

HISTORIC AND ARCHITECTURAL RESOURCES INVENTORY FOR THE TOWN OF DEEP RIVER, CONNECTICUT

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The researcher has endeavored to generate an overview document and forms that are as up-to-date and accurate as possible. This does not, however, preclude the value or need for additional data or corrections. Anyone with further information or insight is encouraged to contact the Deep River Historical Society at 245 Main Street, Deep River, Connecticut, 06417.

Resource inventories similar to this report are based primarily on the format applied in the *Historic Preservation in Connecticut* series, compiled by the Connecticut Historical Commission (since replaced by the State Historic Preservation Office). The template for this study was provided by the State Historic Preservation Office and drawn from the *Historical and Architectural Resource Survey of Simsbury, Connecticut*, prepared in April 2010 by Lucas Karmazinas of *FuturePast Preservation*.

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I. Introduction

In the summer of 2011, the Deep River Historical Society applied for, and received, a grant from the Connecticut State Historic Preservation Office for the preparation of a Historic Resources Inventory. This report contains the results of the study, prepared between June and December 2011. The expectation was that this survey would enrich the town's historical record and supplement the body of information previously compiled by the historical society, as well as other individuals interested in the town's history. This project added over 150 buildings towards the Deep River Historical Society's final goal of documenting all of the historically significant resources in town.

This report follows the format found in the National Park Service publication, *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin #24*, and as identified by Connecticut's Statewide Historic Resources Inventory Update. It includes a historic and architectural overview illustrating the development of the survey area and commenting on its importance relative to the larger narrative of the town's history. It includes an individual inventory form for each resource surveyed identifying its historical and architectural significance. Additional sections highlight those resources potentially eligible for listing on the National Register of Historic Places, as well as those noteworthy for their connection to the history of women and minorities.

A primary objective of this survey was to identify and document the historic significance and integrity of the included structures. This was done in an effort to acknowledge the historic value of the resources in the survey area as well as to supplement the town's historic record. Extensively documented and adequately preserved historic resources are often limited to those related to notable figures, or are those that are the oldest or most architecturally detailed. Historic Resource Inventory studies, however, allow for a broad analysis of the resources in a survey area and help to draw out those that may have been overlooked or undervalued. In the simplest of terms, the Historic Resource Inventory serves as an "honor roll" of a town's historic buildings, structures, and sites, thus allowing for the recognition of a diverse body of resources.

Historic Resource Inventories play an important role in various governmental planning processes and allow both the State Historic Preservation Office and town planning departments to identify state and federal projects that might impact historic resources. Well-preserved built environments contribute to an area's quality of life and municipalities benefit directly from efforts to maintain the unique makeup and aesthetic diversity of their historic neighborhoods. Historic Resource Inventories help to reduce the demolition of significant buildings, increase local infrastructure investment, and facilitate economic development by informing local governments and populations of the quality and character of their built environment, and by aiding in its protection and preservation. Historic structures gain their significance from the role they have played in the community and from the value the community places on them as a result. It is hoped that this Historic Resource Inventory will serve to increase appreciation of Deep River's historic resources and in turn encourage their preservation.

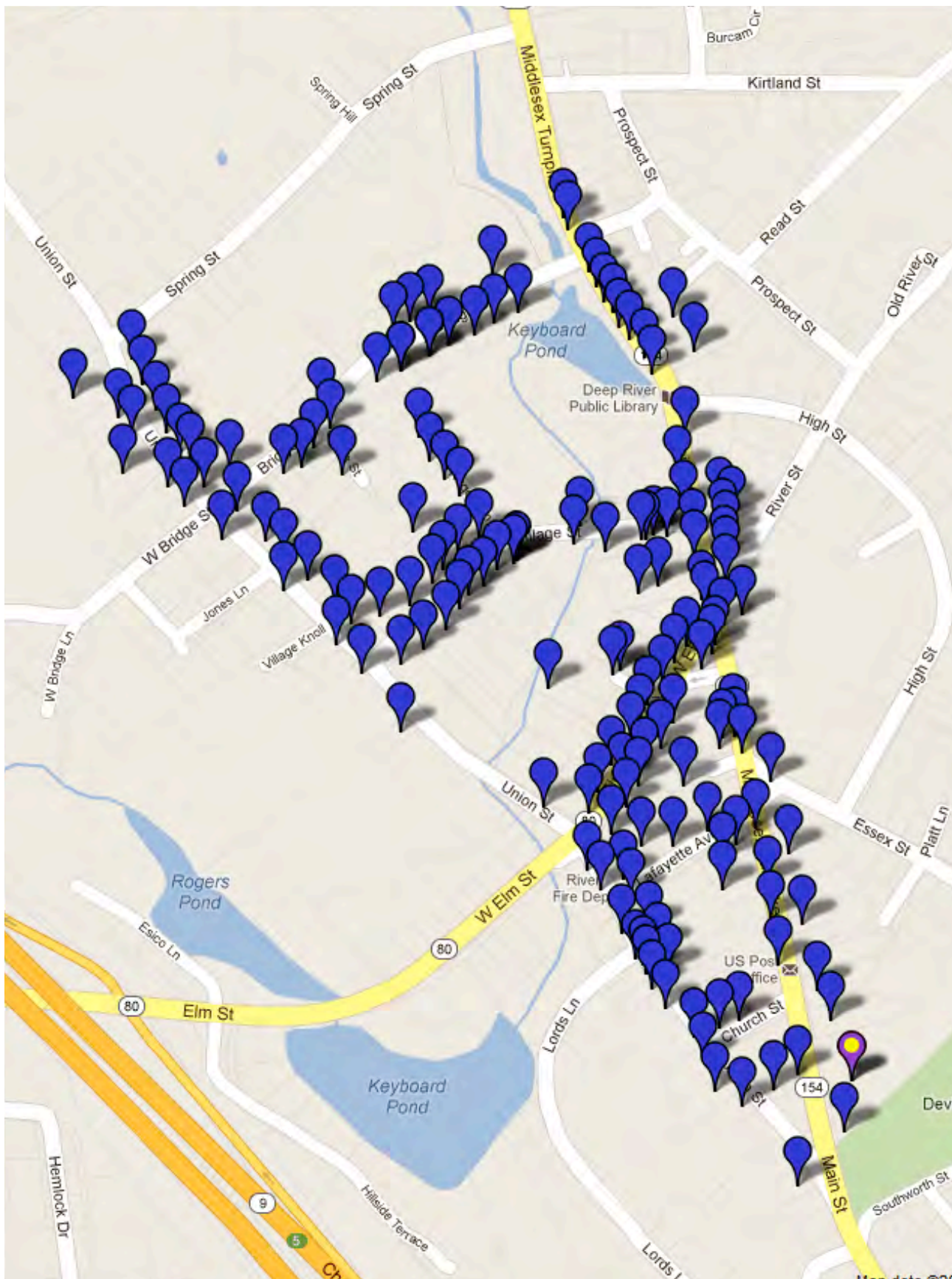


Figure 1. Map of Deep River study area and location of resources included in the inventory.

II. Methodology

The Survey

This survey of historic and architectural resources in the Town of Deep River, Connecticut was conducted by Tod Bryant of Heritage Resources, and Lucas A. Karmazinas of FuturePast Preservation, firms based in Norwalk and Hartford, Connecticut, respectively, specializing in historical research and the documentation of historic resources. Fieldwork, photo documentation, research, and writing were carried out between June and December 2011. Copies of the final report and survey forms are deposited at the Deep River Historical Society, Deep River Public Library, and the Connecticut State Historic Preservation Office, One Constitution Plaza, Hartford, CT 06103. Copies of the report and survey forms will also be deposited by the State Historic Preservation Office at the Connecticut State Library in Hartford, and the Special Collections Department of the Dodd Research Center at the University of Connecticut in Storrs.

The majority of information needed to complete this Historic Resource Inventory was gathered through a “windshield” survey. This involved documenting each historic resource from the exterior and supplementing it with other public data, such as town tax assessor’s and land records. Neither the form, nor the survey in general, dictates what homeowners can do with their property nor does the included information violate the privacy of those whose property is included. For those homeowners who might be concerned about the implications of the survey, a review of the Historic Resource Inventory form demonstrates the public nature of the information included. Data collected includes: verification of street number and name; use; accessibility (public vs. private); style of construction; approximate date of construction (to be compared with assessor’s information); construction materials and details; condition of the resource; character of the surrounding environment; description of the resource; and exterior photographs. This survey represents an inventory of historical and architectural resources and no attempt was made to identify archaeological sites. Such an endeavor would have been beyond the scope of this study and would have necessitated specialized procedures, extensive fieldwork, and a greater allocation of resources.

The Survey Area

The survey area selected for this study is located in the downtown district of the Town of Deep River. Centered between Union and Main Streets, two of the town’s primary arterial routes, the neighborhoods within the survey area represent a substantially intact collection of residential, commercial, and industrial structures, constructed between the mid-eighteenth and mid-twentieth centuries (See Figure 1). The target area was delineated by the researchers due to the historical significance, density, and integrity of the resources found there, and as well as for its proximity to, and relationship with, the town’s central business district (the street index can be found at the end of Section II).

The Deep River Center Historic Resources Inventory survey area is a collection of extant period architecture set in a small town industrial environment. The identified resources illustrate the width and breadth of Deep River’s developmental history, beginning with the construction of rural Cape Cod-style cottages during the mid-eighteenth century followed by the town’s transition into a shipbuilding and manufacturing center during the mid-nineteenth and early twentieth centuries. The latter resulted in the increasing prevalence of lower-middle and middle-class worker housing, in this case specifically that which could be found in proximity to the various ivory industries which called the town home. The resulting development branched along and off of Main and Union Streets, south of Spring Street, thus creating a wedge of architecturally and socially analogous streets. The resources chosen for this survey include well-preserved examples directly reflecting these developmental patterns, as well as those related to commercial, administrative, and institutional activities as could be expected to be found at the heart of any Connecticut town.

Criteria for Selection

The Historic and Architectural Resources Inventory for the Town of Deep River, Connecticut was conducted in accordance with the *Secretary of the Interior's Standards for Identification and Evaluation* (National Park Service, U.S. Department of the Interior, 1983). The methodological framework was drawn from the National Park Service publication, *Guidelines for Local Surveys: A Basis for Preservation Planning; National Register Bulletin #24* Derry, Jandle, Shull, and Thorman, National Register of Historic Places, National Park Service, U.S. Department of the Interior, 1977; Parker, revised 1985).

The criteria employed for the evaluation of properties were based on those of the National Register of Historic Places. The National Register is administered by the National Park Service under the supervision of the Secretary of the Interior. Properties recognized by the National Register include districts, structures, buildings, objects, and sites that are significant in American history, architecture, engineering, archaeology, and culture, and which contribute to the understanding of the states and the nation as a whole. The National Register's criteria for evaluating the significance of resources and/or their eligibility for nomination are determined by the following:

The quality of significance in American History, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess the integrity of location, design, setting, materials, workmanship, feeling, and association and:

- A. that are associated with events that have made a significant contribution to the broad pattern of our history, or;
- B. that are associated with the lives of persons significant in our past, or;
- C. that embody the distinctive characteristics of type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a distinctive and distinguishable entity whose components may lack individual distinction, or;
- D. that have yielded, or may be likely to yield, information important to prehistory or history.¹

The above criteria formed the basis for evaluating the buildings in this survey, however these parameters were also broadened to identify resources associated with individuals or events significant to Deep River's history, or those structures that displayed vernacular styles or methods of construction typical of the period in which they were built. Not all of the resources identified by this inventory have been judged to be eligible for individual inclusion on the National Register, however, a large percentage are representative of Deep River's developmental and social history, and, as such, should be considered worthy of National Register recognition as historic districts. Connections have also been found between a notable percentage of the buildings surveyed and Pratt, Read and Company, a nationally significant industrial entity. The relationship between Pratt, Read and Company and the surrounding neighborhoods likewise makes them worthy of National Register district recognition for the role that they play in documenting the company's history, as well as the lives of those who worked there. Those resources determined to be eligible for nomination to the National Register of Historic Places, either individually or as part of historic districts, will be discussed later in the *Recommendations* section.

Historic Resource Inventories are often prepared by focusing on the oldest resources in a survey area. These are evaluated relative to the period in which they originated, and are unified within the requisite overview study according to the chronology of the area's development. The decision to conduct this survey geographically, rather than according to the construction date of the included buildings, developed early in the planning stages and was influenced by several factors. First, was the hope that additional Historic Resource Inventories would eventually result in all of the town's eligible historic resources being documented. As such, conducting these surveys geographically, rather than chronologically, facilitated a more comprehensive and straightforward approach to identifying Deep River's historic buildings, structures, and cultural resources, and laid the path for future study based upon a similar method. In addition, this practice also serves to uncover the developmental

¹ *How to Apply the National Register Criteria for Evaluation; National Register Bulletin #15*, By the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, edited by Rebecca H. Shrimpton, (National Register of Historic Places, National Park Service, U.S. Department of the Interior, 1990; revised 1991, 1995, 1997).

patterns that shaped an area in question, thus helping the organizations involved better identify those areas worthy of further historical study or documentation.

The resources found within the downtown district of Deep River emerged as an ideal study group due to their historical significance and architectural integrity, as well as for the density of their construction and proximity to the town's central business district and most prominent industrial entity. These characteristics bore a rich developmental history, which in turn supported the survey area's potential eligibility for nomination to the National Register. Over 150 resources were selected for this study, these ranging in the period, style, and method of their construction. Although some possess alterations ranging from the application of synthetic siding, modern windows and doors, to the addition, or removal, of porches, all retain the majority of their historic character, features, and form.

III. The Historic Resource Inventory Form

A Historic Resource Inventory form was prepared for each historic resource surveyed. These were completed following a standard electronic document (.pdf format) created by the Connecticut State Historic Preservation Office, the state agency responsible for historic preservation. Each form is divided into three main sections. These provide background, architectural, and historical information on the resource, and include; their street number and name, owner(s), type of use, style of construction, approximate date of construction, construction materials and details, physical condition of the resource, character of the surrounding environment, description of the resource, architect/builder (if known), exterior photographs, and historical narrative.

Much of the information in this inventory was gathered from town Assessor's records between June and December 2011. Architectural descriptions were drafted from exterior photographs taken during this same period and the historical narratives were based on archival research. The majority of the fields on the Historic Resource Inventory form should be self-explanatory, however the following is an elucidation of several of the more nebulous categories.

Historic Name

In many cases the historic name of a resource serves as an indicator of its historical significance. When referring to public or commercial buildings, churches, social halls, etc., a historic name is based upon a structure's earliest known use and is typically straightforward. In the case of residential buildings things become a bit more complicated. Homes that sheltered the same family for a number of generations typically carry the surname of this family as their historic name, however, those homes that frequently changed hands or were rental properties are difficult to classify in this manner. Considering that many of the buildings identified by this survey were rented to Pratt, Read & Company employees, there are few that have been given historic names.

Interior Accessibility

This was a survey of exterior features and all of the resources studied were private buildings. As such, access to the interior of these structures was not requested of the owners, nor was it necessary.

Style

A building's style was characterized according to its earliest stylistic influences and regardless of later alterations or additions. Descriptions were based upon accepted terminology laid out in *A Field Guide to American Houses* by Virginia and Lee McAlester (Alfred A Knopf: New York, 1984) and *American Houses; A Field Guide to the Architecture of the Home* by Gerald Foster (Houghton Mifflin: Boston, 2004). The most commonly applied architectural styles are described below. Many of the resources surveyed did not fall into a specific category as they

lack the necessary attributes. These were simply classified as “vernacular.” Such a term indicates construction typical of the period, yet lacking in many of the details and flourishes that would link it to a particular architectural style.

Cape Cod Cottage (1690-1800, locally to c.1825) – This New England style was tremendously popular during the colonial and early national periods and generally resembles a condensed version of the New England Farmhouse. Designed to withstand the harsh and unpredictable weather of the Atlantic Seaboard, these homes were compact, strong, and easier to build and move than their larger counterparts. Typically one to one-and-a-half stories in height, with a side-gabled roof and centered entry and chimney, variations range from balanced five-bay facades to “half-“ and “three-quarter house” examples. Sheathing materials included horizontal board siding or clapboards, this largely determined by geography and climate, and early homes generally lacked decorative detailing. Later examples increasing incorporated Federal or Greek Revival influences as determined by local trends.

New England Farmhouse (1690-1790, locally to c.1860) – Development of the two-story New England Farmhouse followed the evolution of Postmedieval building patterns in the American colonies starting around 1700. Increasing prosperity and populations led to a greater demand for larger and more refined homes than the English cottages and Saltboxes that preceded them, the latter aspiration resulting in the prevalence of the Renaissance influences which largely categorized the style. Such homes were typically one-and-a-half to two-and-a-half stories in height, with rectangular footprints, symmetrical facades, centered entryways and chimneys, side-gabled roofs, and at times Federal or Georgian decorative details, particularly in the door surrounds. They were sheathed with narrow horizontal board siding and fenestration consisted of 12-over-12, nine-over-nine, or six-over-nine sash. Vernacular examples persisted in generally rural areas long after the style had been supplanted by others, including, most notably, Federal and Greek Revival forms. More elaborate examples of New England Farmhouses from this period are frequently referred to as being of the Georgian style, as if often the case in this survey.

Federal (1780-1820, locally to c.1860) – The Federal style shared most of the essential form of the New England Farmhouse and Georgian homes, however buildings from the Federal period relied much more heavily on elaborate Roman classical detailing and ornamentation. This was principally concentrated around the entry and window openings, and included detailed porticos and door surrounds, leaded semicircular or elliptical fanlights, entry-flanking sidelights, Palladian windows, keystone lintels, and classical columns and pilasters. Fenestration typically consisted of six-over-six double-hung sash, although other arrangements can be found, particularly in vernacular interpretations of the style.

Greek Revival (1825-1880) – Homes patterned in the Greek Revival style were most pervasive between 1825 and 1860, and as the name suggests, drew from the architecture of ancient Greece. Houses of this style have shallow pitched or hipped roofs, often with detailed cornices and wide trim bands. Fenestration consists of double-hung sash, tripartite, and at times, frieze band windows. Entry or full-width porches are common, typically supported by classical columns. Sidelights, transoms, pilasters, and heavy lintels often decorate doorways. Not limited to domestic applications, examples of the Greek Revival can be found in religious, commercial, and public buildings.

Gothic Revival (1840-1880) – The Gothic Revival style is based on the architecture of medieval England. Resurgent forms gained popularity in that country during the eighteenth century before appearing in the United States in the 1830s. The style’s definitive characteristics include steeply-pitched roofs with steep cross gables, wall surfaces and windows extending into the gables, Gothic-inspired (typically arched) windows, and one-story porches. Decorative elements include intricate bargeboards in the gables, and detailed hoods over the windows and doors.

Italianate (1840-1885) – The Italianate, like the Gothic Revival, began in England before making its way into American architecture in the first half of the nineteenth century. The style was influenced by Italian country homes and Renaissance-era villas, yet developed into an entirely indigenous form once established in the United States. Italianate homes are typically two or three stories in height and have low-pitched (usually hipped or gable) roofs with widely overhanging eaves and detailed brackets. Tall and narrow windows are common and often have arched or curved window tops. Windows and doors are frequently crowned with decorative hoods.

Second Empire (1855-1885) – Aesthetically similar in many ways to Italianates, the French-inspired style known as “Second Empire” was popular in the United States in the decades just before and after the Civil War. Unlike its Romantic predecessor, the Second Empire was a thoroughly modern imitative form based upon architectural designs popular in France during the reign of Napoleon III (1852-1870). Typified by its use of dual-pitched, or “mansard”, roofs and elaborate decorative elements such as eave brackets and window hoods, this model was extensively applied to residential and public construction.

Vernacular Victorian (1860-1910) – The buildings classified as Vernacular Victorian are those which demonstrate an amalgam of the architectural styles popular during the Victorian period (roughly 1860-1910). These included Stick (1860-c.1890), Queen Anne (1880-1910), Shingle (1880-1900), and Folk Victorian (c. 1870-1910) designs. While vernacular manifestations lack the intricate details of the high-style buildings they reference, shared features include rectangular plans, and front-facing pitched roofs, and one-story porches. Windows are typically double-hung sash and doors are wood paneled.

Stick (1860-1890) – This decorative style is commonly referred to as a transitional form linking the Gothic Revival and Queen Anne Styles. Whimsical details including decorative trusswork, elaborate wall cladding and half-timbering, exposed rafter tails, and diagonal or curved braces suggest origins in Gothic forms, while the style’s massing is more clearly related to the Queen Anne. While proponents stressed the structural honesty of the style, visual details were largely decorative, rather than functional. As such, the style was easily applied to vernacular homes and fully developed high style examples are rare.

Queen Anne (1880-1910) – The Queen Anne style was the dominant residential form during the closing decades of the nineteenth century. The Queen Anne was popularized by a school of English architects, led by Richard Norman Shaw, and drew from English medieval models. Identifying features include steeply-pitched roofs of irregular shape and gable height, often with dominant, front-facing gables. Details include elaborate shingle or masonry patterns, cutaway bay windows, multi-story towers, and single- or multi-story porches. Other decorative elements include porch and gable ornamentation.

Colonial Revival (1880-1955) – This style gained popularity towards the end of the nineteenth century before becoming the most ubiquitous architectural form of the first half of the twentieth century. Many manifestations of this style emerged, most sharing influences derived from early American, or Colonial architecture, such as Georgian, Federal, and Dutch Colonial buildings. Houses of this type commonly have rectangular plans, and hipped, pitched, or gambrel roofs. Decorative features mimic classical models and include elaborate porticos or porches. Double-hung sash and multipane, symmetrically-placed, windows are common, as are sidelight-flanked entries.

Craftsman/Bungaloid (1910-1930) – The Craftsman, or “Arts and Crafts,” style has origins in English architecture, however the form came into its own through the work of architects Charles and Henry Green, who practiced in California during the late nineteenth and early twentieth century. Characteristically one-and-a-half-stories in height, the bungalows popularized by the Greene’s typically had rubble or cobblestone foundations and chimneys, low-pitched roofs extending over full-width one-story porches, widely overhanging eaves, exposed rafter tails, and bracketed eave lines. A variety of dormer arrangements are common, as are heavy columns or piers supporting the porch. While high-style examples are relatively rare, the form was popularized through a variety of publications and was widely available in pre-cut kits including lumber and detailing. As such, most homes of this style are perhaps best classified as “Bungaloid,” rather than as fully developed Craftsman-style forms.

Date of Construction/Dimensions

Dates of original construction are based on the Town of Deep River’s Assessor’s records, architectural and historical evidence, and archival research. In cases where the date listed by the Assessor’s office seemed questionable, and a specific date could not be found through historical research, a circa (c.) precedes the year indicated. This evaluation is an educated guess based upon the structure’s architectural detail, construction methods, and information gleaned from archival sources, including maps and atlases. The Deep River Assessor’s

records were also used to confirm and/or determine the dimensions of buildings and to support the survey of materials used in construction.

Condition

Condition assessments were based on a visual investigation of the exterior of inventoried structures. It was not possible to give a detailed assessment of the structural condition of the resources, as extensive and interior assessments could not be conducted. Buildings listed as being in “good” condition lack any glaring structural problems. Those listed as “fair” had problems, including badly peeling paint, cracked siding and windows, or damaged roofs, which if left unattended, could result in serious damage. None of the resources were listed as “Deteriorated”, which would have indicated severe exterior problems and neglect.

Other Notable Features of Building or Site

While many of the preceding fields list the basic details of a resource’s construction, specifically the style, original date, materials, structural system, roof type, and size, this category allows the surveyor to elaborate on a structure’s other architectural qualities. In the case of this survey it typically included a building’s orientation relative to the street, its floor plan (i.e square, rectangular, or irregular), height, roof structure and materials, window types, wall cladding, and porch details. As the state does not expect inventories of this nature to address the interiors of private buildings, no such descriptions were compiled or included. This field also allowed the surveyor to comment on any substantial alterations made to a resource.

Historical or Architectural Importance

Assessing the historical significance of each resource required detailed archival research. The methods applied varied, depending upon the information available for each structure, but did not include a complete chain of title research for each resource. Local land and census records, maps, and atlases typically revealed the information necessary to confirm the dates given in the Assessor’s records, or as was the case with a many structures, provide a different, yet more accurate, date of construction. This research also served to build a socio-historical narrative for each structure. These highlight the relationship between the building and its users, and demonstrate each resource’s relevance to the development of the community.

This field also contains information indicating how a particular resource exemplifies architectural qualities characteristic of a certain style or period, if pertinent. Architectural significance is assessed by evaluating a structure’s historical integrity. This is determined by judging whether it retains the bulk of its original material, if contributes to the historic character of the area, or if it is representative of an architect’s work, an architectural trend, or a building period. Although many homes have been modified in some way, unless drastic alterations have been made, a building is likely to retain much of its historic character.

IV. Historical and Architectural Overview

General Layout and Architecture

The downtown district of the Town of Deep River is centered between Union and Main Streets, two of the town's primary arterial routes, and extends from the junction of these two thoroughfares, north, approximately to Spring Street. The neighborhoods within this area represent a substantially intact collection of residential, commercial, and industrial structures, constructed between the mid-eighteenth and mid-twentieth centuries. A network of streets extends in all directions from this central core, first passing through a primary residential suburban ring, the density of which then generally thins out as one moves away from the village center. The village corridor is bounded by the municipal borders with the Towns of Chester to the north, and Essex to the south, and the Connecticut River to the east. The downtown district is partitioned from the town's western half, and its Winthrop district, by Connecticut State Route 9.

The historic resources within Deep River illustrate the width and breadth of the town's developmental history, beginning with the construction of rural Cape Cod-style cottages during the mid-eighteenth century followed by the town's transition into a shipbuilding and manufacturing center during the mid-nineteenth and early twentieth centuries. The latter resulted in the increasing prevalence of small-to-medium-sized factories and a variety of commercial buildings, as well as housing for all social classes. This industrial core and supporting infrastructure fueled development along and off of Main and Union Streets, and south of Spring Street, and created the wedge of architecturally and socially analogous streets identified by this study. The resources chosen for this survey include well-preserved examples directly reflecting these developmental patterns, as well as those related to commercial, administrative, and institutional activities. The architectural resources in Deep River are generally fewer than three stories in height, of wood, brick, or stone construction, and tend to share similar setbacks depending on the street they are located. The result is an aesthetically analogous landscape possessing a strong village-like character.

The Lay of the Land

The Town of Deep River lies at the center of the geologic area known as the Eastern Coastal Slope. This region is bordered by Long Island Sound on the South; the Rhode Island border to the east; and the geologic areas known as the Eastern Uplands, located to the north, and the Central Valley, located to the north and west. Stretching from the Town of Stonington on its eastern flank, Branford on the West, and Chester to the north, the Eastern Coastal Slope consists of approximately one-tenth of the state's total area and includes 18 towns in three

Historic Resource Inventory. Deep River, Connecticut. December 2011.

counties. The area serves as the drainage basin for three of Connecticut's major rivers, the Connecticut, Thames, and Hammonasset, and is characterized by a terrain of low hills and hardwood forests, the latter typical of those found along the central eastern seaboard. The shoreline of the Eastern Coastal Slope along Long Island Sound is notable for its mix of natural harbors, inlets, salt marshes, sandy beaches, and rocky outcroppings. Many of these features can also be found along the Connecticut River, which throughout its history has connected the Town of Deep River to the geographic heart of the state to the north, and to Long Island Sound and the open ocean to the south.¹

The topography of Deep River is typical of that found throughout the Eastern Coastal Slope. This consists of a series of low, rolling, and rocky hills of around 250 to 300 feet in elevation along the town's western border with Killingworth and southern border with Westbrook and Essex, which then flatten out into a sloping flood plain to the east along the Connecticut River, and Deep River and Pratt Coves. The Deep River, the town's namesake waterway and early source of industrial power, originates in the northwest corner of Deep River along its border with Chester at Shailer Pond. The river then meanders approximately six miles along a generally southeastern, eastern, and then northeastern course through a series of ponds and reservoirs – including Cranberry Pond, the Pratt, Read Reservoir, Rogers Pond, Keyboard Pond – before widening into Deep River Cove and terminating in the Connecticut River near the town's border with Chester. High points in Deep River include Post Hill (355 feet), Millstone Hill (339 feet), and Bushy Hill (333 feet). The lowest points in Deep River are those at sea level along the Connecticut River.²

Saybrook and the Colonial Period, 1635-1781

Foreign Shores and Native Americans

The Town of Deep River, Connecticut bears a history that long pre-dates the official adoption of this name in 1947. The territory which would eventually include the town was conveyed from the Council of Plymouth to the Earl of Warwick, Robert Rich, in the early seventeenth century. These holdings were described as a portion of land laying, “west from the Narragansett River, a hundred and twenty miles on the sea coast, and then in latitude and breadth aforesaid to the South Sea.”³ Shortly after accepting this sizable land grant, however, Rich in turn passed the patent to a group of English stakeholders, including the Lord Say and Seal and Lord Brook, who convinced John Winthrop, Jr., son of the Governor of Massachusetts, to represent them as their agent in the colony in July 1635.⁴

The junior Winthrop was granted a one-year commission to serve as Governor of the lands along the Connecticut River and around its mouth and arrived in Boston, Massachusetts on the way to his post on October 8, 1635. Immediately upon his arrival, Winthrop was confronted with conflicting claims on the territory, these coming from both English and Dutch settlers who threatened to move into the area. After being assured by his

father and other ranking members of the Massachusetts Colony that challenges posed by residents of their colony would be equitably resolved, Winthrop departed to the mouth of the Connecticut River to deal with Dutch threats. Upon arriving at the area he established a small garrison consisting of twenty men and two pieces of cannon. The move discouraged Dutch advances and solidified English claims to the area.⁵

Winthrop and his company quickly moved to strengthen their foothold. The most southeasterly point of the west bank of the Connecticut River, now known as Saybrook Point in the Town of Old Saybrook, was chosen by the settlers as the ideal location to construct fortifications, residences, and other necessary structures. These efforts were overseen by the group's master engineer and workman, Lion Gardiner, who would eventually also be charged with overseeing operations at the fort after Winthrop's commission expired. Winthrop, Gardiner, and their men worked feverishly, yet carefully, to prepare the settlement and fortifications for what they thought would be an influx of new colonists driven out of England by the political uncertainty that wracked the country in the years preceding the English Civil War (1642-1651). The garrison's attention, however, would soon turn towards matters much closer to home.⁶

Despite diffusing challenges from the Dutch, the biggest threat to the safety and station of the colonists at the mouth of the Connecticut River soon became their fragile relationships with local Native American groups. Initial hostilities broke out between the Massachusetts colonists and the natives in 1636 after a trader from Watertown, Massachusetts by the name of John Oldham was killed off of Block Island. The purportedly guilty group of Block Islanders, tributaries to the Narragansetts, fled into Pequot territory abutting the Connecticut colony, followed by a force of Englishmen led by a Captain Endicott. This move infuriated the Pequots who in turn raided the Town of Wethersfield, Connecticut on April 23, 1637, killing thirty settlers and kidnapping two. Revenge followed retribution and violence soon befell Gardiner's band as local Pequots lashed out at the intruders. These clashes likewise turned deadly and continued until the Connecticut colonists organized under the leadership of John Mason, John Underhill, and Roger Williams and challenged the Pequot hostilities in force. Their attack on the Pequot settlement at Mystic, Connecticut on May 26, 1637 devastated the Pequots, effectively eliminating their presence in the southeastern corner of the colony. As a result, peaceful relations between the colonists and native groups were maintained for the next forty years.⁷

Despite the restoration of peaceful conditions at the mouth of the Connecticut River, the anticipated influx of English transplants was slow in coming as the Parliamentarians whom had initially envisioned the Saybrook colony remained in the country during the Long Parliament. In fact, only one of the colony's original patentees, Colonel George Fenwick, ever arrived on the lands that he eventually dubbed "Saybrook." Named after two of the settlement's initial supporters, Lord Say and Seal and Lord Brook, Fenwick's settlement was not destined to become the flourishing city that the patentees had intended. Disappointed by this reality, Fenwick sold Saybrook to the Connecticut Colony in 1644.⁸

While Fenwick might have been disappointed by the colonial implications of English political developments this is not to say that other interest in Saybrook could not be found. By 1648, there were as many as 43 proprietors

in the colony, these being a mix of individuals who had come to New England with Winthrop in 1635, and then Fenwick in 1639, as well as transplants from English settlements at Windsor and Hartford who had moved south in 1646. The crowded conditions around Fort Saybrook became such that by January 1648 calls were heard demanding that the surrounding hinterlands be divided and granted to prospective settlers. Three quarters were delineated, this duty performed by a group of men including John Clark, Matthew Griswold, William Hyde, William Pratt, and Thomas Tracey. The first, Black Hall Quarter consisted of lands on the eastern side of the Connecticut River, now the Towns of Lyme and Old Lyme; while those on the western shore consisted of the Oyster River and Potapaug – or Eight Mile Meadow – Quarters, currently occupied by the Towns of Chester, Deep River, Westbrook, Essex, and Old Saybrook.⁹

The Deep River and Village Development

The lands that comprise the Town of Deep River today were included in sections of both the original Potapaug and Oyster River Quarters of Saybrook. In 1648, eleven proprietors held rights to land in Potapaug, these being listed as John Clark, William Hyde, William Parker, William Pratt, William Waller, Thomas Birchard, John Birchard, John Clark, John Parker, and a Mr. Fenwick and Master Eldred. Eventually three men, William Pratt, William Hyde, and Robert Lay, who had acquired a portion of his brother John Lay's holdings, began to prepare homes in the section of the Potapaug Quarter that would eventually become the Town of Essex. However, while the first trees were cleared and the earliest homes erected in the quarter, settlers would not arrive in the portion that would become the Village of Deep River until the early 1720s. In the meantime, while the primary transportation routes were over water, rather than land, the area was intermittently traversed by those taking advantage of the old Native American trails established long before the arrival of European colonists. It is thought that one of these trails crossed a particularly deep and flood-prone waterway on its way between Saybrook and Hartford, the feature thus providing the theoretical origins of the name given to the area that became known as "Deep River."¹⁰

Part of the section of the Potapaug Quarter that would eventually become the Town of Deep River was included in that deeded from Lieutenant William Pratt, one of the originators of the Saybrook quarters, to his sons-in-law, William Backus and John Kirtland, in September 1682. The parcel is carefully described in the original land records of Saybrook, which read;

The lands of William Backus and John Kirtland being part of their wives' portions, distributed to unto them by the administrators of the estate of Lieutenant William Pratt, deceased, to be equally divided between them in quality and quantity. Being a certain point of land called Deep River Plaine, lying and being in Potapaug Quarter beginning at the head of Twelve Mile Island Cove, and taking in all the Plaine as far as the Deep River, eastward with the Great River, southward with the Twelve Mile Island Cove and Southwestward with the hills, leaving a highway between said land and the hills."¹¹

In 1711, Kirtland acquired additional lands in Potapaug from Joseph and Nathaniel Backus, sons of William Backus. Twelve years later, Kirtland passed the sum of his holdings in Potapaug to his three sons, John Jr., Nathaniel, and Philip Kirtland. It is thought that these three forebears erected several of the first homes and buildings in town, one of these perhaps being the main section of the one-story Cape Cod-style house at 233 Main Street attributed to Philip Kirtland and thought to have been constructed by 1730. The first road through the quarter, this being a highway from Saybrook to Hartford originally operated as the Hartford and Middlesex Turnpike and now known as Connecticut Route 154, or Main Street in Deep River, was laid out by the proprietors of Saybrook in 1725. It is noted that this, "passed by ye east side of where John and Nathaniel Kirtland's barn did stand and so along to ye old riding place over ye Deep River called Deep River." In 1725, John Kirtland also inherited an additional 75 acres of land approximately two miles west of the Deep River plain in what would become known as the New Iron Mines District of the Winthrop section of Deep River, this from his father-in-law the Reverend Thomas Buckingham.¹²

Shortly after settling within the Deep River plain, the Kirtland brothers divided what had originally been a shared parcel of land. Approximately what are now Elm and River Streets became the demarcation line with John Jr. taking the northern section, and Nathaniel and Philip the southern part. What eventually became the Philip Kirtland homestead was built during this period in the area south of Lord's Lane, along Union Street, however this was lost to fire in 1881.

Additional settlers soon followed the Kirtland brothers into the section of Potapaug near the Deep River with the intention of making their homes in this fledgling community. Many of these hardy souls bore the names of Lord, Pratt, Shipman, Southworth, Denison, Buckley, and Bushnell, which are so familiar about town today. Others, including the Platts, Bulkleys, Bushnells, Denisons, and Posts, settled in the western section of the territory, that area now identified as Winthrop. All of these colonists benefitted from the abundance of natural resources to be found in the area and set about drawing from the forest all that they needed to construct the earliest homes. Most important among the available raw materials was the seemingly infinite supply of lumber. This included a variety of hardwoods, mainly white, red, and black oak, as well as chestnut and hickory; and versatile softwoods, such as white pine, cedar, and hemlock. Oaks and chestnut were popular for their qualities as framing material for homes and other buildings, while white oak and cedar were commonly used for sheathing, roofing material, and fence posts. Pine was used for interior details, such as flooring.¹³

Early Agriculture, Industry, and Trade

The early settlers were mainly subsistence farmers who cultivated small fields cleared from the forest by combined practices of felling, burning, and girdling the trees. Wielding only the most simple of tools, including wooden plows, hoes, flails, scythes, and sickles, the colonists raised grain crops of rye, corn, oats, wheat,

buckwheat, and barley; vegetables such as beans, peas, leeks, cabbage, and asparagus; root vegetables including onions, radishes, potatoes, carrots, and turnips; and orchard fruits such as apples. The settlers also benefitted from the bounty provided by the Connecticut River and its tributary waterways, these being bountifully stocked with fish, including salmon, shad, bass, alewives, pike, and carp. The number of livestock maintained was somewhat limited as crop yields were rarely sizeable enough to support large herds, however cattle, sheep, pigs, and horses were common. These provided meat, leather, and dairy products, as well as raw materials for clothing. Due to the unavailability of large grazing fields, those animals that were maintained had to be sustained by grazing or foraging in and along the forest tree line, a fact that left them vulnerable to wandering off or predation.¹⁴

In addition to agriculture, the residents of the Saybrook colony also maintained small-scale industrial activities. The first industries to be established were the same as those found in most New England settlements during the period. Waterpowered saw and gristmills took advantage of local rivers and streams to provide the colonists with the lumber and flour necessary to shelter them from the weather and to feed their families. They also allowed them to manufacture a variety of surplus products, including shingles, barrel staves, cedar posts, and even ship masts, which could be exported to England in exchange for goods that could not be produced at home. The earliest sawmills in Deep River were likely those established along the river in the Winthrop section of town by Joseph Dudley and James Lord in 1735, and that perhaps originally built in the area of the present Pratt, Read, and Company factory complex by William Lamson, John Parmelee, and Elisha Kirtland around 1749, and then moved to the mouth of the river near the Chester town line by William Southworth about 1810. Further sawmill sites included those established in the Winthrop section of town by Job Bulkley and Ethan Bushnell, circa 1800, near the source of the Deep River.¹⁵

Early evidence also indicates that the Potapaug colonists took advantage of their maritime location by engaging in seaborne trade. Around 1666, one such individual, Robert Lay, joined with a number of other members of the Saybrook colony in purchasing the ketch *Diligence*, which would eventually participate in a steady trade with the West Indies, exporting local produce in exchange for rum and sugar. This lively trade would eventually prove just a foreshadowing of Deep River's eventual maritime clout.¹⁶

Religion and Society

The Congregational Church was central in the lives of the majority of the early Saybrook colonists, as it was throughout Connecticut during the Colonial period. Inheritor of the Puritan sect of Christianity, Congregationalism was the dominant religion practiced in Saybrook and the settlement's Congregationalist church was its primary meetinghouse and focal point. The grip of the church in this period was such that no town could attain its own charter without having an established church, no small necessity considering that such required providing the land for a meetinghouse, supplying funds to support a minister and upkeep of the building, as well as maintaining

personal acquiescence to mandatory attendance and disciplinary rules. The burden of these requirements meant that new Congregationalist parishes in Saybrook were slow to establish themselves. While the Saybrook's First Parish meetinghouse was erected in 1646, its Second Parish was not organized until 1722. This was established in the section of the Potapaug Quarter that is now Centerbrook, where a formal meetinghouse was eventually built in 1727. Continued growth resulted in the town's Third and Fourth Parishes being established in Westbrook and Chester in 1726 and 1740, respectively, however the population of the Village of Deep River was not large enough to support its own congregation until 1832. Until that time, residents of Deep River were required to travel to the Second Parish to satisfy their religious duties.¹⁷

Despite the dominant position of the Congregational Church, a period of relative religious freedom was enjoyed in Connecticut from 1708 until about 1740, under an agreement known as the Act of Toleration. Until the General Court began to reverse its stance during the late 1730s, Connecticut was a haven for religious dissenters, including Quakers, Anglicans, and Baptists. The latter in particular were common in Saybrook as Baptist ministers from eastern Connecticut and Rhode Island are known to have preached in the area, particularly around what is now the Winthrop section of Deep River, where a small Baptist society was established as early as 1729. This climate of tolerance would unfortunately prove short-lived and in February 1744 local magistrates cracked down on the small Baptist settlement in Winthrop. Fourteen individuals were arrested, tried, and convicted on the charge of, "holding a meeting contrary to law on God's holy Sabbath day."¹⁸ The guilty parties were fined, and then forced to walk to the county seat in New London where they were imprisoned under harsh conditions for several weeks. Released in the spring of 1744, the prisoners returned to Winthrop where with three newcomers they formed the First Baptist Church of Saybrook on July 15, 1744.¹⁹

The American Revolution

Like many other Connecticut towns, the slow degradation of political relations between the British and Colonial governments during the 1760s tested the loyalties of sizable portions of Saybrook's population. Forced to help shoulder the mountain of debt which the British government had incurred during its wars with France, colonial reactions to the Stamp Act of 1765 generated substantial challenges to British economic and political control. Initial action was taken through the formation of local Committees of Correspondence and Sons of Liberty organizations. These groups increasingly denounced the actions and position of British sympathizers, at times even posing physical threats to those who challenged the Colonial cause. One such individual, Captain Hezekiah Whittlesay, one of Saybrook's deputies, was visited by a number of local Liberty Boys in the fall of 1774 after he publically decried the rebellious behavior of Boston's citizens and praised the British Parliament. These individuals, "convinced him of the serious errors he committed," yet left no damage upon his person or property.²⁰

Once news of the battles at Lexington and Concord, Massachusetts reached Saybrook, a majority of the town lined up in support of the Colonial cause. The population voted to construct a fort or battery to defend the river, the town, and its harbor, and local men and boys quickly joined the 3,600 Connecticut militiamen who responded to the call to arms. Further support from the town came during the winter of 1777-1778, while Continental forces were camped under harsh conditions at Valley Forge, at which time the town voted to provide each present or future soldier with a quality pair of shoes and stockings.²¹

Perhaps the most considerable contributions to the war effort made by Saybrook's citizens were in regards to the maritime theater of war. This included the construction of naval vessels such as the eighty-foot, twenty-four gun state warship *Oliver Cromwell* by Captain Uriah Hayden at his shipyard in Potapaug, and the experimental "American Turtle", invented by David Bushnell. The actions of Saybrook ship captains likewise supported the American cause through their service in the Continental Navy or as privateers. Notable figures include Captain Seth Warner, who captained the galley *Trumbull* in the defense of Lake Champlain, and Captain Nathan Post, who helped terrorize British shipping lines between New York and ports in the West Indies from the brig *Martial*.²²

Post-Medieval Architecture

Considering that the area around the Deep River was settled well after Colonial footholds had been established in Connecticut, it is no surprise that the town's building stock lacks the type of small, crude, and hastily constructed structures that were typically erected as shelter during the mid- to late-seventeenth century. Despite this fact, the technology and techniques of construction applied in the area throughout the eighteenth century were largely the same as those used decades earlier. This included hand-hewn and pit-sawn post-and-beam timber frames laid on quarried or fieldstone foundations, and having prominent central chimneys, clapboard siding, wood shingle roofs, and small multi-pane windows. Of the three vernacular building types most common in the period before the Revolutionary War, however, only the Cape Cod Cottage can still be found in the survey area. Examples of Saltbox-style homes appear absent, while those that could be characterized as New England Farmhouses or Georgian-style homes are not common until the early 1800s.

Typically one to one-and-a-half stories in height, with a side-gabled roof and centered entry and chimney, the Cape Cod Cottage was popular throughout New England due to its ease of construction and durability. Being smaller in scale than the Garrison and Saltbox Colonials that preceded them, Capes could be more easily constructed by fewer builders and their simple plans were highly versatile. Both characteristics meant that those who did not need, or could not afford, a fully-formed Cape could build a half of three-quarter manifestation and add on to it later. Another version, the "raised Cape," was achieved by simply raising the corner posts of the building, typically from eight, to ten or 12 feet. This increased the amount of space in the attic, thus making it more

accommodating for use as a sleeping area, and allowed for a proper boxed staircase to be added in order to provide access to the upper story.²³

Two of the earliest homes built in Deep River during the middle of the eighteenth century are well-preserved examples of the Cape Cod Cottage. Both the Benjamin Handy House (c. 1765, 29 Union Street), and Israel Shipman House (c. 1773, 110 Union Street) display characteristics typical of fully-developed Capes. This includes a five-bay facade with centered entry, central masonry chimney, and side-gabled roof. The spatial advantages gained by the raised Cape form are visible in the design of the Benjamin Handy House, where the additional half-story has reduced the need for a steeply-pitched gable roof as was required in order to create an attic-level living space during the construction of the Israel Shipman House.

The Early Industrial Period, 1781-1865

Town Development

As the population of Saybrook grew in the decades following the American Revolution, cries for autonomy were increasingly heard from each of its parishes. However, while the sections east of the Connecticut River that today make up Lyme and Old Lyme had been set off in 1665, the town was not divided further for over 171 years. Saybrook's Fourth Parish was the first to break away, this consisting of the portion of Saybrook directly south of the Town of Haddam, which was incorporated as the Town of Chester in 1836. Over the course of the next 18 years three more areas removed themselves. These were incorporated as the Town of Westbrook in 1840, Essex in 1852, and Old Saybrook in 1854. The section of town north of Essex and south of Chester retained the original title of Saybrook, this also commonly referenced by the name of its central village, Deep River.²⁴

Development in the Village of Deep River initially progressed slowly in the period between the American Revolution and the Civil War. For the most part, new homes popped up as families grew or after landowners divided portions of their property and offered it for sale to a relative or neighbor. By 1800 there were still only about 24 houses and fewer than 200 people in the village as most of the population of Saybrook remained concentrated in the area of Potopaug Point, also known as Essex Village.

The settlers who did make their homes in the vicinity of the Deep River primarily persisted in the agriculturally-centered economic pursuits which had sustained them before the war. These self-sufficient farmers continued to clear fields for planting and pastures, tirelessly laboring to increase both their yields and exportable surpluses. This agrarian focus, however, would not remain the status quo for long. By the outbreak of the Civil War it was the factory, not the field, which defined the economic and social character of Deep River.

Nascent Industries and Transportation Development

In 1793, Deep River's shipbuilding industry effectively emerged as its first vessel, the 40-ton sloop *Hannah*, slipped into the Connecticut River. Produced in the shipyard established by Nathan and Job Southworth, the *Hannah* was quickly followed by a second ship, the 119-ton brig *Rowena*, built the following year. These sailing ships were the first of as many as 60 vessels produced in Deep River shipyards and were the foundation of the town's relationship with the sea. Deep River captains, including Calvin Williams, Samuel Mather, Joseph Rowland Post, John Saunders, Joseph and Justus Arnold, and Stillmen Tiley, were well known in the trade and their prominent station is reflected in the attractive homes that they constructed near the waterfront along Kirtland and River Streets, and Phelps Lane.²⁵

Despite their prominence, sailing ships were not the only vessels produced in Deep River's shipyards. By the 1820s, regular steamship routes along the Connecticut River were connecting the population to inland and ocean trade, as well as travel. The arrival of steam-powered vessels challenged the dominance of sail, eventually forcing shipbuilders to adopt the new technology or be left along the wayside. Three steamships were eventually built in the Deep River yard of Thomas and Eli Denison, which opened in 1830. These were the tugboat *Amos Clark* (1852), the 73-ton *Henry B. Beach* (1853), and the 247-ton paddleboat *Scorpio* (1865). Despite the Denisons' attempts to adapt, Deep River's shipbuilding industry slowly faded along with the sailing ships that had initially helped it prosper.²⁶

Eventually, even the economic benefits reaped from Deep River's location along steamship routes between New York and Hartford faded. This came about via the arrival of the Connecticut Valley Railroad in 1870. Running along the river through the heart of the yards, the railroad spelled the end for both the town's ship building industry, as well as the steamship lines that supported much of its riverfront activities as travelers and freight increasingly transitioned to the new technology.²⁷

Fortunately for the residents of Deep River, the town's economic base had begun to expand beyond shipbuilding in the following decade. In 1807, Phineas Pratt II bought a parcel of land along the Deep River to build a dam, pond, and factory for the purpose of producing horn and shell combs. By 1809, Pratt had added ivory combs to his production line and soon thereafter was joined by his brother-in-law George Read, who remained in the business until Read departed to form Ezra Williams and Company with Ezra Williams, Alpheus Starkey, George Spencer, and Thomas Howard in 1816. By 1819, the firm employed 20 hands and produced 50,000 combs per year. In 1829, the name of the firm was changed to George Read and Company, and by 1839, Read had also begun producing ivory piano keys in the company's small red factory near the location of the present red brick mill on the northern end of Main Street in Deep River Village.²⁸

Little could Read have known that this act would initiated a chain of events that would eventually lead to Deep River and neighboring Ivoryton becoming the country's leading ivory-goods manufacturers. The company took two steps closer to this reality in 1851 after Read erected a new and larger factory on the west side of Main

Street, north of Bridge Street and then in 1863, when he partnered with Ulysses and Alexis Pratt – brothers who had operated an ivory comb factory under the name of Pratt Brothers and Company on West Elm Street since 1856 – and Julius Pratt of Meriden to form Pratt, Read and Company. It is under this name and at this location that Deep River’s ivory industry achieved national prominence during the late nineteenth and early-twentieth centuries.²⁹

A variety of small-shop industries also flourished alongside Deep River’s ivory manufacturers. As noted, the sawmill operated by William Southworth was moved closer to the mouth of the Deep River in 1810. This was enlarged and reorganized as the Deep River Lumber Company by 1867. As early as 1836, Stephen Jennings partnered with Joseph H. Mather and George Read to produce auger bits and gimlets at Bushnell’s Falls, an arrangement that was incorporated as the Deep River Manufacturing Company in 1837, and which operated five factories in Deep River and neighboring Chester by 1884. In 1851, Nehemiah B. Pratt established a wood-turning shop in an existing plant in the Iron Mines District of Winthrop where he produced velocipedes – an early form of bicycle – and carpet sweepers. Two years later, in 1853, Joseph French opened his small factory on Main Street, just south of Bridge Street, for the purpose of producing the paper boxes used in the packing and shipping of ivory combs, and by 1860, George S. Hefflon had established a small factory on the north side of Village Street, just west of Main Street, where he produced carriages and wagons, the only such manufacturer in town.³⁰

A final industry active in Deep River during the first half of the nineteenth century is clearly visible in a material used in many of the town’s historic buildings. By the late 1810s and early 1820s as many as eight quarries, employing up to 100 men, were in operation along the hills throughout and surrounding town. The quality of this product as a construction material is clearly evident in the foundations and walls of many of the buildings throughout town, some dating to the mid-eighteenth century. Most of the stone quarried during the early nineteenth century was shipped to cities in states south of Connecticut, including New York, Philadelphia, and New Orleans, where it was used in the construction of streets and bridges. This industry, however, only flourished for approximately 20 years. Following the opening of new quarries along the Hudson River in New York the business collapsed. For a period thereafter the local stone continued to be cut for use in the construction of local homes and business, however as profitability faded the quarries one-by-one closed down. Two quarries, operated by A.D. Platt and S.R. Jones persisted along Essex Street, just east of High Street, as late as the 1860s.³¹

Several small businesses and banks also appeared in the village as Deep River’s economy established itself. Notable among the former was the “Green Store”, established by the partnership of Mather, Read, and Company on the northeastern corner of Main and River Streets in 1827. Typical of dry goods purveyors from the period, the Green Store slowly came to replace the iconic Yankee peddlers who traveled through Connecticut selling a variety of domestic goods. Rather than rely upon the itinerant salesmen, the owners of the Green Store traveled to New York in order to stock their shelves. Departing from Deep River by sloop, the trip took about a week each way but proved quite profitable for the company. The original Green Store had a variety of successors, these including the firms of Snow and Starkey, Snow and Marvin, and Sedley Snow. By 1874, it was owned and operated by Frederick L’Hommedieu who also maintained a general store in Winthrop. In addition to providing Deep River residents with

a broad selection of dry goods, the Green Store also functioned as Deep River's first post office. The office was established in 1827 and one of its owners, Joseph H. Mather, served as the first postmaster. Up to this point, Deep River citizens had to travel to post offices to the north and south in what would become Old Saybrook and Chester.³²

The Green Store, however, was not the only mercantile establishment in Deep River during this period. Another dry goods retailer included the shop established near the riverfront on the west side of Kirtland Street by Baruck and Beckwith around 1835. This shop served the needs of those living close to the riverfront as well as steamboat travelers who made the stop in Deep River. The business passed from Baruck and Beckwith to the firm owned by Jabez Southworth Jr. by 1837 after the original owners opened a new shop on Main Street opposite the Green Store. Eventually the Kirtland Street store exchanged hands again as it passed from Jabez Southworth Jr. to John S. Lane. The new Baruck and Beckwith shop likewise passed through a series of owners, including the firms of Shailer and Kinsley, Asa F. Shailer and Company, I.H. Southworth and Company, Richards and Griswold, Griswold and Smith, and by 1875, Spencer Brothers.³³

As the number of businesses and population increased, so too did the demand for financial services. While the Connecticut General Assembly had frozen the granting of new bank charters between 1834 and 1847 due to the unstable economic climate leading up to and resulting from the Panic of 1837, two new banks were founded in Deep River in 1849 and 1851. The first, the Deep River Bank, later renamed the Deep River National Bank, was incorporated in August 1849 with \$75,000 in capital. The original directors included Joshua L'Hommedieu, George Read, Sedley Snow, George Spencer, Samuel P. Russell, Warren Tyler, Jabez Southworth, Ulysses Pratt, Calvin B. Rogers, William H. Goodspeed, Gilbert Stevens, Reynold S. Marvin, and Stephen Jennings. The bank was originally located in the Main Street home of George Read, then moved into its first permanent quarters on the east side of Main Street, south of its intersection with High Street, in November of that year. A second institution, the Deep River Savings Bank, at first resided in the Main Street shop belonging to Sedley Snow until it eventually purchased and occupied the original home of the Deep River Bank in 1879. Like the Deep River National Bank, the board of directors of the Deep River Savings Bank consisted of a number of town's prominent citizens, many of these being Pratt, Read & Company executives or family members. Notable names on the original board included George Read, Henry H. Wooster, Sedley Snow, Joshua L'Hommedieu, Joseph Post, John C. Rogers, Ulysses Pratt, and Zebulon Brockway.³⁴

Neo-Classical and Romantic Architecture

As the number of industrial ventures established throughout Deep River slowly increased, the residential character of the village experienced a rapid developmental transition. Henceforth, the area in and around the village grew in tandem with the economic prosperity and demand for labor generated by the shipyards and docks

along the riverfront, and by the manufacturing entities located inland. While there had only been about two-dozen homes and approximately 200 residents in Deep River Village circa 1800, this rural area developed into a bustling industrial village with a population surpassing 1,200 by 1860.

As could be expected, the majority of Deep River's residents chose to concentrate close to the town center as well as near the factories. As such, Main, Union, Elm, Village, Kirtland, Prospect, High, and Essex Streets saw considerable development during this period and by the beginning of the Civil War the thoroughfares within the survey area were lined with homes and commercial buildings, in addition to the fledgling factories. These represent a majority of the architectural forms popular at the time, including the Federal and Greek Revival. These styles, most common in the last decades of the eighteenth and first three-quarters of the nineteenth century, were driven by influences popularized in England during the middle of the eighteenth century through the work of brothers Robert and James Adam. After traveling throughout the Mediterranean, Robert, the elder of the Adams, introduced a variety of classical details into his work, the result being a renewed interest in the monuments of ancient Greece and Rome.

In the United States, the popularity of the Adam style corresponded with the conclusion of the Revolutionary War and, as such, is often referred to as the Federal style, after that political period. The Federal style shares much of the essential form of the New England Farmhouse and Georgian homes that preceded it, however buildings from the Federal period relied much more heavily on more refined and elaborate Roman classical detailing and ornamentation. This was largely concentrated around the entry, which was located on the long elevation of the house, rather than the gable end. This elevation typically faced the street and its entryway details might include elaborate porticos and door surrounds, sidelights flanking the entry, and leaded semicircular or elliptical fanlights above. Detailed entablatures with denticulated or modillioned cornices were also common. High-style examples were generally limited to churches, commercial buildings, or the homes of prominent and wealthy citizens, while more simple residences and farmhouses tended to be characterized by the application of a limited number of the aforementioned elements to otherwise vernacular buildings.³⁵

Considering Deep River's rural character during the period in which the Federal style flourished, it is not surprising that there are few high-style Federal buildings to be found. For this same reason, the style persisted much later than was common in urban centers and while in most areas its use had faded by the 1820s, it was still being applied in Deep River as late as the 1860s. One of the earliest and best examples of the Federal style is the Jabez Southworth, Sr. House (c. 1802, 170 Main Street), located at the northwest corner of the intersection of Main and Elm Streets. This five-bay, two-story, side-gabled home is notable for its elaborate classical door surround, fanlight, tripartite window over the entry, and denticulated cornice. The denticulated entablatures over the window openings are also typical of the style and add to the overall aesthetic character of the home. Another example, the Joseph A. Smith House (c. 1823, 214 Main Street), is similarly styled, yet lacks the level of ornamentation found on the Jabez Southworth, Sr. House. In the former, decorative details are limited to the classical door surround with prominent entablature and transom over the entry. Additional Federal-style homes

found in the survey area include the David Watrous House at 30 Elm Street (c. 1838), the Congregational Church parsonage at 25 Union Street (1835), and the residence at 51 Union Street (c. 1860).

Emerging around 1825, the popularity of the Greek Revival style largely overlapped that of the Federal. By 1840, however, the Greek Revival had supplanted its aesthetic cousin and established itself as the dominant American architectural form. Recognized as the first of the Romantic styles, the Greek Revival drew its influence from the temples and monuments of ancient Greece. While initially only found in the design of public buildings, the style soon became the favored form for use in residential construction. Typical Greek Revival details include shallow pitched or hipped roofs, usually with the gable end oriented towards the street, raking cornices, wide trim or frieze bands, and entry or full-width porches supported by classical columns. Sidelights, transoms, pilasters, and heavy lintels are commonly found around the entryways.³⁶

Notable examples of the Greek Revival style found in the survey area include the William Wilcox House (1836) at 46 Union Street, and the Comfort T. Pratt House (1842) at 36 Elm Street. Both homes display front-facing, pedimented gables with windows in their gable ends, three-bay facades with side entries, and classical door surrounds. Additional details found on the Pratt House include fluted pilasters located at the corners of building; as well as the home's wide frieze, and prominent entablature. Likewise, the classical entry porch and pedimented front-facing gable incorporated in the design of the Congregational Church (1833, Church Street) make it an excellent example of the style as represented in Deep River.

Another example of the influence of Romantic trends in architecture includes the Gothic Revival style, which followed in the wake of Greek Revival forms by the 1840s. Largely popularized through mass-produced architectural pattern books, perhaps most notably Andrew Jackson Downing's *Cottage Residences*, the Gothic Revival was loosely based on the architecture of medieval England and resurgent forms gained popularity in that country during the 18th century before first appearing in the United States in the 1830s. The style's definitive characteristics include steeply-pitched roofs with steep cross gables, wall surfaces and windows extending from the first or second stories into the gables, Gothic-inspired (typically pointed arch) windows, and one-story porches. Decorative elements include intricate bargeboards in the gables, and detailed hoods over the windows and doors. Few Gothic Revival homes can be found in Deep River, however a notable example from the survey area includes the residence at 251 Main Street (c. 1850). Details typical of the style include the front-facing cross gable with decorative crossbracing; steeply-pitched, widely-overhanging gable roof with exposed rafter tails; and paired two-over-two double-hung sash.³⁷

A further Romantic style, the Italianate, likewise began in England before making its way into the American built environment during the first half of the nineteenth century. This style was influenced by Italian country homes and Renaissance-era villas, yet developed into an entirely indigenous form once established in the United States. Italianate homes are typically two or three stories in height and have low-pitched (usually hipped or gable) roofs with widely overhanging eaves and detailed brackets. Tall, narrow windows are common and often have arched or round-headed window tops. Windows and doors are frequently crowned with decorative hoods. The

John Rogers House (1857, 135 Union Street) is an excellent example from the survey area. Typical of the style, this two-and-a-half-story residence has a low-pitch, front-facing gable roof with paired brackets; narrow arched window in its gable end; and a one-story entry porch with square supports, wide entablature, paired brackets, and flat roof. Another example, the Rufus Bartlett House (1851, 36 Village Street), displays several carry-overs from the Greek Revival – most notably the small rectangular multi-pane windows in its gable end – yet is predominantly Italianate in its styling. Such details include the low-pitch, front-facing gable roof with cornice returns and paired brackets; paired two-over-two double-hung sash on the first story of the façade; and one-story corner entry porch.³⁸

Religion and Society

Just as demands for housing increased during the decades between the Revolutionary and Civil Wars, so too did the calls for religious new buildings become more prevalent as a result of its population boom. While the Congregational Church had been entrenched in all aspects of life in Saybrook since its founding – and all citizens taxed in its benefit – the progressively liberal political climate of the 1810s led increasing numbers of individuals of other denominations to call for greater religious freedom and an end to the strong union between state government and the Congregational Church. These demands came to fruition with the approval of Connecticut's new constitution in 1818, which included guarantees of religious freedom.³⁹

Over the course of the following decade, Deep River residents of non-Congregationalist persuasion began to call for their own religious societies and gathering places. Most notably, these included the well-established Baptist population that had long made its home in Winthrop. However, while Winthrop's Baptist congregation was quite strong, the number of Baptist families in Deep River only numbered two or three previous to 1829. This did not remain the case for long as between 1829 and 1830, under the leadership of the Winthrop Baptist Church's pastor, the Reverend Russell Jennings, and the Reverend N.E. Shailer, local Baptists increased both the number of their adherents, as well as calls for their own church in Deep River Village. The latter was realized in April, 1830 when the 27-member society met at the home of George Read and unanimously voted to form its own church and erect a meetinghouse. The Baptist church was constructed on the east side of River Street, just south of High Street, during 1831 and 1832 and the Reverend Orson Spencer, of Stockbridge, Massachusetts served as its first pastor.⁴⁰

Baptists were not the only denomination to organize during this period. Deep River's Catholic and Methodist citizens also sought their own congregations and meeting places in the decades just before the Civil War. While colonial law had banned Catholic priests from residing in Connecticut, religious tolerance and a surge in Catholic immigrants from Europe – most notably Ireland in the 1840s – resulted in a slow increase in the number of Catholic parishes throughout the state. While they did not comprise a large enough percentage of the town's population to establish a separate church, Deep River Catholics traveled to Chester where their combined numbers

quickly outgrew the Rechabite Hall where they initially held their services. It was at this point, in 1856, that the first St. Joseph's Church in that town was constructed.⁴¹

The year 1856 also marked the first time that Methodists in Deep River formally organized. Gathering under the guidance of the Reverend John Lynch, the 23 members of the church met in the North District schoolhouse on Kirtland Street until they erected their own church on the east side of Main Street in the northern section of the village in 1858. Led first by the Reverend Joseph Vinton, the society was to last just 12 years and was disbanded shortly after the congregation was forced to sell their meetinghouse to the Baptist Church of Winthrop in 1868, and who moved it to that section of town by 1870. Upon disbanding, a number of the members returned to the Methodist Episcopal Church in Essex, where most had attended services before the Deep River parish was established, while others joined the Congregational church in Deep River.⁴²

As noted, while the Congregational Church had experienced preferential treatment under Connecticut's constitution up to 1818, Congregationalist residents of Deep River at this point still found themselves in the less than ideal position of having to travel to the Second Parish church at Centerbrook or the Fourth Parish church in Chester for services. This continued to be the case as late as the early 1830s, whereupon the decision was finally made to erect a separate meetinghouse within the village. A piece of land between Union and Main Streets, just north of their intersection at the southern end of the village, was donated by Captain John Platt in 1832 and construction on the new church completed by December 1833. Unlike the Baptist, Methodist, and Catholic churches before them, Deep River's Congregational parish was not formally established until after its meetinghouse was erected, the former not taking place until April 1834. Since its completion, however, the Deep River Congregational Church has held a prominent position in the village and is among the most recognizable buildings in town.⁴³

Another notable position in town is that held by Fountain Hill Cemetery, which was established east of the village, north of Essex Street, in 1851. The 40-acre site was purchased from Harry Southworth as it had become obvious by the mid-nineteenth century that the facilities maintained by the local churches for interring the remains of the dead had become woefully inadequate. The Fountain Hill Cemetery Association, the joint stock company responsible for laying out the cemetery, was formed on June 17, 1851 with a stock of \$3,000 divided into shares of \$25 each. The original directors included an assortment of notable town leaders including Sedley Snow, Ezra S. Williams, Ulysses Pratt, Niles P. Starkey, Calvin B. Rogers, Arba H. Banning, and Henry Wooster. The president and secretary of the association were Alpheus Starkey and Henry Wooster. The first individual to be interred at Fountain Hill was a Mrs. Mary Towner, age 75 at the time of her death, who was placed in the cemetery on December 14, 1851. Eventually the remains of nearly all of those buried in the village churchyards were relocated to Fountain Hill, this occurring over the next few years. ⁴⁴

Fountain Hill Cemetery is typical of garden or rural style cemeteries popularized by the creation of Mount Auburn Cemetery in Cambridge, Massachusetts in 1831 and the ensuing landscape architecture movement. Notable for its picturesque landscape and scenic beauty, Deep River historian Reverend William H. Knouse wrote

of Fountain Hill in 1884, "Its park-like spaces, shaded with a variety of deciduous and evergreen trees; its umbrageous ravines; its soft and graceful slopes, broken here and there with picturesque masses of rock, and the frequent glimpses of diversified scenery that everywhere gratify the eye, unite in making a scene of summer or autumnal beauty that is rarely found in association with the dead, and cannot fail to have an elevating and refining influence upon the living."⁴⁵ In 1882, the Reverend Russell Jennings further added to this aesthetic through the commissioning of the cemetery's "substantial and ornamental" entrance gate, the cost of which being assumed by Jennings himself.⁴⁶

Civil War

Deep River's citizens were quick to support efforts to protect the integrity of the Union following the secession of the southern states in March 1861. Like during the Revolutionary War before it, local men served their country on land, sea, and the inland waterways. By the end of the war at least 39 Deep River volunteers had served in the Fifth, Seventh, Tenth, Eleventh, and Twelfth Regiments, Connecticut Volunteer Infantry. As many as eleven soldiers from Deep River were never to return, these brave souls being either killed in combat or dying from disease while in the service. The Connecticut infantry units in which Deep River men served saw combat in theaters throughout the country and participated in such notable engagements as the battles of Cedar Mountain, Gettysburg, Morris Island, Petersburg, Roanoke Island, New Bern, South Mountain, Cedar Creek, Cold Harbor, Fredericksburg, and Antietam.⁴⁷

While the majority of Deep River soldiers served as enlisted men or non-commissioned officers, one individual famously stood among the upper echelon of the Union officer corps. Alpheus Williams was born to Ezra and Hephsebah Starkey Williams on September 10, 1810, and graduated from Yale University in 1831. After traveling Europe and the United States between 1831 and 1836, Williams settled in Detroit, Michigan, where he worked as a lawyer, probate judge, and newspaperman. Seeking adventure he joined the army following the outbreak of the Mexican War during which time he served as a lieutenant colonel. At the onset of the Civil War, he functioned as president of the State Military Board of Michigan and major-general of the militia. During the war, Williams rose to brigadier-general in which position he commanded divisions at the battles of Winchester, Cedar Mountain, Manassas, South Mountain, Chancellorsville, and Gettysburg, as well as in Sherman's Atlanta campaign, and was awarded the rank of brigadier-general for his "gallant and meritorious" actions during the capture of Savannah, Georgia in December 1864. At the war's conclusion he was the only Union general to hold the distinction of having led the same division throughout the entire conflict. After the war he served in a variety of political positions including two terms as a congressman for the State of Michigan. Williams died on December 21, 1878.⁴⁸

Deep River sea captains likewise joined the war effort. Perhaps the most notable was Samuel Mather, who had gained the attention of members of the Union Defense Committee through his record-setting runs of the

famous clipper ship *Nightingale*. At the behest of Gideon Welles, the Connecticut-born Secretary of the Navy during the war, Mather took command of the *U.S.S. Henry Andrews*, in which service he was killed on March 22, 1862 at Mosquito Inlet, Florida. Upon his death, Mather was praised by an array of high-ranking Union naval officers including Secretary Welles, Rear Admiral Samuel Francis Du Pont, and Commodore Robert B. Forbes. His body was returned to Deep River on a government steamer upon which time he was interned in Fountain Hill Cemetery.⁴⁹

The Late Industrial Period, 1865-1929

Industrial Prominence

As Deep River's citizens stepped forward to support efforts to preserve the Union on the battlefield, the organization of ivory goods manufacturers Pratt, Read and Company in 1863 likewise helped solidify economic conditions at home. After the war, driven by the increasing national popularity of parlor pianos, the company resumed its role as the base of the town's economy and its prosperity continued to fuel development in and around the village over course of the following decades. In 1866, Pratt, Read and Company expanded its Main Street factory in order to accommodate its consolidation and increase production. By 1871, the former Julius Pratt and Company factory in Meriden had been shut down and all production was centralized in Deep River.⁵⁰

Pratt, Read and Company's new wooden facility measured 128 feet by 38 feet and consisted of two working floors and a basement. The building Read had constructed in 1851 was turned and adjoined to the new factory so as to form an ell at its rear. This combined plant served as the company's main facility, as well as the town's principal employer, until the morning of July 31, 1881, when it was completely destroyed by fire, along with 300,000 board feet of pine and cherry used in keyboard production. Nothing, save the company safe and enclosed records, survived the fire and the outlook and economy of the town was immediately impacted. As Knouse noted in 1884, "No misfortune, except a devastating epidemic, could have apparently been more disastrous. The whole community felt the shock, and every interest of the town was, for the time, depressed."⁵¹ While the company's superintendent, John G. Edmonds, found temporary work for many employees in neighboring Ivoryton's ivory factories, town officials in Deep River were not inclined to let such an important fixture of the local economy slip away. On August 6, 1881 it was unanimously voted to abate all taxes on assessments in excess of \$25,000 on Pratt, Read and Company property if the firm remained in Deep River and rebuilt the plant. This was completed in just nine months and the first shipments of goods made just a short time thereafter.⁵²

Not only was the Pratt, Read and Company a significant element of Deep River's economy, its plants were prominent fixtures in town. After its reconstruction in 1881, the main plant – still standing at 92 Main Street – consisted of a four-story red brick masonry and iron factory measuring 150 by 50 feet, with a centered rear ell measuring 100 by 38 feet. Noted as being, "as handsome as it is substantial"⁵³, the factory was powered by a 75-

horsepower steam engine, this supplemented by a further 25-horsepower supplied by more traditional waterpower. In addition to its main factory, the Pratt, Read and Company at this time also retained the mill formerly occupied by Pratt Brothers and Company on West Elm Street just west of the village, as well as approximately 50 acres of land and three dams throughout town. It is estimated that approximately one-third of company land was occupied not only by the mills, bleaching houses, storage sheds, and other outbuildings required in order to produce ivory combs and piano keyboards, but by a small stock of employee housing built for company employees. By 1884, the combined plants of Pratt, Read and Company were supported by approximately 140 employees, sustained by an annual payroll of \$70,000.⁵⁴

Business rapidly expanded for Pratt, Read & Company following the completion of their new factory and in 1910 the firm acquired controlling interest in Wasle & Company and Wasle Unique Player Action Company, New York-based producers of piano actions. In 1911, production based in factories operated by these companies was moved to Deep River where a fifth floor was added to Pratt, Read & Company's Main Street plant in order to accommodate it. A further stock of worker housing was also constructed along Bridge and Spring Streets at this time to house employees who had come with the Wasle companies. By 1914, an additional factory was constructed by the company on the north side of Bridge Street, just to the southwest of the Main Street Plant, for the purpose of manufacturing player piano actions. The early 1920s saw the apex of Pratt, Read & Company's success. At the beginning of that decade the company boasted assets topping \$2,029,092 and a workforce of almost 1000 employees. Despite this prosperity and the player piano division's initial success, the new branch of the business lasted just fourteen years before it was discontinued.⁵⁵

Just as had been the case during the early nineteenth century, additional manufacturers thrived alongside Pratt, Read & Company during the late-nineteenth and early-twentieth centuries. A few of these, including the Russell Jennings Manufacturing Company, Deep River Lumber Company, and the wood-turning factory established by Nehemiah B. Pratt, had been founded before the Civil War, yet continued to enjoy success during the following decades. As noted, by the 1880s the Russell Jennings Manufacturing Company had expanded their operations into Chester yet still maintained two factories and their headquarters in the Town of Deep River, the latter located on Jennings Hill, off of Read Street. Upon Nehemiah B. Pratt's death in 1881, his shop passed to the firm of Williams & Marvin, which continued to manufacture mallets, tool handles, and other woodturnings.⁵⁶

New manufacturers, however, were also established during this period. These included the bone and ivory comb plant established by Calvin B. Rogers, a former employee of George Read & Company, near the intersection of Elm and Union Streets circa 1865; the J.A. Smith Manufacturing Company, founded around 1870 for the purpose of producing buttonhooks, crochet needles, hair crimpers, and other wire and metal novelties; the Denison Stop Knob factory, which specialized in the production of stop knobs for church and parlor organs; as well as the cut glass factory established by James A. Jones, Ansel Jones, and Thomas Niland in 1896. While the workforce employed by these firms paled in comparison to the numbers sustained by Pratt, Read & Company, the 30 or so hands that labored in each these small factories is no insignificant value when their sum is considered. Furthermore, like the

larger Pratt, Read & Company, these firms supported a litany of ancillary machine and repair shops, suppliers, and transportation providers, which kept a substantial percentage of Deep River's citizens employed.⁵⁷

Educational and Social Developments

The education of Deep River's citizens had been a priority of the community since the founding of the Town of Saybrook. As was typical of the times, up until the mid-1860s children were educated at home or in a small number of local district schools. The oldest school districts in Deep River were the West District in Winthrop and the South District in Deep River Village. By 1865, three more districts had been added in the village in order to accommodate population growth in town. Due to the fact that each school district largely operated independently of each other the quality and condition of each student's education experience largely varied according to where they received instruction. In order to address this issue, between 1866 and 1867 the Connecticut General Assembly passed a law authorizing towns to consolidate school districts so as to better manage the quality of education. Deep River immediately embraced this legislation and town officials voted to approve the Union School District that very year.⁵⁸

Under the unified district, Deep River maintained a 12-member Board of Education responsible for observing and enforcing newly adopted education standards and for hiring and evaluating local teachers. This drastically improved educational consistency, yet until 1885 the town's students continued to be educated in the loosely or ungraded one-room schoolhouses that had been the foundation of American educational systems for decades. It was at this time, however, that Deep River's first consolidated school, the Union School, was erected on High Street at a cost of \$9,000. At the time of its construction Knouse noted that, "When finished, it will be an ornament to the place, and with liberal equipment and efficient management, will furnish far better opportunities for a good, practical education than the children and youth of the town have ever before enjoyed."⁵⁹

Between 1885 and 1914, all educational activities in Deep River Village were conducted in this two-and-a-half-story, Gothic and Stick-style frame building erected just southeast of the Deep River Baptist Church. By 1913, however, local population growth necessitated the construction of a separate building to house the town's high school. The resultant two-and-a-half-story Neoclassical building was designed by the Hartford firm of Johnson and Burns and constructed between 1913 and 1914, at a cost of approximately \$30,500. Located on the east side of River Street, just north of Main Street, this building housed Deep River's high school until the completion of the Valley Regional High School in 1952. Since that date the building has continued to operate as the Deep River Elementary School.⁶⁰

Deep River experienced a litany of other social developments in the decades between the end of the Civil War and the outbreak of the First World War. One of the most significant came in 1891 after a fire consumed the village's post office. As the town made provisions to replace the building it was agreed that both the post office, and

the adjoining Read's Hall, which had functioned as Deep River's town hall since 1854, were inadequate for their respective purposes. As such, the decision was made to erect a new structure to house town offices and Deep River's post office. While one citizen, William H. Jennings, stepped forward with a proposal to build the building and donate it to the town his offer was rebuffed and it was decided by petition that the new town hall should be built as a public project. In the end, Jennings was forced to give up his lease on the property at the corner of Elm and Main Streets where the flatiron-style town hall building was erected between 1892 and 1893. The structure was designed by architects F.C Richmond and G.W. Cole, and erected by New Haven builder C.D. Kinney, at a cost of \$22,000.⁶¹

As has been noted, Deep River felt significant impacts as a result of new transportation technologies in the second half of the nineteenth century, particularly in regards to the construction of the Connecticut Valley Railroad in 1870. However, while the arrival of the railroad spelled doom for a number of Deep River's waterfront industries it also connected its citizens to a reliable transportation route between Saybrook Point and Hartford and provided local businesses with the means to ship freight and receive raw materials from commercial hubs, such as Hartford and New Haven. By the turn of the century, local transportation had been further improved due to the macadamizing of many of Deep River's roads and the construction of sidewalks, both largely driven by the fantastically popular fad of bicycling. Similarly, the completion of the trolley line between Deep River and New Haven in 1912, bus service between New Haven and Chester by 1920, and the increasing prevalence of personal automobiles throughout this period, likewise increased the mobility of residents, the result being a profound impact on daily life, particularly leisure time.⁶²

The combination of increased mobility, loosened social mores, and financial stability resulted in shifting patterns regarding how Deep River's citizens enjoyed spent their free time. While Puritanical ethics had forbidden theaters, circuses, dancing, and games such as cards and checkers in the earliest days of the town's history, by the turn of the twentieth century, a variety of these distractions were commonplace in town. By the 1910s, for instance, movies were shown every Tuesday, Thursday, and Saturday night by George Desmond and Hugh Campbell at the Star Theater, located on the west side of Main Street, just north of Essex Street, and rounds of golf could be had at the course opened by the Deep River Golf Club at Fernleigh Links, just west of the village. By the 1920s, beachgoers frequently traveled to bathe in the waters at Hammonasset Beach in Madison, Connecticut.⁶³

The First World War

While times were generally pleasant for Deep River residents during the first two decades of the twentieth century, armed conflict in Europe forced the town to prepare for war in 1914. A chapter of the Red Cross was established in town, preparedness dances were held, and newsreels updates were shown at the town hall. After the United States Congress declared war on Germany on April 6, 1917, a home guard was organized with Oliver

Markham serving as recruiting officer. Eventually 91 eligible men registered for the draft while others volunteered for service. Three of the latter included Albert Frank, Harry Marvin, and Louis Ziegra, who served in Company H of the 2nd Connecticut Infantry Regiment. November 11, 1918 brought mixed emotions within town as while the Armistice was universally welcomed, that day also saw the combat death of one of the town's own, Corporal Harry W. Houghtaling.⁶⁴

Victorian and Early Twentieth-Century Architecture

The affluence and growth that accompanied the success of the aforementioned industries is reflected in the continued development of Deep River's built environment during the late nineteenth and early twentieth century. While the construction of new homes was slow to resume in the wake of the Civil War and the economic recessions of the 1870s, by the 1880s demands for new housing could no longer be delayed. The buildings erected in Deep River in the last decades of the nineteenth century represent a variety of the Victorian forms popular at the time, including the Second Empire, Stick, and Queen Anne styles, however the majority of homes are vernacular interpretations, rather than high-style examples.

One of the few examples of the French-inspired Second Empire in the survey area is the mixed commercial and residential building at 116 Main Street (c. 1880). The building's mansard roof is the definitive feature of the style, while the wood brackets in the eaves and gabled dormers with arched openings are also typical. The Italianate cupola illustrates the frequency in which contemporary styles were blended, particularly in examples constructed by local builders lacking formal architectural training.

Another popular Victorian form represented in the survey area is the Stick style. This decorative form is commonly referred to as a transitional form linking the Gothic Revival and Queen Anne styles. Defined by the application of whimsical and intricate detailing, typical features include decorative trusswork, elaborate wall cladding and half-timbering, exposed rafter tails, and diagonal or curved bracing. These characteristics suggest origins in Gothic forms, while the style's massing is often more clearly relatable to Queen Anne designs. The paired, front-facing cross gables found on the Richard Pratt Spencer House (1883, 150 Main Street), now the home of the Deep River Public Library, give the building a distinctly Gothic feel, while its second-story overhang and varied wall surface textures are more typical of the Queen Anne style. The half-timbering, decorative trusswork, and porch details are characteristically Stick features. Likewise, the detailing of the John H. Post house (1894, 220 Main Street) is distinctly Stick, however the home's plan and massing are more similar to those found in Queen Anne designs. Two less elaborate examples include the homes at 27 and 31 Bridge Street, erected in 1884 and 1895, respectively.⁶⁵

Despite the presence of the aforementioned examples, the majority of Victorian buildings in the survey area are vernacular interpretations of popular forms, including the Stick, Queen Anne, and Folk Victorian styles.

While these vernacular manifestations lack the intricate details of the high-style buildings they reference, some of their shared features include front-facing pitched roofs; large porches; decorative porch supports and scrollwork; and two-over-two, horizontally-oriented double-hung sash. One of the finest examples in the survey area is the Thomas M. Thomas House, erected at 43 Union Street in 1894. This pattern was also frequently applied by Pratt, Read & Company in the construction of several examples of the firm's employee housing. Such can be found throughout town, but is most prominently visible on Bridge and Union Streets. Extant examples include 9 and 15 Bridge Street, and 152, 154, 162, and 166 Union Street, among others.

The popularity of the aforementioned Romantic styles faded by the last decade of the nineteenth century as they were slowly supplanted by what came to be known as the Eclectic Movement. The latter was inspired by a renewed interest in historical influences and resulted in styles including the Classical Revival, Italian Renaissance, French Chateausque, and Beaux-Arts, as well as the Colonial and Tudor Revivals. The most favored of these was the Colonial Revival, which gained initial popularity during the 1880s and eventually became the ubiquitous architectural form of the first half of the twentieth century. Many manifestations of the style emerged, most sharing influences derived from early American Colonial architecture, such as Georgian, Federal, and Dutch Colonial buildings. Houses of this type commonly have rectangular plans, and hipped, pitched, or gambrel roofs. Decorative features mimic classical models and often include elaborate porticos or porches. Double-hung sash and multipane, symmetrically-placed, windows are common, as are sidelight-flanked entries.⁶⁶

Regardless of the national popularity of the Colonial Revival style, only a handful of exemplars can be found in the survey area. The majority of these are vernacular interpretations of the form, a good example being the five-bay, two-story, side-gabled house at 1 Union Street (1906). The plan of this residence is reminiscent of Colonial designs, such as the New England Farmhouse or Georgian styles, while the application of the full-width porch with paired Doric columns and hipped roof is a characteristically Colonial Revival feature. The Harry Barnes House (1906) at 206 Main Street is typical as a vernacular application of the Colonial Revival style, as is the house at 7 Lafayette Street (1900). Both of these residences have simple rectangular plans, side-gabled hip-on-gable roofs, and one-story porches with rectangular supports and hipped roofs.

The last style to emerge in Deep River during this period was the Craftsman or Bungalow. This architectural form was popularized in the United States through the work of Californian architects Charles and Henry Green, during the late nineteenth and early twentieth century. Characteristically one-and-a-half-stories in height, bungalows typically had rubble or cobblestone foundations and chimneys, low-pitched roofs extending over full-width one-story porches, widely overhanging eaves, exposed rafter tails, and bracketed eave lines. A variety of dormer arrangements are common, as are heavy columns or piers supporting the porch. High-style examples are relatively rare so it is no surprise that the bungalows found throughout Deep River are vernacular interpretations. The pair of homes at 37 and 39 Union Street (1926) possess many characteristic details including long-slope, side-gabled roofs extending over full-width, one-story porches; full-width shed dormers, exposed rafter tails, and eave brackets.

The Modern Era, 1929-Present

The Great Depression and Second World War

The inter-war years brought a brief period of stability to Deep River. With the stock market crash of 1929, however, uncertainty and tension returned and population growth stagnated. While Deep River's population grew from 1,907 to 2,325 between 1910 and 1920, this value remained flat for the next 20 years, numbering just 2,381 in 1930, and then falling to 2,332 by 1940. In 1933, in order to deal with the difficult times and pervasive unemployment, Pratt, Read & Company raised employee salaries and the local Legion Post surveyed the town in order to seek out employment opportunities. Things appeared to looking up by the end of the year as 96 Deep River men had found work on the Federal project to construct Route 80. This optimism was dashed in 1936, however, as economic conditions and decreasing sales as a result of the growing popularity of phonographs and radios forced Pratt, Read & Company stockholders to approve a merger with fellow ivory manufacturer Comstock, Cheney & Company of neighboring Ivoryton, Connecticut in order to reduce costs. By 1939, operations at the former Pratt, Read & Company factory in Deep River had been consolidated at the Ivoryton plant, thus leaving the 57-year old factory on Main Street vacant.⁶⁷

Preparations for war again consumed the efforts of Deep River's citizens starting in 1939 as many viewed involvement in the conflicts raging throughout Europe and the Pacific as imminent. In October 1940, 223 Deep River men enrolled in the draft and a unit of the Connecticut State Guard was organized the following spring. Local Red Cross and United Service Organization drives gathered materials for the war effort, an inter-community ambulance was purchased with five other shoreline towns, and an Aircraft Warning Service was organized. The latter was operated by chief observer, Gustave Johnson, and 168 local volunteers. Deep River men served in a variety of military branches, including the Navy, Marines, Air Force, and Army, and saw combat in all of the major theaters of the war. Eventually 15 gave their lives, while three were held for a time as prisoners of war.⁶⁸

After the United States entered the Second World War following the surprise Japanese attack on Pearl Harbor in December 1941, the full strength of America's manufacturing might was placed behind the war effort. Deep River's factories swung into action as the former Pratt, Read & Company piano action plant on Bridge Street was assumed by the Sight Light Corporation, which produced signal and other lighting material for the United States Navy. Pratt, Read and Company opened an expansive new factory – still found on the north side of Bridge Street – to house their Gould Aeronautical Division, which produced gliders for the United States Army Air Force and the Navy. Eventually 956 fabric covered wood and metal Waco CG-4A transport gliders and 76 LNE-1 training gliders were turned out at the Deep River factory, built in September 1942. At its peak, the plant employed 3,600 workers and gliders manufactured by the company saw service in Allied landings at Sicily, Burma, Normandy,

Southern France, Holland, Bastogne, the crossing of the Rhine, and Luzon. A Canadian CG-4A, dubbed “Voodoo”, was the first – and allegedly only – aircraft to make a transatlantic glider flight, a feat it embarked upon on June 23, 1943.⁶⁹

The Post-war Period

One of the most notable events to impact Deep River in the post-war period came in 1947 as confusions related to the town’s nomenclature were finally sorted out. For almost a century since the last sections of the original Saybrook colony had broken off and formed their respective towns, the areas around and including the Villages of Deep River and Winthrop were often communally referred to as “Deep River” in lieu of the town’s formal title, Saybrook. This was partially due to the fact that this area had been frequently referenced by this name dating as far back as the dividing of the Saybrook quarters, as well as to avoid confusion with another of the original parishes, the Town of Old Saybrook. In April 1947, Saybrook’s representatives in the Connecticut State General Assembly, Ossian Ray and Joseph Waz, finalized a bill to adopt Deep River as the town’s official name. This was quickly approved and signed into law by then governor of the state, James L. McConaughy.⁷⁰

The town’s official title was not the only name to change in the post-war period as a number of prominent local institutions were replaced or destroyed during the 1940s and 1950s. This included the sale of the Pratt, Read and Company plants on Main and Bridge Streets to the Levett Metal Products Company and Uarco, Inc., respectively, as well as the loss of the Union School to fire. A regional high school board was formed by representatives from Deep River, Chester, and Essex in July 1948, the purpose of which being to oversee the construction of a regional high school. This was completed between 1951 and 1952 at a cost of \$1,522,000. The new school, erected to the southwest of the village off Kelsey Hill Road, was designed by architect Ernest Sibley and built by the Associated Construction Company of Hartford. After the Union School was tragically destroyed in 1954, the original high school assumed the role of Deep River’s elementary school.⁷¹

Suburbanization

The 1960s saw additional new construction throughout town. Perhaps the most significant development was the project which resulted in the highway currently recognized as Connecticut State Route 9. Running north to south and located just west of Deep River Village, the new State Route 9 replaced the original state highway between Old Saybrook and Granby, formerly the Middlesex and Granby Turnpikes, which was renamed Route 9A – later re-designated as Route 154. Upon its completion in 1969, Route 9 connected Deep River to interstate routes I-84 and I-95. The availability of these freeways increased high-speed automobile accessibility to metropolitan

centers such as Hartford, Middletown, New Haven, and New London, and fueled the potential for suburban development. Population increases which followed the arrival of the freeway system demonstrates the suburbanization of America which took place in this period and illustrates Deep River's new-found character as a bedroom community. While the town's population had continued to hover in the mid-2000s as late as 1950, this had risen to 2,968 by 1960. This jumped to 3,690 by 1970 and continued to grow over the next three decades. The population of Deep River numbered 3,994, 4,332, and 4,610 in 1980, 1990, and 2000, respectively.⁷²

Post-World War Two Architecture

Deep River's housing stock dating to the post-Great Depression period represents a number of the styles popular during the second half of the twentieth century. These include Colonial Revival, Ranch, and Minimal Traditional forms, as well as vernacular interpretations of earlier styles. The density of pre-existing development in the survey area has largely limited the number of buildings being constructed during the post-Great Depression era, however, the most popular pattern used for those homes that have been erected is a Colonial Revival version of the Cape Cod Cottage. A noteworthy example from the survey area is the tidy one-and-a-half story, side-gabled home at 143 Union Street (1932). The plan and massing of this home are clear references to its Colonial precursor, however details such as its gabled dormers, paired windows, and sidelights flanking the entry are typical of Colonial Revival adaptations.

¹ John Herzan, *Historic Preservation in Connecticut, Vol. V, Eastern Coastal Slope: Historical and Architectural Overview and Management Guide*, (Hartford, CT: Connecticut Historical Commission, 1997), 7; David Field, *Statistical Account of the County of Middlesex in Connecticut* (Haddam, CT: J.T Kelsey, 1892), 7.

² U.S. Geological Survey. *Deep River, CT*. [topographic]. 1:24,00. USGS. 1961; U.S. Geological Survey. *Essex, CT*. [topographic]. 1:24,00. USGS. 1958.

³ Field, 96.

⁴ Daniel J. Connors, *Deep River; The Illustrated Story of a Connecticut River Town* (Stonington, CT: The Pequot Press, Inc., 1966), 1.

⁵ Connors, 2; Field, 97, 118.

⁶ It is claimed that Lieutenant Gardiner's son David, born in April 1636, was the first non-native child born in Connecticut. Connors, 2; Saybrook Tercentenary Committee, *In the Land of the Patentees: Saybrook in Connecticut* (Old Saybrook, CT: Saybrook Tercentenary Committee, 1935), 5; Field, 97.

⁷ Connors, 3; Field, 97.

⁸ Connors, 4; Field, 97.

⁹ Connors, 6-7; William H. Knouse, "Town of Saybrook," in *History of Middlesex County*, (New York: J.H. Beers and Company, 1884), 537.

¹⁰ Connors, 8; Knouse, 331.

¹¹ Saybrook Land Records, Vol. 1, p. 122.

¹² Connors, 10; Saybrook Land Records, Vol. 5, p. 226; Thomas Stevens, *Founders of Deep River*, (Deep River, CT: Deep River Historical Society, 1976), 2.

¹³ Herzan, 13.

¹⁴ Connors, 11; Stevens, 3; Field, 10, 15.

¹⁵ Herzan, 17; Knouse, 551.

¹⁶ Connors, 8.

¹⁷ Field, 552.

¹⁸ Knouse, 552.

¹⁹ Knouse, 552; Connors, 13-14.

²⁰ Connors, 14; Oscar Zeichner, *Connecticut's Years of Controversy, 1750-1776*, (Chapel Hill, NC: University of North Carolina Press, 1949), 172.

²¹ Connors, 15.

²² Connors, 14-15; Field, 107.

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- ²³ Gerald Foster, *American Houses: A Field Guide to the Architecture of the Home*, (Boston, MA: Houghton Mifflin, 2004), 22.
- ²⁴ Crofut, 515; Knouse, 538.
- ²⁵ Don Malcarne, Edith DeForest, and Robbi Storms, *Deep River and Ivoryton*, (Charleston, SC: Arcadia Publishing, 2002), 15.
- ²⁶ Malcarne, 16; Connors, 23.
- ²⁷ Malcarne, 16; Connors, 23; Knouse, 538.
- ²⁸ Deep River Historical Society, Inc., *A History of Pratt, Read and Company of Deep River, Connecticut; Including the Making of Ivory Piano Keyboards*, (Deep River, CT: Deep River Historical Society, Inc., 1973), 1; "Ivory Notions Gave Way to Piano Keys," *Hartford Courant*, February 17, 1986, pg. 11.
- ²⁹ Deep River Historical Society, Inc., 1; Knouse 548.
- ³⁰ Knouse, 548-549.
- ³¹ Map of Deep River, 1868; Field, 105.
- ³² Connors, 21; Knouse, 552.
- ³³ Connors, 24; Knouse, 552.
- ³⁴ Connors, 25-26; Knouse, 545.
- ³⁵ Virginia McAlester and Lee McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 2002), 158.
- ³⁶ McAlester, 183-184.
- ³⁷ McAlester, 200.
- ³⁸ McAlester, 212-213.
- ³⁹ Connors, 19-20.
- ⁴⁰ Connors, 22; Knouse, 553; Malcarne, 9.
- ⁴¹ Connors, 28; Malcarne, 9.
- ⁴² Connors, 29; Knouse, 555-556.
- ⁴³ Connors, 22; Knouse, 554.
- ⁴⁴ Connors, 27; Knouse, 556.
- ⁴⁵ Knouse, 556.
- ⁴⁶ Knouse, 556.
- ⁴⁷ Connors, 32-36.
- ⁴⁸ Connors, 39; Knouse, 561.
- ⁴⁹ Connors, 37.
- ⁵⁰ Deep River Historical Society, Inc., 2; Knouse, 548.
- ⁵¹ Knouse, 549.
- ⁵² Deep River Historical Society, Inc., 2; Knouse, 549; "Ivory Notions Gave Way to Piano Keys," *Hartford Courant*, February 17, 1986, pg. 11.
- ⁵³ Knouse, 549.
- ⁵⁴ Deep River Historical Society, Inc., 2; Knouse, 549.
- ⁵⁵ Deep River Historical Society, Inc., 2; Knouse, 549; Malcarne, 47; David Ransom, Consultant, Connecticut Historical Commission. National Register Nomination for "Pratt, Read & Co. Factory Complex, Deep River, CT," August 30, 1976.
- ⁵⁶ Connors, 27; Knouse, 550.
- ⁵⁷ The J.A. Smith Manufacturing Company, Pratt, Read & Company, and Denison Stop Knob Factory factories survive today, although the original manifestations of the latter two were heavily damaged by fire and built, Pratt, Read & Company in 1881, and Denison Stop Knob in 1930. Connors, 48; Knouse, 550-551.
- ⁵⁸ Connors, 42; Knouse, 548.
- ⁵⁹ Knouse, 548.
- ⁶⁰ Connors, 40k, 50; Knouse 548.
- ⁶¹ Connors, 47-48; Christine B. Brockmeyer, Consultant, Connecticut Historical Commission. National Register Nomination for "Deep River Town Hall, Deep River, CT," January 1, 1976; "History of Town Hall Reveals Many Activities," *Hartford Courant*, October 16, 1977, pg. 22C3.
- ⁶² Connors, 48-50; Malcarne, 16.
- ⁶³ Connors, 24, 50, 52.
- ⁶⁴ Connors, 52.
- ⁶⁵ McAlester, 256.
- ⁶⁶ McAlester, 324-325.
- ⁶⁷ Connors, 54; "Ivory Notions Gave Way to Piano Keys," *Hartford Courant*, February 17, 1986, pg. 11.
- ⁶⁸ Connors, 55; Malcarne, 94.
- ⁶⁹ Connors, 55; "Gliders," Plaque located in front of the Bridge Street factory erected in 2003 by the National World War II Glider Pilots Association, Deep River High School Alumni, Deep River American Legion Post 61, Citizens of Deep River, Deep River Historical Society, Pratt, Read Glider Workers, Deep River-Chester Lions Club, John and Lillian Pandiani, Deep River Rotary Club, Essex Savings Bank, H.B. Comstock family, and Silgan Plastics; "Ivory Notions Gave Way to Piano Keys," *Hartford Courant*, February 17, 1986, pg. 11; Malcarne, 64.
- ⁷⁰ Connors, 57.
- ⁷¹ Connors, 57; Malcarne, 56.
- ⁷² U.S. Census Records for the years 1950-2000.

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VI. Resources Related to Women and Minorities

Documentation has been found indicating that a number of prominent families in Saybrook enslaved Africans as household servants and laborers during the early eighteenth century. These included the families of Murdock, Lay, Chapman, Spencer, and Post, all of whom resided in the western part of Saybrook, currently comprising the town Westbrook. No evidence has been found suggesting that any families in Deep River enslaved Africans for such purposes, however, a notable free black population had established itself within Deep River by the mid-nineteenth century.¹

Many free blacks came to Deep River due to the efforts of a local resident, William Winters. Born Daniel Fisher in Westmoreland County, Virginia in 1808, Winters escaped captivity in South Carolina and traveled north via the "Underground Railroad" in 1828. After stowing away on a vessel bound for Washington, D.C., Winters in turn traveled to New York City where he met local members of the Abolitionist party and agents associated with the Underground Railroad, who encouraged Winters to travel by steamboat to New Haven, Connecticut. Winters noted that, "On arrival, a colored man took me to the Tontine Hotel, where a woman gave me a part of a suit of clothes... I was fed and made comfortable, and then directed to Deep River with instructions that upon arriving there, I was to inquire for George Read or Judge Warner."²

After successfully traveling to Deep River, Winters was taken into the home of ivory comb manufacturer and Underground Railroad conductor, George Read, where he assumed his new name and regularly donned a wig to conceal his identity. Between his arrival in 1828, and 1850, Winters worked as a laborer for local residents, including Ambrose Webb and Judge Warner in Chester, and Deacon Stevens in Deep River. During this period, Winters also helped a number of captive Africans escape bondage in the South and make their way north along the Underground Railroad. Many of these individuals took up residence in Deep River where Winters helped find them jobs and a place to live alongside the town's small, yet well-established free black community. After the United States Congress passed the Fugitive Slave Act of 1850, Winters found it necessary to travel from Connecticut to New Bedford, Massachusetts, where the social and political climate was more amicable towards escaped slaves. Winters remained in New Bedford until the Emancipation Proclamation of 1863 cleared the way for his safe return.³

Although Winters often worked as a laborer, he is also noted as being a successful entrepreneur. After saving the requisite funds, Winters purchased a large parcel of property in the northern section of town which would later come to be known as "Williams Hill." Located west of the intersection of Main Street and Winter Avenue, it was on this property that Winters established pastures, gardens, and an apple orchard, as well as experimented in raising cotton and tobacco. Winters also maintained a catering business, in addition to dealing in the purchase, rental, and sale of real estate.⁴

Largely due to the efforts of George Read, Judge Warner, and William Winters, Deep River became a haven for escaped and free black individuals. Accounts of Winters's experiences make note of the fact that photographs

and other documents suggest that whites and free blacks, “worked, worshiped, and attended school in non-segregated facilities.” Census records from the 1850s, through the 1880s, illustrate the degree to which Deep River’s black population found work in town. Employment opportunities included those in local piano key and ivory comb factories, sawmills, and as general laborers. Although William Winters never married or had children, he took in a number of family members – including his nephew Clarence Fisher – who had likewise traveled north from Virginia. While Winters passed away in 1900, his nephew’s decedents remained in Deep River as late as the 1960s.⁵

Similarly significant to the position that Deep River’s black workforce held in town is the role that woman have long played in the history of local companies and the area’s demographic make-up. While in the early days of the town’s development women largely maintained the traditional roles of homemakers and agriculturalists – at times perhaps supplementing their income with part-time cottage industries – the establishment and persistent presence of manufacturing entities in Deep River during the mid-to-late nineteenth and early twentieth century altered the social character of the village as residents increasingly shifted from agricultural to industrial avenues of employment.⁶

From its earliest days, women comprised a notable percentage of Pratt, Read & Company’s payroll and it would be a difficult task to find an industry in town that did not, at one time or another, employ local women. Many of the positions typically held by female employees were highly-skilled and specialized positions, one example being that of “ivory matchers,” individuals responsible for selecting, sorting, and organizing the ivory to be used for piano keyboards. Samples taken from the 1913-1914 and 1918-1919 directories extensively illustrate the presence of women in the workforce. A glance at the earlier of the two records bears the names of Marguerite Lund, “ivory worker”; Ethel Norton, “clerk”; Mary O’Connor, “stenographer”; Genevieve Royce, “stenographer and bookkeeper at Williams & Marvin, wood turners”; Hattie E. Smith, “employee at Pratt, Read & Company”; and Evelyn Stanbrough, “ivory worker.” The latter directory further documents female participation in the town’s industrial pursuits. In 1918 one could find Annie D. Brown, “bookkeeper at W.J. Prann & Company, general store”; Jeanie Brown, “telephone operator”; Cecelia Campbell, “employee at Pratt, Read & Company”; Ellen Campbell, “employee at Pratt, Read & Company”; Elrena Fortune, “ivory matcher”; Iva Parmalee, “stenographer”; Ida Liegra, “ivory matcher”; Bertha Wind, “clerk at Pratt, Read & Company”; and Kate Silliman, “forewoman.” The frequency with which women are listed as the employees of the ivory or other industries is not only a testament to their considerable importance to the manufacturing process, it also harkens to the significant role they played in Deep River’s development and to the forces that shaped the town visible today.⁷

¹ Daniel J. Connors, *Deep River; The Illustrated Story of a Connecticut River Town* (Stonington, CT: The Pequot Press, Inc., 1966), 31.

² Connors, 31; “William Winters Neighborhood.” *Connecticut Freedom Trail*. <http://www.ctfreedomtrail.org/resource-library/site-of-the-month?month=2011-7> (accessed December 1, 2011).

³ *Ibid.*

⁴ Connors, 32; “William Winters Neighborhood.” *Connecticut Freedom Trail*. <http://www.ctfreedomtrail.org/resource-library/site-of-the-month?month=2011-7> (accessed December 1, 2011).

⁵ *Ibid.*

⁶ Don Malcarne, Edith DeForest, and Robbi Storms, *Deep River and Ivoryton*, (Charleston, SC: Arcadia Publishing, 2002), 53.

⁷ *Ibid.*, 53; *Connecticut River Valley and Shoreline Directory, 1913-1914*. (Providence: C. Dewitt White Co., 1914); *Connecticut River Valley and Shoreline Directory, 1918-1919*. (Boston: Union Publishing Co., 1919).

VII. Recommendations

Recommendations for the National Register of Historic Places

A major purpose of a Historic Resource Inventory study is to identify those resources which satisfy the criteria for nomination to the National Register of Historic Places. As the people of Deep River have long been committed to the preservation of their history, and the resources related to it, several areas of town have structures, buildings, sites, or districts already listed on the National Register of Historic Places. This section identifies those resources, and consists of recommendations as to which properties are likely future candidates, either listed individually, or as historic districts.

These recommendations are an informed opinion only and should not be construed as excluding any site from consideration for National Register of Historic Places designation. The sites listed below possess qualities that appear to make them eligible for listing on the National Register, however a separate and specific study must be made to determine confirm this. This process, and final evaluation, is administered by the State Historic Preservation Office of the Connecticut Department of Economic and Community Development, One Constitution Plaza, Hartford, CT 06103.

Existing National Register Properties in Deep River

Individual National Register Listings

The *Deep River Freight Station*, listed in 1994, includes one resource at 152 River Street.

The *Deep River Town Hall*, listed in 1976, includes one resource at 174 Main Street.

The *Pratt, Read & Co. Factory Complex*, listed in 1984, includes two resources at 92 Main Street and 12 Bridge Street.

Recommended National Register Districts

The study area identified by this Historic Resources Inventory contains a highly intact collection of period architecture set in an urban environment. The number, concentration, and integrity of the historic resources inventoried in this survey support the eligibility of seven areas as possible National Register Historic Districts under Criteria A and C.

Bridge Street – Bridge Street was created through Pratt, Read & Co. land about 1874 and fifteen of the eighteen houses between Main Street and Union Street were built by or for Pratt, Read & Co. workers and executives between 1874 and 1925. The factory buildings located on Bridge Street and Main Street are already listed in the National Register of Historic Places.

Elm Street – Elm Street between Main Street and Union Street was first surveyed for home lots in the late 1830s by George Read, Deep River's most prominent citizen in the nineteenth century. The earliest house on the street was built in 1837 on one of the lots he sold and the last house that would be eligible for the National Register was built in 1905. Only one house on the street (built in 1973) would not be eligible for inclusion in a district. This street illustrates the early residential development of the Deep River town center.

Union Street South – Union Street from Main Street to Elm Street has long history of residential development. The earliest house in this area is the Abner Kirtland House, built circa 1765 by the son of one of the founders of Deep River. The street also includes the 1765 Benjamin Handy House, the circa 1825 John Gladding House, the former Congregation al Parsonage (built 1835) and three houses from 1926 built by Deep River builder and developer Foris Johnson. It is significant because it illustrate the changing styles of residential architecture over a period of 160 years, as well as the development of this section of the town.

Union Street North - This district would include Union Street from Village Street to Bridge Street. The houses on this section of Union Street date from 1773 to 1938 and, except for 151 Union Street which borrows its style from an earlier era, they are in the architectural styles that were fashionable when the houses were built. The district also illustrates the developmental patterns of this section of Deep River over a 165 year period.

Village Street (20-57) - This district would extend along Village Street from number 20 to number 57 near Union Street. The houses in this section of Village Street date from 1846 to 1930. They are in the architectural styles that were fashionable when the houses were built and the district also illustrates the developmental patterns of this section of Deep River over an eighty-four year period.

Main Street North- This district would start at the Henry Wooster House at 104 Main Street, built c. 1866 and continue south to the Sedley Snow House, built 1826, at 126 Main Street. It includes some early commercial buildings built by George Read and other prominent nineteenth century residents of Deep River, on the west side of Main Street and residences built by the same men, on the east side of Main Street. The district illustrates the early nineteenth century commercial and residential development of the area near Pratt, Read & Co.

Deep River Center - This district would start at the Henry Wooster Homestead, built 1838, at 144 Main Street and continue south to include the Town Hall, built 1892, at 174 Main Street. It includes mostly commercial buildings, but there are also several buildings that have been converted from residential to commercial use, as well as one building which continues to be exclusively residential. Possible contributing buildings were constructed between 1802 and 1957. The district illustrates the changing development patterns of Deep River Center as well as changing architectural styles.

Main Street South - This District would start at the John S. Southworth House, built 1844, at 190 Main Street to the Edward Southworth House, built 1850, at 251 Main Street. Potentially contributing buildings include the Deep River Congregational Church and chapel, built 1833, the Captain Abner Kirtland House, built Circa 1730 and the Stone House, built 1840, which is now the home of the Deep River Historical Society. The district illustrates the changing development patterns of Deep River Center as well as changing architectural styles.

Properties That May Be Individually Eligible for the National Register

The following properties which are within the areas which may be eligible for nomination as National Register Historic Districts could also be nominated individually to the National Register.

1 Church Street, Congregational Church 1833, Greek Revival and Chapel 1909, Ecclesiastical Romanesque - The Deep River Congregational Church was founded by 49 leading members of the community who had previously worshiped in Centerbrook and Chester. The land was donated by John Platt. Worship was held in the church as soon as it was completed, although it was not officially dedicated until after it was entirely paid for, on April 13, 1834. The first pastor, the Reverend Darius Mead, was not chosen until a year after the church had been built. The current chapel was built in 1909 to replace the original 1840 structure which had been moved from the same site. The church building and chapel have been connected through a series of twentieth century additions. It is significant because of its age, its architectural style and its association with prominent local citizens.

150 Main Street, Richard Pratt Spencer House, 1882, Stick/Eastlake - Richard Pratt Spencer built this house in. The Deep River *New Era* newspaper published an editorial on the need for a library in 1899. The editorial spurred the formation of a committee, which succeeded in opening a library with 675 volumes in the Town Hall in 1900. It continued to operate there until 1933, when the Spencer family sold this house to the Saybrook Library Building Association. This house is significant because of its architectural style, its importance to the cultural life of the community and its association with prominent citizens.

170 Main Street, Jabez Southworth, Sr. House, c. 1802, Federal - Ezra, his brother Calvin and his brother-in-law Alpheus Starkey were all extremely influential on the growth of Deep River. The house was purchased by Ezra

Williams, founder of Pratt, Read & Co., in 1817. It is significant because of its age, its architectural style and its association with prominent local citizens.

220 Main Street, John H. Post House, 1894, Queen Anne - This house is significant because of its architectural style, which is typical of its era of construction. It is an elaborately detailed Queen Anne House which has been very well maintained and retains an exceptionally high degree of architectural integrity.

233 Main Street, Captain Kirtland House, ca, 1730, Georgian - The main part of this house was probably built by Captain Phillip Kirtland prior to 1737 and after 1726. A date of circa 1730 would be appropriate. John, Nathaniel, and Philip Kirtland were joint proprietors, in 1723, of nearly the entire plain on which the village of Deep River is located. There is some controversy over whether this house was moved to its present location, but research by Don Malcarne indicates that it was not. Mr. Malcarne also inspected the structure of the house and confirmed the mid-eighteenth century build date. This house is significant because it is one of the oldest homes in Deep River, its architectural style and its association with prominent local citizens.

254 Main Street, Historical Society, 1840, Greek Revival - This house was built in 1840 by Ezra Southworth at the time of his marriage to Eunice Post. It was originally a four room house with a flat roof and it was one of two stone houses in Deep River at that time. The original flat tin roof was later replaced by a gabled roof. A rear addition was constructed in 1881, just before the marriage of the Southworth's son, Ezra Job Birney Southworth, to Fanny Shortland of Chester. The wraparound porch was added to the house in 1898. Deacon Ezra's granddaughter, Ada Southworth Munson, who died in 1946, bequeathed the property to the Deep River Historical Society. It is now a house museum open to the public. The dormer and porch were added in 1899. This house is significant because of its age, its architectural style and its association with prominent local citizens.

29 Union Street, Benjamin Handy House, 1765, Georgian - Benjamin Handy purchased the land for this house from Samuel Doty in 1765 for the purpose of, "setting up a blacksmith shop." By 1789, when Israel Southworth bought the property, it included, "...a dwelling house and barn and a shoemakers shop." This house is significant because of its age and its architectural style which is typical of the era of construction.

110 Union Street, Israel Shipman House, c. 1773, Cape Cod Cottage - Israel Shipman built this house circa 1773. He served in the Revolutionary War in the 9th Co., 6th Regiment under Col. Samuel Holden Parsons. He enlisted on May 9, 1775 and was discharged on December 18, 1775. This regiment was raised on the first call for troops in April-May, 1775 and it was recruited from New London, Hartford, and present Middlesex Counties. Two Companies marched at once to Boston and one company was ordered to the Northern Department. The other Companies remained on duty at New London until June 17, when they were ordered by the Governor's Council to the Boston Camps, where the regiment was attached to Gen. Spencer's Brigade at Roxbury and remained there until expiration of term of service. This house is significant because of its association with a Revolutionary War veteran and its early date of construction.

135 Union Street, John Rogers House, 1857, Italianate - This house is a very well preserved example of mid-nineteenth century residential architecture and the site includes an equally well preserved barn of the same era. Ulysses Pratt probably built this house shortly after purchasing 30 acres of open land here in May 1857. By April of 1857, he sold 17 acres with "land and buildings" to John Clark Rogers, who owned a large ivory comb factory in Deep River. The house was owned by Horace Jones from 1892 to 1915. Jones was a soldier for 3 years during the Civil War and ran a successful wood-turning business in Deep River and Chester. He served Deep River as a member of the Board of Selectmen for 6 years and was tax Collector for 20 years. He was also a member to the Connecticut General Assembly for one term. This house is significant for its association with prominent local citizens and for its architecture.

VIII. Street Index

<u>Property ID</u>	<u>Address</u>	<u>Date of Construction</u>	<u>Style</u>
1	9 Bridge Street	1912	Vernacular
2	12 Bridge Street	1914	Commercial Style
3	15 Bridge Street	c. 1911	Vernacular
4	19 Bridge Street	1874	Vernacular
5	23 Bridge Street	1895	Queen Anne
6	27 Bridge Street	1884	Stick/Eastlake
7	28 Bridge Street	1895	Vernacular
8	31 Bridge Street	c. 1895	Stick/Eastlake
9	32 Bridge Street	c. 1912	Vernacular
10	35 Bridge Street	1910	Vernacular
11	36 Bridge Street	c. 1910	Folk Victorian
12	41 Bridge Street	1887	French Second Empire
13	45 Bridge Street	1893	Queen Anne
14	46 Bridge Street	c. 1913	Vernacular
15	53 Bridge Street	1912	Vernacular
16	57 Bridge Street	1912	Vernacular
17	59 Bridge Street	1912	Vernacular
18	66 Bridge Street	c. 1910	Vernacular
19	1 Church Street	1833	Greek Revival
20	6 Elm St	1880	Bungalow/Craftsman
21	8 Elm St	c.1848	Greek Revival
22	14 Elm St	1851	Queen Anne
23	15 Elm St	c. 1855	Greek Revival
24	18 Elm St	1856	Vernacular
25	20 Elm St	1880	Vernacular
26	21 Elm St	1845	Greek Revival
27	23 Elm St	c. 1847	Greek Revival
28	24 Elm St	1844	Greek Revival
29	28 Elm St	1918	Vernacular
30	29 Elm St	1847	Greek Revival
31	30 Elm St	1837	Federal
32	33 Elm St	1846	Greek Revival
33	34 Elm St	1838	Georgian
34	36 Elm St	1842	Greek Revival
35	37 Elm St	1905	Queen Anne
36	8 Grove St	1927	Bungalow/Craftsman
37	7 Lafayette Avenue	1900	Vernacular
38	10 Lafayette Avenue	1840 (1909)	Vernacular

39	11 Lafayette Avenue	1910	Colonial Revival
40	14 Lafayette Avenue	1915	Colonial Revival
41	104 Main St	c. 1866	Vernacular
42	112 Main St	c.1830	Vernacular
43	112 Main St	c.1840	Vernacular
44	116 Main St	c. 1877	French Second Empire
45	118 Main St	1884	Vernacular
46	120 Main St	c. 1877	Italianate
47	122 Main St	c.1845	Vernacular
48	123 Main St	1826	Greek Revival
49	124 Main St	c. 1924	Vernacular
50	125 Main St	1826	Vernacular
51	144 Main St	c. 1838 (1895)	Greek Revival
52	150 Main St	c. 1882	Stick/Eastlake
53	151 Main St	1879 (1960)	Colonial Revival
54	153 Main St	1930	Vernacular
55	155 Main St	1929	Vernacular
56	156 Main St	c. 1923	Vernacular
58	159 Main St	1905	Colonial Revival
59	160 Main St	c. 1835	Greek Revival
60	163 Main St	1827 (c. 1914)	Greek Revival
61	168 Main St	1837	Greek Revival
62	169 Main St	1819	Greek Revival
63	170 Main St	c. 1802	Federal
64	174 Main St	1892	Classical Revival
65	190 Main St	1844 (2007)	Federal
66	192 Main St	1843	Greek Revival
67	194 Main St	c. 1891	Folk Victorian
68	196 Main St	1892	Vernacular
69	198 Main St	c. 1891	Queen Anne
70	202 Main St	c. 1900	Queen Anne
71	206 Main St	1906	Colonial Revival
72	208 Main St	1928	Colonial Revival
73	209 Main St	1845	Greek Revival
74	214 Main St	c. 1823	Federal
75	220 Main St	1894	Queen Anne
76	221 Main St	c.1912	Colonial Revival
77	229 Main St	1850	Gothic Revival
78	233 Main St	c. 1730	Georgian
79	240 Main St	c.1866	Vernacular
80	245 Main St	1840	Greek Revival
81	251 Main St	1850	Gothic Revival
83	Main Street	1905	Memorial Fountain
82	Main Street	1923	War Monument

84	9 Pleasant St	1853	Vernacular
85	10 Pleasant St	1852	Vernacular
86	9 Rogers Lane	1900	Vernacular
87	11 Rogers Lane	1921	Vernacular
88	15 Rogers Lane	1926	Vernacular
89	17 Rogers Lane	1925	Vernacular
90	1 Union St	1906	Vernacular
91	11 Union St	c.1825	Georgian
92	14 Union St	1850	Vernacular
93	19 Union St	c. 1767	Georgian
94	25 Union St	1835	Federal
95	29 Union St	1765	Colonial
96	33 Union St	c. 1903	Queen Anne
97	37 Union St	1926	Bungalow/Craftsman
98	39 Union St	1926	Bungalow/Craftsman
99	40 Union St	c. 1926	Bungalow/Craftsman
100	42 Union St	1876	Vernacular
101	43 Union St	c. 1894	Folk Victorian
102	46 Union St	1836	Greek Revival
103	47 Union St	1877	Vernacular
104	51 Union St	1846	Greek Revival
105	54 Union St	1912	Vernacular
106	56 Union St	1905	Folk Victorian
107	58 Union St	c. 1905 (1938)	Vernacular
108	91 Union St	1905	Vernacular
109	103 Union St	c. 1850	Greek Revival
110	110 Union St	c. 1773	Cape Cod Cottage
111	111 Union St	1840	Greek Revival
112	116 Union St	c. 1920	Bungalow/Craftsman
113	122 Union St	1905	Vernacular
114	128 Union St	1938	Colonial Revival
115	132 Union St	1892	Vernacular
116	135 Union St	1857	Italianate
117	138 Union St	c. 1843	Federal
118	143 Union St	1932	Colonial Revival
119	144 Union St	1844	Vernacular
120	147 Union St	1938	Colonial Revival
121	148 Union St	1884	Vernacular
122	151 Union St	1872	Federal
123	152 Union St	1910	Vernacular
124	154 Union St	1900	Vernacular
125	158 Union St	c. 1788	Federal
126	161 Union St	1940	Colonial Revival
127	162 Union St	1910	Vernacular

128	165 Union St	1890	Folk Victorian
129	166 Union St	c.1918	Vernacular
130	177 Union St	1913	Vernacular
131	5 Village St	c. 1838	Vernacular
132	7 Village St	1935;1924	Vernacular
133	9 Village St	1920	Bungalow/Craftsman
134	11 Village St	c. 1838 (c. 1920)	Bungalow/Craftsman
135	15 Village St	1939	Vernacular
136	20 Village St	1846	Greek Revival
137	25 Village St	c.1850	Greek Revival
138	31 Village St	1904	Queen Anne
139	32 Village St	1851	Folk Victorian
140	33 Village St	1924	Bungalow/Craftsman
142	36 Village St	1851	Greek Revival
141	36a Village St	c. 1908	Queen Anne
143	37 Village St	1921	Bungalow/Craftsman
144	39 Village St	Pre-1837	Vernacular
145	40 Village St	c. 1844	Federal
146	43 Village St	c. 1895	Vernacular
147	44 Village St	1891	Vernacular
148	47 Village St	1897	Vernacular
149	48 Village St	1906	Folk Victorian
150	53 Village St	c.1899	Vernacular
151	54 Village St	1930	Bungalow/Craftsman
152	57 Village St	c. 1905	Queen Anne