and overcoatings."

The great depression, which started with the crash of the stock market in October of 1929, slowed down the wheels of industry and textile mills were badly hurt. In January of 1935 Hilliard's employees went on strike. In March the mill was closed for lack of orders.

Meanwhile, synthetic fabrics, lighter and warmer than the old fabrics, had been developed. The world was at war, and on December 17, 1941, the United States was drawn into the war when Japan attacked Pearl Harbor. In 1941, E.E. Hilliard Company closed its doors.

During the more than one hundred and sixty years the mill turned out woolen goods, it had only four owners.

First came Aaron Buckland, who wove blankets for the army that won this country its independence. Then Williams & Tracy, who kept the mill only a year or two. The third was Sidney Pitkin, who hired eighteen year old Elisha E. Hilliard as an apprentice in 1824. He was followed by his son, Elisha C. Hilliard, and grandson, E.E. Hilliard.

Charter Oak Company

In 1836, George W. Cheney sold to Manchester Woolen Company, "one acre bounded on all sides by my land - liberty to erect a satinet factory and other buildings - liberty to build a dam across the stream, dam only of sufficient height to turn out the water into the canal - liberty to dig a canal from the dam to the factory."

February, 1849 - Manchester Manufacturing Company, "a joint stock corporation by their agent Charles McLean conveyed to E.E. Hilliard one acre with satinet factory and one half acre with house and barn. These two pieces contain all the land conveyed by G.W. Cheney to Manchester Mfg. Co. except the highway which has been laid across." In April of 1849, E.E. Hilliard conveyed the same property to Charter Oak Company.

"The principal owner of the Charter Oak mill was E.E. Hilliard. Frank W. Clark was associated with Mr. Hilliard in the ownership and operation of this mill which was sold to Cheney Bros. in 1881" (Robbins)

Buckland's Inn

Tolland Turnpike was called, "the well traveled road between Aaron Buckland's tavern and Woodbridge tavern." A stage coach leaving Hartford would cross the Connecticut River by ferry, (no bridge until the early 1800's) and on the east side of the river would head for Main Street, turn north onto Burnside Avenue, continuing east to Tolland Street, which, in Manchester, becomes Tolland Turnpike.

In Manchester, until 1800, Tolland Turnpike followed the route of North Main Street, Woodbridge Street to Manchester Green, east to Bolton and beyond.

From Mrs. F. Wolcott's 1912 article: "Aaron Buckland built a large brick house known as Buckland's Inn. Mrs. Barron has the sign which hung in front of the tavern, Buckland's Inn 1788. This was a posthorse tavern where the horses were changed in such quick fashion for the mail could not be long delayed."

Buckland's tavern was a landmark in the vicinity. In 1793 Daniel Jones informed his customers the Jones linseed oil mill was located south of Mr. Aaron Buckland's tavern. In 1798 Levi Risley & Co. advised the public their powder mill was one mile east of Buckland's tavern.

William Henry Jones, Aaron Buckland's grandson, wrote in his autobiography: "I remember when the town of Manchester was set off from East Hartford and that Grandfather at that time gave a great entertainment in front of his brick tavern, having a long table set in the shade of the maples; and a cannon, owned in the place, was kept for use on all great occasion, was fired during the whole time.

"I well remember when the main stage route between New York and Boston was thru Manchester. At that time there were no railroads, and all the stages stopped and changed horses there; every stage was drawn by four horses.

"In the year 1824, General Lafayette was at the laying of the cornerstone of the Bunker Hill monument in Boston and the day he was expected the Governor's Horse Guard came from Hartford to escort him in.

"He stopped a short time at Grandfather's hotel in front of the Hotel but he did not leave the carriage. (Lafayette was on crutches.) A man under the influence of strong drink who was in the habit of making himself conspicuous on public occasions, stepped up to the carriage

and presented Lafayette with a pair of brass spectacles. The general took them and looked at them. At the same time Grandfather noticed it and immediately stepped up to the carriage and told Lafayette the condition the man was in and the General presented the glasses to Grandfather."

In December, 1823 Aaron Buckland advertised in the American Mercury, "Will rent Tavern House, stables, etc., now occupied by Elisha Kingsbury, in Manchester, six miles from Hartford on the Boston and Providence Road, an old stand. Possession given 1st April next."

Aaron Buckland died in April of 1829 and his estate was advertised in the Connecticut Courant in September of 1829: "For sale the well known Buckland Tavern six and one half miles from Hartford on the Great Main Road to Boston, which stand, for a Country Tavern, is not surpassed in the State. House is of brick, well built, and very pleasantly situated, with three large barns and other out buildings, with a home lot of twenty acres. Also one double and one single two-storied house of wood, a store and a blacksmith shop."

In 1842 John and Otis Perry of Woodstock, Windham County, conveyed to Eli Pitkin of Manchester four acres with a tavern house, barn and other buildings.

In 1844 Eli Pitkin sold to Francis Cowles four acres with tavern house, barn and other buildings, "same land quit claimed to me by John and Otis Perry, except for a lease on said land and buildings to Milton E. and Deodate B. Lyman for a term of one year."

Francis Cowles sold the four acres with tavern to Henry Sherman in 1847. Sherman, Yale 1829, lawyer and author, was a cousin to the Jones brothers.

Mrs. Wolcott, "At one time a gentleman attempted to establish a private school at the tavern using the second story of the schoolhouse as the class room, but the venture was not successful."

J.C. Howard had the school. His ad in the Courant in December, 1855: "Classical and English Family School, six miles east of Hartford on the route of the Hartford, Providence & Fishkill Railroad. J.C. Howard, A.M., Principal - Proprietor, having purchased the beautiful and spacious premises best known as Buckland Hotel but more recently the private residence of Henry Sherman, Esq.

"The course of instruction will be comprehensive, systematic and thorough. It will be the constant effort of the Principal and his lady to promote the personal comfort of their family and for those purposes their location, domestic arrangements and all experience of some twenty years afford them peculiar facilities.

"The charge for Board, Furnished Room, Light, Fuel and Tuition in the Ancient Languages, Mathematics and English branches per quarter of eleven weeks is fifty dollars in advance. P.O. Address Buckland, Conn." Evidently the school was not a success as the following year J.C. Howard was teaching school in East Hartford.

Henry and Anne Sherman sold the inn property in 1856 to Mary Brainard, wife of Horace Brainard, "Mary in her own right, independent of her said husband," four acres of land and all the buildings standing thereon. Mary Goodwin Brainard was the daughter of James M. Goodwin and his wife Roxanne Buckley, who was Aaron Buckland's stepdaughter. Mary must have had strong feelings about the old inn with its five fireplaces. At that time it was most unusual for

a married woman to own property independently.

In 1865 Horace Brainard sold the Buckland Inn to Roderick L. Griswold. When he died in 1888, his daughter, Charlotte M. Griswold Barron, inherited the property. After that it had several owners, including John Holden, James D. Pickles, Frederick B. Taylor and John Johnson.

Mary Callahan was the last owner and rented it to others. Hartford Courant, February, 1901: "William Newberry and family have moved from Adams Street to the tenement in M.A. Callahan's house."

Manchester Evening Herald, April 20, 1932: "The Buckland Tavern property, an early landmark, a spot known to old time travelers by way of Tolland turnpike from Boston to New York, was sold yesterday by Mary Callahan, who has owned the property for over thirty years, to the State of Connecticut. Property is on the corner of North Main Street and Buckland Street. (Now the corner of Tolland Turnpike and Buckland Street.)

"The purchase of the property by the State is intended to remove from the site the rather dilapidated building which was never fully restored after being damaged by fire over ten years ago. The site is to be converted into a highway system parklet."

The building which had stood for nearly one hundred and fifty years was removed without ceremony. No one recalled that when Manchester became a town in 1823, Aaron Buckland, Manchester's most public spirited citizen, held a grand celebration there to commemorate the event.

Aaron Buckland's Store, later the Jones Store

By 1793 Aaron Buckland, with partner John Foote, had a store near what is now the east corner of Tolland Turnpike and Buckland Street. Years ago this was called the corner of North Main Street and Buckland Street.

Buckland and Foot's November, 1795 ad read, "Superfine, middling or low priced, fresh assortment of European and W.I. goods suitable for present and coming season. Includes broadcloth, Irish linen, muslin, chintz, calico, cotton and worsted hose, brandy per gallon or barrel, rum, molasses, ginger, indigo, hardware and crockery. Signed Buckland & Foot. N.B. We pay cash, good Rock or Turks Island salt in exchange for flax seed or paper rags."

On December 14, 1799, an ad in the American Mercury announced the, "Dissolution of the partnership of A. Buckland and John Foot. A. Buckland to collect all bills due and carry on the store lately occupied by Buckland and Foot."

Solomon Lathrop was a member of the firm until 1802 when the company became Aaron Buckland, John Buckland and Silas Drake, Jr. About 1810 William Jones, Aaron's son-in-law, became a partner and the store became Buckland and Jones.

Their 1814 ad: "Have just received an additional supply of goods which they offer for sale consisting of 1,500 bu. T.I. and St. U. salt, 80 quintals fish, brown sugar, coffee, tea, pepper pimento, cassia, clove, nutmeg, starch, men's and children's shoes of various kinds, one thousand yards cotton shirting and sheeting. American woolen clothes of various kinds. Buckland & Jones want rye, corn, flax seed, butter, cheese and good posts and rails in exchange for the above articles."

James M. Goodwin, who married Aaron Buckland's stepdaughter Roxy Buckley, was a partner with Jones for some years. March 1829 ad: "William Jones having purchased the stock in trade of W. Jones & Company, the partnership between the subscribers is dissolved. Accounts to the company will be adjusted by him. Signed William Jones and James M. Goodwin."

After the death of Aaron Buckland in 1829, his widow sold William Jones, "one quarter of an acre of land on which stands a store."

William Jones was succeeded in the store by his son Aaron Buckland Jones who advertised in 1854: "The store in Buckland, in which the Post Office is kept will be rented to a good applicant. Location one of the best in town for business. Cars (train) and stage stop daily."

However, there was no buyer and A.B. Jones continued to be the storekeeper. In 1886 A.B. Jones sold the Jones property to C.H. Owen and it later was owned by Robert McIlvane.

From the Manchester Herald, October, 1938, after the hurricane: "One of the few remaining landmarks in Buckland is being removed. It is the store that at one time was located at the corner of North Main Street and Buckland Street and was a one story structure of hand hewn timber, mostly chestnut and put together with wooden pegs.

"Seventy years or more ago the store was conducted by Aaron Jones in this building. What was probably a bulletin board, telling what was on sale in the store, was found today among the wreckage. It was a plain board, three by five feet and on it was a notice that 'Sugar, teas, spices, soap, candles and oils were in stock'. At the time the store was first opened there was another store to the west of

Buckland Street. The store west of Buckland Road was the store started by Daniel Jones.

"Later Robert McIlvane occupied a store that is now at the junction of North Main Street and the new road leading to the Buckland cut-off. After occupying the store for some time Mr. McIlvane purchased the old store building still known as the Jones store and moving the one story structure to the north, built the present store building at the corner of North Main Street and Tolland Turnpike.

"The old store that had been moved back to make room for the store built, was used as a storehouse for the new and larger store and as other stores went out of business the Buckland Store, as it was later named, continued to grow.

"There was no necessity with present methods of transportation to have a storehouse and the old Jones store became a storehouse for furniture, old automobiles and what not. The hurricane ripped off the roof and part of one side of the building. It has now been decided not to rebuild and today men are at work tearing apart what is left of the old Jones store, an old landmark."

The New Store at the Corner of Tolland Turnpike and Buckland Street

The new store built by Robert McIlvane was a two story structure with an apartment over the store. Robert McIlvane was the grocer from 1899 until 1900. In 1901 the store became Maloney Brothers general store. From 1902 until 1903 William C. Allison was the Buckland grocer. And from 1904 until 1905 Robert McIlvane, who still owned the store, was again the tenant. Robert McIlvane was a business man who later moved to the Depot

Square location previously occupied by Fitch & Drake.

In 1915, when the street numbers were changed, the store on the corner of Tolland Turnpike and Buckland Street became 1089 Tolland Turnpike and remained so until it was taken down about 1980.

Latting Caverly, who was the grocer in 1917 sold the business to a Hartford couple who had always lived in the city. In 1917 Buckland had roosters that crowed at dawn, cows that mooed and horses that neighed. The city people were unhappy in the country.

John Derrick had a store in Hartford and a salesman whose territory included Buckland told Mr. Derrick there was a store for sale in Buckland. The salesman told Mr. Derrick, "If you go out there and bang on the barn a few times you will probably buy it real cheap."

The owner was anxious to sell and John and Grace Derrick and their sixteen year old son, George, came to Buckland in March of 1919. They lived in the apartment over the store where son Melvin was born in 1920.

Derrick's store stocked wicks, lamp chimneys and kerosene for those who did not have electricity. Melvin Derrick remembers the ice man who came every day to fill the ice box where the perishables were kept.

During the tobacco growing season Hartman Tobacco Company brought in workers who lived in Hartman's boarding house. George Derrick remembers taking his father's car and going to Hartford to buy groceries wholesale, cases of eggs, etc., that he delivered to Hartman's boarding house.

George Derrick told of the power house on Depot Street near the Buckland railroad station. It generated electricity for the trolley



cars and was called a booster station. When buses replaced the trolleys, the booster station was no longer used. It still stands there, a red brick building near the railroad tracks. He also recalled that Kristian Karlsen had a blacksmith shop on Depot Street at one time.

Melvin recollects, as a child, sitting on James Crooks' lap and being impressed by Crooks' bushy beard and his chewing tobacco. On a summer evening when the windows were open Julian Palmes could be heard playing his drums.

On a winter's evening neighbors gathered at Derrick's store to make a purchase and linger to discuss Buckland affairs. Thomas Hackett came in and sometimes his brother, John. Ed Stein from Adams Street came by, and George remembers Andrew Healy, another neighbor.

The post office was in the store, and the outgoing mail was especially heavy when Hilliard's mill sent out hundreds of wool samples. At one time the mail bags were sent to Hartford on the trolley.

John Derrick had a single gas pump outside of the store and Olin Gerrich had a shed with a gas pump in it, across from Hackett's tobacco plantation. These were the first gas stations in this area.

In the 1920s, when automobiles were coming into use, it was the young men in the neighborhood who did the driving. George Derrick drove James Crooks to Hartford on business in John Derrick's car. Walter Keeney chauffeured for Dr. Sharpe. And young Mr. Donahue drove for Clarence Wickham.

John Derrick died in 1933. When Grace Derrick sold the store to V.P. Boynton in 1939 it had been Derrick's store for twenty years.

V.P. Boynton had the store at 1089 Tolland Turnpike for ten years. W. Ciechowski was the grocer there for about two years, followed by C.W. Hull. 1089 Tolland Turnpike was the address for Barlow's television store until 1977. Today it is a vacant lot.

Pioneers!

The Connecticut State Library received the following letter from Cedric L. Robinson, Bookseller, 597 Palisado Avenue, Windsor, Connecticut, in 1956:

"Thought you might like the enclosed copies of part of a collection which I recently sold to Columbia University Library. This includes all in the collection relative to the venture except receipt or invoice for furs to John Jacob Aster. Rest was other and later land venture of the Wyllys family in Mass. & Ohio." Signed - Best - Bob.

Excerpts from letters from Daniel Ellsworth who traveled to Presque Isle, now Erie, Pennsylvania, to his partners. Ellsworth, Aaron Buckland and John Wyllys, of Orford Parish, East Hartford, were partners in establishing a store at Presque Isle.

December 14, 1795: "I arrived at Genesee River 25th day Oct., almost the whole time after I left East Windsor till I arrived at that place was rainy, disagreeable weather and the --om Skenackday there, was mud almost knee deep to my horse the greater part of the way.

"At Genesee, I was advised not to proceed on my journey without a guide, of course I hired a man to accompany me. I arrived at Buffalow Creek on the morning of the -- of Oct., where I was advised the impractability of proceeding further on my journey inland. There being no more than a blind Indian path covered with leaves and many high streams of water, from those considerations thought it best to turn my course to Niagara which I did and laid out cash in merchandise; but was not able to get a passage from there to this place till the 10th of Novr and did not arrived here till the night of 26th Novr.

"You undoubtedly think it strange that I should be so long on my passage. But I hope you will have candor enough to believe me when I tell you, that although I was a man of great importance in Connecticut,, when I arrived in these distant regions had not the least power or authority to command the winds or the rolling waves on Lake Erie, but was obliged to submit entirely to their pleasure. Twice on our passage we were obliged to unload our boat, the last of which was within twenty miles of this place where we encamp in the woods for eight days.

"On my arrival here, I found my worthy Brother Captain Bissell in health and to appearance very much rejoiced to see me on the business I came upon, and disposed to grant me every assistance which I could desire, which has and I believe will be of the greatest importance to us in our line of Business.

"The best calculation of the distance of the way by land from East Hartford to this place that I can make is: East Hartford to Albany, one hundred miles; Albany to Genesee River, two hundred and fifty miles; to Buffalow Creek, eighty miles, from Buffalow Creek to this place, eighty miles.

"Cider Brandy I think will not answer to trade here as whiskey will come much cheaper and is more used. All kinds of goods are very high at this place. Sugar would command almost any price but not to be obtained. Almost all kinds of goods used in the States will answer a good purpose to bring to this place. Br. Buckland must prepare to come here in the spring. I will make out a list of such articles as I shall think will answer and send forward to you in season for their purchase, however procure one barrel of the

best cheese to be had. All liquids must be barreled in casks not to exceed in measure forty gallons. I think that if you can procure about ten of them they will come in play, they must be well hooped and pinned.

"I board with Capt. Bissell, a Doctor and Depy. Commissary, all agreeable companions, what my expenses for board will amount to cannot be determined at present, but I have reason to think will not be high, as prudence and economy are the principles that govern each of the mess.

"I have my goods in a log hut partly of my own building. Fortune stands at the door with bank bills in her right hand and specie in her left and I can scarcely open the door to her but I receive a present in them. A good framed store will be ready for the reception of our goods in the spring. I left my horse in the care of a worthy man at Niagara who is to keep him until May without any expense to us.

"I think that a few labouring young men of good character may do exceedingly well to come forward with Br. Deacon Buckland. Remember my particular respects to all my worthy brethren in the Lord. Tell them that although I am absent from them in body, yet am present in spirit and wishing them peace, prosperity and happiness in and through time; and at last a favorable reception into a more glorious Lodge of Heaven where all faithful Ms. (Masons) shall forever remain in the full enjoyment of eternal felicity. I conclude by wishing you my worthy and ever respected friends and your dear families every comfort and every blessing. And by subscribing myself your faithful friend and well wisher.

Signed Dan'l. Elsworth

"N.B. I request you to give Mrs. Elsworth the reading of this letter as I have not time to write her so particularly of my situation. D.E."

This folded letter was addressed on the outside to:

Messrs, John Wyllys and Aaron Buckland
East Hartford (Orford Parish)

The second letter is marked PRIVATE and addressed to "My Respectable Friends and Partners." Daniel Elsworth recommends buying a large tract of land and selling it off to the settlers who are due to arrived in the spring. He mentions Coneat (Conneaut, Ohio) and Coneat Creek.

"The land is laid out in lots to the west line of this state and a large company of honest Moravians have got a title for a great number of them adjoining sd state line who are also to settle there in the spring. So that if we should be fortunate enough to purchase Coneat we may expect to have near, honest neighbors."

He mentions another tract twenty-five or thirty miles west of the Pennsylvania line called Kyahaugat and compares the two places. He describes the land in detail and urges his partners to form a land company, "to make the purchase even if you give three quarters of a dollar an acre for it.

"In my last letter I gave you some information of my ideas of trade at this place. I had sent two hundred dollars to Pittsburgh for whiskey. I expect it will be bought here for five dollars per gallon and sent on as soon as the river opens. I also propose going to Niagara as soon as I dare venture on the Lake, where I hope to obtain such articles as will answer till Br. Buckland's arrival here which I hope will be in the month of June next.

"I hope you will come on as soon as possible. You will doubtless know if the forts are to be given up by the time specified in the treaty, if that should be the case, I think that you ought

to set off from Hartford very early in May. It will take you a considerable length of time to purchase the goods and get them up the Mohawk to the first British fort which is Oswego at the head of the Mohawk River.

"I believe you can bring the goods in two boats. A boat such as they use up and down the Mohawk will carry about thirty five CWT. If you shall judge that the articles contained in the bill will not amount to that you may make additions. I think it will be much better to purchase one boat and hire two good boatmen from Connecticut to come forward with it, hire another boat and crew who will serve for the pilots. I think that it will be well for you to send to Schenedtady and get a good new boat as large as will answer to go up the Mohawk. Such a boat and crew will be necessary and Profitable at this place, as freight is most extravagantly high from Niagara here, six dollars per barrel.

"If you hire boatmen, hire them through the season, make a firm bargain in writing less they should disappoint us and engage for higher wages to others. Boatmen here charge about one dollar per diem. Get good faithful trusty men if to be found. Put on board your boats sufficient quantities of provisions and cooking utensils for the men. Living at public houses will be too extravagant and expensive.

"If there are any enterprising people who wish to emigrate let them come to this place, even labourors will do much better than in the old settlements.

"If we shall have no business in land jobbing the next summer, it is concluded by Br. B. and myself that it will be best for Br. Buckland to keep a public house near the garrison, there will be no want of custom and every article of liquors and provisions will sell for great price. If this shall be agreeable to you perhaps it will be well to bring on a good faithful person who

understands all kinds of cookery. I suppose that such a man may be easily obtained in Connecticut.

"But should land come in play it will make business enough for us all and Mr. Wyles' boy for a clerk to the store - . The time when Br. Buckland will set out for Presque Isle and the mode and manner of making purchases and Br. B. wishes that his being concerned may be kept a profound secret. This must be done.

"I live well, enjoy the delights of friendship and agreeable companions with whom I mess. My greatest anxiety are on acct. of my dearly beloved family, pray comfort them as much as possible. I shall write but one sentence more which I think will not fail in making you happy. But I hope not too high minded (Viz.) I am, gentlemen, with great esteem, your real friend and servt.

Danl. Elsworth"

To Messrs. Wyllys and Buckland
East Hartford (Orford Parish)

Daniel Ellsworth (2), son of Daniel and Mary (McKinstrey) Ellsworth was born in 1753. He married Mary, daughter of Capt. Joseph Abbott of Ellington. Removed to Erie, Pennsylvania when there were only fifteen white families there, with a garrison to protect them. His store was the first building in the place. He removed his family to Erie in 1797, the journey made on pack horses, taking several weeks. Three children died.

He died March 3, 1798, and was the first white man to be buried in Erie. His wife, a noble, energetic Christian woman, returned to her father's house in Ellington in the fall of the same year, leaving Presque Isle, now Erie, Pennsylvania on October 15. She reached Ellington in fifty-one days of hard travel on December 7, 1798. She resided with her father for two years, then married Capt.

Ebenezer Scarboro and removed to Brooklyn, Connecticut. Her diary of her return from Erie, Pennsylvania is reprinted in the "American Field", December 5, 1885. (Stiles Ancient Windsor)

Manchester Men at Horse Neck

In August, 1776 the British fleet, three hundred fifty three ships of the line, sailed into New York harbor carrying eight thousand Hessians, thirty two thousand infantrymen, light cavalry and dragoons, all seasoned troops.

Washington had about nineteen thousand men, including the militia and the, "embattled farmers."

This new army, under the command of Washington, made an unsuccessful attempt to prevent the British from taking New York City. The colonials were overwhelmed. The following are excerpts from pension papers of Manchester men who took part in this effort.

Calvin Gilman: "went to New York where the militia joined the army under General Washington - was with the army when New York was taken by the British."

George Buckland: "I entered the service of the United States in the month of Feb 1776. Enlisted in East Hartford and went from Hartford to New York by water in a sloop. I there joined my company and regiment and did duty as one of the guards of the city when the enemy was expected. I stood sentry on the Battery when the British fleet came up through the narrows to Staten Island."

(Sloop - a sailing vessel with a single mast, fitted with a jib and a mainsail.)

The British took control of New York City and constantly raided Connecticut, burning many of the towns along the coast and the Connecticut border.

George Buckland: "Again I entered the service of the United States in 1777. Marched through Hartford, Farmington and Watertown to Peekskill. Went to a place called East Chester where we were employed in guarding our lines against the British and the Tory enemies and in scouting parties to prevent Cow Boys from driving away cattle to the enemy. We had some skirmishes with them but nothing which produced any results except driving them off from time to time."

The area between West Point and the western part of Connecticut was under the command of General Israel Putnam, a veteran of the French and Indian Wars and a survivor of the siege of Havana. He was fifty-eight years old when the war started.

On February 23, 1779 General Putnam, with Colonel Jonathan Wells, Captain Ozias Bissell, Corporal Allen Marsh, Russell Bissell and a company of militia were at Horse Neck (Greenwich) when they were attacked by a company of British. General Putnam made his famous escape by riding his horse down a wild, steep mountain side where the British did not follow.

Colonel Jonathan Wells of Hockanum (East Hartford) who had been a captain at the Lexington Alarm, had been appointed a commissary to provide tents, kettle, etc. for the troops detached from the brigade to serve under Putnam during the Burgoyne alarm.

Captain Ozias Bissell, who was born in Bolton in 1731, died in Vernon in 1822 and was buried in East Cemetery of Manchester. He was a well known soldier in his day and men enlisted to him. He also was a survivor

of Havana and, although he was captured several times, escaped and fought through the entire war.

Ensign Russell Bissell, son of Ozias, chose a military career after the war, and rose to the rank of major.

Corporal Allen Marsh was the son of Captain Daniel Marsh, whose farm was near West Cemetery on Spencer Street. "At a town meeting in 1778 it was voted that Capt. D. Marsh be Intitled to Receive Six Dollars from the Town Treasurer provided he Makes a Deed of forty rods of Ground Adjoining the Burying yard near his Dwelling house."

Captured at the same time were: Jeremiah Keney, Moses Loomis, Roswell Fitch of East Hartford; Corporal Fowler, Lemuel King, who was wounded, and Eben Chapman of Bolton. There were also men from other towns, for a total of twenty-six.

Orford Parish men who were with Colonel Wells that day, but who were not taken prisoner were: Richard Keeney, Jr. who, "was in an engagement at Horse Neck." Moses Evans, who served during the entire war, states in his pension application that he, "was in the Horse Neck fight."

Ashna Symonds was, "Drafted into a company of Militia commanded by Capt. O. Bissell. Our company went from East Hartford through New Haven and Fairfield to Horse Neck. I was there when Putnam was hotly pursued and our captain was taken."

Calvin Gilman, who was the drummer boy of his company, "was sent to West Point, employed in fortifying West Point. Went home (to Buckland) in October, a distance of one hundred and twelve miles, on furlough for a few days. After an absence of about three weeks was ordered to Horse Neck, about forty

miles from West Point, where they went into winter quarters." Calvin Gilman married Hannah, daughter of Ozias Bissell.

Allen Marsh had been wounded in the conflict and his father, Daniel Marsh, went to the British lines under a flag of truce, customary in those days.

From the Connecticut State Papers: "It being represented that Capt. Danl. Marsh of Hartford (Orford Parish) (having been lately permitted by a flag from the Governor to go to the enemy's lines to take care of his son lately wounded and captured by the enemy with Col. Wells had been detained by Col. Delancy, imprisoned and cruelly used, under pretense that one James Wilson who came out with a flag from them to carry his family, has been detailed to us, and although the said Wilson is a Traytor, escaped from us under sentence of death, and has therefore, in the opinion of this Board no right to the protection of a flag, yet in consideration that is affirmed by said Delancy that Wilson has a promise from said Col. Wells that he might be permitted to carry off his family and came under that encouragement, which this Board are not able to contradict, and however improper it might have been of Col. Wells to give such liberty yet if done the Board not willing to violate the same, etc. do, therefore, resolve that the Governor be desired to permit Capt. James Marsh (Daniel's brother) to go to the enemy's lines under a flag to procure the release of said Capt. Daniel Marsh, with a letter which is on file to said Col. Delancy assuring him that said Wilson shall be released and sent back to him as soon as he, Wilson, shall be able to remove, being now confined by a wound received by the accidental discharge of a gun since in our custody."

Allen Marsh recovered from his wounds and, in 1794, was placed on the invalid pension roll of Connecticut. Members of the Marsh family

are buried in West Cemetery close to where they lived.

The Cowles Family

During the late 1790's and early 1800's a number of families from Orford Parish became the first settlers in the new town of Marshfield, Vermont. Stephen Cowles, born in 1765, took the freeman's oath in Marshfield in 1800 and bought land there in 1801 from Stephen Pitkin, another early settler.

The men who were founding the town would spend two or three summers there clearing the land and putting up a small house with a dirt floor. Stephen Cowles moved his family to Marshfield in 1804.

During the War of 1812 the Cowles family was attacked by Indians and they fled back to Connecticut. "Stephen Cowles, who came with his family to Hartford County, locating at Hilliardville, where he began to work in (Aaron Buckland's) woolen mill. The trip was made in the winter time, with a sled and ox team. Stephen Cowles passed away in 1847, age ninety two. He was tall and spare in build." (Cowles Genealogy.)

Men and boys worked in the mills at that time. Aaron Buckland, who had a government contract for making blankets during the War of 1812, hired Stephen Cowles and his son, Francis W. Cowles, who was about nine years old.

The wool was first cleaned and formed into rolls that were fed into the spinning wheel by a boy standing in the back, while the spinner worked the front. The yarn produced was then woven on hand looms into blankets.

When Francis W. Cowles was sixteen he went to work at Aaron Buckland's large stable near

his tavern at Buckland Corners, where the stagecoach horses were changed. Francis later bought land on Tolland Turnpike east of Buckland Street, where he had a farm later occupied by his son, Walter W. Cowles.

During his lifetime, F.W. Cowles bought and sold real estate in Manchester, was a Justice of the Peace, Assessor, Notary Public, President of the Hartford County Agricultural Society, Commission of the State Supreme Court and Director of the Tolland County Mutual Fire Insurance Company.

When he died in 1859, it was mentioned that F.W. Cowles, Dr. Jacques and Ralph Cheney were the only Democrats to represent the town of Manchester in the Legislature since it had been set off from East Hartford in 1823.

Albert F. Cowles, son of Francis, was born in 1835. He was a farmer and the proprietor of the Cleveland Poultry Farm.

Clinton W. Cowles, also son of Francis, was born in 1841. He attended the old Buckland school with his brothers and sisters. During the Civil War he was a sutler in the army. After the war he return to Buckland and opened a store on Depot Street. In 1868 he sold the, "mercantile business," and started the first livery stable at Depot Square in North Manchester. He married Nellie A. Annis, daughter of Charles Annis.

Erastus Weaver built a hotel on North Main Street in 1849. It was opposite the new railroad station at Depot Square. In 1868 he sold the hotel to Clinton and Walter Cowles and it was henceforth known as Cowles Hotel. In 1881 the hotel was sold to Clarence Allen. C.W. Cowles continued with his real estate and insurance business.

About 1883 C.W. Cowles built a house on North School Street, where the Eighth District

School had burned. Cowles lived there for the rest of his life.

The town report of 1900 states that the only sewer system in the North End at that time was from Cowles Hotel and took in part of North School Street, including the Eighth District School. The sewer had been built and was maintained by C.W. Cowles.

Walter W. Cowles, son of Francis, was born in 1844. He married Hattie Fuller, the daughter of Horace Fuller. The Fullers lived on Tolland Turnpike, west of Buckland Street. At one time Walter Cowles and Horace Fuller had a store on Fuller Street.

Walter was associated with Clinton in the hotel business for some years. In 1881, he returned to his farm where he raised Jersey cattle, driving horses and had a trout pond. He served the town as Road Commissioner, was a Justice of the Peace and was always a, "staunch Democrat."

Eliza was daughter to Stephen Cowles. She was born in 1800 and married Luman A. Squire, a leather worker who made shoes and leather bound books.

The Evans Family

In the early days of Manchester a family named Evans, also spelled Evens, lived in the north part of town, and many of them served in the French and Indian Wars and in the Revolution. The tax list of Orford Parish, 1785, lists Benjamin S. Evans, David Evans, Moses Evans, Samuel Evans and Samuel Evans, Jr.

The 1790 census lists Benoni Evans, David Evans, Elisha Evans, Ezekiel Evans, Moses Evans, Samuel Evans and Samuel Evans, Jr.

Moses Evans

Moses Evans (1758-1840) was seventeen when he enlisted in Company 5, Captain Charles Ellsworth, Eighth Connecticut Regiment, Colonel Huntington, July 10, 1775. The Company was stationed at Boston, and Aaron Buckland was in the same company.

Moses Evans and his father, also Moses Evans (1), enlisted in the army at the beginning of the American Revolution. The father lost his life early in the war; the son survived and was discharged in 1783.

Moses enlisted in Captain Darrow's Company, February 15, 1777 for the duration of the war, First Connecticut Line, Colonel Huntington. He was stationed on the Connecticut coast in 1777 and while there he was inoculated for smallpox. He became seriously ill and his mother came with a horse and wagon and took him back to Orford Parish to take care of him. He survived the illness but lost the sight of his right eye.

He was at Horse Neck in December, 1780 when General Israel Putnam made his famous escape and Colonel Jonathan Wells, Captain Ozias Bissell, Corporal Allen Marsh and Ensign Russell Bissell, all of this area, were captured by the British.

He returned to Orford Parish after the war and his children, Theody, Seth James, Elizabeth Betsy and Jane Anne, were baptized at Center Church in 1815. He received a pension for his war service in 1818.

In his old age he was totally blind. He told stories of the war and sang, "Yankee Doodle," and, "Don't Let Them Fool You, Girls." One of his favorite war songs began:

"We'll take our knapsacks on our backs
With a piece of pork and pumpkin pie,

And gang down to New York
To make the red coats fly."

(Patron Saints of Connecticut Chapters,
D.A.R., Orford Parish)

Benoni Evans

Benoni Evans married Deborah Williams, daughter of Jacob and Rececca (Hubbard) Williams. Private Benoni Evans was at the Reduction of Crown Point in 1753. He was at Lexington in 1775. Benoni Evans served on the school committee in 1795 when Manchester was Orford Parish, East Hartford.

David Evans

David Evans served in Captain Robinson's company during the Revolution. He received his pension in Manchester in 1832. He was buried in East Cemetery when he died in 1834 at eighty-seven. From an 1829 deed: David Evans, Jr. of Manchester to my son Abijah Evans of Gilson, Susquehanna County, Pennsylvania, thirty-two acres. Dated August 20, 1829.

Samuel Evans

Private Samuel Evans and Corporal Samuel Evans, Jr. were at the Reduction of Crown Point in April, 1753. Corporal Samuel Evans, Jr. was at the Relief of Fort William Henry in 1755. Samuel Evans was among those who were at Lexington in 1775. A Samuel Evans was in Captain Bissell's company in 1778.

Abiather Evans

Abiather Evans served in the French and Indian War under Captain Wolcott from April to November of 1759. He answered the call to Lexington in 1775.

Enlisted February, 1777 for the war, Captain Rogers Third Connecticut Regiment: Abiather Evans, age forty, height five feet, nine inches, born Hartford, resided Hartford, (Manchester was part of Hartford until 1783). Dark complected, dark hair and eyes. Made Sergeant May, 1780. (Connecticut Historical Society, Volume 5.)

Abiather Evans was in the service until December 31, 1781, in Captain Parson's company, Third Connecticut line 1781/1783. When he received his pension in 1818, he was a resident of Vernon. He later lived in Pawlet, Vermont.

The Griswold Family

White Griswold married Elizabeth, daughter of Benjamin Cheney, in 1751 and they lived in Harwinton, Connecticut. When the Revolution broke out, White and his oldest son, Asa, joined the army. Asa became ill and left the army, but his father continued to serve. White Griswold was captured at the battle of Germantown and died aboard a prison ship in Philadelphia in 1777, age forty-nine. Elizabeth and some of her children moved to Orford Parish after his death.

Daniel White Griswold, son of White and Elizabeth, was born in Harwinton in 1767. At age fourteen Daniel was apprenticed to his clock making uncle, Timothy Cheney. By 1788 he, "was working on his own account as a clock maker in East Hartford (Orford Parish), but probably gave up the trade by 1800." "At least four of his tall clocks fitted with wooden movements and engraved brass dials are still running in East Hartford."

(1935) The dials on his clocks are inscribed, "Dan Griswold East Hartford."

Daniel W. Griswold was well known as a trader between New York and Boston and he peddled his clocks as far away as Illinois. So many people were making clocks that the supply exceeded the demand and clocks became a glut on the market.

(Connecticut Clock Makers in the Eighteenth Century, Penrose R. Hoopes and the Edward Griswold Genealogy)

Daniel W. Griswold then went to manufacturing gun powder in business with Anson Kimberly and T.K. Brace of Hartford. This powder mill was located on White's Brook, on the site now occupied by Rogers Corporation on Mill Street. Kimberly and Brace had a store in Hartford and they offered for sale gun powder manufactured at Griswold's powder mill, "eight miles from Hartford."

With an 1812 deed Kimberly and Brace conveyed to D.W. Griswold, "one undivided moiety - land, one half dwelling house, barn, powder mill, etc." An 1821 deed to D.W. Griswold: "Land in Orford Parish with all the buildings thereon, powder mill - the right of use of water of the stream on land on which the mill stands etc."

Daniel W. Griswold sold his powder mill near Union Village to Loomis and Hazard, the powder monopolists of New England, in 1833.

Hartford Courant, January 27, 1834: "Two buildings connected with the powder mill of Messrs. Loomis and Hazard of Manchester, the cracking works and dry house, were blown up on Monday last and five persons instantly killed. One other person was found alive but so badly injured that he survived but a short time. Their names were John Rockwell and

David Avery of East Windsor, Mr. Giles of Hartford; Mr. Allen of New York; Stowell Bevins of Windham and Harvey Fox of Bolton."

From the Congregational Church records: "All but Bevins were killed instantly and most of their bodies were shockingly mangled. A leg of Avery was carried about thirty rods against the roof of a barn with such violence as to break a hole through."

Daniel W. Griswold married Esther Case and they had eight children. They lived at Manchester Center where Daniel had a large tract of land. In an 1842 deed to Ralph Phelps, he mentions land, "west of my own land and the north east corner of the hearse house." The hearse house stood in back of Center Church in line with the horse sheds.

Daniel later lived on the west side of Adams Street across from Adams Mill Restaurant where Daniel Jones had resided in 1780. Daniel W. Griswold was active in town affairs and was the administrator of the estate of Aaron Buckland. In the course of time Griswold owned much of the land in Buckland formerly owned by Aaron Buckland. Daniel W. Griswold died in 1844 and the 1849 map shows his son, Roderick L. Griswold, living in the house on Adams Street.

Meanwhile, the, "homestead of the later Dr. Rudolphus Perry," a, "substantial Greek Revival," just west of Buckland's Tavern, had been sold to Charles Spencer who advertised in 1858: "For sale - pleasant country residence and farm situated in the village of Buckland, six miles east of the Connecticut River on the Hartford and Tolland Turnpike. Modern house can accommodate one or two families. Water, pure and soft, comes into the house through a pipe. Home lot sixteen acres, more land available.

"A school house, two stores and a post office are in the immediate neighborhood. A church and a grist mill a mile or so distant. Signed: Stephen Spencer, Esq., 55 Church Street, Hartford and Charles Spencer on the premises."

Charles Spencer was appointed Assistant United States Postmaster during the Lincoln administration and his deed conveying the property to R.L. Griswold, son of Daniel W. Griswold, originated in Washington, D.C.

Roderick L. Griswold married Marie Spencer and their children were Seldon, born 1838; Roderick Spencer, 1842 and Charlotte M., 1848. Roderick L. Griswold lived in the Greek Revival at Buckland Corners until his death in 1888. At that time Seldon was a resident of Carthage, Missouri, Charlotte M. had married James Barron and they were living in West Danville, Vermont. R.L. Griswold's home went to his daughter with the provision that she provide a home for her brother Roderick.

Mr. and Mrs. Barron lived in the Greek Revival. In the kitchen, James Barron kept the Buckland Inn sign, "which he delighted to show visitors with stories of the famous people who stopped there." He died in 1910.

In 1911 Louis L. Grant bought the large, square house with its high ceilings and Greek columns, and it became known as the Grant House. Grant grew potatoes and asparagus and people still remember his potato warehouse.

In 1940 the Louis L. Grant farm was sold to Everett McKinney. "The one hundred and thirty acres border Tolland Turnpike, Buckland Street, Burnham Street and Windsor Street and extends into Meekville along Tolland Turnpike. Included in the sale is not only the house on Tolland Turnpike where Mr. Grant

lives but also his large warehouse." (Manchester Herald, March, 1940)

When Mr. McKinney owned 1127 Tolland Turnpike, it became a two family house. Philip Meek lived on the second floor after World War II, and he described it as having large, square rooms with canvas ceilings.

By 1965 all the buildings on the south west corner of Tolland Turnpike and Buckland Street had been removed to make room for the shopping center that now occupies that corner, and 1127 became the address of Caldor's department store. The sign reads, "Burr Corners," but historically and traditionally it is Buckland Corners.

John Olds

John Olds was born in Suffield in 1753. He served in the Revolution and in 1790 he moved to Manchester, which at that time was Orford Parish, East Hartford. His farm was on the corner of Tolland Turnpike and Slater Street. He was elected to the office of selectman six times.

"John Olds may rightfully be called, "The Father of Manchester," for he was the leader in the movement to incorporate as a separate town. At a town meeting held April 9, 1812, Dr. George Griswold, Moderator, "the request of John Olds and others in behalf of the inhabitants of the Society of Orford -- that the town unite with them in petitioning the General Assembly to incorporate said Society as a town, etc."

The request of John Olds and others was voted down. "The motion was lost because the voters, in what is now East Hartford, were solidly opposed to the incorporation of a new town and outnumbered those living in Orford."

John Olds did not give up. "During the May session of the year 1823 the General Assembly resolved that the Parish of Orford, be, and the same is hereby incorporated in a distinct and separate town by the name of Manchester," and that, "the first town meeting in said new town shall be holden at the meeting house in the parish of Orford on the sixteenth day of June next." (Spiess and Bidwell)

John Olds died in 1831. He and members of his family, members of the Slater family and Major John A. Hall are all buried in the same plot in Buckland Cemetery. The house of John Olds still stands on Tolland Turnpike and has been owned for many years by the Olmstead family.

Simeon Spencer, born in Bolton in 1799, was nine years old when he came to Manchester to live with his uncle John Olds. When John Olds died, Simeon Spencer inherited the property on Tolland Turnpike. Simeon Spencer married Clairssa McLean and they lived in the Olds house that had been built ca. 1800. Their five children went to school at Buckland Corners.

John Olds Spencer, son of Simeon, was first a partner with John Winchester in a dry goods and grocery store at Depot Square. In 1858 the partnership was dissolved and the firm of Spencer and Company was formed.

George M. Spencer, son of Simeon, was a Manchester teacher and a lawyer. He occupied the Olds house in 1869 and later moved to San Francisco.

John Olds Slater married Lydia Loomis and they had three children: Marie, Mary Olivia and John P. Slater. John Olds Slater died the same year his son John P. was born, 1815.

A few years later widow Lydia Slater married her neighbor John A. Hall, who had a farm on

Slater Street. The north part of Slater Street was part of South Windsor until 1842. Both John O. Slater and John A. Hall served in the War of 1812.

When John A. Hall died he left his Slater Street farm to, "my son, John P. Slater." John P. Slater married Catherine Buell and they had two sons: Henry A., born 1842, and George B., born 1848. For many years George B. Slater had the John Olds farm on Tolland Turnpike and Henry A. Slater had John A. Hall's place on Slater Street.

Henry A. Slater died in 1928. From his obituary: "He received his early education at the private school of Miss Marietta Loomis in the basement of the North Methodist Church on North Main Street and later attended Center Academy." "He was at one time superintendent of the Wapping Creamery."

George B. Slater was a farmer and an ice dealer. The ice was cut on Slater's Pond and stored in the ice house until summer when the ice wagon delivered it to ice boxes in Manchester. George B. Slater was also a milk peddler. Neither George nor Henry left any descendants.

For many years there was only the Slater farm on Slater Street. By 1974, however, Multi Circuits Exports, Parkway Corporation Gold Club and Rock Golf Course are listed on Slater Street.

By 1980 Slater Street was included in the land that was bought up by I-84 Associates. Slater Street, the back door to the mall, will soon take up business that is spreading beyond Buckland Street and Buckland Hills Drive.

In January, 1993, it was announced that John Finguerra of Manchester I-84 Associates had donated three pieces of land to the Manchester Land Conservation Trust. One piece,

containing fifteen acres, is located east of Town Pavilions apartments and includes a small pond. The second piece is west of Pavilions apartments and the third is between Home Depot and Sam's Club store. Three parcels total twenty-two acres.

This land is now under the protection of the Manchester Land Conservation Trust. It is a small piece of open space, a commodity that is disappearing from the town of Manchester.

The Risley Family

Many of the descendants of Richard Risley, the early Hartford settler, lived in Buckland. Theodore Risley (1775-1855) had sons Theodore, Jr., Harvey, Sanford, Elijah and Martin, all of whom lived on or near Tolland Turnpike.

About 1848 the Hartford and Providence Railroad, later the Hartford, Providence and Fishkill Railroad, was buying land to lay the tracks for the first train to run from Hartford to Willimantic in December, 1849. The railroad bought twenty-nine rods from Sanford Risley on the north side of Tolland Turnpike.

Elijah Risley lived on Adams Street and the railroad bought thirteen rods of his land. The overpass on Adams Street was built from sandstone blocks from the Buckland quarry. Elijah Risley lived in the first house on the east side of Adams Street after the underpass.

The following, all surnamed Risley, were residents of Manchester when the 1850 census was taken: Alanzo B., Elijah, Gilbert, Horace, John, John, Martin, Russell, Sabra, Sanford, Sarah, Theodore, Theodore, Jr., and later there was a Theodore, III.

In 1878 Martin Risley sold twenty-eight acres of land located in Meekville to Daniel

Calnan/Calahan. Daniel Calahan worked for William Jones who told him stories of Aaron Buckland's military service.

Whiting Risley (1786-1853), son of Nehemiah Risley, the powder maker, had a store on Deming Street where the post office for the Oakland District was located. After the train came in 1849, this post office was discontinued and a new post office was established at Depot Square.

Roger Risley also lived in Buckland and his sons were Alanzo B., Wells N., and Franklin B. By 1849 A.B. Risley lived at the east end of Lydall Street, corner of Lake Street. The property included Risley Reservoir, which was partly in Bolton and partly in Vernon. Lydall Brook flows out of the reservoir west into the Hockanum River.

Over the years many Risley's have lived here. John S. Risley, born in 1840, proprietor of Lake Side Farm, Lydall Street corner of Lake Street, Manchester Green, lived here in 1892. He held many town offices. "John S. Risley will be at the Manchester Green post office to collect the school district tax, District Two, from one to four p.m."

"The farm on which he resides corners Manchester, Bolton and Vernon. He casts his vote in Manchester." In 1902 he was Manchester's Third Selectman.

In 1978 the Army Corps of Engineers inspected the earthen dam at Risley Reservoir and declared it unsafe. In 1984 the reservoir was drained to eliminate the possibility of flooding.

The town of Manchester owned the water rights but did not own the reservoir. A title search turned up many who might have an, "ownership interest," in the dam. The big question was who should pay for the repairs.

Finally, in 1990, the necessary funds to pay for the repairs, over four hundred thousand dollars, were pledged. Some of the money came from donations and some from the State of Connecticut. The town of Manchester paid one hundred and thirty thousand dollars toward the project.

Today the one hundred and four acres of land, the dam and the Risley Reservoir remain an undeveloped expanse of land open to the public for hiking and other outdoor activities.

Horace Risley - James Crooks

Horace Risley, 1815-1875, lived on the east corner of Tolland Turnpike and Adams Street and, in 1860, he is listed as paper maker. He may have learned the trade at the paper mill on Adams Street started by Daniel Jones when it was being run by William Debit.

According to M. Spiess, Manchester historian, James Crooks later lived in the Horace Risley house. James Crooks was born in Belfast. When he was a boy his family came to Manchester, where they lived on Apel Place.

Jimmy learned the blacksmith trade and in 1891 he was employed at the blacksmith shop of W.E. Kilpatrick at Highland Park. From an 1893 newspaper: "James Crooks has bought the Burnham property on the corner of Tolland Turnpike and Adams Street and is erecting a building south of the dwelling, which he will use as a blacksmith shop."

When a new school was built in Buckland in 1922, on the site of the old school, James Crooks bought the old building and had it set up in back of his house.

James Crooks was a blacksmith until the automobile put him out of business. When he

died in 1934, age eighty-one, he was referred to as a retired blacksmith and tobacco farmer.

The Risley Brothers and Elisha Evans

Levi Risley (1760-1845) and Nehemiah Risley (1762-1813) were sons of Benjamin Risley, and both served in the Revolution.

Levi was seventeen when he enlisted as a private in Captain Christopher Darrow's First Connecticut Regiment, commanded by Colonel J. Huntington, in 1777. "He did not leave until the peace of 1783 when he received an honorable discharge at West Point."

Nehemiah was a private in Captain Granger's Company, Waterbury's Brigade for the sea coast defense in 1781. "Whereas Brigadier General Waterbury hath represented that the troops under his command at the post at Horseneck are destitute of tents, which are greatly wanted to cover said troops, and requesting that they may be furnished therewith." (Public Records of Connecticut, June, 1781.)

Levi Risley, Nehemiah Risley and Michael Risley, a younger brother, together with Elisha Evans later did business as Levi Risley and Company. Their advertisement in the Connecticut Courant of September 17, 1798 read: "Levi Risley and Company have erected a new powder mill at (Orford Parish) East Hartford that is in complete order to manufacture that useful article. They will take in stock to work on shares or by contract on as good terms as any mill in America."

"They are experienced in the business having worked for a number of years at Messrs. Pitkin's mills. They shall give good satisfaction to any one who will employ them."

"For further information call on the owners at their mill one mile east of Buckland's Tavern. P.S. Stock will be received at any store near the ferry in Hartford or at the mill." Risley's mill was near where Rogers Corporation is today.

It is described as, "A powder mill, graining mill, boiling house, coal house and mill dam standing on land of Captain Samuel Peck."

Anson Kimberly, Jonathan Brace and Thomas K. Brace of Hartford had many business interests in Orford Parish, including Risley's mill. Anson Kimberly and Pardon Brown had a store in Hartford. In 1802 they informed the public that they had an interest in Risley's Mill and, "that they may hereafter depend on being furnished with any quantity of powder, warranted equal, if not superior, to any manufactured in America."

The partners bought out Michael Risley in 1805. Risley and Company was in business until 1810, when it was taken over by D.W. Griswold. Griswold sold it to Loomis and Hazard in 1834.

Nehemiah Risley died in 1813 in Lee, Massachusetts, a town that had numerous powder mills. James Risley of Stafford, grandson of Nehemiah, stated that Nehemiah was, "one of the pioneer powder makers in North Manchester where he resided until his death." (History of Tolland County.)

Nehemiah married Martha Beaumont and they are both buried in Buckland Cemetery.

Levi married Lucretia Jones and their son, Levi Allen Risley, was baptized in 1810 at Christ Church in Hartford. In 1818, Levi Risley received a pension for his service in the American Revolution.

Daniel Jones, Early Buckland Manufacturer

Daniel Jones (1755-1802), Richard L. Jones and William Jones were sons of Amasa and Hope (Lord) Jones and all three were part of Manchester history.

Daniel Jones served in the Revolution in the early part of the war. After the British evacuated Boston in 1776, they seized New York City. From there they preyed on the south west part of Connecticut, as well as the Hudson River Valley.

American teamsters, with their ox drawn carts, carried cannons, ammunition and other supplies to the army. From, "Connecticut Men in the Revolution", Miscellaneous Rolls, page 627, under Conductors of Teams for transporting supplies from Connecticut to the Continental Army in 1777: Daniel Jones, Hartford.

Britain did not allow her Colonies to manufacture goods, preferring to take their raw material and sell them finished products on which a heavy tax was levied. The Stamp Act of 1765 caused the people of Boston to toss a ship load of tea into Boston Harbor. Connecticut people were more aggravated by the tax on paper.

Ebenezer Watson, publisher of the Connecticut Courant, bought land on the Hockanum River in Buckland and built the first paper mill in Manchester, the second one in the state.

Soon after, Daniel Jones bought land in the proximity of today's Adams Mill Restaurant and built a gun powder mill and a mill that could be adapted to manufacture paper, linseed oil, cotton cloth and wire. Daniel Jones' mills were in production by 1780.

By 1782 Daniel Jones had a store on Main Street in Hartford. His first location was, "opposite the Printing Office." He later moved to, "a little north of the Great Bridge." Here he sold the products manufactured in Buckland, along with India and other imports, including cotton stockings, candle snuffers, nutmeg graters, plug and pigtail tobacco and more.

D. Jones advertised regularly in the Connecticut Courant and Weekly Intelligencer: 1784 - Jones had gun powder by the cask or retail. 1792 - "Daniel Jones wishes to furnish Traders and others in Town and Country with Gun Powder for retailing or other purposes. He will have a constant supply by the hundred or single quarter cask."

In September, 1788, Daniel Jones announced that, "late unfortunate losses at sea obliges him to make a general settlement of his accounts which he wishes to accomplish without any unnecessary expense. Those who do not pay attention to this notice may depend on being called on in a more disagreeable way."

The Daniel Jones Oil Mill

Flax was an important crop in the early days of this country. The fiber was made into linen thread that was woven into linen cloth. The flax seeds were carefully gathered and taken to market where they could be traded for goods or, often, paid for in cash by the storekeeper.

Daniel Jones manufactured linseed oil from flax seeds at his mill on Adams Street. He advertised it for sale at his Hartford store, "by the barrel or less quantity.

"Those to whom it may prove more convenient may be supplied with the article at the Linseed Oil Mill south of Mr. Aaron

Buckland's tavern in Orford Parish, East Hartford."

The oil mill and one acre of land were sold in 1804 to Daniel Abbey of South Windsor, a hatter. In 1818 Abbey advertised: "For a mechanic or merchant, situated in Orford Parish, East Hartford, just seven miles from Hartford Court House directly where the Boston Turnpike through Tolland and the Providence Roads part, being one acre of land well cultivated on which there is a small dwelling house and a shop well furnished for a hatter and well established and convenient, and an excellent supply of water for both house and shop."

"Also for sale a general assortment of men's and boy's hats, by wholesale or retail as cheap as can be purchased, for ready pay or short and approved credit. Apply to Daniel Abbey living on the above mentioned premises."

In 1820 Daniel Jones, Jr. sold to Daniel Abbey, "undivided piece of land and undivided half of the mills and buildings standing thereon, same have been last used for the manufacturing of Gun-Powder. Also the right to take from the floom of the Powder Mill standing on the granted premises - canal - all the water that is needed for the use of the Powder Mill and the Corning Mill."

Daniel Abbey died in 1828 and at that time the property included, "a hatter's shop in good repair."

Henry Johnson had the property in 1836, "with the privilege of removing the old house and the hatter's shop. Also the barn and carriage house when the new barn Johnson is about to erect shall be completed."

The Paper Mill of Major Daniel Jones and His Successors

By 1780 Daniel Jones was making paper at his mill on Adams Street near today's Adams Mill Restaurant. A paper mill was to be in operation at that location for the next one hundred and twenty years.

The Jones paper mill was the second paper mill in Buckland. The first was that of Watson and Ledyard on North Main Street. Paper was one of the products that was in short supply when the colonists declared themselves independent.

When Daniel Jones died, his brother, Richard L. Jones, was named administrator of his estate. Richard left his farm in Leicester, Vermont and returned to Connecticut to take charge of Daniel's business.

Richard L. Jones had not been in the paper business long when an apprentice ran away. The usual advertisement at that time offered one penny reward and no charges paid. This was Richard's advertisement of September, 1802:

"Ran away evening of thirty one August, Charles Brownson. Had with him one white shirt, one checked shirt, one olive twilled nankeen coat, one spotted elastic vest, one calico vest, one pair nankeen trousers, one pair trow cloth trousers, two felt hats, one new and one old, fourteen years old, four feet ten inches high, light complexion. Was apprenticed to the paper making business.

"Whoever will take up said lad and return him to me shall have fifty cents reward. If he will return to his duty his past misconduct will be overlooked."

In 1808 R.L. Jones advertised: "Wanted for a foreman to a Paper Mill, a person that can come recommended for understanding well the Paper-making business in its various branches, for being industrious, sober and steady, who can work himself and keep others at work. Such a person may find employment by applying at the store of R.L. Jones."

In 1815 Sylvanus Tinker, who held a mortgage on the Jones property, died and his abundant heirs chose Henry Champion to settle the Tinker estate. The Jones mills were advertised in 1821: "The following estate on the Hockanum River, about one half mile south of Aaron's Buckland's tavern, paper mill, water privileges, etc. - formerly owned by Daniel Jones, deceased."

Joseph Chamberlin became the next owner and the paper mill was known as Cole and Chamberlin. From Center Congregational Church records: "No name - A child, under five, died April 13, 1826 at Cole and Chamberlin's paper mill." At that time whole families of poor people, father, mother and children, worked in the mills.

William Debit had this paper mill until 1836 when, "the paper mill, twenty seven acres of land, water privileges, machinery and a building lately occupied by William Seymour as an oil mill," was sold to George Goodwin and his sons, Henry and Edward. The Goodwins made printing and letter paper in the, "Hollow Mill." They discontinued manufacturing paper in 1861, and the mill was idle until 1864 when the Exchange Bank of Hartford sold it to Peter Adams.

Peter Adam, born in Scotland in 1807, became Peter Adams when he arrived in America in 1827, a journeyman paper maker. He prospered in his trade and became a mill owner, with mills in Newburg, New York and Buckland, Connecticut.

Between 1869 and 1876 he acquired adjacent land on Adams Street, including houses and the Waverly Mill boarding house. He created a large pond, with a system of sluice gates and channels, to bring water from the Hockanum River to the mill.

Peter Adams paper became known around the globe. The official World's Fair Catalogue, Paris, 1879, was printed on Adams paper. Australia awarded him a silver medal and Mark Twain wrote his books on Adams paper.

Peter Adams lived in Paterson, New Jersey but, "kept a handsome country house in Manchester." This was the Victorian mansion with a carriage house on Main Street, just north of the Knights of Columbus, that has since been made into apartments.

Peter's son, also Peter (2), had died in 1875. When Peter died in 1896 the house became the home of his grandson, Dr. F.B. Adams, and family.

From the Manchester town directory, 1896-97: "Peter Adams Company has changed hands within the last few years and under the new proprietors bids fair to regain the high standing of prosperity of former days."

The officers were: James D. Pickles, President and Treasurer; William F. Pickles, Vice President and Secretary. In 1896 they employed one hundred and ten operatives in the manufacture of Chrome, Plate, Lithograph paper. J.D. Pickles had been superintendent of Adams Mill for many years. His brother William had also been employed there. Both of the Pickles families lived on Adams Street.

From a newspaper article, August 30, 1900: "One of the largest paper machines ever seen was put into the Peter Adams mill by Pickles Brothers. It was so large that it had to be rolled from the Buckland railroad depot to the mill."

Arthur E. Bowers wrote, in the 1902-03 Manchester director: "The E.E. Hilliard Co. have established a power plant at the old Adams Mill for furnishing electric power for the woolen mill at Hilliardville. This probably seals the fate of the paper industry at this place."

Several business used the Peter Adams mill after it was no longer needed to produce electricity. The Gammons-Holman Company manufactured small tools here until they moved to 395 Main Street about 1930. The last company to manufacture here was the Standard Washer and Mat Company.

In 1982 the property was purchased by Brad Norton and Tony Scarpace who renovated the old brick building but kept many of the original features. Today, Peter Adams Paper Mill is the Adams Mill Restaurant.

Daniel Jones Establishes a Store in Buckland

In 1796 Elisha Buckland, whose farm included land on both sides of Tolland Turnpike, sold Daniel Jones and Ephraim Root a piece of land, "being a corner piece and is in quantity about twelve rods of ground bounded north, east and south by highways." This was the corner of North Main Street and Tolland Turnpike that has recently been widened. When E. Root sold his share to Daniel Jones in 1800 the description added, "on which a store is erected."

Daniel Jones had Lebbeus P. Tinker as a partner for a few years. Later the partnership was dissolved by mutual consent and Mr. Tinker opened his own store in Vernon.

In 1800 Daniel Jones advertised for sale at his store in Orford Parish, East Hartford, "a constant supply of gun powder, writing and all

kinds of paper and linseed oil in addition to West India goods." West India goods included sugar, molasses, rum, spices, etc.

When Daniel Jones died in 1802, "one undivided third of a granery store, horse shed and twelve rods of land situated eastly from Aaron Buckland's store on the mail route from Hartford to Boston," were bequeathed to his brother Richard.

In November, 1802 Richard Jones advertised for sale at his store in Orford Parish, East Hartford, "at retail as low for cash as can be bought in Hartford, dry goods, hardware, groceries, crockery, gun powder, at the same terms as at the Hartford store."

An 1804 ad: "Leeper's best snuff in bladders, single post or letter paper on wovemold, printing, royal, demy, crown, foolscap, wrapping, sheathing, paste board, clothiers press and cartridge paper." He wished to purchase one thousand bushel of flax seed delivered to his store in Orford Parish.

James M. Goodwin, who married Roxy Buckley, step daughter of Aaron Buckland, announced in 1807 that he was, "at the store lately occupied by R.L. Jones, Orford Parish, and has received from Boston and elsewhere dry goods, hardware, groceries and crockery." He wanted to buy chestnut and cedar rails, posts, wool, flannel, stockings and mittens.

In June, 1814, R.L. Jones announced that he was agent for Vermont Glass Factory and would be constantly supplied with an assortment of window glass. Apply Mr. Russell Bunce, Hartford or R.L. Jones, Orford Parish. Sometime after this, R.L. Jones moved to Ohio.

In 1819 Benjamin Wolcott occupied the, "triangle with buildings thereon." In 1830 the property was conveyed to Mervin Keeney,

"land - together with dwelling house, store and back store standing thereon being the same place now occupied by Benjamin Wolcott."

Two advertisements, the first from 1793, read as follows: "Daniel Jones has a constant supply of Musket and Pistol Powder by the ton or quarter cask." "Any gentleman who is wont to Gun Powder may be supplied with one to fifteen tons of good quality."

Another ad, in 1801, read: "Daniel Jones continues to manufacture and has ready for sale Gun Powder warranteed good, in large and small quantities by giving notice and applying to Daniel Jones".

The paper mill at Buckland produced first quality writing paper, press paper, cartridge paper, wrapping and sheathing paper and press board. Daniel paid cash for cotton and linen rags, calves pates, flax seed and long horse hairs.

Linseed oil manufactured in Buckland was also sold at the Hartford Store. "Those to whom it may prove more convenient may be supplied with the article at the Linseed Oil Mill south of Mr. Aaron Buckland's tavern in Orford Parish."

During his lifetime Daniel Jones continued his military service to the State of Connecticut. In May of 1794, "The General Assembly established Daniel Jones to be First Lieutenant of Governor's Independent Volunteer Troup of Horse Guards in this state." (Connecticut Public Papers)

And in 1798, "The General Assembly established Daniel Jones to be Captain in Governor's Troop of Horse Guards." When he died in 1802 he held the rank of Major in the Governor's Troop of Horse Guards.

Daniel Jones named his younger brother, Richard Lord Jones, executor of his estate. Richard received one half of the powder mill with privileges and appurtenances, canal and water privileges and other property. Also, "one third of all the lands situated in the State of Ohio and which Daniel Jones was possessed in his own right at the time of his death."

The inventory of his estate included a one hundred and fifty acre farm in Wapping Society, Windsor, three miles from Aaron Buckland's tavern, plus many acres in Orford Parish.

A list of books in his library covered eight hand written pages. A sample of his wardrobe: red military coat, white pantaloons and vest, gaiters and stock, four pairs of shoes, two pocket pistols, flask, seven linen and four cotton shirts, a silk frock coat, a seersucker frock coat, six pairs of silk stockings, etc.

Among other things: a white sleigh, bells and buffalo robes, a gold watch and chain and trimmings, gold and silver coins and bank notes.

Daniel Jones died on February 9, 1802 at the age of forty-six. He is buried in Gold Street Cemetery in Hartford, with his first wife. His parents are also buried there.

This property came into the possession of Henry Johnson and in 1837 he sold it to Tyler Hemingway. The Hemingway family came to Manchester from New Haven and joined Center Church in 1838. The Connecticut Business Directory advertised Hemingway's store, "Dry Goods, Buckland Corners."

The following advertisement appeared in July of 1849: "Store and farm for sale. The store is situated in Buckland in the town of Manchester, known as the Hemingway place, having commanded a large share of the trade

and being one of the most desirable locations in the country where a safe and profitable business is done."

"The farm opposite the store contains about fifty acres of land under a good state of cultivation with fruit trees and woodland. House and barn are of modern build, large and commodious in good repair and in every way suited to the convenience of one wishing to reside in the country, being but seven miles from Hartford on the Boston and Providence Turnpike.

signed - T. Hemingway

No. 116 South at New York"

Captain Tyler Hemingway died in Hartford on August 17, 1850, age sixty, "late a packet master in this city." (Packet: a boat that carried mail, passengers and goods regularly on a fixed route.)

Charles Annis (1814-1890) learned the paper making business at Goodwin's paper mill on Adams Street and worked at that trade for some years. About 1854 he bought the Hemingway property and opened the store. The Connecticut Business Directory for 1860 listed: Charles Annis, Country Store, Buckland.

Charles Annis was Buckland's second postmaster, from 1863 until 1869, succeeding William Jones. Whoever was appointed postmaster was assured of people coming into his store for their mail and, hopefully, making a purchase. H.C. Parker succeeded Charles Annis as Buckland's postmaster. Charles Annis knew that the trade would follow the post office, so he moved to Oakland Street and opened a meat market.

Later, Charles Annis lived on North School Street and the first lockup -- the word jail was not used then -- was built on his property.

Richard L. Jones

Richard L. Jones was thirty-five years old when his brother Daniel died in 1802. He was living in Leicester, Vermont, where he had a farm and other property. He returned to Connecticut to settle Daniel's estate and manage Daniel's businesses. In 1803 he moved the Hartford Store, "to the yellow store next south of the church, directly opposite Mr. Isaac Bull's store." (The church on the corner and Main and Gold Streets.)

In Buckland Richard and his family lived, "in a house which has since passed through many hands, the fourth house beyond the railroad bridge on the west side of Adams Street." This house was later numbered 166 Adams Street.

In 1804 he had for sale all kinds of paper and account books, gun powder, brimstone in kegs, snuff, junk tobacco in kegs only. He offered to pay cash for clean cotton and linen rags, sail scraps, old junk and calves pates.

In 1808 he advertised land for sale in Leicester, Vermont, a house, barn and other outbuildings on four acres. "It is an excellent stand for a public house." Also advertised was a two hundred acre farm with stock and, "implements of husbandry." Enquiries were directed to Ephraim Jones, Middlebury, Vermont, William Jones of Orford Parish or R.L. Jones, merchant, Hartford.

In 1809 more property was offered for sale, including an eighty acre farm in South Windsor, twelve hundred acres in the town of Stukley, Province of Lower Canada, and three hundred and thirty acres in Morgan, Vermont.

From 1811 through 1814 Richard leased to William Jones fifty-eight acres, buildings, powder works, cotton manufactory, wire works, paper mill, dwelling houses, barns,

sheds, water privileges, except one half of the machinery for the wire works. He also leased to him land on Tolland Turnpike bound by three highways, with dwelling house, store and two other buildings. The store was that started by Daniel Jones. The arrangement included another piece of seven acres, with a dwelling house, shed, wood house, and chaise house, and reserved for the use of the R.L. Jones family all of the dwelling house except for the front room and adjoining room, for one year.

The War of 1812 ended in 1815. The summer of 1816 brought snow and cold weather in June, and drought all summer. In September there was a killing frost which caused crop failures. After a winter on short rations, "Ohio Fever," broke out and many Connecticut people went west.

In 1817 Governor Oliver Wolcott's message to the Assembly evinced deep concern over the heavy emigration, and he suggested that steps, such as tax relief, be taken to render Connecticut more attractive.

Richard L. Jones was one of the thousands who left Connecticut at that time. When he deeded property in Buckland to William Seymour in 1833, he was in Gallia County, Ohio. He died in New Albany, Indiana, in 1854 at the age of eighty-seven.

William Jones

Eunice (2), daughter of Aaron and Eunice Pitkin Buckland, married William Jones, the younger brother of Daniel and Richard L. Jones. They lived on the Jones farm on the east corner of Tolland Turnpike and Buckland Street, in a gambrel roofed house built by Aaron Buckland for his daughter.

William Jones worked in Aaron Buckland's woolen mill. He was a captain in the East

Hartford militia when Manchester was part of East Hartford. During the War of 1812 his outfit was called up, but William was ordered to continue working at the woolen mill. Aaron Buckland had a government contract for blankets for the army.

William Jones became the owner of the store started by Aaron Buckland and he was Buckland's first postmaster.

George M. Cheney, who had been Manchester's town clerk since 1825, died in 1841. Jones had evidently done the work of that office during Cheney's illness, and after Cheney's death William Jones, Esq. was elected town clerk.

Edward Griswold and Norman Buckland, selectmen, challenged the validation of the assessment list (of the town of Manchester) in a petition to the General Assembly. The General Assembly ordered, "that the assessment list of said town so made out by said Jones is declared good and valid in law and all taxes, which have been or hereafter may be laid or imposed thereon shall be deemed good and collectable notwithstanding any or all causes and defects named and set forth in said petition." (Acts of the General Assembly of Connecticut relating to the town of Manchester 1823-1915 inc.)

William and Eunice Buckland Jones had four children: Aaron B., born 1813; William Henry, born 1814; Mary, born 1822, who married George Welch and died at age twenty-eight; and Albert, born 1826, who died in Stockton, California in 1849.

Aaron Buckland Jones married Frances Mary Sherman in 1849 and they had one son, Herbert, who died unmarried in 1895. Mary S. Jones died in 1856 in, "the burning of the steamer John Jay on Lake George." Aaron later married Grace Hemingway. The 1880

census lists A.B. Jones as a, "retired Capitalist."

In 1886 A.B. Jones sold the Jones Homestead, the store and thirty-eight acres of land to Charles H. Owen. In 1902 the Jones property was sold to C.O. Wolcott who tore down the old house and built a new one on the same site.

Aaron Buckland Jones died at Hartford Hospital in 1892 at the age of seventy-nine. "Buriel services at Buckland Monday afternoon, March 28 on the arrival of the twelve fifteen train from Hartford." (Hartford Times)

William Henry Jones

William Henry Jones, son of William and Eunice (Buckland) Jones was born in Buckland, Orford Parish, East Hartford, on September 25, 1814. When he was eighty years old he wrote an autobiography, which began with his earliest recollection.

"I just remember, when but three years old, the School Marm calling me to her to learn my letters." The Jones family lived next to the first Buckland school.

"I think it was the year 1826 that I went to school at the stone school house on Market Street in Hartford. Mr. Olney, the author of Olney's Geography, was principal and he was my teacher.

"I lived with my uncle, Ebenezer Watson Bull, druggist, called the, "Good Samaritan," and did chores for my board. Evenings I tended the ale pump in the rear room of the store near the soda fountain. It was well patronized, ale drink just coming into use. I slept in the rear room of the store on a turnup bed with Theodore Metcalf, one of the clerks, who

became a celebrated druggist for years in Boston.

"Afterward, attended school for a short time, a select school kept by George Griswold, a lawyer, one half mile south of Buckland, the place where I lived.

"In 1829 I was in J.B. Pitkin's department store in Tolland, Connecticut. We had all the Rockville trade and trade from adjoining towns. I slept in the office of William W. Easton, one of the clerks who afterward became a Democratic leader in Connecticut and United States senator for several years. I attended school at Tolland Academy one and one half terms before going home."

In 1831 he apprenticed to Seth Foster of Bristol to learn the trade of joiner and carpenter. After four years he returned to Manchester. In 1835 he manufactured window sashes, blinds, doors and cigar boxes. In all his work he invented and built his own machinery. "I took orders for all I made and within a year contracted to build a two story school house in Manchester, to build all the seats and desks on an improved plan.

"When I was twenty-one years old, was appointed by the Center Church Society of Manchester as one of the committee to decide what alterations it was necessary to make in remodeling the church." He bid on the project but lost. "However, I got some orders for window sash, doors and door frames." I gave up building in about three years, there being so much competition that none of the builders were getting rich.

"About 1840 there was a great excitement in regard to the culture of mulberry trees for raising silk. The trees were selling for very good prices. I built a hot house sixty feet long and through the winter had upward to twenty-five thousand trees growing from

cuttings. As there was no sale for them in the spring I set out a lot of them for leaves to feed worms. I invented and built all my silk machinery that I used which was different from any other in use, saving two or three processes in manufacturing.

"In 1840 I commenced manufacturing sewing silk in a cotton factory formerly used by R.L. Jones, a little south of Buckland."

In 1844 W.H. Jones, "bought water privileges at North Manchester and about nine acres on land on both sides of Oakland Street." He bought the land from Edward Griswold and married Griswold's daughter, Laura.

He built the square white house with a chimney on each of the four corners that stood on Oakland Street until the late 1970's when it was removed to make room for Carter's car lot. He built a large house on Apel Place that was used as a boarding house for his employees. It later became the home of the B.C. Apel family.

His silk mill, an oblong wooden building on the same side of the street as his house, later became Gurdon Child's grist mill and even later was the first home in Manchester for J.T. Robertson's soap factory. It burned in 1899 and J.T. Robertson took over part of the vacant Mather building on Hilliard Street where he manufactured soap and his famous Bon Ami.

"About 1845 I moved all my silk works to my new mill in North Manchester. I made silk (thread) for fifteen years at which time the business was overdone."

His brother-in-law, Henry A. Griswold, worked in the silk mill for eight years. The 1850 census shows the names and ages of those were employed there at that time: Martha Hunt, 14; Mary Catkins, 16; Adeline

Watrous, 19; Mary A. Goodwin, 17; Isadore Spencer, 15; Martha Couch, 16; Julia Fuller, 16; Mary Rand, 18; Olive Goodwin, 19; and Richard Brewster, 20.

About 1860: "I then put in cotton and woolen machinery for making yarn and knit goods." During the Civil War cotton became unavailable. His business was in debt and was shut down.

William Henry Jones then went to New York where he sold hoop skirts. He, "sent to Manchester for his secretary," to assist him in his newest venture.

He returned to Manchester and on December 27, 1862 he received a government contract for ten thousand dozen pairs of army socks. In 1864 he was awarded a second contract, this one for twenty thousand shirts. However, once the war was over his business slumped again.

He returned to New York and invested in brownstone houses, a business he pursued for four years. Then brother Aaron persuaded William to come back to Manchester one more time.

In October of 1869 a hurricane, referred to as Saxby's Gale, rampaged up the eastern coast, as hurricanes do, and filled the rivers and streams to overflowing.

The William Jones mill was situated on White's brook, which runs out of Salter's Pond. The heavy rain caused the dam on Salter's Pond to break and the rush of water took out all the dams and water wheels along the brook and carried them into the Hockanum River. Mr. Jones lost his dam, dye shop, blacksmith shop and store house.

Jones spent the next ten years manufacturing various articles, but success eluded him. His property was seized and sold at auction.

In 1879, at age sixty-five, he had a brief career as a salesman of pianos and organs in New York. After that he moved to Boston where he worked for the New England Paper Barrel Company. During the last years of his life he lived with his daughter in Newton, Massachusetts. William Henry Jones died in Boston in 1903 and is buried in Buckland Cemetery.

Manchester's First Savings Bank

From the autobiography by William H. Jones: "I was the vice-president and director for several years of the first savings bank in Manchester. It was called the Manchester Savings and Loan Association. It was doing a fine business until the other banks throughout the state influenced the Legislature to take a vote to have all such banks throughout the state wound up; then we got a charter for a regular savings bank and the business was transferred to that after a given time."

This bank was organized in 1853 with Moses Scott, the druggist at Depot Square, as secretary and treasurer. The office was in his store. Alban W. Stone, an officer of Union Manufacturing Company for many years, was also associated with this bank, which went out of business in 1871. The second bank in Manchester was Manchester Trust Company, organized in 1905.

The Congregational Church at North Manchester

William H. Jones wrote: "Dr. Scott and myself were appointed building committee to build the first Congregational Church at North Manchester and we contributed to the expense of the same and with some others agreed to pay fifty dollars a year towards its expenses until it was self supporting."

The first building was the traditional white pillar design similar to the First Church of Christ Scientist at 447 North Main Street that was built by the North Methodist people about the same time.

"The Ladies Social Society agreed to the expense of having the grounds around the church, 'laid out in good shape'." "The walks were Bolton flagstone. At each side of the driveway was placed a platform with steps leading onto it to make it convenient for ladies getting in or out of carriages. The (horse) sheds being back of the church, all carriages were driven down each side of the church to the platform.

"In a few years the church needed enlarging and Dr. Scott and myself were again chosen building committee to build an addition on the north end." William H. Jones was a member of the North Congregational Church for more than fifty years.

A School on Jambstone Plain - Buckland

At a meeting of the Ecclesiastical Society, the governing body in Hartford at that time, on the third Sunday in November of 1751, it was voted to allow five schools to be built in the Five Miles, "that a school be kept on Jambstone Plain - always provided that the

schoolhouse is built without cost to the Society."

It was first called the North District and later it became the Seventh District. Jambstone Plain is the area around Tolland Turnpike and Buckland Street and the school was located on what was then the east corner of the two streets. The schoolhouse of that day was about twenty feet square and sat by the side of the road.

Each school district elected a committee, who hired the teacher for one term at a time. At the annual meeting a tax would be laid to pay the teacher and other expenses. The amount of wood that was needed to heat the school would be determined. Each family was assessed according to the number of children being sent to school and the number of days the children attended school.

Dwight Spencer, who was born in 1829, "commenced his education in the district school near his home at Buckland's Corners, where among his first teachers were Walter McKee and Edward Hayden." Dwight attended Manchester Academy at the Center and later taught school in the West District.

Clinton W. Cowles, born 1841, son of Francis Cowles, went to school in Buckland and among his teachers were Harriet, Jane and John Williams.

J.C. Howard started a select school at Buckland in 1849, providing room and board for his pupils at Buckland Inn. Classes were held in the upper room of Buckland School. Select schools, private institutions that taught high school subjects, were prominent in New England from the early eighteen forties to the outbreak of the Civil War.

In 1860 Buckland school burned and, when the site for a new school became an issue, it was necessary to call on the School Visitors:

"The School Visitors of the Town of Manchester, having had application made to them by School District Number Seven in this town to fix for said school district the site of a new schoolhouse shortly to be erected by them, said district having been unable to get a two thirds vote in any legal meeting to fix said site.

"After careful inspection and consideration the School Visitors have fixed and determined upon the following described adjoining tracts of land lying in said district on the north side of the Hartford and Tolland Turnpike between the store of A.B. Jones and the dwelling house of F.W. Cowles and containing together about sixty-six rods of land to be the site of said schoolhouse.

Signed: David Calhoun, George C. Griswold,
Nathaniel Keeney
School Visitors, Manchester, Oct 1 1860"

There eventually were nine school districts in Manchester. Only two of them, the Eighth and the Ninth, had eight grades. Buckland and the other "outlying districts" had six grades.

The School Visitors supervised the school districts and at the annual town meeting the School Visitor's report was given. The report at the town meeting of October, 1863 "and printed by the vote of the town" may have been the first published report.

The 1863 report showed that Edwin S. Brainard taught twenty weeks of winter school at Buckland with an average attendance of forty-four pupils. Lucy A. Alvord taught fourteen weeks of summer school and the average attendance was thirty-four.

In 1864 Jessie Cheesebrough taught both terms and Ralph G. Spencer was the committee. The average pay per month for a female teacher, including board, was twenty-one dollars and twenty-two cents per month.

In 1870 Abbie M. Bunce taught the winter term and Minnie E. Wetherell taught the summer session. Dr. Vail was the committee.

It was proposed that all the districts in town arrange their terms as to have them all commence at the same time. The School Visitors suggested, "that this town adopt thirty-eight weeks in the year as the time devoted to school, and on which to estimate the amount of money to be raised."

"There would be three terms, commencing the first Mondays of September, December and April. The first to be twelve weeks, the second fourteen weeks and the third to be twelve weeks. They should all be twelve weeks or more in length, as those children who are employed in our factories are required by law to attend twelve weeks, and if employed before completed, both parents and employer are liable to a heavy penalty."

In October, 1871: "Your Board have considered the question of introducing music into all of our schools, this useful, pleasing and ornamental branch of education. We say useful, because nothing so quickly arouses good feeling or drives away the spirit of insubordination, anger, malice, or other evil passion, or brings rest and refreshment to both mind and body weary of labor and confinement of the school room."

"Probably most of you are aware that singing by rote, has been practiced more or less in the several schools, in years past, as each teacher had ability or disposition and what parent has not taken pleasure in the song of its child to

say nothing of pride in its ability to sing a single tune or sing correctly."

Also in 1871: "The introduction of Drawing into our common schools is now occupying the attention of the friends of popular education to a considerable extent through out the country, and especially in New England and the middle states."

In 1871 Electa Smith taught both terms. I.F. Balch was the committee. Miss Smith also taught both terms in 1872, with Charles H. Owen as the committee. In 1874 M.G.L. Wood taught the higher grades and Jennie E. Buckland and Jennie E. Thrall taught primary. C.O. Wolcott served as the committee.

Miss Nettie M. Stoughton, Jennie E. Thrall and Lucie R. Field were the teachers in 1875, and Levi T. Wilson was the committee. The following year, 1876, classes were taught by C.W. Tainter and Ida Griswold, with J.F. Williams as the committee.

The teachers in 1878 were Frank F. Keeney and Helen S. Dewey. J.F. Williams was the committee. In 1880 Miss Emma L. Williams and Belle E. Goodrich taught. C.H. Owen was the committee for that year, and again in 1881 when Miss Williams and Miss Goodrich were the teachers.

In 1882 the Seventh District paid male teachers forty dollars per month and female teachers thirty-two dollars and eighty cents.

The last day of school was reported in the Manchester Saturday Herald on March 25, 1882: "Parents and friends of the pupils of Buckland School, and Giles Potter of the State Board of Education, visited the school on Thursday last week and the closing exercises were pronounced by those present as excellent."

The Manchester Evening Herald reported, on August 21, 1886, "repairs on Buckland schoolhouse are nearly completed. The building has been materially enlarged."

In 1886, "part of the town of East Windsor known as Long Hill and part of East Hartford were taken into the Buckland school district."

Buckland parents with school age children in 1895 were: David Armstrong, Edward L. Burnham, John McCabe, James McConnell, Robert McIlvane, Joel Nichols, Charles Norton, James D. Pickles, William Pickles, Charles Strant, Frank Strant, Arthur Sraw, C.O. Wolcott and Olin R. Wood.

Mrs. Kate Wolcott taught at Buckland for a number of years. News brief, Buckland, May 14, 1897: "Buckland school, through the efforts of teachers Miss Brown and Mrs. Wolcott, collected ten dollars for the starving in India."

In 1898: "Owing to the burning of two mills (Peter Adams Paper Mill and Keeney Brothers Paper Mill) in this district the attendance has been reduced about one eighth. The plan of admitting the older pupils in the seven districts to the upper grades of the Eighth and Ninth districts for a year or two previous to the High School course has been carried out this year as usual."

In 1898 Mrs. Wolcott taught the first three grades and Miss Brown taught fourth, fifth and sixth. Miss Edith F. Cowles and Mrs. E.S.D. Owen taught music and drawing. The next year, music and drawing were taught by Mrs. Annie O. Nichols and Mrs. Owen.

Both room of the schoolhouse were made over in 1899. The old double seats in the upper room, which had done duty so many years, were replaced by single desks of a modern type.

New hard pine ceilings were placed in both rooms in 1900, at the cost of two hundred dollars. New stoves would be in place before cold weather. In 1901 it was reported that the committee of the district had replaced the almost worthless heating apparatus with plain and serviceable stoves. The result was beneficial.

"In District Seven the year began with a change in teachers. The upper room was in charge of Miss Elizabeth A. Root, and the lower room in charge of Miss Agnes L. Sugrue. Miss Root taught the entire year and gave excellent satisfaction. Miss Sugrue stayed only one term and was replaced by Miss Mary A. Taylor.

"However the change in committee brings about a change in teachers. Miss Root was succeeded by E. Leola Andrews of East Hartford. Miss Taylor's place will be filled by Mrs. Kate A. Wolcott, who was one of the victims of a change in committee last year."

More praise was directed at the teachers in 1905: "At Buckland the work of Mrs. Wolcott and Miss Andrews is all that could be desired. A large class was sent from this school to the Eighth District School last spring and no better prepared pupils have ever been received from any school in town."

That same year brought more improvements to the physical plant of the school. "New floors were laid, the decorations renewed and a well, long needed, is in the process of construction." Before the well was dug a pail of water brought from a neighbor, and one tin dipper, served all.

In 1907 it was noted, "last April thirty pupils were promoted from Oakland, Manchester Green and Buckland to the seventh grade in the Eighth District."

More work was to be done on the school, and in 1909, "A special committee was appointed to act in conjunction with the District Committee in making repairs. Interiors of both rooms have been thoroughly made over. Large cupboards for holding supplies and text books were built. Exterior of building and grounds greatly improved. The people of this district are to be congratulated on making their school building more attractive for both pupils and teachers, and more fitting for the doing of good and efficient work."

Until 1905 each district, one through eight, was governed by its own committee and under the supervision of the School Visitors. In 1905 the eight Manchester districts joined with South Windsor and engaged Edward D. McCullum, Harvard, 1892, as their superintendent. He was succeeded in 1908 by Louis A. Pratt. Both of these men did a good job and left for higher paying positions.

Alfred F. Howes, Amherst, 1887, filled the position in 1911 and remained as superintendent until Manchester consolidated its schools in 1932. Under the direction of Mr. Howes, districts one through eight were brought up to the prevailing standards of education.

In 1918, "George W. Hall, who had been the attendance officer for several years, died. During his illness Martin Gilman was employed to do the truancy work. Mr. Gilman owns an automobile enabling him to respond to calls and has shown good judgment in handling the cases that have been brought to his attention."

In 1919 Mae Healy taught grades one, two and three and Annette Klee taught grades four, five and six. Annie H. Palmer taught music. In 1920 A.J. Healy was the committee, with Charles O. Wolcott as Clerk and Treasurer and Walter M. Keeney, Collector.

Manchester celebrated its Centennial in October of 1923 with a week long program that included a pageant relating to the town's history. The parts of the settlers were taken by members of the Buckland P.T.A.: Mr. and Mrs. David Armstrong, Virginia Armstrong, Mrs. Inez Batson, Lucius Batson, Matthew Batson, Susanna Batson, Miss G. Bergeron, Miss L. Bergeron, Miss B. Bial, Mr. and Mrs. F.L. Burton, Miss M. Burton, Ruth Charter, Mrs. Delbert Clark, Elton Clark, Mr. and Mrs. Lyndon Clark, Ivy Clark, Hazel Colton, C. Derrick, Mrs. G. Donahue, James Donahue, John Donahue, Joseph Donahue, Miss M. Donlon, H. Erickson, Jane Grant, Mr. and Mrs. Andrew Healy, Francis Healy, Miss Mae Healy, Francis Keleher, George Kennedy, Mrs. Burton Lewis, Esther Lincoln, Mr. and Mrs. Charles S. Miller, Mr. and Mrs. Peter Miller, Mildred Miller, Raymond Miller, Miss N. McDiarmid, J. McDiarmid, Mrs. E.W. Nysin, Ada Peckham, Edward Peckham, Frederick Peckham, Irene Peckham, Jenney Adele Peckham, W. Pickles, Mary Pulukus, Miss M. Robinson, Mrs. Robinson, Constance Ruby, Elsie Ruby, S. Scholsky, Robert Shaw, Nellie L. Smith, Grace Spillane, Thomas Spillane, Frank Sonoski, Charles Thresher, George Thresher, Florence Wylie and Miss M. Young.

In 1922 the Seventh District built a new schoolhouse on the site of the old building that the School Visitors had recommended in 1860. It was noted that Buckland had an increase of fourteen pupils due in part to adding seventh and eighth grades.

In 1924 members of the Buckland School Committee were Andrew J. Healy, Edward J. Stein, Eugene Keeney, Charles I. Balch, Clerk and Treasurer, and Walter Wyllys Keeney, Collector. In 1930 A.J. Healy, David Armstrong and Edward Stein were the committee, Sarah Healy was Clerk and Treasurer and Walter Keeney was the Collector.

In April of 1932, with the country in the midst of a severe economic depression, the town voted to consolidate its schools and thus, hopefully, reduce the cost. So ended the school district system that had been a way of life in Manchester since before the American Revolution.

Alfred F. Howes had been superintendent of districts one through eight since 1911, and consolidation eliminated his job. His last report, in the annual town report of 1932, reads in part:

"The most important step in the consolidation of school management up to the present time took place in 1905 when Districts 1-8 were united as a supervision unit under a professional superintendent of schools.

"To the taking of this important step is due no doubt in a large degree to the long postponement of final complete consolidation that is now taking place. With the coming acquisition of a professional school superintendent many advantages enjoyed up to that time by the Ninth District only were brought to the eight other districts. Kindergarten, manual training, domestic science, school nurse, school doctor, dental hygienist and director of physical culture -- all these were brought within the reach of all schools so that the need of consolidation to obtain modern school privileges was scarcely felt.

"The coming of consolidation made two superintendents of schools unnecessary and I am retiring very cheerfully. The twenty-two years I have spent in Manchester have been very happy years and the service I have rendered the schools has been my best.

"No words I could choose would adequately express the gratitude I feel to all teachers, officials and parents who have helped by their

sympathy and cooperation to make my duties throughout the years a constant pleasure.

Respectfully submitted,
A. F. Howes."

Alfred F. Howes came to Manchester in 1911 to take over school districts 1 through 8, the outlying districts as they were called. With diligence and patience he reformed the eight districts so that all the children in Manchester received an equal education.

When the schools were consolidated in 1932 he retired and lived the rest of his life at his home at 39 Hudson Street. He was clerk, historian and men's class leader of the Second Congregational Church and was instrumental in consigning the church records to the Connecticut State Library.

He was a Mason and a diligent member of the Manchester Garden Club. He died on August 15, 1946, a man well remembered.

The 1922 building near the east corner of Tolland Turnpike and Buckland Street was one of Manchester's school until it was phased out in 1975. Today, its exterior unchanged, it is an office building.

Buckland Post Office

A post office was established at Buckland Corners on July 28, 1833, and this was the second post office in Manchester. The first, at Manchester Green, was established in 1808 when Manchester was Orford Parish, East Hartford.

Buckland's first postmaster was William Jones. The 1849 map of Manchester shows Jones' house, store, the post office and Buckland school clustered on the south east corner of

Buckland Street, then called Wapping Road, and Tolland Turnpike.

William Henry Jones, son of Williams Jones, wrote in his autobiography that a post office, "was finally located here and called Buckland, named after my grandfather, Aaron Buckland. My father was appointed post master. Andrew Jackson was elected president of the United States about this time and turned out every postmaster of the opposite party, and as my father was one he expected to be but both parties opposed it and he was kept in and held the office a great many years until he resigned.

"In 1833 when the post office was located in Buckland, there were no railroads. The mails were carried by stage from New York to Boston, The mails were all made up in Hartford for all the offices between there and Boston and put into one bag. Father had all the mail in the bag to look over to find his while the stage was allowed only five minutes to wait. I have helped father sometimes when it was all three of us could do in five minutes."

The second Buckland postmaster was Charles Annis (1814-1892) who learned paper making at Goodwin's Paper Mill on Adams Street, later Peter Adams Paper Mill. In 1854 Charles Annis bought the Hemingway property, a store on the north side of North Main Street where it joined Tolland Turnpike, and a house on the south side of North Main Street. This was the store started by Daniel Jones in the 1790s. Charles Annis was postmaster from 1863 until 1869.

Hollis G. Parker, appointed in 1869, was the third Buckland postmaster for almost twenty years. The Connecticut Courant from February 25, 1888 reported: "Post office at Buckland for many years has been held by H.G. Parker, a Republican, is to be given to Richard Maloney, at present a clerk in

Cheney's store. Mr. Maloney will succeed Mr. Parker in the general store where the post office is located. (Railroad Lane, now Depot Street) Mr. Maloney is a worthy young man and will make a good postmaster though the many friends of Mr. Parker regret to see him retire".

W.H. Grant was appointed in 1891. He and his brother, Hiram, were the storekeepers.

H.S. Keeney succeeded Grant in 1893. He sold the store and post office to Robert McIlvane who was named as postmaster on July 10, 1898. The August 1, 1898 Hartford Courant reported: "The new store and post office, which were to be opened August 1, will not be ready for business until August 8. The new building is being erected by H.S. Keeney near the site of the one burned."

Frederick D. Clarke was named in February, 1905 and the post office was located in the Clarke residence at 729 North Main Street. On December 10, 1914 Mrs. Lottie Clarke took office at the same address. About 1925 the Buckland post office was relocated at 1082 Tolland Turnpike.

Mrs. Clarke was succeeded in 1930 by Mrs. Nellie Rheyhl who resigned in 1937. The post office was then located in a building on the corner of Tolland Turnpike and Buckland Street, in a small addition built on to the west side of the building owned by Nelson Boynton.

In 1941 Elsie Waldorf, who had been appointed in September of 1937, found larger quarters in the gas station owned by Olin Gerich. In March of 1941 the eighty-four lock boxes and other postal equipment was moved to Gerich's garage and Olin Gerich became the postmaster for the next twenty-three years.

The following was written in the Manchester Herald on March 24, 1941: "with the closing of Highland Park post office a year ago, there are but two fourth class post offices in Manchester, Buckland and Manchester Green. Manchester Green and Buckland report their receipts and expenses to New Haven and have no connection with the post office in Manchester".

In 1963 a brick building was erected at 1080 Tolland Turnpike and in 1964 the post office here was in charge of Chester Morgan, superintendent.

A plaque on the building reads: "This building dedicated to public service, 1963. John F. Kennedy, President, J. Edward Day, Postmaster General."

"There was a post office in Hillstown at one time, but that has been closed for over thirty years". Hillstown post office was discontinued on March 31, 1908 and the mail was delivered by R.F.D.

Manchester Green post office was closed in 1943 when no bids were received to take it over.

Until recently, Manchester had two post offices, the Main Office at 111 Sheldon Road, which replaced the post office at 419 Main Street a few years ago, and the one at 1080 Tolland Turnpike in Buckland. The post office at 1080 Tolland Turnpike has been discontinued and is scheduled to reopen at a new location.

The Railroad Station at Buckland

The stage coach was the only form of travel overland in the early days of this country. In 1783 Orford Parish, which had been part of

Hartford, became Orford Parish, East Hartford. That same year the following appeared in the Connecticut Courant:

"Stage wagons: The subscribers, having furnished themselves with convenient stage wagons, prepare to set off from Hartford on Monday 20th October instant at eleven o'clock and arrive at Levi Pease's, Somers, at night - from Whence to Rice's Tavern, Brookfield, Tuesday night - from thence to Martin's Northbury, Wednesday - from thence to the Sign of the Lamb in Boston, on Thursday evening.

"The stage will leave Boston on Monday morning at six o'clock, and stop at the aforementioned places and reach Hartford on Thursday at twelve o'clock.

"The greatest attention will be paid to the Passengers by the Public's humble servants,
Levi Pease and Reuben Sikes, Jr."

In 1783 the first stop in Manchester would have been at the tavern kept by Stephen Hills at Manchester Green. Hills sold the tavern to his brother-in-law, Deodate Woodbridge, in 1786 and it became well known as Woodbridge Tavern.

In 1833 a charter was granted to Manchester Rail Road, which was to extend from Hartford, "to the notch in the mountains in the town of Vernon, or somewhere near the stone pits in Bolton and Vernon". The grantees were John Mather, a Manchester manufacturer and one of the founders of the Manchester Masons; Henry Hudson who had a paper mill on Tolland Turnpike in Oakland; Royal S. White, born in Bolton, who had interests in shipping by boat between Hartford and New York. Also Solomon Porter and Samuel Kellogg, Hartford business men. However, no railroad was built at that time.

From the Connecticut Courant of February 6, 1848: "Books for receiving subscriptions to the stock of Manchester Rail Road Company, incorporated by the General Assembly of the State of Connecticut at their May session in 1833, as revived, renewed and modified by the General Assembly of May 1847, with power to assume the name Providence and Hartford Rail Road Company, have been duly open to received additional associates by subscription to the stock, until the first day of March next". This was signed by the original petitioners with the exception of Henry Hudson, who had died.

A survey was made across the north part of Manchester and the tracks were laid. The first regularly scheduled train of cars left Hartford in December, 1849, passed through Buckland and Manchester Depot, then on to Vernon and Willimantic. The route eventually reached Providence.

John Dwyer was an early station master at Buckland and his son, John J. Dwyer, also worked at Buckland station. Later John J. Dwyer was the station master at Manchester station at Depot Square from 1896 until his retirement in 1936.

Thomas Wells Smith, who had the farm on both sides of Buckland Street, originally owned by George Buckland, advertised in the Hartford Courant of September 17, 1873: "Choice farm for sale in Buckland. Three minutes walk to the depot of the Hartford, Providence and Fishkill Railroad, seven miles to Hartford, one mile from North Manchester, one eighth of a mile from schools, stores and post office.

"Near large paper and cotton mills. Two story, fifteen room house, also tenement house for two families. Two barns, carriage house, ice house, toolhouse, tobacco sheds to hold ten acres of tobacco. Apple trees, cherry, pear,

quince, grapes and a never failing spring of pure water supplies all the buildings without need of a pump.

"My crop this year was eight acres of tobacco, six acres of corn and potatoes and four acres of oats."

In 1877 the Hartford, Providence and Fishkill was absorbed by the New York and New England Railroad. Under the new management a double track was laid.

The New England Railroad hired David Curran to walk the track between Buckland and Vernon. In November, 1882 Curran returned to Buckland on the train, jumped off and tumbled more than thirty feet before a fence stopped his flight. He was battered and bruised and not able to walk the track the next day. His lantern was found in an adjoining field.

From the Business Directory of Central Connecticut being the towns of the New York and New England Railroad (previously the Providence, Hartford and Fishkill Railroad) from Newburg, New York to Willimantic, Connecticut, published in 1887:

"Buckland - distance from Boston, 109.8 miles; from Hartford 7.5 miles, from Newburg, 118 miles. Six trains to and from Hartford daily, except Sundays. Post office, telegraph office.

"A village in the town of Manchester, named in honor of the Buckland family. The seat of the Waverly Paper Mills, manufacturers of chromo, plate and lithographic papers."

"Adams, P. & Son, Waverly Paper Mill, E.C. Hillard Co., C.W. Jacques, physician, H.S. Keeney, meat market, H.C. Parker, general store."

From a March 15, 1890 newspaper: "Residents of Buckland, tired of the small building long used for a depot, circulated a petition to the manager of the New York and New England Railroad asking that it be replaced by a new building."

The station built at that time burned, and in July, 1903: "carpenters are finishing a new railroad station for Buckland. Building is divided into three compartments, ticket office, waiting room and freight room, with a platform in front of the freight office."

A passenger coach was used for the station while the new building was being erected. The last Buckland railroad station still stands in 1993.

"The village of Wapping is reached from Buckland station on the main line. Highland Division, New York, New Haven and Hartford Railroad, 1903."

By 1930 automobiles had become numerous and the railroad suffered. However, passenger trains and freight trains ran through Manchester until August of 1955.

Hurricane Connie on August 12-13 was followed on August 18-19 by Diane. Together they created millions of dollars worth of damage in Connecticut. The loss of a railroad bridge near Pomfret caused the railroad to suspend passenger service through Manchester.

Dr. William Cooley

Dr. William Cooley, born in Bolton in 1781, was the son of Dr. Samuel Cooley who advertised his cureall pills in the Connecticut Courant in 1798. William Cooley studied medicine under his father and was, for many years, a prominent physician, surgeon and leading citizen of Manchester.

Dr. Cooley came to Buckland in the early 1880s and his first wife was Mary, daughter of Aaron and Eunice (Pitkin) Buckland. They had two children, William and Mary. Dr. Cooley's wife Mary died, and Dr. Cooley married (2) Diantha Spencer, (3) Lucretia Roberts and (4) Jerusha Pitkin. His son George was a third generation doctor.

"As a physician Dr. Cooley had an extensive practice, was eminently successful and universally loved by those to whom he administered. Possessed of an acute but eccentric mind, he obtained celebrity not only as a physician but as a politician that few enjoy. Elected repeatedly to represent Manchester, he was faithful to his trust. His wit, sarcasm and eccentric speeches in the legislature will long be remembered.

"For many years he suffered with a painful disease that finally terminated his existence. His spirit never forsook him; he died with compassion and resignation to the Divine Will."

(Cooley genealogy)

Dr. Cooley lived the last few years of his life in East Hartford, where he died in 1839, age fifty seven.

Dr. Calvin W. Jacques

Dr. Calvin W. Jacques, who was born in Tolland in 1822, was the great grandson of a French soldier who came to America with Lafayette. When he was sixteen years old he taught school to finance his medical career. He read with a doctor in New Haven and later with Dr. Johnson in Hartford.

Dr. Jacques was twenty-two years old when he came to Buckland Corners in 1844 and opened an office in Buckland Tavern. He married

Anna Griswold Buckland, daughter of Tudor and Annie Griswold Buckland. Both of her parents died soon after her birth and she was brought up by her maternal grandparents, Daniel W. and Esther Case Griswold.

In 1847 Dr. Jacques built the main part of the Norman style house that became their home and still stands on North Main Street. The house originally had a wrought iron balcony on the west end, an attached greenhouse, a chaise house, a privy with seven or eight holes, assorted sizes, barns and other outbuildings.

Dr. Jacques made house calls and under the carriage seat he carried a medicine chest, a traveling drug store, supplying medicine as needed. "He was fond of the horse and probably had more good animals in his stable than any other man in town.

"With an intelligent and progressive comprehension of the needs of the community, Dr. Jacques was a valuable citizen and was honored with election to the State Legislature in 1876. Since Manchester became a town in 1823 only three Democrats have attained that dignity, the other two being Francis W. Cowles and Ralph Cheney." (Bio. H Co. 1901)

During his lifetime he was a member of Manchester's Board of Health, Board of School Visitors and superintendent of North West Cemetery. He never retired but in his own words, "he was dying in the harness."

He died on March 21, 1891 and, "The funeral service over the remains of Dr. Jacques were held at his late home." Three local ministers took part in the service, the North Methodist choir furnished hymns and six brother Masons were the bearers.

When Anna Buckland Jacques died in 1917 she had lived in the house on North Main

Street for seventy years. In her will she left money to build a vault at Buckland Cemetery in memory of her husband, Calvin W. Jacques. When it was completed, it was presented to the town of Manchester.

The massive gravestone marking the resting place of Dr. Jacques and Annah Buckland Jacques, as it is written on the stone, is on the opposite side of the road from the red brick vault.

Old Cemeteries

One for the first cemeteries to be laid out in the Five Miles was at Hop Brook and was known as the Spencer Yard. It was enlarged in 1778 and again in 1789. Today it is called West Cemetery.

The Olcott family was living at Hop Brook in 1701. One of the oldest stones in West Cemetery is that of Rebecca Beckwith, widow of Jonah of Lyme, who died on July 11, 1743, age seventy years. She was the mother of Penelope Beckwith who married Captain Josiah Olcott.

Center Street got its name because the geographical center of the town of Manchester is where Main Street crosses Center Street. East Cemetery was started on East Center Street. Spiess: "The oldest stones show that interments were made here as early at 1751."

North West Cemetery, Buckland

Aaron Buckland's farm house was located on



Jacques memorial vault at Buckland Cemetery.

Tolland Turnpike across the road from the cemetery that started as his private burying ground. The oldest stone here dates back to 1777.

This cemetery became public property on December 22, 1811 when the following vote was passed at a town meeting. "Voted - that the Acct. of Aaron Buckland relating to the Burying Grounds near his house be referred to the Selectmen who are authorized to adjust the same and to take a deed of the land, etc."

December 8, 1816 - "Voted - That the Selectmen be directed to cause all Burying lots in this town to be suitable fenced (so far as may be proper to be done by the town) and that they rent said lots to pasture Sheep and Calves only in the most advantageous manner for the benefit of the town."

December (no date) 1818 - "Voted - That the Selectmen see the Burying Yards are suitably fenced, also to view the yard at A. Buckland's & purchase land for it if they see it necessary."

The Buckland family plot, the oldest part of North West Cemetery, was farther back from the road when Tolland Turnpike was a two lane road. Today Tolland Turnpike has been widened to accommodate the ever increasing traffic headed for the Buckland Hills where a multitude of retail businesses, including the mammoth Buckland Mall, have made Buckland a popular shopping center.

North West Cemetery has been enlarged over the years and now covers ten acres.

The First and the Last Railroad Station at Buckland

The somewhat deteriorated picture is the first Buckland railroad station that was built in 1849 on Railroad Lane, later Depot Street, Buckland. The marks of the tape that held the old snapshot together are visible. The tape preserved the picture until it was discovered recently in the files of the Manchester Historical Society.

In those days the Station Master at Buckland might also have been the telegraph operator and a telegraph key was part of his office equipment. The bicycle that stands in front of the building was used to deliver the telegrams that were received.

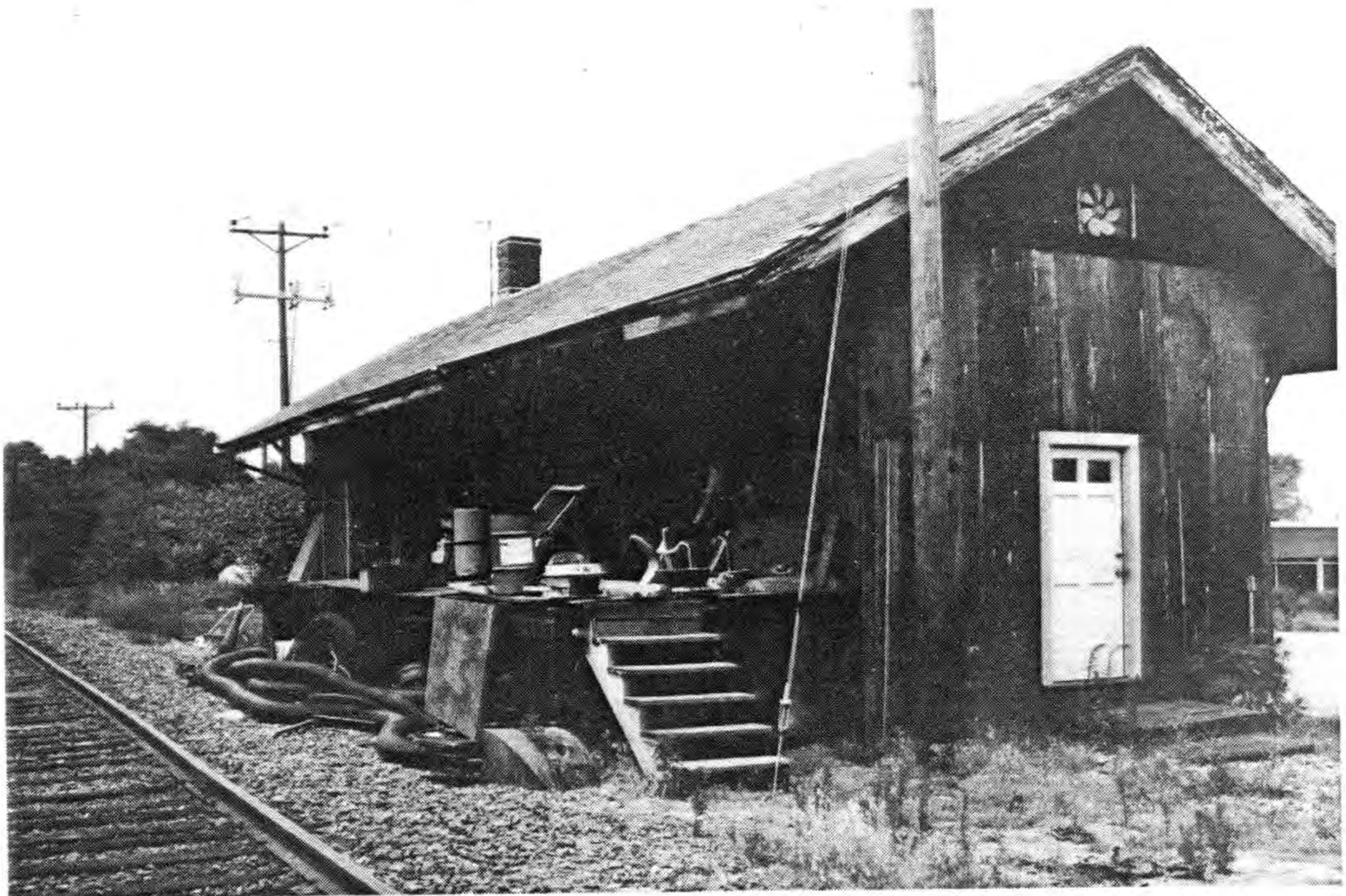
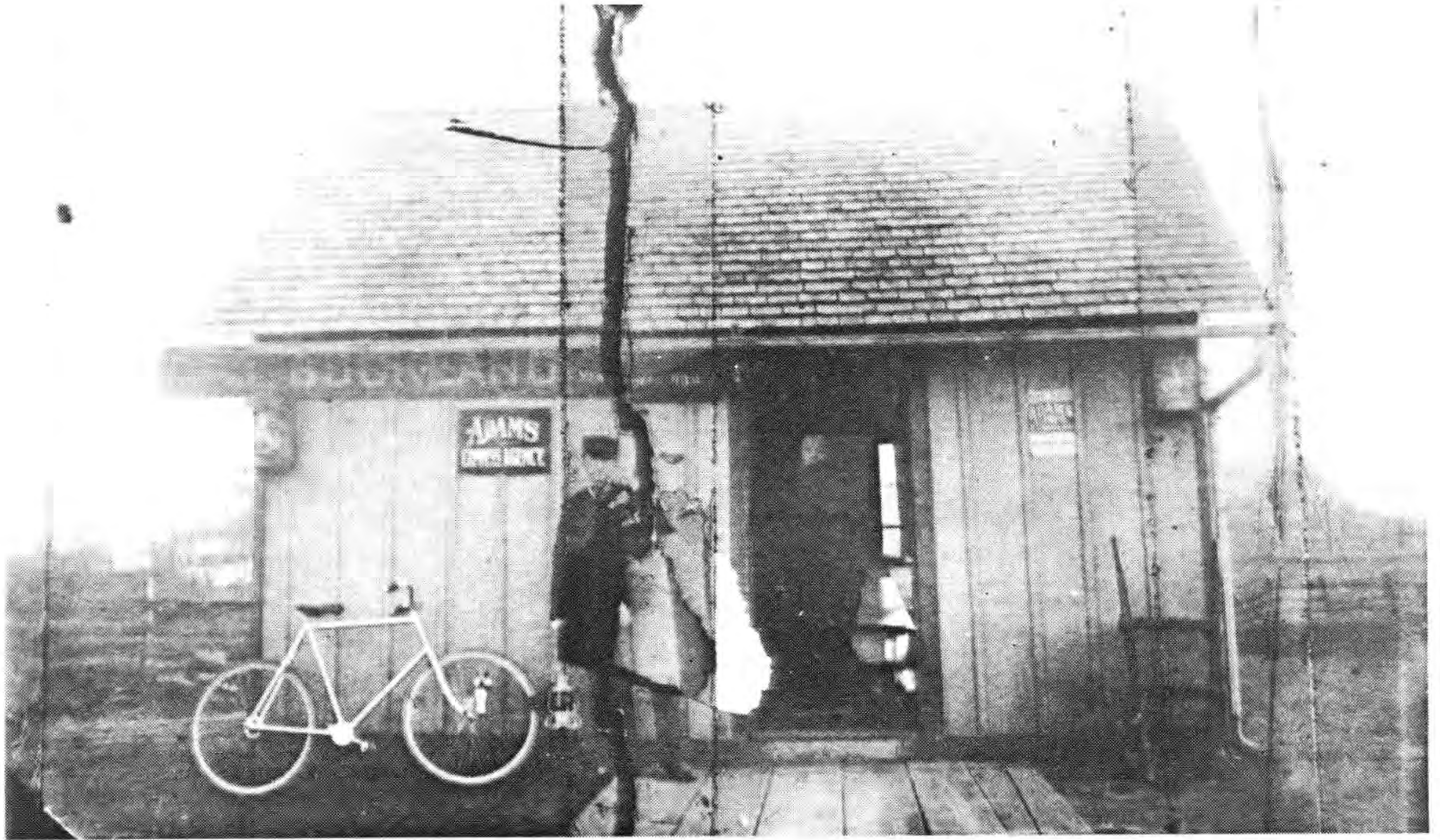
For years it was customary to send word of the death of a person to relatives by telegraph. The neighbors of the family receiving the telegram, on seeing the delivery, automatically assumed "Somebody died".

(The telephone did not get to Manchester until 1883. The first telephone exchange was in the drug store of Charles Rose on North Main Street opposite the depot at Depot Square.)

The high round wood stove that heated the building can be seen inside the station.

On the left, under the eaves in large letters, the word Buckland identifies the station. As the train slowed to a stop here, the conductor would walk through the passenger cars, announcing loud and clear "Buckland - Buckland."

This was also the stop for people going to Wapping. From Buckland to Wapping the accommodation would be the mail stage or,



Photos of the First and the Last Railroad Station at Buckland.

perhaps, someone would come with a horse and buggy to pick up the traveler.

In 1890 Buckland residents successfully petitioned for a larger building. The station that had served Buckland for over forty years was torn down and a new one was built.

This second station burned and in July of 1903 a third railroad station was put up on the same site. This is the one in the second picture and it still stands, forlorn and forsaken, beside the railroad tracks on Depot Street, in back of the strip mall that includes Heartland Grocery Store.

Today the only trains that pass over the tracks are the freight cars that deliver grain to Central Connecticut's Co-Op Farmer's Association at 10 Apel Place.

Dr. Rodolphus Perry

In a deed dated February 14, 1824, George W. Buckland of Springfield, Massachusetts, sold to Dr. Rodolphus Perry, also of Springfield, thirty-one acres of land at Buckland Corners with house, barn, etc. This house, a large Greek Revival, stood west of Aaron Buckland's tavern house near the west corner of Tolland Turnpike and Buckland Street.

"It is understood that the pipe through which the water now flows from the spring to George Buckland belongs to the above R. Perry."

When Dr. Perry died in 1825, age forty-nine, he left his wife, Electa Morton Perry, and six children: James D., Morillo L., Valette D., Lavanthia, Dewitt C. and Rodolphus D.

The "homestead of Rodolphus Perry" was sold in 1837 to D. Perry and Silas Cutler, who later moved to Hartford. It shows up on the 1849 map of Manchester as D. Perry.

Electa and family moved to Manchester Green where she bought land from William J. Wilson in 1839. "Two acres bounded east, south and north by land of Deodate Woodbridge and south on the highway with dwelling house, barn and blacksmith shop with privilege of using water from the pond."

The Perry family lived at Manchester Green for many years. Darwin Perry was the postmaster at the Green in 1849.

The Buckland Quarries

William S. Marsh, printer and publisher of the *Gazetteer of Connecticut and Rhode Island* in 1819, states in his chapter concerning East Hartford, of which Orford Parish was a part at that time:

"About three miles eastward of the river is a ledge of red sandstone or friable clay slate, which extends through the town; the stone generally lies under the surface of the ground, and quarries have been opened and worked in various places, and great quantities of fine stone for building and other uses procured. These stones, being of soft texture, are easily shaped, and when made smooth with the chisel, make beautiful underpinning, hearth and step-stones. A similar kind of stone is found in other parts of the town. Within these masses of rock, are frequently found white and yellow flint stones or quartz, embedded, some the size of a pebble to that of a goose egg."

The first Buckland sandstone quarry was located on the east side of Buckland Street, a little north of Tolland Turnpike as shown on Bissell's 1849 map of Manchester. Early gravestones were carved on sandstone.

Elisha Buckland (1738-1810) had the quarry around the time of and after the American Revolution. Mrs. Frank Wolcott stated, in an

article published in the Hartford Times in 1923: "On land opposite the quarry lived Elisha Buckland. Following the war he resumed the quarry and he had a large contract for sandstone for the foundation of the State House in Hartford."

An advertisement in American Mercury of November 24, 1808 read: "The subscribers inform the public that they have opened a quarry in East Hartford (Orford Parish) one hundred rods north of Buckland's Tavern from which they can supply their customers with any kind of stone at very reasonable rates. Payment made easy in wool or produce. Signed Warren Buckland and Elizur Hollister."

A second quarry was acquired when part of South Windsor was annexed to Manchester in 1842. It was on the east side of Buckland Street near the Windsor line and had been in the Drake family for many years. The contract for the brick schoolhouse that was built at Manchester Green in 1816 specified, "a large hearth of Drake's stone or the Bolton grindstone quarry."

In 1833, while it was still part of Windsor, it was offered for sale: "Stone quarry on Snake Hill (Wapping Society) in East Windsor, seven acres containing an inexhaustible bed of Freestone, a two story brick dwelling house, out buildings, one half mile north of Buckland's Tavern. Signed Justus Stocking, Upper House Middletown, Samuel Hall and Jesse Charlestown, East Windsor."

It was put up for sale again in February of 1838 and described as, "land known as Drake's quarry," etc. Prospective buyers were instructed to apply to Samuel Hall near the property.

This quarry shows up on the 1855 map of Manchester as, "Fowler's Stone Quarry," and Harlow Fowler's occupation was quarrying.

"Acts of the General Assembly of Connecticut relating to the town of Manchester 1823-1915. Annexing Harlow Fowler and Harlow M. Fowler to the North West school district (Buckland) of Manchester.

"Above named with their houses and all lands for all school purposes be annexed to the North West school district and those who may succeed them in the occupation of said houses and land shall be members of the North West school district, entitled to all privileges and subject to the liabilities of the inhabitants of same. Approved May 28 1858."

From the Hartford Courant of July 6, 1866: "For sale, farm and stone quarry at Buckland, Conn. Forty seven acres, two story brick house and barn. Stone quarry contains eight acres adjacent to the farm within one half mile of Buckland Depot. Signed Samuel Hubbard, Hungerford and Cone's Block, Hartford."

In an 1881 deed, Martha Wolcott conveyed to her son, Charles O. Wolcott, "A tract known as the Quarry Lot, three acres more or less, bounded on the north by the Drake Quarry lot, east by Timothy Burnham and west on the highway, Buckland Street."

The New York and New England Railroad put in a double track through Manchester in 1882 and C.O. Wolcott had a large order for stones. A wider bridge was built across the Hockanum River and it came to be called the "Tin Bridge". The east side of the railroad overpass on Adams Street contains blocks of sandstone some of which are seven feet long.

The Dinosauria of Buckland Quarry

"Tracks of huge reptiles, monsters of the order Dinosauria preserved in sandstone, have been

found in nearly the entire Connecticut valley." "By far the most notable bone locality in the valley is at Manchester, the place of origin of the important type specimens of *Anchisaurus coloratus*, *A. Solus* and *Ammosaurus major*, all of which, described by Professor Marsh, are preserved in the Peabody Museum at Yale."

"The first specimen, the *Ammosaurus major*, was found in the Buckland quarry in 1884, and before its value was recognized the rock containing the skull and forequarters was built into the abutment of a bridge." "When the block containing the hind quarters was taken out, it was saved by Mr. Charles H. Owen of Buckland, by whose aid and that of T.A. Bostwick, the specimen was purchased. Subsequent earnest efforts failed to secure the anterior portion."

"These specimens were found in the quarry of Mr. Charles O. Wolcott about one mile north of Buckland station in a layer about two and one-half feet in thickness, and, as the quarry was then worked, somewhat above the level of the roadway." (Spiess)

In 1969 the sandstone bridge built in 1884 was torn down to make way for Manchester's section of Interstate 384. Dr. John Ostrom, professor of Vertebrate Paleontology at Peabody Museum, was on hand with a group of volunteers to inspect the sandstone blocks as they were taken out of the bridge. The missing pieces of the *Ammosaurus* skeleton were found and taken to Peabody Museum. Dr. Ostrom expressed a hope that the site of the quarry would be preserved.

The Largest Sandstone Building in Connecticut

Elisha Pitkin, the same Elisha Pitkin who was one of the originally incorporators of the Pitkin Glass Works, built a small wooden mill

on the west side of Union Street on the Hockanum that became the first successful cotton mill in Connecticut.

Elisha had eight sons and one, Samuel, was put in charge of the mill where "velvet, corduroy and fustians," were manufactured for twenty-five years.

Elisha deeded the property to his sons Samuel, Edward and Joseph in 1809. When Elisha died in 1819, the sons sold the, "old cotton establishment," to David Watkinson. David Watkinson sold it to Union Manufacturing Company, of which he was the principal shareholder.

By 1823 Union Manufacturing Company had built a factory forty-four feet by eighty-eight feet, and three stories high, made of sandstone blocks and sandstone window sills. This building was enlarged in the early 1850s and a brick building was erected in 1852. Union Manufacturing Company was the largest employer in Manchester at that time.

After the death of David Watkinson, Thomas F. Plunkett, Sr., of Pittsfield, Massachusetts, who had "invested largely" in the company, became president. He died in 1875.

George M. Bartholomew, who had a long business association with the Watkinson family and was an able business man in his own right, became the next president of Union Manufacturing. Thomas F. Plunkett, Jr., was treasurer and agent. Both men were officers of the Hartford Silk Company of Tariffville. Bartholomew trusted Plunkett and signed everything that Plunkett handed him.

In September of 1886 Thomas F. Plunkett, Jr. fled to Mexico, taking with him almost a million dollars he had swindled from Union Manufacturing and Hartford Silk. Bartholomew was held accountable.

After Union Manufacturing failed, the premises were occupied for a few years by Llama Wool Company and Harmel Brothers, wool scourers, but they also went out of business. About 1900 Cheney Brothers became the owners of the old Union property.

At the same time, Cheney was building the ribbon mill and the velvet mill on Pine Street. The foundations of these buildings were made from the sandstone blocks taken from the Union Mill. The window sills in the Cheney buildings are also sandstone.

Today few people are aware that the first successful cotton mill in Connecticut was started right here in Manchester by Elisha Pitkin in 1794, or that Pitkin's successor, Union Manufacturing Company, built the largest sandstone building in Connecticut.

The War of 1812

In June of 1812 the United States declared war on Britain. A week later the Connecticut Courant reported: "The dreadful tidings just reached us that on Thursday last Congress declared war against Great-Britain."

When President Madison issued a call for the use of militia troops in Canada, Governor Griswold refused to permit Connecticut militia to leave the state and declared the request unconstitutional. This position was approved by the next assembly.

Hartford's Common Council also passed a bill prohibiting the federal government from recruiting in Hartford.

The war did not have much effect on Connecticut until April of 1813 when a British fleet under the command of Captain Thomas Hardy established a tight blockade at New London Harbor. It was November of 1814

before one Connecticut ship finally ran the blockade. Connecticut shipping was drastically reduced and many Connecticut ships were captured by the British. "Mr. Madison's war" was not popular in New England.

The War of 1812 militia, Connecticut 19th Regiment, Artillery Company included: Captain Amherst Reynolds, First Lt. Giles Olmstead, Second Lt. George Buckland, Third Lt. William Jones. The last two lived in Buckland.

"Thirty one men and officers went to New London and served in the forts from August 3 to September 16, 1813". (Connecticut Historical Society Collection, Vol. XXVI, Smith Papers)

Goodwin's History of East Hartford: "Payroll Artillery Co. preserved in comptroller's office: Payroll Capt. Amherst Reynold's Co., amount received from state in addition to United States." There were fifteen names, including that of John O. Slater.

Veterans of the War of 1812 Buried in Buckland Cemetery

Daniel Abbey, Private, of the 19th Regiment, came to Buckland from South Windsor. In 1804 he opened a hat shop on land formerly owned by Daniel Jones on Adams Street. Daniel Abbey was born in 1777 and died in 1827.

Captian Amos Buckland, of the 19th Regiment, had also served in the Revolution.

Second Lt. George Buckland, of the 19th Regiment, was over fifty five years old when

he fought in the War of 1812. He had also served in the Revolution.

Ensign Peter Buckland, of the 19th Regiment, was the son of Peter Buckland, the Colonial gravestone carver. Ensign Peter Buckland drowned in the Hockanum River at Oakland in 1829.

The 19th Regiment also included Captain John A. Hall, whose gravestone is recorded as Major John A. Hall.

Private Walter Hibbard was a drum major with the Second Regiment under Commander Enos H. Buell. Walter Hibbard was the father of Edwin B. Hibbard, a tinsmith by trade, who came to Manchester from Marlboro in 1847. He did some work for the Union Manufacturing Company, and stayed to open the first store on North Main Street in 1848. The hardware store that was started by E.B. Hibbard was carried on by his son, William Hibbard. When Will Hibbard sold the store in 1942, it had been part of the history of Manchester for ninety-three years.

Private Harvey Risley, of the Nineteenth Regiment, served under Captain Amherst Reynolds of Hartford. Harvey Risley died in 1826.

John Olds Slater, the Nineteenth Regiment, was a relative of John Olds and died in 1815. His widow, Lydia Loomis Slater, later married John A. Hall.

Private Reuben Stedman was also a member of the Nineteenth Regiment. He was the son of Joseph Stedman and Comfort Gilman, daughter of Solomon Gilman. Joseph Stedman died in 1799, leaving his wife and six children, "one yet unborn." The Stedmans lived west of the Gilmans in Buckland. Reuben Stedman died in 1826 at the age of thirty-nine.

Private John Williams, Nineteenth Regiment, married Amy Daniels. He died in 1868 at the age of seventy-nine.

Private John Williams, of the First Regiment, was married to Clarissa Starkweather. John Williams was the father of Elisha Williams, Manchester selectman. John Williams died in 1881.

John Winchester (1796-1878) was a teenager when the War of 1812 began. He is listed as a musician and may have been the drummer boy. In 1858 he was in business at Depot Square with John O. Spencer. "Spencer has William McCormick for carrying on dry goods and grocery business at the old stand of Spencer and Winchester." John Winchester later worked for the railroad.

Tolland Turnpike

Tolland Turnpike, originally an Indian trail from the Podunk winter village in East Hartford, proceeded north easterly to Snipsic Lake and beyond. The road was mentioned by a committee in December of 1678. However, nothing was done to improve the road until 1721.

North Main Street and Woodbridge Street were used as a highway for many years before they were "officially laid out in 1774". Early travelers passed through Manchester by way of Tolland Turnpike, North Main Street and Woodbridge Street.

A petition signed by Aaron Buckland, George Buckland and John Olds was addressed "To the General Assembly to be holden at New Haven second Thursday of October next 1800."

"That the public might be accommodated with a much better and shorter road from Hartford

to Tolland," and beyond, "than any road now traveled, by laying out a straight road from Hartford State House to Tolland Court House."

"From the north door of said house (Tolland Court House) four rods in old road, thence - mentions Elisha Pitkins, Ozias Bissell - from Peter Buckland's lot, within two rods of his house - and within two rods of Henry White's new barn - hence - Walter Goodale - crossing the Hockanum River about eight rods above present bridge - thence north east corner Mr. Olds' land - to old road - to Elisha Buckland - on Aaron Buckland - to old road enclosed by Elisha Buckland thence to center of old road opposite Aaron Buckland's tavern sign - mentions Calvin Gilman and Luther Gilman's land."

At that time part of the land mentioned belonged to Windsor. In 1842 part of South Windsor was annexed to Manchester, (see 1849 map, beginning of book). Damages were paid to East Windsor residents Ozias Bissell, Elisha Pitkin, Esq., Henry White and Walter Goodale. Damages were also paid to East Hartford (Orford Parish) residents Elisha Buckland, Aaron Buckland, Calvin Gilman, and Luther Gilman.

Errors were made in laying out the road, and in 1801 corrections were made between Elisha Buckland's house to Jones's store and Buckland's store. Elisha Buckland's house was on the south side of the road opposite where Tolland Turnpike and North Main Street separate. Jones's store was on the north side of the road and Buckland's store was on the east corner of Buckland Street and Tolland Turnpike.

Correction to the road was still being made in 1813 and damages were paid to Woodbridge, Richard Pitkin, Robert McKee, Aaron Buckland, Richard L. Jones and Elisha Pitkin.

The Hartford and Tolland Turnpike Company was incorporated in October of 1801. A stage coach leaving Hartford would cross the Connecticut River by the ferry that operated south of Buckley Bridge. On the east side of the river it would head for Main Street, travel north to Burnside Avenue, to Tolland Turnpike "whence it ran straight to Buckland's Corner."

Aaron Buckland, Elisha Buckland and Deodate Woodbridge petitioned the General Assembly in October of 1803: That the turnpike company be given "liberty to erect turnpike gates upon said road with the power to take such fees or tolls from persons traveling upon said road and shall pay the interest of twelve per annum - quarterly - yearly."

A notice in the Connecticut Courant of December 16, 1826: "Inhabitants of Manchester and Vernon that have heretofore passed to and from Hartford on the Tolland Turnpike (at half toll) from the Junction of the turnpike with the public road at Mr. Abbey's (Adams Street) to the gate, are requested to meet at the house of Aaron Buckland in Manchester on Tuesday, December 26, at two o'clock in the afternoon to consider the expediency of petitioning the Legislature to order the gate moved further east, and to be established at some place where it does not intersect the public road.

"Also, to adopt such measures as will procure a more effectual repairs of said turnpike and opening and repairing the road through Long Hill; also from the Union Village to Middle Turnpike.

"To ascertain the extra prices paid by the residents of Hartford for wood, coal, stones, etc. and invite them to cooperate with us will be for our mutual interest."

This meeting was adjourned to Monday, the eighth day of January, 1827. The toll gate

was moved to the north side of Tolland Turnpike near the East Hartford line as shown on the 1849 map of Manchester.

Post Routes and Post Riders from an 1849 Hartford directory: Stage arrived in Hartford Fridays at noon. Departs from Eagle Hotel Saturdays at ten a.m. Passes through East Hartford, Scotland, Buckland's Corner, Union Village, Hockanum, Oakland, Vernon Centre, Rockville, Ellington, Tolland, West Stafford, Stafford Springs, Furnace Village, New Furnace and Hydeville.

The last mention of the Tolland Turnpike Company occurred at the Manchester town meeting of December 28, 1861: "to defer accepting that part of Tolland Turnpike running through this town until the Tolland Turnpike Company surrenders their charter."

Burnham Street

Originally, Burnham Street began at 312 Buckland Street, ran west across Windsor Street, then west and north to the East Hartford line. In 1849 there was only one house on Burnham Street, that of L. Burnham, on the west end of the street. In 1869 there was one other farm on Burnham Street. This farm belonged to Horace Keeney and was on the north side of Burnham Street, west of Windsor Street. In 1915, when the houses in Manchester were numbered, this house became 278 Burnham Street.

In 1853 George and Ellen Lathrop with Mr. and Mrs. D. Lathrop and Mr. and Mrs. Orrin Lee, all of Coventry, went west and were among the first settlers of Faribault, Minnesota. Each family built a log cabin, "along the prairie schooner trail." Charles E. Lathrop, son of George and Ellen, was born in their log cabin in 1856.

When Charles was fourteen months old the family returned to the east and lived in Brooklyn, New York. They then moved to East Windsor, where George became a tobacco farmer. In 1874 Horace Keeney sold George the farm on Burnham Street.

Charles E. Lathrop married Susan Burnham. In 1901 278 Burnham Street became their home. Charles raised Tobacco and later leased his land to the Hartman Tobacco Company.

Charles and Susan's children were each left two hundred dollars when a relative died. Anne bought a horse and wagon and delivered the mail on the Star Route, Buckland to Wapping. Kelsey used his money to see the west. Raymond bought a Metz car. Susan took a course in sewing in Hartford. She stayed at the YWCA, sharing a room with Ivy Briggs of Bingham, Maine, who was attending Morse Business College. Susan met Ivy's brother, John William Briggs, and in due time they were married.

After the death of her husband in the late nineteen twenties, Susan Lathrop Briggs, with her sons J. Lawrence and Maynard, came to live with her father at 278 Burnham Street. When Charles Lathrop died in 1954, at the age of ninety-seven, he left the farm to Susan for her use during her life. She died on February 16, 1979, just a few months short of her hundredth birthday.

J. Lawrence Briggs was living at 278 Burnham Street in the nineteen seventies when the east end of Burnham Street was being erased from the map of Manchester. The house was condemned and torn down. Today the site is part of the extensive area owned by J.C. Penney.

Today there are Burnham Street, Burnham Street West and Burnham Street Extension. Burnham Street starts with number 235 and

goes west to 411. Burnham Street West has only one number, 580.

In 1923 Charles Chaponis bought the Robert Burnham farm at 527 Burnham Street. Through the rearrangement of Burnham Street, Charles Chaponis' address is 63 Burnham Street Extension.

Windsor Street

For many years Windsor Street ran from 1269 Tolland Turnpike north and west to the South Windsor line. In 1849 McGill had a farm on the left side of Windsor Street just south of Burnham Street. Alanson McGill lived there in 1869 and T. Goodrich lived nearer Tolland Turnpike.

In 1884 E. Gilman lived where McGill had lived and Foley, Goodrich and Shaw also lived on Windsor Street. In 1923 there were six houses on the left side of Windsor Street: T. Foley, vacant, Peter Jason, Louis Pallaiti, Joseph Labensky and Raymond V. Streeter. There were no houses on the right hand side.

By 1947 the Wilbur Cross Highway crossed Windsor Street. Today Windsor Street as it once was has been completely removed. A new Windsor Street runs from the east end of today's Burnham Street, north and west and ends beyond Croft Drive.

Glode Lane

In 1907 Baldes Damrath sold a tract of land with buildings, partly in East Hartford and partly in Manchester, to John and Margaret Glode. It was bound by Samuel Elmore, Watson Hayes, heirs of J.F. Williams, Clinton Williams, Herbert McIntire and Tolland Turnpike, and was described as forty acres more or less. "Said tract is crossed by the

layout of the New England Rail Road - - such right of way as may exist."

In 1915 John Glode was listed as a farmer. From 1921 to 1930 Frank, Louis and Henry Glode were ice dealers at 1701 Tolland Turnpike.

For many years the address was described as, "off 1701 Tolland Turnpike." Today Glode Lane is a dead end street, the last street on the north side of Tolland Turnpike before the East Hartford line.

Adams Street

Adams Street was named for Peter Adams who, in 1864, bought the paper mill that then stood at the site of the paper mill started by Daniel Jones in 1780.

At a town meeting held in Hartford on December 18, 1796, it was voted "that Elisha Pitkin, Esq. be appointed for this town to oppose Captain Alexander McLean in his Petition to the County Court in November Last for a new Highway to be laid out in this town."

"Mr. Pitkin was not successful, however, in opposing the layout for in the following year the Middle Turnpike was built by the Boston and Hartford Turnpike Company." (Spiess)

Adams Street became the connection between Tolland and Middle Turnpike. Middle Turnpike is Buckland's south boundary.

Watson and Ledyard, Manchester's first paper mill, was making paper on the Hockanum River near the bridge on North Main Street in 1776. Aaron Buckland's woolen mill in Hilliardville and Daniel Jones's powder mill, paper mill, etc., on Adams Street were in

operation by 1780. These were Manchester's earliest industries.

H. & E. Goodwin Company ran the paper mill on Adams Street from 1836 until 1861. "Where Adams Street crosses the Hockanum River there were originally two bridges. Here is "Goodwin's Island"; as it is called in the records. The first bridge spanned the main branch of the river to the island where the road curved sharply to the second bridge. This crook in the road remained unchanged until "The Flood of 1869", when, in that year Peter Adams built the present dam and thus changed the course or rather abolished the north branch of the river which had formed the island." (Spiess newspaper article)

The double section of the Hockanum River at Adams Street is shown on the 1849 map of Manchester.

In 1849 the railroad tracks were laid through Buckland and on Adams Street an overpass was built of Buckland sandstone. The overpass was just wide enough to allow one horse and wagon to pass through at a time.

In 1896 the Hartford, Manchester and Rockville Tramway, the trolley car, was extended from Middle Turnpike down Adams Street to Tolland Turnpike, North Main Street, Oakland Street and then on to Rockville.

The following was included in the Town Report for April 15, 1898: "Warning called for widening the street leading from Buckland Street to Adams Street. (Depot Street) A short street running next to the railroad tracks of the New England Rail Road, chiefly used for heavy teaming to and from the freight yard. The west end is steep and the turn in to Adams Street very sharp. Trolley tracks narrow up the already narrow passage passing under the railroad."

The Adams Street overpass was widened by removing the original sandstone blocks on the west side and making the addition with cement.

In 1901 a new bridge was built across the Hockanum River on Adams Street:

American Bridge Company	
furnishing steel girders, etc.	\$325.27
C. O. Wolcott	
stone	142.50
William Grady	
furnishing spiling, labor, and drawing stone	160.25
New York, New Haven, and Hartford Railroad	
freight	47.16
Edward Griswold	
carting girders	6.50
William Newberry	
care of lanterns and furnishing oil	20.97
Robert Paisley	
labor	11.20
	\$713.85

The cement bridge that now spans the Hockanum River at Adams Street was built in 1983.

"In February 1909, during a spring freshet, the upper dam of the E.E. Hilliard Co. gave way, causing the washing away of the town's bridges on Middle Turnpike, Adams Street and Hilliard Street, also the lower dam, and causing damage to the mill, which was flooded. The bridges and fill washing away originally cost the town approximately \$1,200.

The Adams Street bridge has alone cost the town \$1,850 to replace." (Town Report)

In 1919: "A strip of concrete pavement one hundred and ten feet long and ten feet wide was constructed on Adams Street where the roadway passes under the New York, New Haven and Hartford Railroad, thus eliminating the bad condition which has been there for many years." (Town Report)

In 1920: "The Board of Directors recommended an appropriation for the improvement of Center Springs Park, in laying out drives, building a dam and taking care of the abutments on Edgerton Street, in order to take advantage of the offer of Mr. E.E. Hilliard to donate eight acres of land for the improvement of the park." (Town Report)

In 1940 W.J. Thornton bought land near his sand and gravel business in Buckland from Louis Grant, a total of one hundred and fifty acres. This became Manchester Sand and Gravel Company, Main Plant, 60 Adams Street.

Adams Street today is a busy thoroughfare and heavily traveled, the overpass has not changed in almost a hundred years.

Keeneys on Adams Street

Herbert S. Keeney, son and Mervin and Dianthia Wyllys Keeney, was one year old when the 1850 census was taken. The 1870 census lists Mervin Keeney as a millwright.

Herbert S. Keeney married Elsie Risley, daughter of Wells N. Risley. The 1895 school census lists the children of Herbert and Elsie: Richard, Walter, Louise May, Ruby, Arthur and Eugene.

H.S. Keeney was a butcher and had a slaughter house near the east corner of Adams Street and Tolland Turnpike in the vicinity of today's Agway. He bought sheep and beef cattle, sometimes locally and other times the livestock came in freight cars. On their arrival at Buckland station they were driven to Keeney's pasture. Today Keeney's pasture is part of New State Road.

Keeney would butcher enough meat to fill his large wagon and start out early in the morning to peddle his load to the local butcher shops. He worked hard and was a shrewd business man.

When the houses in Manchester were given numbers in 1915 H.S. Keeney's address changed from 74 to 27 Adams Street. The Keeney house was described by George Derrick as a large two story house with a porch and tin ceilings.

H.S. Keeney owned much of the land in the vicinity of Adams Street and in 1930 he sold land on which the Wapping-Manchester tobacco warehouse was built. Today that building is occupied by Jones and Cadwell Company.

Walter W. Keeney, son of H.S. Keeney, started a garage on Depot Street to accommodate the growing number of automobiles. (In 1920 a new Ford Runabout cost \$550.00.) In 1923 H.S. Keeney conveyed to W.W. Keeney a piece of land on the east corner of Tolland Turnpike and Buckland Street on which W.W. Keeney built a garage. This building was built between Derrick's store and the Buckland school and at this time, February, 1994, is still standing. After World War II the garage was operated by R.J. Keeney, who died in 1993.

Walter W. Keeney was the tax collector for the Seventh School District, Buckland, for

many years before the town consolidated in 1932.

A Store on Depot Street

A 1938 newspaper article recalled a store on Depot Street built by H.S. Keeney. However, that store may have been built by his parents, Mervin and Diantha Wyllys Keeney, who were business people.

In 1837 Mervin and Diantha lived at the intersection of Tolland Turnpike and North Main Street, where Daniel Jones had started a store years before. It is described as a quarter of an acre of land with dwelling house, store and other buildings. Mervin and Diantha moved later to Adams Street and they also owned land on Depot Street.

The store on Depot Street shows up on the 1869 map as belonging to C.W. Cowles, who served in the Civil War. After the war he returned to Buckland where he, "engaged in the mercantile business on his own account." (Cowles Genealogy)

In those days the post office was a rack of open-ended boxes on the wall of a general store. W. Grant succeeded Cowles as the storekeeper on Depot Street. In 1869 Hollis Parker was appointed the Buckland postmaster and he had the store and post office on Depot Street for the next twenty years.

Richard T. Mahoney became the postmaster in 1888, followed in 1891 by W.H. Grant and Hiram Grant.

Robert McIlvane worked for H.S. Keeney and in 1898 he was appointed postmaster. On April first, H.S. Keeney sold the store on Depot Street to R. McIlvane, and on April 3, 1898 the building burned to the ground. It must have been a spectacular fire as it is

mentioned forty years later in a newspaper article recalling the event.

H.S. Keeney built a new store near the site of the burned one. Meanwhile, R. McIlvane moved to the store on the corner of Tolland Turnpike and Buckland Street.

Maloney Brothers were at the Depot Street store for a while and in 1906 it was taken over by A.F. Broderick, a former soap peddler. Then Latting Caverly was the grocer at Depot Street until about 1915 or 1916 when he moved to the corner of Tolland Turnpike and Buckland Street.

The first Manchester directory was published in 1888 by Wilbur F. Hanks of Meriden who started many town directories. The second directory, 1890-1891, was published by Arthur E. Bowers, a North End native and a Yale graduate. After about twenty years, it was printed by the Herald Printing Company for a few years. In 1923 it was taken over by Price and Lee and for the first time there was a street index. However, the index does not show a store on Depot Street.

North Main Street

In most towns North Main Street runs north and south, but in Manchester North Main Street runs east and west. In the beginning it was the main road to Hartford through the north end of town and gradually it became North Main Street.

In the late eighteen hundreds and into the present century, North Main Street started at Oakland Street and ended at Buckland Street. In 1923 North Main Street started from "the junction of the railroad and Oakland Street going west to 1022 Tolland Turnpike". Today North Main Street begins at 38 Oakland Street

and goes west to 1022 Tolland Turnpike. This reflects the realignment of North Main Street during the redevelopment of Depot Square and the north part of town that took place from 1965 until 1973. Recently a street sign was placed on the west side of Oakland Street opposite Apel Place which reads: "Old North Main Street."

On the north side of North Main Street on the Hockanum River in 1849 was the paper mill of T. Keeney, originally Watson and Ledyard. In 1848 T. Keeney, Sanford Buckland, J.B. Wood and Increase Clapp bought the Butler Mill, the successor to Watson and Ledyard, and the firm became Keeney and Wood.

Also on the north side of North Main Street lived Hannah Keeney Loomis, sister of Timothy Keeney, who married Josiah Loomis, a minister. Their sons, Francis and Wilbur, were well known ministers in their day. Daughter Marietta Loomis was a proponent of education in the north part of town for years. West of Hannah Loomis was Luman Squire, a leather worker.

Next west was Timothy Keeney, 1802-1894, a paper maker who learned the trade from his father, Timothy Keeney, 1775-1823, at the Butler Paper Mill. And next to T. Keeney was Dr. Calvin Jacques whose Norman style house, now painted yellow, speaks for itself.

Patrick Fitzgerald, 1809-1873, who lived near the corner of North Main Street and Tolland Turnpike, came to Manchester from Ireland. He married Mary Elizabeth, daughter of Mary Treat and George Nelson Keeney and sister of Chester Wells Keeney.

Patrick became a partner in the paper mill of Keeney, Fitzgerald & Company. This included C.W. Keeney, Woodruff Keeney, Patrick Fitzgerald, Henry Marble, Alfred Keeney, Mary Keeney of Manchester, and

Hiram Clark of South Windsor. In 1849 four men and ten women were employed at their mill on Parker Street.

This mill burned and Keeney and Fitzgerald next located in a former Bunce mill on the north side of West Center Street. This building was washed away with the October, 1869 flood.

The firm of Patrick Fitzgerald and Sons, James W., Edwin and Ransom, was in business in 1871. Patrick Fitzgerald died in 1873 and that same year Ransom formed R.N. Fitzgerald & Company, with partners Edwin Bunce and G.W. Cheney. Two years later the mill burned and the partnership dissolved.

Ransom, who married Alice, daughter of Edwin Bunce, moved to Hartford where he became a successful wholesale grocer. "He belonged to many lodges and held public office, being the collector of Hartford at the time of his death". While attending a convention in Quebec in September of 1905, he suffered a heart attack and died. He had been a very popular man and the story of his untimely death, the arrival of his body in Hartford, and his obituary made the front page of the Hartford Courant three days in succession.

Near the corner of North Main Street and Tolland Turnpike, in 1849, was the store of T. Hemingway, originally that of Daniel Jones.

On the south side of North Main Street, starting back at the bridge, was Daniel Hills, paper maker and an active member of the Second Congregational Church.

Lorenzo J. Salter, who also lived on the south side of North Main Street, was a partner with W.C. Strong in a paper mill established in 1850. In 1873 they sold this mill to Henry Lydall. Today Salter's pond is a recreational

area. Watson Salter, only son of Lorenzo, was killed in the Civil War.

James B. Wood, a paper maker who came to Manchester, married Mary A. Buckland, daughter of Peter and Caroline (Bissell) Buckland in 1844. Their son, Olin R. Wood, became a Manchester lawyer and Probate Judge. Their large white house on the south side of North Main Street, well back from the road, still stands.

Hilliard Street and Woodland Street

For many years Buckland had few streets: Tolland Turnpike, Windsor Street, Buckland Street, Burnham Street, North Main Street, Adams Street and Middle Turnpike as its south boundary.

At a town meeting on April 19, 1876, Henry Hudson White, for whom Hudson Street is named, made a motion for a road from Manchester (Main Street) to Hilliardville, to begin south of Norman Loomis, running west across lands of Norman Loomis, Peter Adams and Wells McKee. The motion was defeated.

In 1887 it was noted that Hilliard's Woolen Mill and Peter Adams' Paper Mill, "do all the manufacturing in Buckland and their work force of employees make up the population of a considerable village."

Hilliardville is a village one half mile south of Buckland railroad station and received its name from Hilliard Woolen Company. "Their shortest route has heretofore been from Hilliard Mill north (Adams Street) to the North Road (North Main Street), thence east to Main Street. The North Road has already been lined with houses between Manchester (Depot) and Buckland.

In 1887 Hilliard Street and Woodland Street were laid out as had been suggested by H. H. White twelve years earlier. At the same time one hundred seventy-five acres of land belonging to the "estate of Wells McKee and the dower right of Mary Wetherell McKee" were developed.

Henry McKee of Webster City, Iowa, attorney for Robert McKee of Blaine County, Nebraska and numerous others named McKee, King, Read and Cowdry, all living in Illinois also were represented by Henry McKee.

The following appeared in the Hartford Daily Courant of July 16, 1887: "Big auction sale of lots from McKee farm will be held next month. One hundred thirty lots between Manchester and Hilliardville will be offered for sale".

In November of 1887 the Hartford Daily Courant reported that: "Woodland Street, one of the new highways between Manchester Depot and Hilliardville, has been graded and is open to travel". Hilliard Street "passes by the Mather Electric Company's new building".

Mather Electric Company, incorporated in 1883, began manufacturing dynamos on Pearl Street in Hartford. In July of 1887 Mather Electric had, "begun moving machinery into their new mill on Hilliard Street, Manchester". Mather turned from dynamos to light bulbs and, after being sued twice by Edison, went out of business.

This building was later occupied by Bon Ami. Today it is the home of New England Hobby Supply, Incorporated, New England's largest miniature railroad supplier. Inside, a miniature town is laid out with toy train tracks running through it. One of the buildings along the tracks is a scale model of the Mather Electric building.

New State Road

In the nineteen thirties Hilliard's Woolen Mill was a busy place and traffic on Adams Street was increasing. People who had previously taken the trolley to work now drove their own cars. In fact, automobiles put the trolley out of business. The last trolley ride in Manchester was on November 5, 1939.

In order to relieve the traffic on Adams Street, it was decided that a new highway would be built, called New State Road. New State Road joined Adams Street south of the railroad overpass and continues south as far as the Hockanum River where it becomes Hilliard Street. However, today it is New State Road from Adams Street to West Middle Turnpike.

Work on the project was started in the late nineteen thirties but there were other forces at work with different plans. In 1939 Hitler invaded Poland and started a war that encircled the globe.

Germany was defeated by the Allies in May of 1945, and Japan capitulated in August of 1945. New State Road was completed in 1946.

Note:

the 1855 map of Manchester shows the area around the Cheney Mills as Cheneyville. This was later changed to South Manchester and included all of the town south of Middle Turnpike.

Manchester was that part of town north of Middle Turnpike.

Today the entire town has one name, Manchester.

Tobacco

The Podunk Indians who once lived in Manchester raised tobacco along with their corn, beans and pumpkins. M. Spiess, Manchester historian, found their garden tools on Hillstown Road where they once had a garden.

The Connecticut Business Directory of 1866 lists Woodruff Keeney and William H. Perkins of Manchester as tobacco dealers, but tobacco was not grown extensively in Manchester until a later date.

In the 1890's the American Cigar manufacturers were buying tobacco from the island of Sumatra for the wrappers of their cigars. There was a good market for fillers and binders but Connecticut farmers were unable to raise tobacco equal to that of the Sumatra tobacco.

The United State Department of Agriculture and the Connecticut Experimental Station went to work and, "After preliminary experiments the summer of 1899, some Sumatra tobacco was planted under shade in the Spring of 1900 in Poquonock, Windsor. The leaf produced was so fine that the New York tobacco men say that it cannot be told from the imported Sumatra leaf." They predict, as a result of this work, a complete revolution of the tobacco business in the Connecticut Valley.

"Tobacco grown under cloth created a man-made air conditioning that produced a New England version of tropical atmospheres. It did not, however, protect the tobacco from insects or hail. There is no better wrapper tobacco grown anywhere in the world, even in Sumatra."

It took five thousand yards of cloth, fifty cedar poles, three hundred fifty pounds of heavy galvanized wire, two tons of fertilizer and

thousands of feet of sewing twine to grow one acre of tobacco in the shade.

Adolph and Samuel Hartman came to Manchester and opened a general store on North Main Street and their 1881 ad in the Manchester Weekly Herald read in part "Fall and winter goods of every quality. Ladies and childrens cloaks. A fine line of groceries".

Adolph had two sons, Emanuel and Gustave, and a daughter, Frances, who married Albert Newfield; Samuel had a son Maurice and all became associated with the tobacco business.

In 1904 A. Hartman had a store at 50 North Main Street and A. & S. Hartman were packers and dealers in Connecticut seed leaf tobacco at the rear of 54 North Main Street. They became tobacco growers and bought up many of the farms in Buckland and South Windsor.

From the 1902/3 Manchester Directory preface, written by A. E. Bowers: "The Hartmans have formed a company, Connecticut Sumatra Company, for the purpose of producing shade grown Sumatra tobacco and have this season about twenty-five acres of tobacco under cloth. They have acquired a large tract of land in the north west section of town. A large number of men are given employment."

1911 deeds reflect the real estate action of that time. Jeremiah Healy to Connecticut Sumatra: "-commencing at a point where the land of Connecticut Sumatra, Hackett Brothers and J. Healy meet - south of the east end of the second of three tobacco sheds standing on Hackett Brothers land - with right of way leading from the north east corner of land herein conveyed, to a pond situated on land of the grantee - right to use said pond and water including right to convey by means of pipes laid on the surface or under the surface - right

of way hereby given to use roadway on other land of the grantor herein, which roadway leads from the highway on the east known as Buckland Street to land of Hackett Brothers."

Lee Hayes to Connecticut Sumatra, nine acres bounded north and west by Burnham Street. Grantor "reserves for himself the exclusive right to use sheds on premises until May 15, 1912 for the purpose of preparing the tobacco now in sheds for market but nothing in this reservation shall prevent the grantee therein from painting the exterior of the sheds or from keeping them in proper repair."

John H. Hackett and Thomas A. Hackett were sons of Michael Hackett who was "a pioneer grower of the weed" in Ellington and Wapping. The sons learned the tobacco business from their father, and after his death they moved to Buckland where they established their own tobacco business; Hackett Brothers.

In 1903 they bought ten acres of the Gallop farm on Buckland Street, seventeen acres from W. W. Cowles, sixty acres of the J.B. Barron farm south of the railroad tracks. In 1906 John H. Hackett bought the Col. Charles Owen farm, forty acres, large house and stock barn, on the south side of North Main Street, the site now occupied by the Heartland shopping mall. The stock barn was made into a tobacco warehouse.

John H. and Thomas A. Hackett did business as Hackett Brothers and they were listed in the 1915 town directory as tobacco raisers. The 1917 directory listed them as: Hackett Brothers, "growers and dealers of Connecticut Shade Grown and Celebrated Round Tip Tobaccos".

Hackett Brothers bought land from Jeremiah Healy off Buckland Street, Harriet G. Buckland; John T. Jeffers, North Main Street;

leased from W. F. Pickles on Adams Street; leased and later bought from Reinhold Roth on Adams Street. They also acquired land on New State Road.

From the History of Manchester, by Spiess and Bidwell: "The acreage in tobacco in Manchester has grown from less than fifty acres in 1823 to nearly one thousand acres in 1923. The annual product is now about three hundred thousand pounds. Of the four thousand and five hundred acres of farm land within the town limits, almost one-fourth is devoted to tobacco."

1903 "Shade grown tobacco made its appearance about twenty years ago. At present about five hundred acres are grown under shade, principally in the vicinity of Buckland. The largest plantations in that section are owned by Hackett Brothers and the Connecticut Sumatra Tobacco Company. Hundreds of persons are employed in the tobacco fields and in the packing houses. The workers are of course particularly numerous at harvest time."

"Tobacco land has become so valuable in the Buckland section that woodland has been uprooted by explosives, and the areas which have long been considered as waste are now being brought under cultivation."

From the Hartford Courant of September 30, 1923: "Manchester Centennial"

"Firm of A. & S. Hartman - Born in Manchester 1883
Home of Connecticut Sumatra Tobacco Company
Plantation - Buckland
Office 231 State Street, Hartford
A. Hartman - S. Hartman - E. Hartman -
A. Newfield"

In 1928 Connecticut Sumatra became Hartman Tobacco Company.

After the tobacco had been cut, it was hung on laths and the laths were arranged in tiers in the barn. The walls of the tobacco barns were made of boards hung on hinges so that the whole shed could be opened or closed as required.

In August, 1928 one of the Hackett Brothers tobacco barns burned and the article in the Manchester Evening Herald gives a good description:

"Hackett Brothers lost a four and one half acre shed full of hand picked shade tobacco located on Wapping Road (Buckland Street). (The barn was large enough to hold the tobacco grown on four and one half acres of land.) The last of the crop was hung in the shed four hours before the fire."

"The blaze started from one of the forty charcoal pits in the ground under the lath spreads on which are hung the tobacco. The shed that was destroyed was ten bents long and there were four charcoal pits in each one, forty in all. Pits about three feet in circumference and the same depth were used to dry out tobacco leaves."

"Water from Hackett's plantation was brought in barrels by trucks and by a two inch pipe on Hartman's plantation and nearby sheds were watered to prevent them from catching fire."

From "Connecticut and Tobacco" by Tobacco Institute, Washington D.C.

"Intermittently, mutual associations of growers continued to be formed in Connecticut, some fairly inclusive, some only local in membership. These were ineffectual, partly because of the independence of farmers who, inexperienced in the function of cooperatives, demanded higher prices for their tobacco than the market warranted. Around 1922 the noted attorney, Aaron Sapiro, who had successfully

formed agricultural cooperatives in the United States and Canada, established a new Connecticut association."

"This one started out well enough, with five-year grower's contracts, but for a number of reasons, of which over-production was given as the major one, the organization terminated its career in 1928."

The following appeared in the Manchester Evening Herald on March 3, 1927: "Quote by Prominent Grower - Less than ten percent of the 1926 tobacco crop owned by the Fifth District Growers remains unsold. Tobacco has been picked up by independent buyers without the aid of Connecticut Valley Tobacco Association."

In 1898 John Spillane went to work in the warehouse of A. & S. Hartman. "Mr. Spillane interested himself to such an extent in the new venture that he was made foreman of one of the farms of Hartman Brothers in Buckland."

From the 1917 Manchester directory: "Connecticut Sumatra Tobacco Company, John Spillane, manager, 310 Buckland Street." After twenty-five years John Spillane left the tobacco business and in 1923 he was president of the Home Bank and Trust Company in Manchester.

Andrew J. Healy, son of Jeremiah Healy, grew up on Buckland Street where his father raised tobacco. In 1923 he became superintendent of Hartman Tobacco Company, a position he held for more than thirty years.

The 1930 directory lists Hackett Brothers on North Main Street, Hartman Tobacco on Burnham Street, Manning and Kahn and Woodland Tobacco at 20 North School Street and Wapping-Manchester Warehouse Company on Adams Street at the corner of Tolland Turnpike, Buckland.

In 1931 there were nineteen tobacco growers in Manchester: Jeremiah Healy on Buckland Street, Peter Cavanaugh, Charles Chaponis and Burton E. Lewis on Burnham Street, Hackett Brothers on North Main Street, Peter Jason on Windsor Street, Charles Paulauskas on Slater Street and Hartman Tobacco Company at 20 Burnham Street.

In other sections of Manchester: Dennis Bryan and Kostanty Yakaite, Tolland Turnpike; Forest N. Buckland, Philip Hoffman, Jr., Joseph Sawicki, Frank Sedlacek and William Sedlacek on Hillstown Road. On Wetherell Street: Frank L. Smith; Gardner Street, William Keish; Keeney Street, Jacob Lipp; Vernon Street, E. D. Lynch.

By 1933 Harry E. Cowles, Hillstown Road; Sidney Cushman, Spencer Street; Henry Glode, 1701 Tolland Turnpike; John P. Jackson, 1343 Tolland Turnpike; Emil Jarvis, 872 Parker Street; Peter Miller, Jr. 743 Tolland Turnpike. Emil Seeler, Spencer Street; William Spacek, Hillstown Road and John Straugh, Tolland Turnpike also had become tobacco growers.

Hurricanes were not given names in 1938 but this one left a calling card that will be long remembered. Heavy rains pounded Manchester on September 20, 1938 and it was reported "that the Adams pond had let go and Hilliardville was flooded. The Buckland cut-off to Love Lane was impassable being choked with trees and poles. The westward passage to Hartford over the Hockanum River bridge was open although dangerously leaning utility poles, fourteen in number, lined McLean Hill. At Laurel Park the pond had been washed out and a great hole had been left there."

On the afternoon of September 21 the hurricane wind blasted its way through the area and tore up everything in its path. At the Hartman plantation in Buckland and South

Windsor only eight of the fifty two tobacco sheds were left standing. Two were destroyed by fire when charcoal used to dry out tobacco ignited them. Sheds were down on all the tobacco farms and there was no shed room available in which to transfer the tobacco. All of the tobacco growers, large and small, suffered a complete loss.

In 1939 growers in Meekville were H. Warren Case, John O. Jackson, Peter P. Traygis; on Burnham Street, Mrs. Anistasia Chaponis, Hartman Tobacco Company and Burton E. Lewis. Tolland Turnpike, Buckland: Raymond K. Jackson and Joseph Moteunas; Windsor Street, Peter J. Jackson; Adams Street, Meyer & Mendelsohn; John H. Hackett on North Main Street.

Dennis Bryan and Peter Miller, Jr. on Tolland Turnpike; Sidney B. Cushman on Spencer Street and Emil Jarvis on Parker Street. On Hillstown Road: Philip Hoffman, Joseph Sawicki, James C. Scranton, Jr., Albert Sedlacek, William Spacek and Joseph J. Starsiak.

In 1939 World War II started in Europe and American factories geared up for the war effort. Pratt and Whitney and other plants expanded and many people went into defense work. The tobacco growers had to look elsewhere for help. College girls from Florida and men from Puerto Rico were among those who harvested Manchester's tobacco crop during the war years.

Thomas A. Hackett died in 1930 and Hackett Brothers became John H. Hackett. In 1937, he leased land from Hilliard on Tolland Turnpike and Adams Street, and also leased from the Pickles estate in Buckland.

In the early 1940's John H. Hackett became ill and his son, Thomas J. Hackett, left Georgetown to take over the tobacco growing.

The firm then became John H. Hackett and Son. John H. Hackett died in 1947 and the firm John H. Hackett and Son is last listed in the Manchester directory in 1954.

In 1949 the tobacco growers were John A. Hackett and Son, Hartman Tobacco Company, Peter G. Jason, Meyer and Mendelsohn and Peter P. Traygis in the north part of town.

Adler and Dobkin, Hartford Road; George H. Bryan and Richard E. Bryan at 179 Tolland Turnpike; Peter Miller, Jr. and Raymond Miller, Tolland Turnpike; Silberman and Kahn, Inc., 193 Lydall Street; Joseph Starsiak, Hill Street; Wetstone Tobacco Corporation, Elm corner of Forest; and on Hillstown Road: Frank J. Manner, James C. Scranton, Jr., Frank J. Sedlacek and William Spacek.

1955: Hartman Tobacco Company, Meyer and Mendelsohn and Wetstone Tobacco Corporation, 274 Broad Street. On Tolland Turnpike, George H. Bryan, Richard E. Bryan and Raymond Miller. Adler and Dobkin on Hartford Road, Sidney Cushman on Parker Street. On Hillstown Road: Lacey S. Cobb, Richard P. Cobb, Frank R. Manner, James C. Scranton, Frank J. Sedlacek and William Sedlacek.

By 1965 there were only five tobacco growers listed: Hartman Tobacco Company at 20 Burnham Street, Meyer and Mendelsohn on Adams Street; Wetstone Tobacco Corporation, 274 Broad Street; Frank R. Manner on Hillstown Road and Cullbros Tobacco Company at 66 Spencer Street.

In 1972 it was Hartman, Meyer and Mendelsohn and Wetstone.

Meyer and Mendelsohn leased land from Louis Radding in 1916. Later they leased from John Jackson in Buckland and from New York, New Haven and Hartford. They grew tobacco

on Adams Street until 1977 and always grew on leased land. They had an interest in the Wapping-Manchester Warehouse on Adams Street in 1930.

Hartman Tobacco Company, 20 Burnham Street, appears for the last time in the Manchester directory in 1983. Hartman Tobacco Company, "born in Manchester in 1883" grew tobacco in Buckland for nearly one hundred years.

The following pictures, taken in 1992, are of the relics of the once flourishing Hartman Tobacco Company, founded in 1883 by Adolph and Samuel Hartman, and carried on by their descendents for almost 100 years. Hartman Tobacco Company's address was 120 Burnham Street.

In 1993 the old tobacco farm buildings, including the boarding house and a long tobacco shed, were removed and the land was bulldozed. At this time, (September 1993), the Plaza at Buckland Hills is under construction where Hartman's Tobacco Plantation once stood.

The east end of what was once Burnham Street is now part of Pleasant Valley Road.





166 Adams Street

The house at 166 Adams Street, recently dismantled by Robert Scheinost, was built with timber from the trees that were cut to clear the land. The sandstone used in the foundation was from the sandstone quarry on Buckland Street near Tolland Turnpike. The eighteen thousand bricks that went into the house were made on the premises. The bricks used as insulation, nogging, were "purposely undertimed", not baked as long as those used in the chimneys and exterior. "Nogging as an infilling was used in the more expensive houses." The frame, made with dove tailed and mortise and tenon joints, was as square when it was taken down as the day it was built.

The style was New England chain architecture: big house, little house, back house with the barn in the same line but on the other side of the driveway.

The big house was thirty-six feet wide and eighteen feet deep, two stories high with a crawl space above it. It stood close to Adams Street which, at that time was a wagon track through the woods. The front door opened into a hall with a room on each side of the hall and at the end of the hall were the stairs. The original stairs were enclosed and steep. The risers were high and the treads were narrow. There were "winders" or diagonal steps at the turn. The big house was used for company, the down stairs rooms were a summer and winter parlor, upstairs were bedrooms.

The little house was a three quarter size Cape Cod, thirty-two feet long and thirty feet wide and it was built flush with the north side of the big house. This was the every day living space of the family. The big house and the little house were covered with random width

clapboards nailed onto the frame with hand made nails.

Originally there was a three sided fireplace, a triangle, two sides were for heat and the third side was for baking. On the north side of this room was the buttery or pantry and there was also a small bedroom called the keeping room. The little house had a low cellar and a hatchway with six sandstone steps going down into it.

The back house was forty-seven feet and five inches long and twenty-five feet wide. In the back house was housing for the hired man, a chaise house, a wood shed and at the end there was a work shop. Bob Sheinost found hundreds of soles and heels here. Some tenant must have been a shoe maker.

The combined length of the three connected buildings was ninety-seven and one half feet.

After standing for over two hundred years, all that was left of the barn was the sandstone foundation which was thirty-two feet long.

A brick dated 1756 was found in the house and this may be the date that the house was built. It was the residence of Daniel Jones who had two mills in operation on the opposite side of Adams Street in 1780.

Daniel Jones died in 1802 and the property went to his younger brother, Richard L. Jones. Daniel's estate, advertised in the Connecticut Courant, describes "a house situated on the Hockanum River in East Hartford (Orford Parish) about one half mile south of Aaron Buckland's Tavern".

In 1811 R.L. Jones leased to his younger brother, William Jones, the mills and "seven acres, dwelling house, shed, wood house, chaise house, reserving for the use of the R. L. Jones family all of the dwelling except the



166 Adams Street was the residence of Daniel Jones in 1780.

front room and adjoining room for one year". This one year lease was repeated each year to and including 1814 at which time. R. L. Jones moved west.

This house became part of Aaron Buckland's estate and when he died in 1829 it was purchased by Daniel White Griswold. Roderick L. Griswold, son of Daniel, inherited the house from his father and he lived here until he bought the Greek Revival house on Tolland Turnpike. In 1865 he sold the house on Adams Street to P. Beebe of Wethersfield.

The John Dwyer family lived here next, coming to Manchester from Vernon. John Dwyer, a railroad man, was the Station Master at Buckland rail road station on Depot Street. John Dwyer died in 1895 when he fell fifteen feet from a loft over the "tool house near the

bridge" in East Hartford. Seriously injured, he tried to walk back to Buckland, but died in the effort and his body was discovered the next morning.

His son, John J. Dwyer, as a boy had helped his father with the station work. In 1879 John J. Dwyer went to work for the Hartford, Providence and Fishkill Railroad at Buckland Station where he was the freight and passenger agent.

"There was much more business at Buckland Station in those days as there was then in operation the Hilliard mills in addition to large paper mills in this section. All incoming and outgoing freight was taken care of through the Buckland Office. It was a long time before the days of trucks."

"Buckland's post office was also much larger in those days and in addition to taking care of the freight and passenger business it was Dwyer's duty to handle the incoming and outgoing mail at the Buckland post office."

"From Buckland he was transferred to the Vernon station, a large and active station, then handling freight for Rockville and the mills in Vernon as well as the mail."

"Forty one years ago (1896) he was made agent at the Manchester station and held that position until his retirement March 1, 1936. The Manchester station had become an important station. Freight from South Manchester was shipped through Manchester office and there was freight from twenty-six different manufacturing concerns doing business in Manchester. The passenger service was much greater and continued to be so until the coming of the trolley cars".

John J. Dwyer died in January, 1937 and his obituary, from which this material was taken, appeared on the front page of the Manchester Evening Herald on January 17, 1937.

Frank H. Jones, no relation to Daniel, moved to Buckland from East Hartland in 1907, and lived at 166 Adams Street for a few years. His daughter, Evelyn Jones Knofla, was born there in 1909. In a recent letter she wrote, "I remember a family who lived in one of the white houses across the street, a Joseph and Marjorie McDiarmid."

"Then there was the family of Armstrongs who lived on our side of the street across from Mr. Pickles's big white house." She also remembered that her father kept a small herd of cows that were pastured nearby.

The house had many tenants over the years and the last person to live there was Marta Miller Kozikis who died in 1990.

The Webb House

In keeping with the changing map of Buckland, Tolland Turnpike was upgraded in 1992. On a two mile stretch from Buckland Street to Deming Street, water and sewer lines were laid under the roadway, drainage was improved and the road was widened to thirty-two feet.

A new intersection was built where North Main Street intersects with Tolland Turnpike and the small red Cape Cod house that stood on this point of land, one of the few old houses left in Manchester, was scheduled for demolition. It had been the home of Minnie Blanche Webb for seventy years and now it stood in the way of progress.

Robert H. Scheinost, who is in the business of dismantling old houses and barns, had strong feelings on the destruction of the historic houses in Manchester and he waged a one man fight against the State of Connecticut and the construction company.

Time was running out when Bob was finally given permission to dismantle the Webb house. With a work force of not more than six people, and nine thousand dollars of his own money, the house was taken down in thirteen days in March of 1992.

All the marked pieces of the Webb house are stored under cover with the hope that a piece of land will be found in Manchester on which the Webb house can be reassembled to stand once more, part of the history of Manchester.

Mr. Sheinost, who estimated the house was built between 1687 and 1721, states "I look at myself as a protector of Manchester's architectural history."

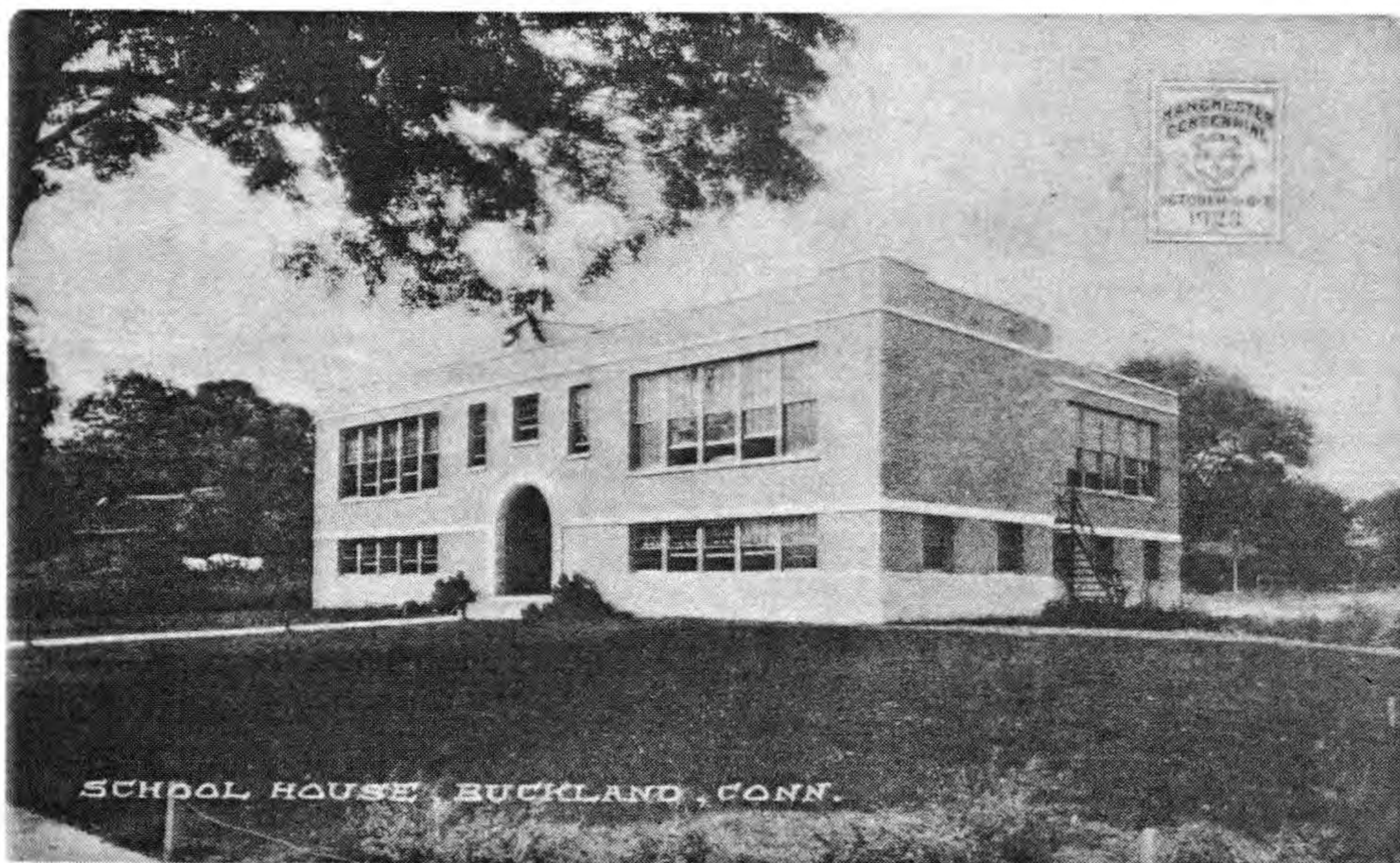
Going to School in Buckland in the 1920's

When school started in Buckland in September of 1922, Buckland, the Seventh District, had a new school that had been built on the same site as the school that had been built in 1860. For the first time there were eight grades, four teachers and an auditorium.

Most of the children walked to school but the

Derrick's store to ponder over a choice of penny candy. In the early nineteen twenties Keeney's garage was built on the vacant lot between the school and Derrick's store. When school was over, the children walked the two miles back to Burnham Street.

In April, 1926 the Buckland P.T.A. heard Myrtle Fryer give a talk on kindergarten. Entertainment followed: Mrs. Raymond Chartier sang a solo, Susanne Batson and Beatrice Scolsky were Dutch dancing girls,



three Batson children from Burnham Street lived two miles away from the school. The District agreed to furnish transportation one way. Charles Chaponis was engaged to drive the children to school in the morning. Sometimes he used a horse and wagon, sometimes a horse and sleigh. Later, he used a car.

Children coming from a distance carried their lunch, and after it had been eaten during the noon recess they might make a trip to

complete with wooden shoes, and then Melvin Thresher and Sherwood Babington did the sailor's hornpipe. Doris Cole, Virginia Armstrong, Dorothy Brown and Dorthy Ludwig danced. Marie Noonan ended the program with an exhibition of the Charleston.

The class that entered Buckland School in 1922 was the first class to complete eight grades there. Earlier Buckland had only six

grades and pupils went to the Eighth District for seventh and eighth grades.

The class of 1930 was the first to graduate from Buckland school. Class of 1930: Susanne Batson, John Peter Boukus, John Bruno Daly, Gladys Emma Farrington, Frank Healy, Thelma Marie Jackson, Richard James Keeney, Joseph Ambrose LeChance, Barbara Belle Newton, Wilmer Lackey Newton, Anna Margaret Pilukas, Edith Marion Price, Bernice Scolsky and Mary Zarembo.

Horses

Horses, especially young horses, are nervous animals. Flies buzzing around bother them during the summer. Any sudden noise, like a train letting off steam, could cause a horse to rear up on his hind legs, tossing the people in the wagon out onto the road. The startled horse might run wildly about and the wagon could be smashed.

The Hartford Times of August 18, 1892 reported on just such an occurrence. "Mrs. J. D. Pickles, wife of Supt. Pickles of Waverly Mill, Buckland, and her daughter Clara, were thrown from their wagon on North Main Street but were not seriously injured." However, the Hartford Times of April 14, 1893 also had to report that "Mrs. Caroline D. Pickles, wife of James D. Pickles, died at her home in Buckland, age forty-three. She never recovered from injuries she received last summer when the horse bolted and she was thrown from the carriage."

Another type of accident was reported by the Hartford Times on November 28, 1903. "A tobacco wagon drawn by two horses was hit by a passenger train at the Williams crossing four miles west of Depot Square. One horse was killed and the other injured. The teamster, employed by Sumatra Tobacco

Company, was taken to the doctor and then taken to the Sumatra farm, managed by John Spillane, where he lived."

The February 11, 1890 edition of the Hartford Courant contained news of the death of George Wight in another horse related accident. "George B. Wight, age forty-two, for ten or twelve years proprietor of the stage line between Manchester Depot and Manchester Green, left Manchester Depot to go to Wapping to deliver a telegram."

"Coming back down the hill west of the cemetery he was stricken with a seizure and dropped the reins. The horse ran away, the wagon struck a telephone pole and overturned. Mr. Wight was thrown from the wagon and kicked in the head by the horse. He died instantly. Body lay in the road two hours before undertaker Watkins removed it."

But horses also died in accidents, as in this case reported in the Hartford Courant of November, 1899. "Horse of Hamilton Wetherell of Meekville, next west of Buckland Corners, was killed Saturday night. Mr. Wetherell and his daughters were returning from work at Cheney Brothers when, near Frog Hollow, the team of Patrick Gorman collided with Mr. Wetherell and he and his daughters were thrown out."

"The horse broke away from the wagon and continued to run. Just above Hilliardville in Buckland the horse left the highway and took to the trestle over which the tracks of the Hartford, Manchester and Rockville Tramway cross the Hockanum River. The horse went over the trestle and continued about fifteen feet. He was found dead at the edge of the stream."

Frog Hollow: Center Street west of Pine Street (Spiess).

The Horse Trough

If you drove a horse and wagon you had to provide the horse with food and water. Food was a nose bag full of oats that you carried along with you. The horse might get a few nibbles of grass in the summer, but the nose bag was the usual meal at lunch time.

In the early days, water might be a brook or a pond, later there was the horse trough, a round tank high enough for a horse hitched to a wagon to reach easily.

From Mrs. Wolcott's 1912 article: "Aaron Buckland was evidently a public spirited citizen as he planted all the maple trees on the Jones farm and those on either side of the road from the corner (Buckland Street and Tolland Turnpike) to the new cemetery. Some of these beautiful trees are being cut down and it seems a pity to destroy such old landmarks."

"He kept the road in repair from the corner to the cemetery, laying large foundation stones topped with smaller ones in much the same manner as roads are built today. Another evidence to his thoughtfulness for others is shown when he built a watering trough for horses where the pump is now. The water was brought in wooden pipes from the spring over in the hollow on the Jones farm. When these pipes wore out he sunk a well and for years this was used as a public watering trough."

In the nineteen twenties the water trough was on Tolland Turnpike opposite Buckland Street as it was then. The trough was a round rusty steel tank and the water came through lead pipes from a spring on Buckland Street near the old tavern.

Charles O. Wolcott was paid three dollars a year for "maintaining" the water trough in Buckland from 1884 to 1900. Part of the job

probably was chopping a hole in the ice when the horse trough froze over.

Before there were trucks and snowplows, the roads were "broken out" by driving oxen or horses through the snow followed by men and boys with shovels, each neighbor taking a stretch of road along the way.

In Buckland, C. O. Wolcott, E. E. Hilliard Company, W. W. Cowles and R. W. Burnham were among those who broke out the Buckland roads around the turn of the last century.

Buckland's Drummer Boy

In 1902 Nellie Parker Palmes bought a small farm at 1315 Tolland Turnpike, Meekville, at the cost of eighteen hundred dollars. Nellie Parker Palmes, her husband Henry W. Palmes and their son, Julian Parker Palmes, resided here for many years. Julian and his father raised tobacco and melons, and Julian was a drummer all his life.

In 1914 Julian, with Joseph Ferguson of Foster Street and Michael Barry, became a three man fife and drum corps called the "Connecticut Spirit of '76". The Corps was modeled after the painting by Archibald W. Williard depicting a drummer, a fifer and a wounded Revolutionary soldier with his head bandaged and carrying an American flag. This trio was very popular, and marched in parades all over the state.

Julian taught drumming and was a collector of "Eli Brown" drums of the period just after the Civil War. Julian owned fifteen Eli Brown drums.

Henry W. Palmes, who was hard of hearing, often walked along Tolland Turnpike where there were trolley tracks and train tracks. One day he stepped onto the trolley tracks almost

in front of the trolley. "Motorman Crocket, seeing the man was about to be hit, dropped the fender and was successful in catching him before the wheels went over him." Palmes received a wound on the back of his head.

Early trolleys and trains were equipped with a cowcatcher, "a triangular frame on the front of a locomotive or street car, designed for clearing the track of obstructions".

In July, 1922 Henry W. Palmes was not so lucky. He "was struck by the railroad engine at the Meekville railroad crossing" and died of his injuries.

Julian Palmes later lived on Burnham Street. In 1938 he moved to Moodus where he joined the Moodus Fife and Drum Corps and continued his career as a drummer.

When Julian Palmes died in Hadlyme in 1961, at the age of seventy-eight, the Manchester Herald reported: "Drums of Manchester's oldest drummer boy silenced." He was buried in Buckland cemetery.

The Automobile Comes to Buckland

Buckland people were gradually making the change from the horse and wagon to the automobile. In 1907, H.S. Keeney of Buckland bought a Vinton touring car. In 1917 Phil Larson was the agent for Chalmers Automobile at 87 Middle Turnpike East. Will Hibbard was the agent for several makes of cars, including Queen, Gardner and Stanley Steamer.

By 1932, cars predominated and it became necessary to widen the roads and bridges to handle the ever increasing traffic.

In the Town Report of 1932 it was noted: "All of Buckland was scarified and reconstructed with trap rock and a surface treatment of tar".

"The stone arch bridge on North Main Street over the Hockanum River has been widened by removing the south parapet wall and connecting it with the Connecticut Company's trestle. The trestle being reconstructed with extra I beams and a plank floor, thus making the bridge thirty-one feet wide. Cost: \$1,348.00."

The following was included in the 1934 Town Report: "A concrete bridge thirty one feet long with a twelve foot span was constructed over Bigelow Brook on Hilliard Street west of Adams Street. This bridge replaced a wooden structure which had become very dangerous for heavy loads. Cost \$978.14."

"The concrete arch bridge over Bigelow Brook on Adams Street was widened twelve feet on the east side to relieve the narrow condition of the roadway. Cost: \$1,179.17. After the bridge was completed the roadway was widened and cable guard fences built."

The first road to be added to the original streets in Buckland was the Wilbur Cross Highway that was built after World War II. It passed Buckland Street, Windsor Street and West Middle Turnpike overhead.

The 1982 map shows this as the Wilbur Cross Highway, Route 15, Route 44 and I-86. In 1992 it is I-84.

I-84 has cut a wide swath through Buckland. Tolland Turnpike is being widened and Chapel Road will overpass Tolland Turnpike. These are a few of the recent and ongoing alterations and additions that, together with new roads, continue to reshape the map of Buckland.

Charles Kaselauskas

The man who lived on Buckland Street for seventy-one years

Charles Kaselauskas was four months old in 1914 when his parents, Joseph and Julia Kaselauskas, moved to Buckland Street to work for Hartman Tobacco Company. They were provided with a house and part of the deal was that Mrs. Kaselauskas supply room and board for five tobacco workers. Joseph was in charge of the stable where all of the horses for the tobacco plantation were kept. Nearby was the blacksmith shop and the office. Later Joseph worked as a field foreman and was familiarly called Big Joe.

In 1916 they bought a house, and about ten acres of land, at 251 Buckland Street from Rudolph Rymarzick. They lived there for the rest of their lives. Rymarzick, who had owned the place for fifteen years, had planted an orchard of apples, pears and other fruit. They sold milk to the neighbors and any milk left over was made into cheese that was sold.

Mrs. Kaselauskas took care of the children of the mothers who worked on tobacco. Lithuanian, Polish and Russian were spoken and Charles, growing up in this environment, learned to speak all three languages.

At the time, Burnham Street started at Buckland Street and ran west then north to the South Windsor line. Hartman Tobacco Company's address was 20 Burnham Street. The junction of Buckland Street and Burnham Street was the hub of their plantation, which extended from Buckland into South Windsor.

When Charles was growing up on Buckland Street he explored the quarry where the Mall at Buckland Hills now stands. The quarry had been worked until 1901 when cement came into use. Charles found the tools laying just as the last workmen had left them. It was a

wooded area and in summer there were berries and mushrooms to be had just for the picking.

Down the hill there was Healy's pond that furnished the neighborhood with activities in all seasons. In summer there was swimming and, of course, the boys went skinny dipping. There was fishing, particularly for bullheads. In the winter time there was ice skating on Saturdays, Sundays and moonlit nights. When there was a good snow fall there was coasting. It was a long climb up the highest point where the sleds were headed down the hill to end up on Healy's pond.

The first school at Buckland was authorized by the Legislature in 1751 and the first schoolhouse was built on Buckland Street, just off Tolland Turnpike. With repairs and remodeling, it was used until it burned in 1860.

Charles Kaselauskas started school in the building that was erected in 1860 on Tolland Turnpike. It was a rectangular shaped building and it sat close to the road with a narrow end facing Tolland Turnpike. There was a board fence in back of the school grounds and another fence that started from the board fence in back and went to the middle of the back side of the schoolhouse, dividing the school grounds into two parts. The left side was for the boys and the right side for the girls.

On each side of the building near the end away from Tolland Turnpike were the entrances, boys to the left and girls to the right. In back of the schoolhouse on each side of the dividing fence were the bathrooms. These were small rectangular buildings with one on the left for the boys and one on the right for the girls. In each bathroom there was a hand pump where the pupils got their drinking water, an improvement over the pail and dipper.

There was the trolley car at the bottom of Buckland Street. If you had been to the movies at the Circle Theater, you had to catch the trolley that went north on Main Street and stopped at Woodbridge Street where the trolley tracks ended. The trolley tracks could not pass over the train tracks that run east and west. Then you waited at Depot Square for the trolley coming from Rockville. That trolley would let you off at Buckland Street before it proceeded up Adams Street and on to Hartford.

Charles graduated from Manchester High School in 1932 when the country was suffering from the terrible depression. He worked at any job he could get, and eventually had his own business.

The tobacco was all in the sheds by September 21, 1938. The time for worrying about a hail storm while the tobacco was in the fields had passed. It seemed that the situation was relatively safe. No one alive had ever witnessed as devastating a storm as the one that passed through Manchester that day.

The Kaselauskas family at 250 Buckland Street watched the hurricane tear up their neighborhood. Just south of the Kaselauskas home were three large tobacco sheds, full of tobacco. The shed nearest the Kaselauskas home was on fire. From their attic window, they watched the flames and felt the intense heat generated by this conflagration.

The Saturday after the hurricane was the wedding day of Charles Kaselauskas who was to marry Wanda Delina in Hartford. Getting to Hartford was a problem. The Connecticut River was at flood stage and Buckley Bridge, the only bridge to Hartford then, was inundated. The trip had to be made via the bridge at Thompsonville. Also, time had to be allowed to find an alternate route when the way was blocked by fallen trees.

Charles and his wife lived in a house that was built next to his father's house, 259 Buckland Street. When their son David was born, he was the third generation Kaselauskas on Buckland Street. They lived there until the Mall bought their property in 1985.

Mr. and Mrs. Kaselauskas now live in Vernon and occasionally Mr. Kaselauskas drives up Buckland Street, which was a dirt road in his boyhood. Now Buckland Street is a multi-laned highway with side streets, traffic lights, heavy traffic and new businesses continuing to build. He remembers it the way it was when it was his old neighborhood.

As this is being written, (August 1993), the former Kaselauskas land on Buckland Street has been completely bulldozed in preparation for the building of Cross Roads at Buckland Hills Plaza, a strip mall that will accommodate a number of businesses.

Woodland Park

Manchester Driving and Agricultural Association, founded in June of 1889, created Woodland Park on 30 acres of land on Woodland Street. The park consisted of a half mile track, two barns containing thirty-six stalls, a covered grandstand with a seating capacity of five hundred, and a judges stand. The park was enclosed by a board fence which was seven feet high. Woodland Park was located near present Turnbull Road. Broad Street did not exist then.

The officers of the Association were: W.W. Cowles, President; A.L. Taylor, Vice President; C.W. Cowles, Treasurer and C.D. Tucker, Secretary. Mr. Tucker was the station agent for the New York and New England Railroad.

Harness racing was a popular sport then and Manchester belonged to the Eastern Connecticut Trotting Circuit which included Manchester, Rockville, Brooklyn, Norwich, Willimantic and Stafford.

There were two types of races. One was called the Oat Matinee and featured local horses with owners driving their own sulkies. The winner was paid in oats, twenty bushel for first, fifteen for second, etc. The second type of race was a two day event with entries from other towns competing with Manchester horses. The results of those races were published in full in the Hartford Courant.

On October 3, 1889 it was announced that "Special purse will be given for double team race for town horses, best two in three. Admission to the park, twenty five cents. Ladies, teams and stockholders free. Children half price. Buses will leave Depot Square and Cheney's Store to accommodate anyone wishing to attend."

In May of 1890: "Trotters are out at Woodland Park. Allen brothers (Clarence and George who operated Cowles Hotel and stables) were at Woodland Park with their four-in-hand hitched to a scraper and before noon the track was in good condition. Shortly after noon local horses in sulkies could be seen going to the track."

In January, 1892 the Manchester Driving and Agricultural Association met at Patten & Brown's hall with twenty-five stockholders present. The members elected the following officers: J.J. Strickland, A.L. Taylor, C.H. Strant and George Allen. The directors were: R.N. Strong, G.F. Day, A.W. Hollister and F.S. Wood.

The following appears in the Hartford Courant of July, 1892: "Before Woodland Corp was established three years ago there was not a

horse in town that had a record and a pedigree and trotting stock was unheard of. The number of horses in town has greatly increased and Manchester Hackney Stud has been started since the track was built. There is not a community in Connecticut with a territory equal to Manchester that can boast of so many fine blooded horses."

News items related to the sport: "Dennis Fay traded his big bay gelding with G.H. Allen for a Hartman mare. Allen sold the horse to Bill Ellis of Gilead. C.H. Strant (who had a livery stable on North Main Street), W.W. Cowles and J.J. Strickland went to New Britain to book entries for the races at Woodland Park."

Events at Woodland Park on Fourth of July, 1892 included trotting races, foot races, a balloon ascension, a parachute jump and a shore dinner.

The big event of the season was the Horse Fair. Entry cards for Eastern Connecticut Trotting Circuit had been sent to horsemen in August. On September 7th and 8th the circuit opened two days of competition at Woodland, all racing rules under the National Association. The track was in tiptop condition and heats were run, bets were made, prizes given while the crowd in the grandstand shouted and cheered. The first day was topped off by a dance at Apel's Opera House.

On the second day there were sulky, foot and bicycle races, a baseball game and sometimes a greased pig was let loose. Professor Northrup took to the air in his balloon. Manchester was the first on the Eastern Connecticut Circuit to host the Horse Fair. The other member towns followed, one each week, for a total of six Horse Fairs.

There were those in town who felt that a race track was not a good influence, and the Manchester Driving and Agricultural

Association went out of business. Also, the trolley had come to Manchester and with it the trolley resort at Laurel Park, which, being on the trolley line, was more accessible.

Another blow was the death of Clarence W. Allen, in June of 1898, when he was only forty-three. He was a leader and a horse lover. He came to Manchester at age fifteen to work for Col. P.W. Hudson. Later he and his brother George ran Cowles Hotel and stable. He was a president of the Trotting Association, North Manchester's first fire chief and a lieutenant on the staff of Major Warren of the First Company, Governor's Horse Guards.

Thirty-six members of the Horse Guard rode out from Hartford for his funeral. Allen's riderless horse, caparisoned with military trappings, was led in the procession. The Masons shared the ceremony with the Horse Guard. Bearers for the Masons were J.D. Henderson, D.C. Hall, Major W. Cheney, B.J. Bartlett, E.S. Ela and Charles Murphy. For the Horse Guard: Dr. J.E. Root and Dr. R. Lyman.

In August, 1901, it was announced horse racing at Woodland Park was to be revived. There were two classes, 230 open and three minutes for town horses. Prizes of fifty bushels of oats were to be awarded. And a ball game was planned.

Woodland Park was sold, in December of 1909, by C.W. Cowles to F.B. Horton. Mr. Horton planned to built a double tenement. The end of an era.

The Hockanum River Linear Park Committee

The Hockanum River Linear Park Committee is a subcommittee of the Manchester

Conservation Commission. It was established in December, 1970 with the cooperation of the Manchester Chamber of Commerce Beautification Committee, the Manchester Jaycees and the Manchester Boy Scouts.

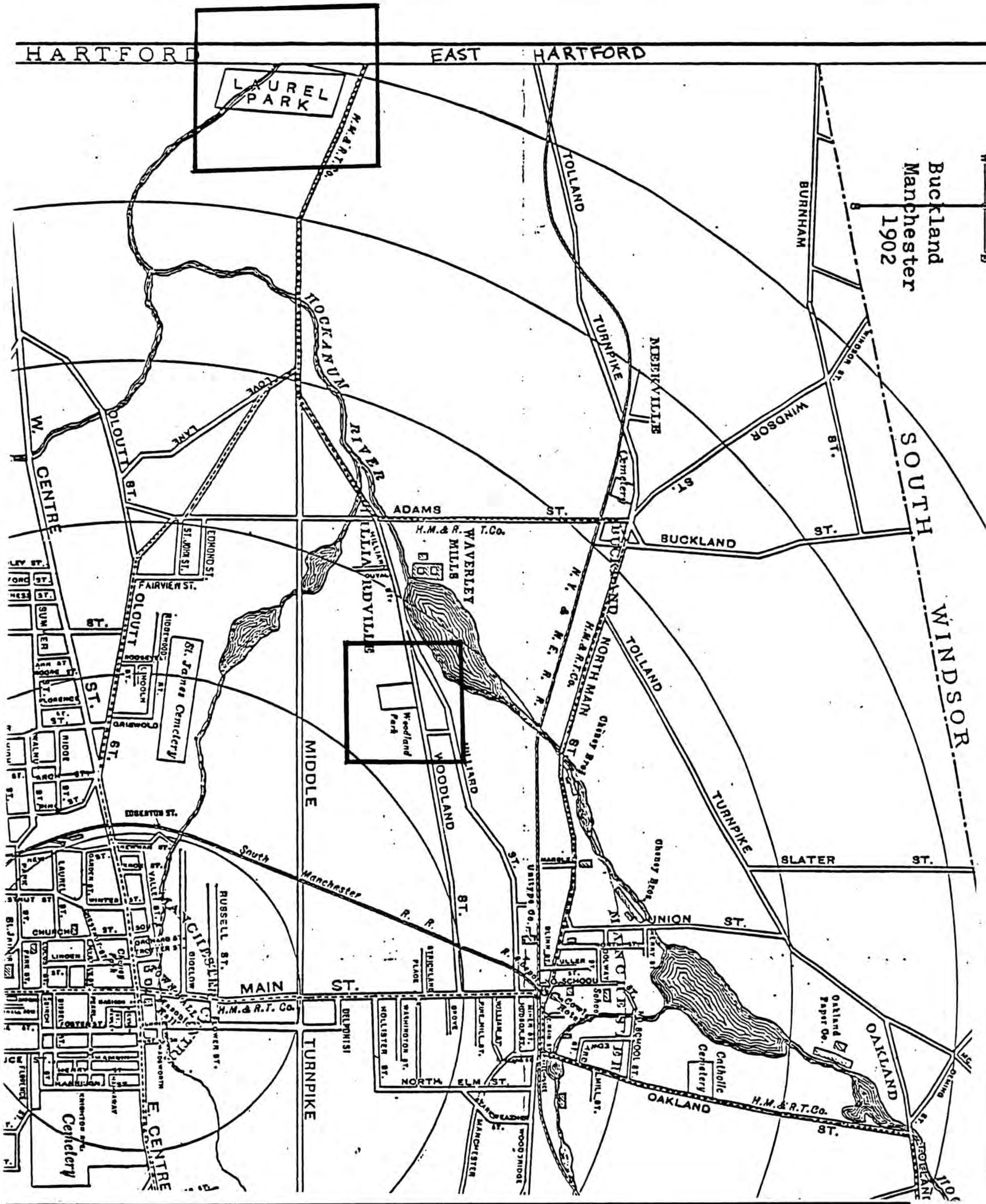
Original members and founders, 1970, were: D.H. Smith, Manchester Chamber of Commerce; Herman T. Heck, Manchester Chamber of Commerce; Frederick W. Spaulding, Conservation Committee; Harry S. Maidment, Boy Scout Leader, original Chairman of Hockanum River Linear Park Committee; Edward G. Bates, Jr., Manchester Jaycees and Ernest J. Tureck, Superintendent of Parks.

Current, 1993, officers: Douglas H. Smith, Chairman; Frank Belknap, II, Vice-Chairman; Joan Molchan, Secretary.

The aim of the Hockanum River Linear Park Commission is to preserve the scenic woodlands, wetlands and wild life on the river. The committee maintains trails, seeks easements from property owners, monitors construction along the river to insure public access and to clean up the river. They trim, mow, remove fallen trees and are always on the lookout for erosion.

The Hockanum River Linear Park Committee welcomes participation to river clean up and ongoing trail maintenance. Girls Scouts and other organizations plant seedlings, remove debris and help the Hockanum River Linear Park Committee keep Manchester clean and green.

The Hockanum River enters Manchester from Vernon and runs south and west. In the past it furnished water power for the paper mill established in 1832 on Tolland Turnpike by Henry Hudson when that part of Manchester was part of South Windsor. Later it was Oakland Paper Company, then C.H. Dexter &



Sons. The last to make paper here was Raybestos-Manhattan, in 1945.

In 1794 Elisha Pitkin, who also was a partner in the Glass Works, built a mill on the Hockanum River on the west side of Union Street. This became the first successful cotton mill in Connecticut. After the death of Elisha in 1819, his sons sold the property to Union Manufacturing Company, of which David Watkinson was the principal owner.

By 1823 Union Manufacturing had erected a three story factory made of Buckland sandstone. It was the largest sandstone building in Connecticut. In the early 1850's they increased their capacity with a large brick building.

By the 1860's, Union Manufacturing was the largest employer in Manchester. It thrived until the late 1880's when Thomas Plunkett, Jr., an officer of the company, absconded with a large amount of money he had swindled from Union Manufacturing, and from a silk mill in Tarriffville of which he was also an officer. Union Manufacturing Company never recovered. The building was occupied by a company of wool scourers for a few years, but this too came to an end.

Cheney Brothers bought the property and built the present dam to produce electricity for their silk mills. In 1907 Cheney Brothers demolished the sandstone buildings and the sandstone blocks were used in the foundations of the Ribbon Mill and the Velvet Mill which were being put up at that time.

The area around Union Pond was neglected for years. The pond was drained in 1970 and 1971 to permit repairs to the dam. It was also dredged to remove decades of accumulated paper pulp from the pond bottom. The town of Manchester completed a new interceptor

sewer system to prevent the paper mill effluent from entering Lydall Brook and the pond.

A new landscaped park was created on North School Street on the pond in 1972. During the celebration of Manchester's one hundred fiftieth birthday, a small stone was placed near the pond on North School Street: "This park is dedicated to the people of Manchester and to the many volunteers who contributed to its development."

In 1989 Union Street was widened and a new bridge built over the Hockanum. The level of the water in Union Pond was lowered so the necessary repairs could be made to the dam. Union Pond Park was landscaped, a fishing pier, a boat launch, and a skating rink were built.

An arched steel foot bridge arrived and was placed over Lydall Brook where it enters Union Pond. Union Pond Park was dedicated on October 16, 1992 with a ribbon cutting ceremony at Lydall Brook Bridge.

The Hockanum River crosses North Main Street where the first paper mill in Manchester once stood, Watson and Ledyard. The last paper mill on this site was Keeney Brothers, which burned in 1899.

In 1780 Daniel Jones had two mills in operation on the Hockanum River near the present Adams Mill Restaurant. Goodwin made paper here in 1849, and in 1864 Peter Adams bought the property.

In 1780 Aaron Buckland had a woolen mill in operation where Bigelow Brook joins the Hockanum River. Blankets were woven in that mill during the Revolution and again during the War of 1812. This became E. E. Hilliard's woolen mill and closed its doors in 1941, the oldest woolen mill in the United States. 1937?

Before the Hockanum River leaves Manchester and enters East Hartford, it makes a loop south, west and north, and here the land slopes toward the river. This was a favorite fishing spot of the Podunk Indians.

After the trolley came to Manchester in 1895 this became Laurel Park, a trolley resort. The Hockanum River was dammed up at this point, and this created Laurel Lake. Laurel Lake was destroyed by the 1938 hurricane.

Today this is Laurel Marsh, one of the hiking trails of the Hockanum River Linear Park Committee. The hikers gather at Cheney Technical School and, with a leader, cross the highway and walk down to the river.

Hockanum River Linear Park Committee maintains five trails. The hikes are held on the third Sunday of the month at 1 p.m., excepting July and August.

The Hockanum River Linear Park Committee meets the first Wednesday of the month at Lincoln Center, 494 Main Street.

Anyone interesting in volunteering to assist the committee in its efforts to maintain its hiking trail system along the river is urged to attend the monthly meetings at 7:30 p.m.

Wickham Park

Wickham Park, a gift from Horace J. Wickham and his son, Clarence H. Wickham, to "the people of Manchester and East Hartford" straddles the Manchester-East Hartford town line. The greater part of the park is in Manchester. The entrance to Wickham Park is at 1327 West Middle Turnpike.

The original gift of one hundred twenty-eight acres of land, the Wickham mansion, "The

Pines" with oriental gardens, picnic areas, a cabin and observation area, has been added to by the trustees, Connecticut National Bank. In 1966 fifty-seven acres of Williams land abutting Wickham Park was acquired from the descendants of William Williams. Today Wickham Park covers two hundred and fifteen acres.

The emigrant ancestor of Horace J. Wickham was Thomas Wickham, who settled in Wethersfield in 1648 and later moved to Glastonbury. His great grandson, Hezekiah Wickham, was a schoolteacher who also answered the call and marched to Lexington. Hezekiah's grandson, John Wickham, became the father of Horace J. Wickham. Horace was born in Eastbury, Glastonbury in 1836.

In 1850 the John Wickham family moved to a farm on East Middle Turnpike in Manchester, and Horace attended school at Manchester Green and East Academy.

When Horace was seventeen, he served an apprenticeship with a machinist in Bristol. Then he was employed by Whitney Gun Works in New Haven. "He remained with the company during the greater part of the Civil War and his inventive genius brought about improvements in gun making which were of value to the country during that critical era." In 1864 he became master mechanic at the United States Arsenal at Springfield, Massachusetts.

Mr. Wickham became associated with Plimpton Manufacturing Company, of Hartford, in 1869. In 1874 the company received the United States government contract for making stamped envelopes and wrappers. Plimpton was in stiff competition with other firms and needed new machinery to forge ahead. Horace Wickham invented machinery that reduced the cost of manufacturing envelopes from fifty cents to three and one

half cents per thousand. For the next twenty-five years all stamped envelopes used by the government were made by Wickham machines.

Horace J. Wickham was ranked as one of the most notable inventors in America. He became a wealthy man through his own hard work and good judgment.

Clarence Horace Wickham, son of Horace J. Wickham, was born in Whitneyville, Connecticut, January 12, 1860. He attended public school in Manchester and graduated from Hartford High School. When he was sixteen and still a student, he began his business career as a bookkeeper to his father.

In 1881 Horace and Clarence, who was twenty-one, were among the organizers of the Hartford Manila Company which they later bought, reorganized as Wickham Manufacturing Company, and sold to Case Marshall.

Horace and Clarence Wickham, and Maro Chapman, all of Manchester, were the organizers of the Hartford, Manchester and Rockville Tramway Company that brought the first trolley to Manchester in 1895.

All the trolley companies established trolley resorts along the line. The Hartford, Manchester and Rockville's Laurel Park was located on the Hockanum River on the south side of West Middle Turnpike, across from today's Cheney Technical School. The entrance to Laurel Park was the trolley stop on West Middle Turnpike across from Horace Wickham's estate.

A person leaving the trolley stepped onto a covered wooden platform with a railing and benches. A rustic arch spelled out "Laurel Park." A path and a dirt road led through the woods down to the river, to a grove where

there were picnic tables, benches, swings, a merry-go-round, penny slot machines, a refreshment stand, a zoo, a band stand and a dance pavilion. Hatch's Military Band of Hartford gave a concert every Sunday afternoon from Memorial Day until the park closed in October. After the park was electrified, there were dances on Thursday and Saturday nights.

On an evening when fireworks were displayed, people came from miles around to crowd Laurel Park. When the fireworks were over, the people walked back up to West Middle Turnpike to catch the trolley. "It was a problem to get the people into town after the fireworks and involved using all available trolley cars."

The zoo, which consisted of monkeys, a bear, an eagle, parrots, a cockatoo and other birds, were housed in the basement of the trolley barn at the Center during the winter.

On August 3, 1895 the Hartford Courant reported that "H.J. Wickham of Manchester and Hartford yesterday purchased of E.H. Forbes two acres of woodland which was included in Laurel Park which makes him now sole owner of the charming pleasure ground. Mr. Wickham owns, all told, some four hundred acres in Manchester." The 1897 Manchester directory lists Horace J. Wickham, a retired manufacturer, residing at West Middle Turnpike near Laurel Park.

Clarence H. Wickham married Edith McGraft in 1900. "Their home, The Pines, at Manchester is one of the most beautiful residential estates in this section."

Horance and Clarence had been business associates for more than twenty years when they gave up their industrial activities in 1902. Horace loved to travel and he and his wife

visited many sections of the United States. Horace died in 1914.

Clarence Wickham was a member of the Hartford Club, Rotary Club and many other organizations. He and his wife traveled extensively and brought back to "The Pines" ideas that they made part of their estate. Today their oriental garden is often the summer time scene for local weddings.

Clarence H. Wickham died in 1945, age eighty-five. His estate was left for the life use of his wife. Edith, wife of Clarence H. Wickham, died in June of 1960, age eighty-eight.

Clarence left instructions with his trustees, Connecticut National Bank, to develop his estate, "The Pines", into a park. He also established a trust fund to finance its operation and maintenance.

The park was opened in 1961, as reported in the Manchester Evening Herald on July 5 of that year. "The opening ceremony at Wickham Park was held Monday with Manchester and East Hartford officials present. Manchester Mayor Harold Turkington recalled that his father had mowed the grass in the lower meadow."

During July of 1961 forty-five thousand people visited Wickham Park. In this year, 1993, Wickham Park began its thirty-second year. The Wickham house, "The Pines", no longer stands. After being vandalized some years ago it was torn down. The log cabin that was built in 1927 was burned, but a replica has been built of cedar logs at the highest point of land in Wickham Park.

The trustees have not only enlarged the area but have improved the roads and the grounds during their stewardship. The Aviary, a collection of native and exotic birds, is a

delight to children and is situated near a playground. There are gardens, woodlands, open fields, ponds, picnic areas, sports facilities and walking trails.

With the surrounding area built up to furnish housing for the ever increasing population, the people of Manchester and East Hartford have Wickham Park right in their midst, with something for everyone.

Buckland Street the Way It Was

By 1780 Aaron Buckland owned the land on Tolland Turnpike from the corner of North Main Street and Tolland Turnpike to about where Chapel Road is now. His land extended north on both sides of Buckland Street as far as M. Buckland on the 1849 map.

The land from this point north to the old South Windsor line on both sides of Buckland Street was the farm of George Buckland. Norman Buckland, son of George, inherited the farm and later Merritt Buckland, son of Norman, inherited the property.

Mrs. Frank Wolcott wrote in 1912: "Norman Buckland lived in the house, long since burned, which stood across the road from the Healey home on the road to Wapping which we are pleased to call Buckland Street."

She includes a story of a Norman Buckland who was killed in the Revolution. However, Norman Buckland who was the son of George and Elizabeth, was born in 1796, long after the war.

Thomas Wells Smith was the farmer on George Buckland's old place in 1869. And John D. Gallup, who died in 1894, kept a dairy farm here and delivered milk.

The first merchant on Buckland Street was Aaron Buckland. He opened a store on the east corner of Tolland Turnpike and Buckland Street, near the first schoolhouse, in 1797. This store was carried on by his son-in-law, William Jones, and his grandson, Aaron Buckland Jones. The property stayed in the family until 1886 when A.B. Jones sold the Jones homestead, the store and twenty-eight acres of land to C.H. Owen for three thousand dollars. The Owen farm on North Main Street was later the tobacco plantation for John H. Hackett.

North of the store was Buckland's first sandstone quarry. Redstone Road has been built from Buckland Street east in the proximity of the quarry.

By the time the twentieth century arrived, Buckland Street and Burnham Street were the center of Hartman's tobacco plantation. From Manchester's Annual Report in 1916, we learn the following: "Public safety - Buckland Street from Tolland Turnpike to the East Windsor line needs street lights because of the greatly increased amount of travel on foot by scores of employees of Connecticut Sumatra Company and other large tobacco growers. This street should have fourteen lights.

The following people lived on Buckland Street in 1923:

Right side: 29, Monroe H. Stoughton; 49, Henry Hemingway; 119, Andrew Healey and Gurdon Keeney; 251 Joseph Kaselauskas; 273, Katherine Pohl.

Left side: 38, Ralph H. Parker and William Wolf; 40, August Pilukas; 120, Jeremiah Healey; 312 1/2, Burnham Street begins; 318, James J. Quinn, 345, Mrs. Sarah Clark.

Jeremiah Healey had a ram pump that pumped water from the spring into two large tanks on

the second floor of his home. This furnished the house with water.

There were three tobacco sheds on the right side of the street. There were also ten cottages, five on each side of the street, that were built for the Spanish tobacco workers during World War One. Hartman also had a boarding house on Buckland Street.

On the top of the right hand side of Buckland Street was the Drake quarry. It was part of South Windsor until it was annexed to Manchester in 1842.

On the west corner of Tolland Turnpike and Buckland Street was Aaron Buckland's tavern. It was removed in 1932. In 1965 this whole corner, including what was once L.L. Grant's farm, became a shopping center called Burr Corners.

People who lived on Buckland Street in 1972:

Right side: 21, P.M. White; 29, Earl White; 49, P.R. White and Alan Lyons; 117, D.L. Thompson; 151, Wilbur Cross highway crosses overhead; 251, Julia Kaselauskas; 259, Charles D. Kaselauskas; 273, Robert Gale; 316, Burnham Street begins; 356, Joseph Kellogg.

Left side: 38, Anthony Tunsky; 40, Joseph A. Barth; 60, Frank A. Grigalis; 84, S. George Flaisson; 108, Winfred R. Pointer; 120, vacant.

All the houses except 21, 29 and 49 were removed to make room for the new Buckland Street. 29 Buckland Street was the site of the William Jones farm house that was bought in 1902 by Charles O. Wolcott. Mr. Wolcott took the old house down and built a new house on the same site.

Near the road are the famous Osage orange trees that have somehow managed to survive.

After Buckland Street crosses the South Windsor line, it becomes Buckland Road.

Buckland Today

In the nineteen seventies three separate situations were brewing that would change the map of Buckland forever.

Hartman Tobacco Company had grown tobacco in Buckland and South Windsor for almost a hundred years, but now the market was fading. By 1980 Hartman was out of business.

At the same time, I-84 was being built, a multi-laned highway with entrance and exits roads, cutting through the middle of Buckland.

The vacant tobacco fields intersected by I-84 caught the eye of land developers. MAP and I-84 Associates contended for the right to build a modern village, with hotels, condos, office space, industry and commercial business, in Buckland. A new zoning classification, Comprehensive Urban Development, was created. I-84 Associates won the bid.

Manchester's I-84 Associates, headed by John F. Finguerra, prepared the Buckland area for the transformation. First, the property was bought from the private owners, then it was sold to real estate developers. The Pavilions at Buckland Hills on Buckland Hills Drive opened in March of 1990 with six major department stores and one hundred twenty-five specialty stores.

The Pavilions is close to the South Windsor line and is surrounded by an enormous parking lot. Huge sandstone boulders mark the entrance. The Pavilions is constantly being enlarged to accommodate new businesses and

has become the largest retail establishment under one roof in Connecticut.

Redstone Road goes east from Buckland Street. The seventeen hundred feet of Redstone Road was built by Homart Community Center, Incorporated, and is now the home of Pace Warehouse and Builder's Square. Redstone Road was to have been continued to Slater Street by a builder who intended to erect a large number of housing units. However, the over abundance of existing housing in the area has delayed further building at this time. Redstone Road is in the area of Buckland's first sandstone quarry. (See the 1849 map.)

Pavilions Drive is north of Redstone Road and Sam's Club is located here. The Crossroads at Buckland Hills Plaza is now being built on Pavilions Drive, on land formerly owned by Charles Kaselauskas.

North of Pavilions Drive is Buckland Hills Drive, where Home Depot, the giant Pavilions at Buckland Hills, Town Pavilions Apartments and Homart are located.

Starting at the west corner of Tolland Turnpike and Buckland Street is the shopping center referred to as Burr Corners, built in 1965.

Next north on Buckland Street is the Ground Round Restaurant at 90 Buckland Street. Chuck E. Cheese, recently opened in Buckland is west of the Ground Round, off Buckland Street.

North of the Ground Round is a spot where Friendly Ice Cream is now building. North of Friendly's is Chili's Restaurant.

On the south corner of Buckland Street and Pleasant Valley Road, the Sizzler restaurant has opened for business. Opposite the Sizzler on Pleasant Valley Road a strip mall, the

Plaza at Buckland Hills, is being built on thirty-seven acres of that, for years, was part of Hartman's tobacco plantation, 120 Burnham Street. This property straddles the South Windsor Line.

J.C. Penney Properties, Incorporated, was Manchester's largest taxpayer in 1992. Penney owns a store at the Pavilions and also an outlet store on Tolland Turnpike.

In 1872 John E. Meek bought a parcel of land on the north side of Tolland Turnpike west of Buckland Street. He subdivided it into one hundred foot lots and created Meekville. John E. Meek disappeared from Manchester records, and Meekville remained a part of Buckland until recently.

In 1923 Meekville is described as "a section off 1353 Tolland Turnpike near the railroad crossing." The 1946 map shows Meekville and Angel Street. Today, Meekville no longer exists. The houses were removed and what was once Meekville is now part of the land on which J.C. Penney's Catalogue Outlet Store is located at 1361 Tolland Turnpike.

The former Pioneer Parachute building on Hale Road is being renovated and will be called Hale Road Plaza. The expected tenants will be a Christmas Tree Shop, a Sound Playground store and a bed and bath store.

A twenty acre parcel of land on Hale Road, just off I-84 between Slater Street and the Pioneer building, has been bought but plans for its use have not as yet been revealed.

Retail business thrives in Buckland. Land sells for astronomical prices and new commercial enterprises continue to set up shop in the Buckland Hills.

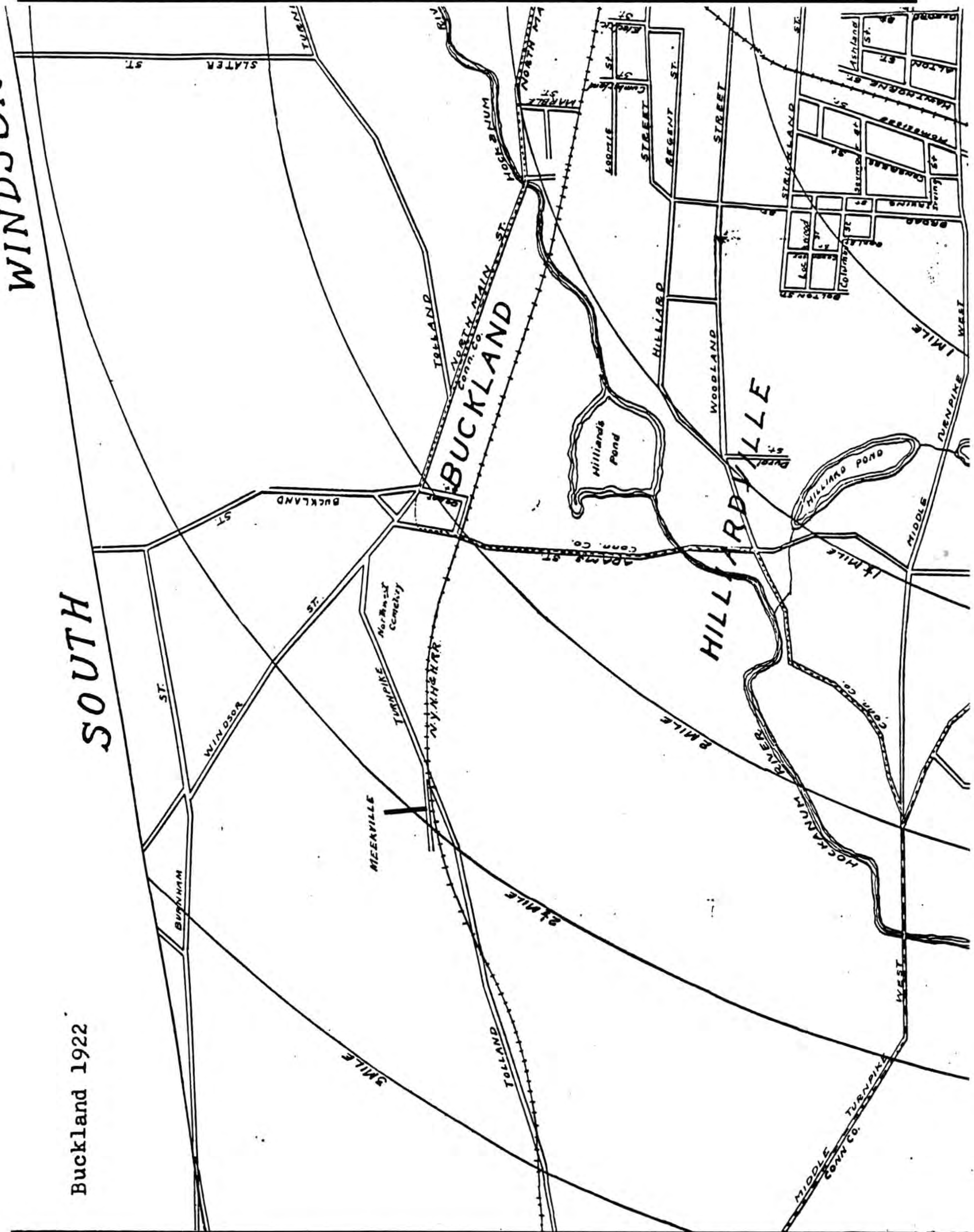
In 1779, when Aaron Buckland received a grant of one thousand acres of land in

Buckland for his military service in the Revolution, land in Buckland was worth seventeen cents an acre.

WINDSOR

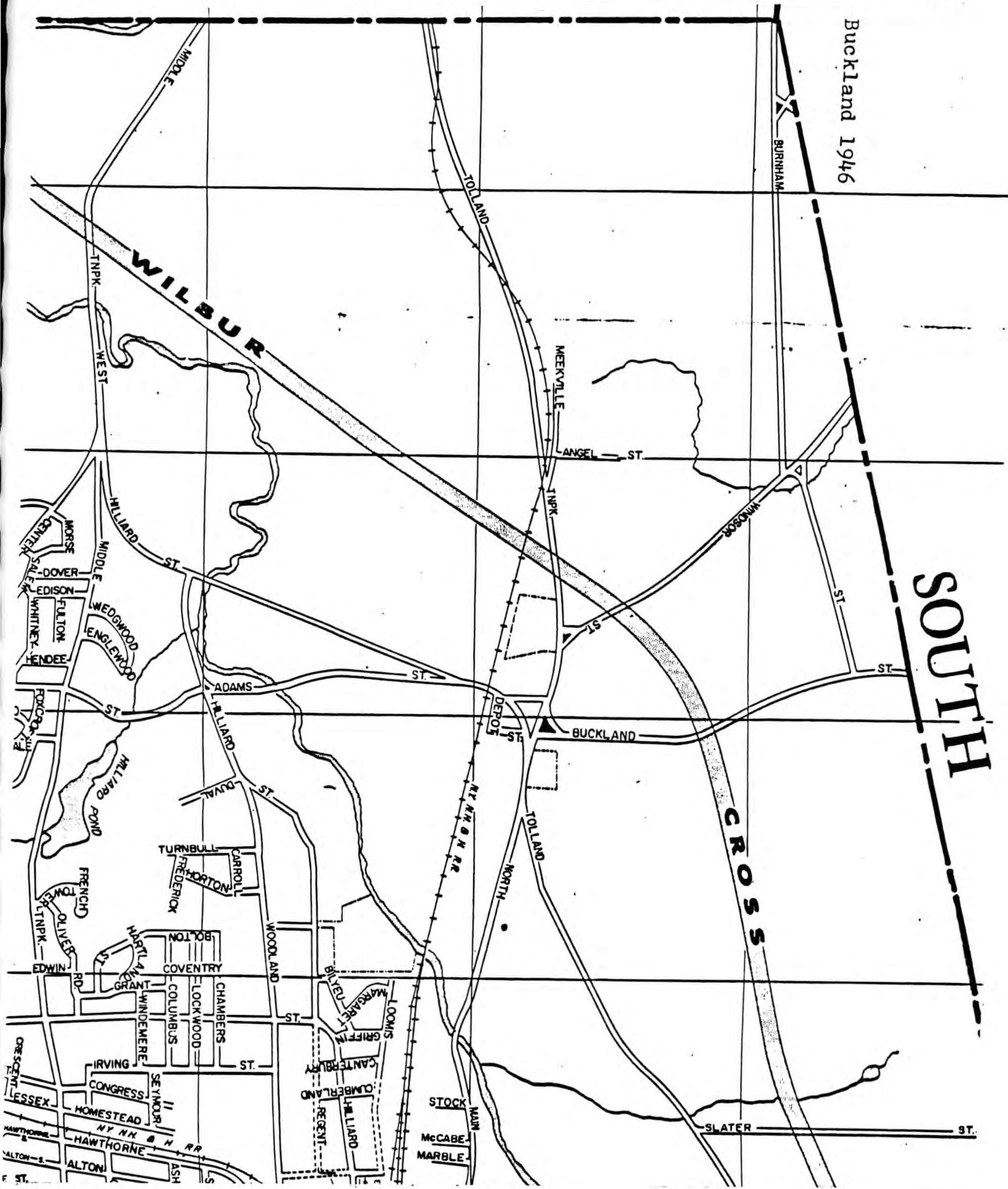
SOUTH

Buckland 1922

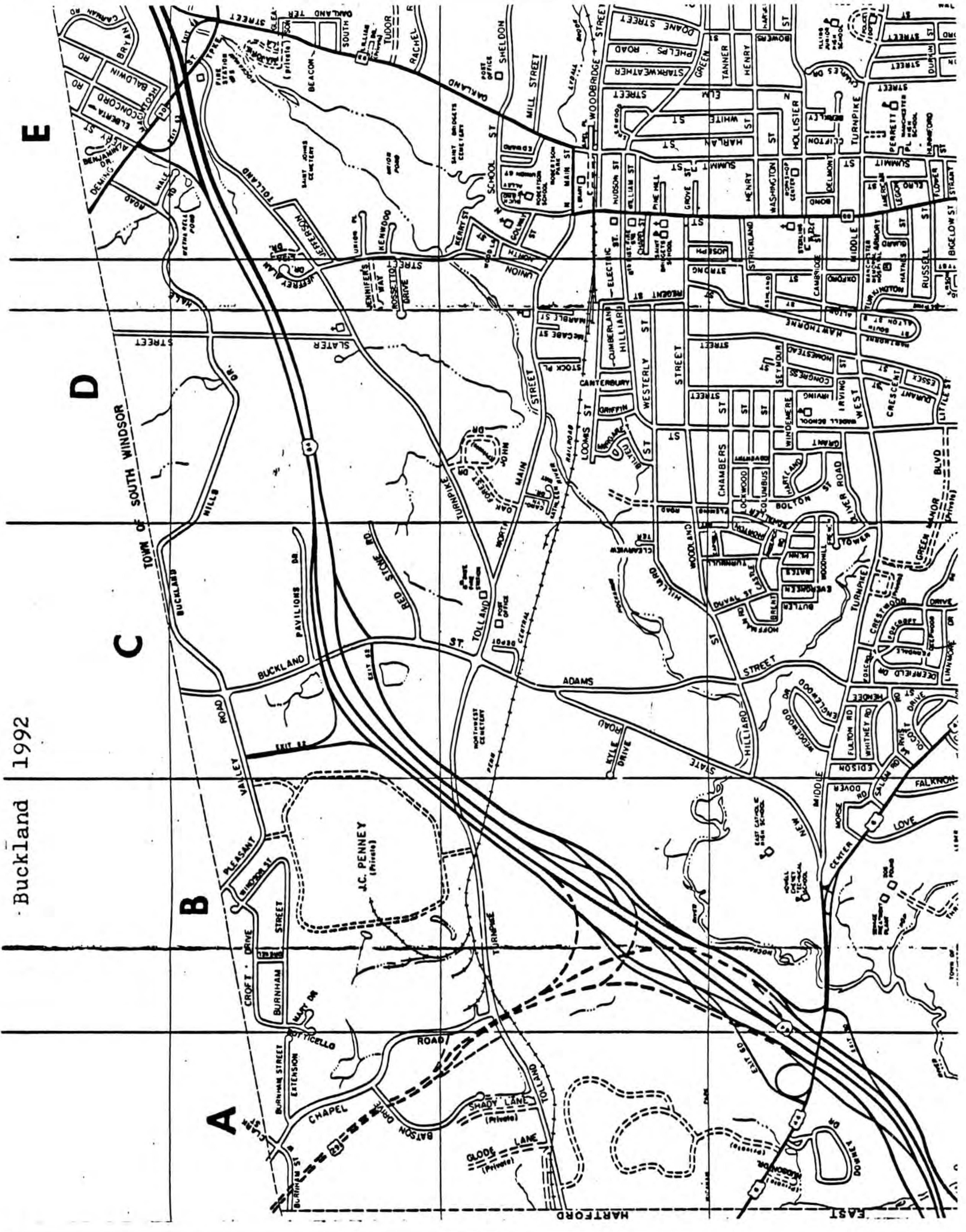


Buckland 1946

SOUTH



108 BUCKLAND, THE NORTH WEST SECTION OF MANCHESTER, CONNECTICUT



Buckland 1992

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Note: The article on Buckland written by Mrs. F. Wolcott was first published in the Manchester Half Weekly Herald in 1912. During Manchester's Centennial in 1923 a shortened version of the original piece was printed in the Hartford Times. Mrs. Wolcott was the wife of Frank Wolcott, son of Charles O. Wolcott. At one time both families lived on Buckland Street.

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