SATURDAY CHRONICLE

QUI SUSTINET TRANSTULIT

The Story of Old Long Wharf

By Thomas R. Trowbridge, With an Introduction by Col. Rutherford B. Trowbridge



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LONG WHARF IN NEW HAVEN

The Story of New Haven's Maritime Trade Prefaced and Read Before the New Haven Colony Historical Society May, 1863, by the Late Thomas R. Trowbridge, With an Introduction by Col. Rutherford B. Trowbridge.

Reading recently in your valued SATURDAY CHRONICLE the article about the good old ship Neptune and her wonderful voyage, also the few but educational lines, let alone the historical account of our city, from our honored fellow townsman, Mr. George Dudley Seymour, it seemed to me, at this time, when the present generation are talking of improving our harbor, that it will interest some to read the history of old Long Wharf, written and read by my father, Thomas R. Trowbridge, May, 1863, before the New Haven Colony Historical society. Two generations have come and gone since then, and I cannot think but what it will be appreciated by my own contemporaries, as well as those who are now talking of "terminal docks" and the great advantages our harbor can be once more. It may teach the present promoters of our new harbor and docks what a sturdy set of builders they were one hundred and fifty years ago; optimists they were—pessimists were unknown. Merchant princes vied with those of poverty square in those days to accomplish things. Long Wharf was the back log, the very foundation of this grand old commonwealth. The history of this old wharf is remarkable, as one will see by reading this republished article. Now that there are so many "interlopers" (those who come from outside our own city and tried to do things we could do ourselves, and in our own ways) from foreign shores, one forgets the things of the past, such as our good old town meetings, run by the "town born," (why, it was as much then to be "town born" as for a man of olden times in Rome to say: "I am a Roman citizen.") We hear often now how little "public spirit" there is here. I ask you who read this article to think of the "public spirit" there was in those days by the West India merchants of this town and others who subscribed to repair and extend the Long Wharf, and also of what great benefit it was thought to be to this city and the surrounding country. I fully agree with Mr. Seymour when he says, "that in the near future our harbor will be recognized as our chief asset." I am an optimist concerning New Haven's future, whether it be Yale or harbor, both of which are essential to New Haven.

RUTHERFORD B. TROWBRIDGE.

From the earliest history of our town, the wharf has been one of its institutions, and one of no secondary importance. New Haven having been founded by commercial men, their attention was early given to whatever would facilitate business. Wharf accommodations were of paramount importance; hence, early legislation to promote the building of wharves was seen to be indispensable. At first several small private wharves were contemplated, but it was soon evident that combined efforts in this, as in all great undertakings, were essential to success; consequently the inhabitants individually, and I may say unitedly, combined their efforts in the construction of one *great* wharf, that should accommodate the town as it then existed, and as it might thereafter need.

Long Wharf was therefore laid out on a grand scale, *too great*, as it has always proved, for the profit of its owners, but not too extensive for the prosperity of the colony or town. As a pecuniary speculation it was a great failure, or rather a constant succession of failures; but stimulated by the need of a wharf for the business of the place, public-spirited men were successively engaged in the enterprise, and after many failures in the expected revenues to be derived therefrom, the work made progress. But it was not until 1811 that it approached its completion, and it is only recently that it may be said to have been finished as originally contemplated.

In all the long period that has elapsed since the first "*conscription*," as it may be called, when "every male inhabitant of the town between the ages of sixteen and sixty years" was to give four days' work towards building a wharf," the interest of the town in the success of wharves may be considered as being of the greatest importance. The inhabitants of the town, as well as the state of Connecticut, have uniformly and without exception always granted all the *legislative* aid needed, and probably no enterprise has so constantly been regarded with undiminished favor as the well being of *Long Wharf*. It has always needed the fostering care of the town, for as a source of profit to its owners it has *never* equaled their just expectations. Exposed to the "winds and waves," the owners have often seen their expected revenues swept away, yet the work has been sustained, and I hazard nothing in saying that as a commercial city, New Haven owes its chief importance to the great wharf. Unlike most other seaports, our harbor is very shallow, and but for this wharf, vessels would have avoided the place, as from the distance to be lightered, and the few hours that would permit even *boats* to approach the shore, the delay attending landing goods by lighters would have been tedious, so that transacting shipping business would have been well nigh impossible. Now vessels drawing fifteen or sixteen feet of water can readily approach the wharf, and discharge their cargoes with a despatch unusual in other places.

The cost of building the wharf it is impossible to ascertain. Thousands upon thousands of dollars have been lost in the enterprise. Since the abandonment of the work of all former companies, the present owners have expended upwards of eight thousand dollars in the undertaking.

In the year 1801, the crisis which had been feared (and in fact foreseen) came. So much money had been already sunk that many of the owners declined investing more, while those that were not deterred by the already heavy losses, were equally inclined, and DETERMINED to go on with the work. These, with a few other public-spirited citizens, took hold anew, advancing $14,000, which, in 1810, they had expended, with $7,000 additional, yet the work was not nearly completed. Thereupon other public-spirited men, not wharf merchants alone, but men of all professions and occupations in other parts of the town, came forward to its assistance, and advanced $36,000 more, until, in 1812, the wharf was extended nearly to its present termination, the final termination, however, not being reached until 1855. The landing place at the earliest settlement of the colony were on the creek west of Meadow and George streets. It is well known that the founders of our colony landed far up the stream, near the junction of College and George streets. That was called the *upper* landing. A much more important one on this stream was near, or at the place where Whiting street crossed the creek. Indeed, there was quite a large *bay*, if I may so express it, extending up to this point. The writer had heard his father say that when he was a boy the place was pointed out to him by one of the old men of the town, where he had seen a vessel from Bristol in old England discharge her ballast on to a small wharf, at the place where Mr. LeGrand Cannon's garden now is, at the junction of Whiting street and the creek.

The earliest records that I find relating to wharves in our town refer to the necessity for them for the landing of goods from the old country, from the Barbadoes and from Boston:

"On the 5th August, 1644, Mr. Malbon, Mr. Lamberton and Mr. Evance, having *seriously* considered the *great damage* which this towne doth suffer many ways, by reason of the flatts which hinders vessels and boates from coming neare the towne when the tyde is anything low, did propound to the Court, that if they will grant them Four days worke for *every man* in the towne from sixteen to sixty years old towards the digging of a channell and let them have the benefit of a *Wharfe*, and Ware house, (which they will build) upon such terms as shall be agreed betwixt themselves, and a committee, whom they desired the Crown then to chuse to treat with them about it, they will dig a channell which shall bring boates (at least) to the end of the street beside Will Preston's house, at any time of the tyde, except they meet with some invincible difficulty which may hinder their digging the channell so deep."

This proposal designed to make the landing places on the west bank of *the creek* which ran between Fleet and State streets on the west, and Union street on the east. Will Preston's house was on the corner of State and Chapel streets.*

To this proposition the court ordered, "that they shall have the help propounded for them, viz.: four days' work of every male in the town from sixteen years old to sixty, those that cannot worke to hyre others to work in their stead, and those that can to work in their own persons." A committee of eight were appointed, "with the advice of the Governor and magistrates to treate with the said undertakers, and agree upon such tearmes as may be equal and for the public good, setting down in writing what is done and expected on either part."

This project seemed in truth to have been a commercial necessity which called for such a conscription.

On the 22nd of October, 1645, "Mr. Lamberton propounded that he might have a piece of ground near his house to sett a ware house by the creek, and for a *wharf* also, and he will give the towne soe much as it is worth." This wharf was to be near Cherry and State streets. Mr. Lamberton was lost in the *great ship* in 1646, and, of course, had not completed his wharf.



LONG WHARF AS IT APPEARS TO-DAY.
A few years ago it was one of the busiest scenes of commercial activity in New England.

On the 30th of October, 1648, "Mr. Evance propounded to the Court that *he* might have liberty to make a wharfe about the point against Phillip Leakes, and a bridge over the creeks mouth there, so as they might come to unload à boat at half tyde."

This wharf was also to be built on the same creek, near the lower ends of Union and Fleet streets. "It was also propounded that a sluice might be made at the creek's mouth to keep up the water, that it might wear a channell, and a wharf built there to unload goods upon, *dry* at any time of tyde." This sluice was to be made from Fleet to Union street, where East Water street now crosses these streets—the place where "Sabin's dyke" was subsequently made.

On the 14th of May, 1649, "The committee formerly chosen to consider about making the wharves and a bridge over the mouth of the creek were desired to

* Since this paper was written, Ralph I. Ingersoll, Esq., informed the writer that about sixty-five years since the widow of General Wooster was visiting at Governor Ingersoll's, and upon her going home just at dusk, his mother sent him to see that Mrs. Wooster, being an old lady of about eighty years of age, reached home in safety. In passing where Chapel street railroad bridge now is, Mrs. Wooster informed him that *she had seen* a vessel in the creek at that place, and wished him to remember that fact.

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LONG WHARF IN NEW HAVEN

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issue it, and it was referred to them to order some course to be taken for clearing the flatts of some logs, and pyles, and stones which the Court was informed lye up and down, whereby vessels that come in ar in danger of being hurt."

It was soon perceived that the place for wharves was *in the harbor*, to accommodate *vessels*, as well as boats and lighters, for in 1663, November 23rd, Mr. Samuel Bache had a grant (for a warehouse) "about fifty or sixty feet and as far down into the flats as he should see cause to build 'a wharf or dock.'" This was at the water side at the lower end of Fleet street. This place eventually came into the possession of Mr. Jonathan Atwater, and may be considered as the first wharf built in the harbor, and with this the succeeding grant to Mr. Thomas Trowbridge may be regarded as the commencement of Long Wharf.

In January, 1682, "Mr. Thomas Trowbridge requested a grant of land by the water side for a warehouse and *wharf*. The town granted twenty-two feet in width and thirty feet from high water mark upwards, and two or three rods into the flats, the town ordering that it should be free for any of the town to land upon, and not pay for it, provided that it do not hinder Mr. Trowbridge's own occasions." This wharf was located at the foot of Fleet street, eastward and adjoining *Master* Bache's grant, and all subsequent grants for wharves commence from this and Master Bache's grant.

On the 25th of December, 1710, "The townsmen returned report to the town that they had set out to Mr. Jonathan Atwater, according to Bache's grant, sixteen feet at the east side of the house called Bache's warehouse, and thirteen and a half feet on the west side, running parallel into the flats, according to the town grant made to Mr. Bache, which is fifty feet in breadth."

On the 30th of April, 1717, "Mr. Jonathan Atwater, Mr. John Woodward, Captain Joseph Whiting, Sergeant Munson, Mr. John Mix, and Mr. Joseph Mix, made application for a grant for a wharf at the foot of the street that goeth down to the water by Mr. Prout's."

Mr. Prout resided in a spacious brick mansion built by his father-inlaw, Mr. Henry Rutherford, whose widow afterwards married Governor Leete of Guilford. This house is said to have been the first brick house built in the town, and stood where Mr. Massena Clarke's store now stands, and will be remembered by some now present as the "Brick Fort," so called, from the fact of its having been occupied during the late war with Great Britain as barracks for soldiers, and from its antiquated appearance, and very small windows, which resembled "port holes." Mr. Rutherford had his warehouse directly opposite, which some years ago was occupied by Mr. James Townsend as a "barber's shop." It is still standing and is one of the oldest buildings, and probably the very oldest in New Haven. The frame is substantial, and it will doubtless stand for many years to come. The application that was made for this wharf by Mr. Atwater and others was "for eight rods wide, and in length to the channel, beginning at and including Mr. Trowbridge's and Mr. Atwater's grants." It was made on the 13th of May, 1717, and is described as "commencing at the southeast corner of Mr. Trowbridge's warehouse, a line extending south thirty-seven degrees east, to the channel, but the Wharf is to be sufficiently high to keep things dry at high water."

December 27th, 1731, it was "Voted, that so many of the proprietors of the town as incline so to do, shall have free liberty to give what money they please, so far as shall be needed towards the building of the wharf, to the extent of three, four, or five hundred pounds." And I conclude from these donations, and from the former grants which seem to be embraced within this later grant, that the wharf had now become a fixed fact, and had taken the name of Union Wharf.

In 1736, however, but little had been done towards building the wharf, for I find that Mr. Atwater sold nine-tenths of the grant to Isaac Gorham, Francis Browne, Hannah Hall, William Greenough, Joseph Miles, Samuel Cooke, Samuel Miles, and John Bradley, Jr., for £10.

These new proprietors commenced their work with energy, and now it appears for the first time to have been called Long Wharf, to distinguish it from the small wharves in the creek, and from the smaller wharves that may have been built on the shores. So much was expended within the succeeding two years that on the 11th of November, 1738, the wharf extended into the harbor about *twenty-six rods*. At this time Mr. William Greenough, "the ship carpenter," sold one undivided twentieth part, being one-half of his interest, for £26 10s. current money, (or at the rate of £530 for the whole wharf.) Mr. Greenough's ship yard was at the foot of Meadow street, where he built several vessels. He was a prominent man in the town. His home lot was where our late highly-esteemed fellow citizen, Captain Gilbert Totten, had his residence. Greenough's Point, one of the old local landmarks, was at the junction of the harbor with the bay previously alluded to back of Meadow street. His ship yard was located there on account of the depth of water at that point. It is within the remembrance of the writer that sloops of considerable size, say of sixty or eighty tons, were laid on the shore directly at the foot of Meadow street for the purpose of caulking and graving. Tradition informs us that Captain Kidd sailed up that bay, and buried his treasure in the bank of the stream near Silver street. Within the present century persons have been engaged in digging for these coveted treasures in the bank at the junction of Silver and Hill streets. At the time that Trowbridge's dyke was built, the only way to get on to the land opposite Greenough's Point was over the bridge on what is now Congress avenue. That fact shows the importance of this *inlet* from the harbor, a branch of which also extended southeasterly nearly to Howard avenue. I will here mention that notwithstanding the greater depth of the water in the West Creek, the stores seem to have been built mostly on Fleet and State streets, consequently the landing places were mostly located on East Creek in front of these stores. I think the exposure to severe southerly storms was greater in the bay west of Greenough's Point than farther eastwardly.

Although the popular name of the wharf was Long Wharf, being then about five hundred feet in length, yet its proper name was Union Wharf, for the first regular record that I find on the "books" of the company is under date of the first Tuesday in February, 1744-5, when a meeting of the proprietors of the Union Wharf was called at the home of Mr. James Peck, Jr., (at the head of the wharf), formerly Mr. Atwater's. "Voted, that the committee agree with and employ some suitable person, either by the month or otherwise, as they shall think best, to provide proper materials and to build and carry on said Wharf with the utmost expedition." The work was now hurried forward with great energy, for in 1746-7 it had become a great work, and "a committee consisting of Mr. John White, William Greenough, Colonel David Wooster, Captain Joseph Trowbridge, and Samuel Miles were appointed to consider what sums should be taken for the wharfage of ye Union Wharf." It had become important to regulate that matter, for the wharf was progressing so rapidly that in 1748 the proprietors were made glad by the income for that year, being 181£ 14s. 1d. (accurate men in the accounts in those days.) The whole of this income was expended in repairs and the extension of the wharf. In 1749 the wharf was let for the year to Mr. Chauncey Whittelsey for £81 *old tenor*, "and if the receipts do not amount to said sum and pay for care and trouble then said sum was to be abated." Evidently Mr. Whittelsey was satisfied with his bargain, and required no abatement, for in 1750, it was put up at public vendue and again let to Mr. Whittelsey for £105. No dividends were made, but all the net income was expended in carrying forward the great enterprise. Its value consequently in a pecuniary way was uncertain, for in 1752 Mr. Gorham offered to the other proprietors one-half of a right, being one-twentieth part of the whole, for £20, "but they did not incline to buy it."

At a meeting in 1752, it was voted "that all the income to be laid out in repairing the wharf, together with all the monies and debts that now belong to the Wharf." In 1753 the income was £160 17s. 11d., of which had been expended for repairs during the year, £91 10s., allowed wharfinger for his trouble £30; leaving the net income but £39 7s. 11d. This seemed but a poor return for all the cost and trouble, and it was voted "that the Treasurer be desired and he is hereby desired and directed, to deliver the notes for the monies now due for wharfage, &c., speedily, into the care of Mr. Jared Ingersoll, that they may be put in suit and the monies recovered. From this time, 1753, the enterprise seemed to flag. Great trouble and expenditure (with no dividends) discouraged many of the proprietors, as was expressed in a petition by some of the more spirited and hopeful of them, to the General Assembly of the state in 1760. "The owners had become numerous, and no systematic efforts seemed to be adopted, some lost faith in the success of the enterprise, some had died, and their interest going to heirs, some were careless about the Wharf." These petitioners felt desirous that the wharf should be supported, and on their representation a charter was granted May 22nd, 1760, under the name of the "Union Wharf Company."

The proprietors assembled February 9th, 1761, at the house of Mr. Daniel Lyman, but hearing that a number of vessels belonging to New Haven were taken and carried into Martinique, adjourned without doing any business. This was during the war between Great Britain and France, while we were colonists of the mother country.

On the 21st of August, 1762, Joseph Trowbridge, Enos Alling, Thomas Howell, Jacob and Solomon Pinto, Michael and Eli Todd, represented that they had expended for repairs, since 1760, £212 11s. 8d., and "that they were willing to further repair the Wharf and keep it in repair, provided that they may be entitled to the avails of wharfage, 'till they are also paid for past and future advances." This proposition was satisfactory to the company.

March 12th, 1770, "several gentlemen proposed to subscribe considerable sums towards building a 'Pier,' on the Union Wharf grant, by the side of the channel, thereby "*Voted* to set about it as soon as materials, and proper persons to do the work could be had," and on the 23rd of March, it was "*Voted* to provide the materials and build the wharf, beginning at the channel." This was "*the Pier*," eighty feet square, built for the use of large vessels, where they might lie in safety. It was substantially built, though not filled up in the middle for many years. As an example of the favor which was extended by the inhabitants of the town towards this grand enterprise, then in great need of assistance, I mention a few of the subscriptions that were made in 1771 towards the completion of this pier. Everything almost (except money) was subscribed. We must remember that this was just before the Revolution, when *money* was scarce, and *barter* was the order of the day. Of these subscriptions Mr. Jesse Leavenworth gave 100 bushels of salt, on demand; David Gilbert, £1 in shoes; Daniel Old, 40s. "in his way"; Captain Joseph Trowbridge, 2 anchors of brandy "when he returns," (he was probably going to sea); Captain Wells, 110 gallons of molasses; Mr. Austin, 22 s. in a castor hat; Mr. Ezekiel Hayes, £2 "in blacksmithing work," (a good payment, as the stone work was to be doweled); Captain Daniel Forbes, a barrel of molasses; Mr. Thomas Howell, £15 in West India goods; Edward Meloy, £10 in rum; Isaac and Elias Beers, £6 in English goods on demand; Jonathan Osborne, £2 in labor; Isaac Whitney, 15 bushels salt, on demand; Robert Fairchild, £1 in labor; Adam Babcock, £10 in shoes; Abiather Camp 40 bushels salt, and 20s. in cash (marked paid); Jabez Colt, 30s. in axes or work; James Blakeslee, 30s. in pressing of hay; David Atwater, Jr., £4 10s. in rum on demand; Joseph Adams, £1 "in my way"; William McCracken, £2 in English goods, on demand; Enos Alling, 100 bushels salt; Stephen Alling, 4 hogsheads John McCleave, £5 in West India goods, and £. in a boat, (marked paid); William Lyon, 10s. in brazier's work; Jacob Thompson, 4 pairs shoes, (marked paid); Joseph Bradley £3 in freight to New York Samuel Howell, £5 in beef. The farmers in the vicinity gave liberally of loads of timber; Mr. Davis, schooner load of stone; Stephen Peck, 30s. in work and promised 30s. more, (marked paid).

These are but a part of sixty recorded donations. It is probably one of the most extraordinary subscriptions on record, as a public-spirited offering from a community interested in the welfare of a great public enterprise. Mr. Michael Todd was also a liberal contributor.

The labor on this "Pier" was very great, for it was building on soft mud; the proprietors, however, persevered, and finally the pier was completed, but it had well nigh discouraged the people, the expense and trouble being so great and the means so limited. At this time the wharf extended as far as Mr. Ezra Hotchkiss' store, near the intersection of Canal Basin Wharf with Long Wharf. In 1772 the proprietors were desirous of connecting the pier with the wharf, nearly one-third of a mile apart. They petitioned the General Assembly for liberty to set up a *lottery* to raise £1,5 lawful money to be laid out on Union Wharf.

The General Assembly, friendly as it always has been, made the grant for the purpose of extending wharf to the pier, allowing one or more lotteries,

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A MATTER OF EVOLUTION

Some Fanciful Reflections Concerning Man and Superman.

By Miss VERA M. HABERLE.

The earth is slowing down to a stop, and soon we will be going the other way 'round. This will be kind of popular for a change. All the faddists will be relieved of their old styles, manners and maneuvers, and will be at peace with themselves, and with the world, too, so long as it continues to go the other way 'round. For many ages men have been provoking a reversion, but earth never swerved, tottered, or even slowed up a bit, and men have been forced to go spinning 'round in the same old direction. Always in the same direction, but never seeming to get anywhere. Now, the secret of it is, men never could, and never will get anywhere, they haven't style enough. If they want to get somewhere they've got to hand the reins over to woman. Now, she can go some; if you don't believe it, take my word for it, for it has been scientifically proven, and is likely at any moment to turn axiomatic. But woman will not for a moment race along in the old track. First she will bring the world to a standstill, then she will whip 'round and beat it the other way. And there you are, man.

This will occur as soon as you say "go," and the race for nowhere begins. Of course, it will matter not a whit where they will eventually hit, so long as it's the other way 'round. But depend upon it, they can't go always at breakneck speed without causing friction, possibly a hot-box, but at the least some sort of a rub. So oft'-blamed, men take notice; it goes to prove that man isn't always a faction where friction exists. She will, however, be forced to slow down a bit, but for sure she will not swerve in her course; woman will not give in, until her fancy changes. In this respect woman beats man all hollow.

During this rush, man will be as a chrysalis, absolutely dormant, and entirely unable to grasp the situation of affairs. But he will be well repaid for his obscurity, for when woman slows down and finds time to look about her, she will sit up and take notice, indeed, to find that the caterpillars of old times, which she has meant to store away in cocoons, have turned butterflies, crept out, and are trying their wings prior to flying away. For a moment the course of things will be called to a halt, and woman will rush patronizingly to man and beg of him to stay, stuffing him with "it's really such a short time that you've been with us," and "you wouldn't think of flying off and leaving us alone?" Of course, woman's ambitions would go up in the air, if the winged creatures should fly out of their reach.

Hereafter, instead of being woman's fool, woman will be man's fool, which will be quite consoling, man, don't you think?

For the purpose of acquainting you, my fellow creatures, with your future position, and the setting of it, I herewith take pleasure in making the following appendix:

Man is reclining lazily amid cushions, and woman sits at his feet ready and willing to encourage every whim, and trot about at his pleasure.

Woman is ordered to keep her eyes on the ground, but it is very trying and every now and then man catches her stealing an upward glance. He threatens to make her leave him, and she once more overcomes her desire to take him in her arms.

Man shifts his position so as to always be within the sun's rays, and gently exercises his wings.

Woman volunteers to try and make him more comfortable, and seeing he is in an affable mood, begs of him to allow her to gaze upon his gauzy wings.

The sun is quite warm, and man calls for drink of nectar. Woman rushes off, delighted with another opportunity to serve man, and upon her return obligingly offers to drink it for him.

Man remarks that he hasn't seen a beautiful thing all day, and decides that a little stroll among the flowers would be pleasing.

Woman begs to bring the flowers to him; she is afraid to trust him from her sight, but man refuses her offer, and says he needs the exercise. Then woman humbly begs to accompany him, but he informs her that he is likely to meet some of his friends. Man is on the point of leaving without further comment, when pity overcomes him for an instant, and he condescends so far as to allow woman to kiss the tips of his wings.

After twenty minutes of anxiety on the woman's part, man returns and unceremoniously hands woman a large bouquet of flowers. Man spreads himself out gracefully upon the cushions, and woman proceeds to bedeck him with the flowers he has brought for that purpose, and she mumbles a few scarcely audible words to the effect that the flowers rather detract from the beauty of his person, they being so inferior in brilliancy. Man acknowledges the truth of the compliment by slightly raising his silky wings to the sunlight.

During the remainder of the afternoon man entertains himself by softly singing compositions of his own praises.

Woman grovels at his feet in ecstacy, and scarcely breathes for fear she will be sent away. Not for a moment does she entertain the idea that he is chanting for her benefit, so as to satisfy any misgivings that he may entertain as to not being sufficiently idolized.

Dusk creeps in, followed by night, and then the moon puts in a full appearance. Far off amongst the flowers something white and lithe is gracefully making its way in man's direction. Man becomes alarmed; he does not like the idea of his position being usurped by mere air phantoms. Woman assures him that she will stand between him and the oncoming danger, and man allows himself to rest quite fearlessly. The object approaches, and man discovers it to be a woman, but so frail and beautiful as to almost discredit his eyes. While he gazes, lost even to himself, the beautiful creature beckons to him. In his ecstacy man flutters down from his high position amid velvets and cushions, and so far forgets himself as to move to greet the fairy maid. But woman's jealousy has been awakened, and she brings him to his dignity by calling "man," whereupon he instantly returns and resumes his haughty position. Fairy maid pauses in surprise at finding so beautiful a man in love with so ugly a woman. Man orders woman to bring the fairy maid to him. Woman for the first time refuses to obey him. Man threatens to fly away with the fairy maid if she does not do so, and, of course, woman consents.

Fairy maid is brought before man, who orders her to be seated at his feet. Fairy maid is shocked, and refuses to be dictated to by man. Man inquires if she is more than a mere woman and if man, by what right she claims ascendancy over man.

"Oh, you shock my modesty," exclaims the fairy maid. "Just because you're beautiful and a mother's boy, is no reason why you should usurp the position of woman, and expect her to kneel at your feet. I've never petted or spoiled a man in my life, and I don't intend to begin here. You have your ugly woman to wait upon you, but you'll never find such as we stooping to our inferiors. Good evening, Mr. Butterfly Man, I'm going back to Mars!"

Long Wharf in New Haven

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raise £1,000, and no more; and providing "That the managers, Enos Alling, Thomas Howell, Adam Babcock, David Wooster, Nathan Beers, Jonathan Fitch, Benjamin Douglas, and Michael Todd, were to be sworn to a faithful discharge of their trust, and if the tickets cannot be sold, the managers shall return to the adventurers the money paid for the tickets." I do not think that this plan was successful, for I cannot find in the accounts any receipts of proceeds. The company, however, voted in 1774, "to build a strong bridge of chestnut timber, from the end of the present Wharf to the new piece designed to be built, the bridge to be twenty feet long." This is the famous "First draw," as it was called within the recollection of those who a few years ago were boys, when this swimming place was so much frequented.

The place was a sort of *"neutral ground,"* where, laying aside the usual "noli me tangere" look, the *"down* town boys and *up* town boys" would socially intermingle. The students, however, generally went down for the purpose of bathing to the "first and second rails" on the shore. I suppose that they were not *very good* swimmers, as it was necessary to be adepts in the art to venture in the deep water at the wharf. This separation of students from *town boys* was beneficial, as many "fights" were thus prevented.

From the appearance of things about this time, I conclude that the prospects were looking rather unfavorable for the wharf, for on the 22nd of February, 1774, a committee was appointed to inspect and audit the accounts of the wharf since 1760, the time of the formation of the new company. We must bear in mind that no dividends had yet been paid, and money was running low, and, like prudent people, they were looking to see where it all was.

In 1782 things were looking badly for the wharf. What little revenue was received was expended on repairs, and on the 8th of July, Mr. James Rice made an offer to collect the wharfage for the current year, *gratis*. Mr Joseph Howell made the same offer for the next year, Mr. Michael Todd for the third year, and Captain Joseph Munson for the fourth year.

In this year it was *"Voted*, that any of the inhabitants that will give fifty shillings to repair the 'Pier,' shall be proprietors of the wharf, and the proprietors will thankfully accept the donations that have been made, *or shall be*, for repairing the Wharf."

In 1784, the General Assembly again extended its aid, by passing an act "that no vessel shall in future be cleared out of the harbor of New Haven, by the naval officer, until he shall receive a certificate in writing from the wharfinger, that the customary wharfage is paid, or that none is due." This was a new evidence of the interest felt by the people of the state in the welfare of the wharf in New Haven.

The commerce of the town had suffered during the Revolutionary war to such an extent that the income for 1785 was let at public vendue for £102 lawful money

In 1789, a petition was presented to the Congress of the United States representing the importance for trade and commerce, that the Pier in New Haven harbor should be maintained and kept in good order, and proposing to *give it* to the United States, provided that they would keep it in repair, and that vessels belonging to this port use it *free*, and no additional taxes be laid on them for the use that they make of the Pier. The negotiation, however, was unsuccessful. In later years the government was glad to avail itself of this pier to erect a lighthouse thereon.

In 1790, all private measures towards raising money to complete the wharf seemed exhausted. Accordingly, the proprietors again went to the General Assembly for authority to set up a new lottery to raise £3,000. The grant was obtained without opposition, but New York having prohibited the sale of foreign tickets in that state, the proprietors petitioned for permission to sell their tickets in the *city* of New York, representing "that the lottery was to raise money to repair and extend the wharf, which was of vast importance to the trade and commerce of New York, as well as of New Haven." They also represented that our people were adventurers daily in New York lotteries, but it was of no avail. "Dutch obstinacy prevailed over the lamb-like meekness of the Yankees," and the petition was denied. The lottery speculation was not successful, for in 1799 the managers had realized but £98 2s., of which sum £39 11s. was paid to Colonel Drake for money he had expended on the wharf in repairs, and the balance was ordered to be laid out in additional repairs.

I cannot find that up to this time (in 1799) any dividends had ever been paid to the owners of the wharf. Every dollar of its earnings had been expended towards repairing the wharf and in its extension.

It was now only too evident that the final crisis, long foreseen, was at hand. These public-spirited men had expended large sums on an immense work, for which the times were not auspicious. The long war of the Revolution had ruined the foreign and domestic trade, the work they had undertaken was of vast expense, time after time the sea had swept away its income, and all its revenues had been required to keep in repair what had already been built. The proprietors saw that their exertions were about to fail, still for two years more they hoped and struggled on, but struggled in vain.

(Continued next week.)

LONG WHARF IN NEW HAVEN

(Continued from last week.)

On the 16th day of February, 1802, the crisis arrived, and the old company that had existed in fact almost from the first settlement of the town, saw that they could go no farther, and that under a *new organization* their long cherished plans must be completed. Time after time the inhabitants had shown their interest in the great enterprise by contributing largely and freely, but there was a limit to these applications, although they had always been generously met. To show the interest that this entire community felt in the work, which they justly regarded as of immense importance to the prosperity of the town, the following list is given. I mention but a part of the *host* of contributors on record:

	£12 00s. 00d.
Ralph Isaacs	9 16
Isaac Beers	9 10
Elias Beers	16
Daniel Lyman	10
Wm. Douglas	16 10
Jesse Leavenworth	60
Enos Alling	4 12 6
Jabez Celt	6
Col. Nathan Whiting	2 10
Jonathae Ingersoll	10
David Austin, Esq.	6
Anthony Perit	16
Adam Babcock	10
Richard Cutler	5
Samuel Howell	2 10
Benjamin Brown	15
Nathan Beers	3 10
Jacob Thompson	15
Caleb Trowbridge	7 10
Daniel Trowbridge	2 10
John Hall, Wallingford	3 10
Eliakim Hall, Wallingford	40
Thomas Howell	3 16
Daniel Forbes	12
Col. Leverett Hubbard	10 10
Ahiather Camp	21
Gad Wells	10
Elias Shipman	10
Benedict Arnold	8
Jared Ingersoll	10
Edward Meloy	10
Samuel Miles	5
John White	5
Jonathan Atwater	10
Joseph Trowbridge	5
Jonathan Atwater, Jr.	8 12 6
Frances Browne	2 10
Benjamin English	13
David Atwater, Jr.	12 10
Hezekiah Sabin	10 11
Samuel Chew	12
Thomas Rice	4
Abraham Bradley, 3d	5
Ebenezer Peck	

The list embraces but a small number of those who contributed to the work. The vast majority of these contributors generously relinquished all rights in the wharf which they might have acquired by donations.

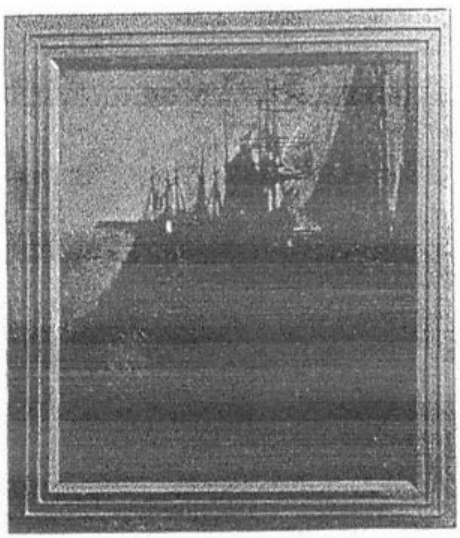
This new organization was accordingly made by another company being formed of contractors to extend and complete the work, which they agreed to do. They further agreed to furnish fourteen thousand dollars towards maintaining and extending the wharf. The new company, however, embraced many of the original owners, in fact, all who were willing to advance more money (as several of them did). The two companies—the old company and the *"Contractors,"* as they called themselves,—acting together harmoniously, the contractors taking a lien upon the property of the old company until reimbursed for their expenditures. The work *now* went forward with great energy. At this time the wharf was made of timber and bridges from the *first bridge* to Captain Forbes' store or second draw, making its whole length about two thousand feet. The work was done under the superintendence of Mr. Samuel Punderson, who was also the contractor for the principal part of it. His energy and skill greatly contributed to the early completion of that part extending to the second bridge, and to the very extensive repairs to the *old* wharf and pier, which required thorough rebuilding. Mr. Punderson entered into the spirit of his work, as one of the old *"town born"* should have done.

The wharf, by this additional element infused into the enterprise, was now thoroughly repaired and put in *first rate* condition. Money was expended freely; and business, again stimulated by good wharf accommodations, was prosperous. An assessment was laid to the amount of $7 000 additional capital, to be furnished by these contractors, to be expended on extending and repairing the wharf, the amount first agreed upon being found entirely inadequate to do what was contemplated by the old company.

In the period between 1802 and 1810, the enterprise was deemed so important that these contractors raised $35 000 more, and in 1810 were incorporated by the name of "Contractors to rebuild and support Union Wharf and Pier in New Haven," the old company preserving their original name of "Union Wharf Company," both companies acting harmoniously in all cases for the general welfare of the wharf, and for the interests of the town.

The extension of the wharf to the "Pier" was now determined on, and the old proprietors were at length to see the completion of their long-cherished plans. A contract was made on the 28th of July, 1810, to build the wharf solid from the second bridge to the pier, a distance of 1,350 feet, and the whole wharf to be raised above high tides.

Of this company of contractors in 1802, of whom there were thirty-three, not one is now living. Of the company of sixty-five contractors that were incorporated in 1810, only five are now living, viz.: Mr. Truman Woodward,* Mr. Ezra Hotchkiss, Mr. Elias Hotchkiss, Mr. Henry Huggins, and Mr. Timothy Bishop. Of these, Mr. Bishop and Mr. Elias Hotchkiss are the only original shareholders at present owning shares in the wharf, Mr. Bishop being the venerable president of the company. He is also one of its directors, and has been such for a period of fifty-two years, and for the whole time a devoted friend to the wharf. Mr. Elias Hotchkiss is also a director of the company. The old company still maintains its organization and transacts its regular annual business, etc.



LONG WHARF

From a Painting by Max Delfant, Owned by a Well-Known Art Collector.

The length of the wharf is 3,480 feet, and is the longest wharf in the United States. A gentleman traveling last year in the state of Iowa, while stopping at a hotel in one of the interior towns of that state, casually heard some one speaking of New Haven and its institutions. He mentioned Long Wharf, saying, "it is the longest wharf in the *world*, that it exceeded five miles in length, and was built by a negro; that many had attempted to build it, but being constructed on soft mud, it could not be made to stand and was abandoned; that this negro then contracted to build it, merely to show what a *black man* was capable of doing, and that he succeeded." I do not know where the man obtained his information; probably from his *conceit* of New Haven, he was a descendant of the *"town born."* But it is a fact that nearly 1,500 feet of this wharf was built in 1810 and 1811 by a colored man named William Lanson.

Mr. Lanson, for he was so known in his *better days*, deserves a passing notice for his enterprise in connection with this contract. He quarried stone at East Rock, built a wharf to load them from into scows, and thus carried them to the wharf. He was respected as a man of energy and skill, and was a useful citizen. Becoming involved in his latter days, he fell into bad repute, but even then a man receiving considerable respect for his previous worth. He was capable of *great things*.

The history of Long Wharf is certainly very remarkable. At the present day it would be considered a great undertaking to construct such a wharf, but at the time of its commencement and for many years subsequently, with the limited means of its projectors, it was one of the great enterprises of the age. The subscriptions made from time to time show the scarcity of money during its progress.

This wharf was the pride and boast of the *"town born,"* a walk to the end of it on holidays being very customary both with men and boys. Great sport it was for the boys to go on the wharf, on the arrival of vessels from the West Indies, when oranges and cocoanuts were gratuitously distributed, when long rows of hogsheads of sugar and molasses yielded their sweets freely to the boys. What *"town boy"* who was not acquainted with the names of all the vessels and of the captains and sailors! Who has not heard of "Captain Brown," such an idolizer of the *"town born,"* and who had such an aversion to all "interlopers," who, when on one of his numerous voyages to sea, his vessel in imminent peril of sinking, and it becoming necessary to throw the cargo overboard to lighten the ship, to save the lives of the crew and for the safety of the vessel, directed the goods belonging to the *"interlopers"* to be thrown over, and to save those belonging to the *"town born?"* Who has not heard of "Wharf-Law," by which, when any offense was committed on the wharf that required attention, and for which "up town" would have caused the incarceration of the offender, the wharf merchants, in contempt of such imprisonment, took the law into their own hands, and meted out due punishment on the spot, and let the culprit go? If deserving of more severe discipline than the more ordinary one of corporal punishment they condemned him to "run the gauntlet" as far as the stores extended, and this with a promise to leave town, generally ended the matter and answered the purpose. The wharf had a law of its own, judge and jury, but no lawyers, for the men were such that confidence was felt that they would do right, and every indulgence was shown to its merchants.

In the year 1779 the stores on the wharf were burned by the British troops. In 1820 nearly all the stores on the wharf were consumed in the great conflagration which destroyed over a quarter of a million dollars worth of property.

To have lived in the days when "Merchant Princes" congregated on the wharf in business, was a time well worth living in. In *old times*, on rainy days, called *"rat days,"* from the immense quantity of these animals that were drowned out of their holes by the *high tides* that generally swept over the wharf, it was a common thing for the merchants to assemble at the *Tavern* at the head of the wharf for a *good time*, where, discussing the state of the West India trade, the state of the country and affairs generally, with their *"bowl of punch"* or *"half and half"* of the genuine "Grenada or Antigua" of their own importation, they would pledge to the success of the "Army of the Revolution." It was on a day of this description, when nearly all were assembled, that the astounding news was received of the treachery of their old friend and fellow West India merchant, Benedict Arnold. They could not believe that one who in 1775 was with the foremost to march in defence of his country, could ever betray it; but when the evidence was past controverting, they consoled themselves with the reflection that *Arnold* was not a *"Long Wharf"* merchant"; had he been located on that venerable wharf, he would never have been a traitor.

Long Wharf has produced such men as Elias Shipman, Henry Daggett, Ward Atwater, Thomas and Henry Ward, Solomon Collis, Benjamin Prescott, James Henry, Roger Sherman, Samuel A. Foot, Jhiel Forbes, William J. Forbes, Lockwood DeForest, Russell Hotchkiss, Henry Trowbridge, Timothy Bishop, Andrew Kidston, Elnathan Atwater, Joseph N. Clark, Richard M. Clarke, Ezra Hotchkiss, Elias Hotchkiss, Enos A. Prescott, Justus Hotchkiss, Laban Smith, Walter Budington, Justus Harrison, Elijah Austin, not to mention hosts of others, *men of mark*. And in this connection the name of Roger Sherman, son of the signer of the Declaration of Independence and a framer of the constitution, should receive more than a passing remark. Mr. Sherman was connected with Long Wharf, as one of its truest friends, for more than half a century. In its darkest and most perilous days he was ready with his counsel and his open purse, was a sound and able adviser, and no man ever did more for its prosperity than Mr. Sherman. An officer of the com-

(Continued on page 8.)

* Since deceased.

LONG WHARF IN NEW HAVEN

(Continued from page 7.)

pany from 1810 to 1847, he was always its strong friend; long prior to that period he was a chief promoter of the enterprise, and lived to see the completion of the work for which he had done so much. My friends will pardon me if I also mention the name of my honored father, as one who was ever devoted to the interest and welfare of the wharf.

I trust that I will not be considered out of place if I here pay a passing tribute to the memory of some of the New Haven shipmates of the olden time. Among hosts of those notable men were Captains Daniel Greene, William Howell, Caleb Britnall, Caleb Trowbridge, Joseph Trowbridge, Captain Brown, ("the town born") Captain Phipps, James Goodrich, John T. Trowbridge, Gad Peck, Thomas Painter, Thomas Ward, Henry Ward, Henry Denison, Daniel Truman, John Davis, Nathaniel F. Clarke, Roswell Trowbridge, James Hunt, Elias Trowbridge, Frederick Hunt, Elnathan Atwater, Aya Granniss, William Sheffield, William Moulthrop, Simeon Hoadley, Joseph Thompson, Gilbert Totten, Richard M. Clarke, Samuel James Clarke, Ichabor Smith, Samuel Clew, John Hood, John Bradley, John B. Hotchkiss. This list could be extended to include hundreds of worthy men.

Commodore Hull, prior to commanding the glorious Old Ironsides, had commanded a West Indiamen from this port, and multitudes of others could have been found here in New Haven well worthy to uphold the honor of the "Stars and Stripes."

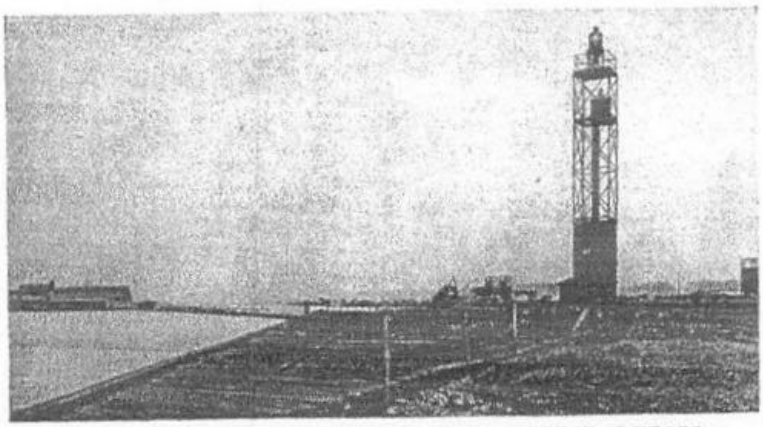
The world has never produced a more intelligent set of merchant captains than those who have commanded New Haven vessels; men not only capable, thoroughbred seamen, but men able to transact the whole business of their voyages, selling their cargoes abroad and purchasing return cargoes. Some of the most lucrative East India voyages, combined with sealing voyages in the Pacific, were made from this port by our houses, any quantity of *China ware* may be found, that was brought home by our townsmen from their China voyages.

The West India voyages also were often very remunerative. On this subject I propose hereafter to write another paper.

Custom House Square, at the head of the wharf, was originally built upon, very closely. There were three entrances to Long Wharf from Fleet street. In 1818 this square was opened by the removal of the buildings, through the combined aid of the general government, the town, and the wharf. It was originally the intention to extend Union street to the wharf, and arrangements were made for this purpose, but in some way through a misunderstanding, it was not accomplished.

In 1822 an addition was made to the wharf, by the extension, a distance of one hundred and five feet down the channel, of a wharf thirty feet wide.

In 1826 the Farmington Canal company received permission from the wharf company to connect their basin wharf to Long Wharf. In 1848 the New York and New Haven railroad company had permission to



END OF LONG WHARF, AS IT APPEARED IN RECENT YEARS.

cross the wharf by their railroad. In 1852 the railroad company had permission to fill up the canal basin, for work shops, car houses, etc., etc.

Within the last ten years additions and improvements have been made to the wharf at an expense exceeding $10,000. In its structure will be found parts of the island of Malta, stones from the rock of Gibraltar, ballast from Sicily, gravel from the harbor of Dublin, stones from Bristol in England, rocks from the Gulf of Para, and from the islands of St. Domingo, Porto Rico, Guadaloupe, Martinico, Trinidad, Antigua, St. Vincents, St. Lucia, St. Barts, St. Eustatia, St. Kitts, St. Croix, in fact, from almost every island in the West Indies. An excavation for a building often exposes some of these contributions from foreign countries, and wherever New Haven vessels have prosecuted their voyages, almost every port visited has contributed materials that have been used in the construction of this wharf; and probably, by excavating a greater collection of foreign minerals could be made from this wharf than from any other spot in the United States.

This brings down the history of Long Wharf to the present time. I feel that so much detail must have tired the patience of the society, and that I have not done justice to this great enterprise, which has been in existence nearly as long as our town, an enterprise that was projected and conducted by the best men of New Haven, and one that has been of vast importance in promoting the growth of our city as a commercial place. I trust that at some future time some one more able than myself to do justice to the wharf, may prepare a better history. I am certain, however, that no one will ever be found who has a more profound respect and esteem for its founders, and for Long Wharf itself, than the writer.

I necessarily reserve the history of the "Wharf Merchants," and of the "West India Trade" for a future evening.

An American Citizen.

(Continued from page 5.)

respects on any problem; but if we make it the rule of our lives to follow certain well-defined principles of civic action, we shall be surprised and gratified to find how nearly we agree, and how much more we can effect together for the common good.

"How can any American citizen escape the obligation of American ideals? How can we avoid the charge of unfaithfulness or even disloyalty if we ignore or violate them? The true American citizen is one who has daily regard for the general welfare.

"There is a broad tolerance for individual liberty under true American standards, and wide latitude for deserved individual success. No one begrudges the business fame or success of a Westinghouse, an Edison, a Ford, or any man whose genius, or hard work, really benefits his fellows while enriching himself. The men and monopolies that burden their fellows, restrain fair progress and compel unfair tribute, or promote vice for profit—these un-American excresences are justly condemned, and should be done away.

"The public schools are doing a wonderful work in bringing the rising generation together on common American ground. Many are clamorous that the schools shall change their courses to more practical work and less of the old-fashioned classical idealism. Probably this is a necessity under the conditions that confront us to-day. Children must be taught how to make their way in life. But let us not lose sight of one mighty force that lay in the idealism and discipline of the old-time public school—the obligation of industry, the inculcation of respect for authority, of the principles that underlie the development of character, and the necessity as well as the wisdom of faith in God. We have thought it prudent to debar religious teaching from the public schools; but we have gone too far in that direction, by mistaking our several creeds for religion, overlooking at the fact that faith in God is the substance of all our religions, and the only true inspiration for education, as well as for daily living. Are we not gradually coming back to a common ground where we may finally agree to teach the children the essentials of religious faith, even in the public schools? Is it not a vital error to omit it?

"Meanwhile, the actual responsibility rests with the teacher. It does not need an addition to the curriculum to show the teacher the need of inculcating faith in pupils. Our growing tolerance of each other's beliefs in these later days is showing us the folly of insistence upon a particular denominational creed in any place where we meet on common ground; such purpose or action will quickly discredit itself in the common sense of the people. But no true teacher can resist the natural appeal of the child for those essential religious influences which determine character.

"In all our civic relations, then, it is well to keep constantly in mind the origin of American ideals, especially when we contemplate the different creeds and nationalities now combining to make a wonderful new America. It tends to make us all more tolerant, and each more loyal to essentials, to get a true and effective insight into the real unity of all our faiths, as revealing the real brotherhood of man and the universal Fatherhood of God.

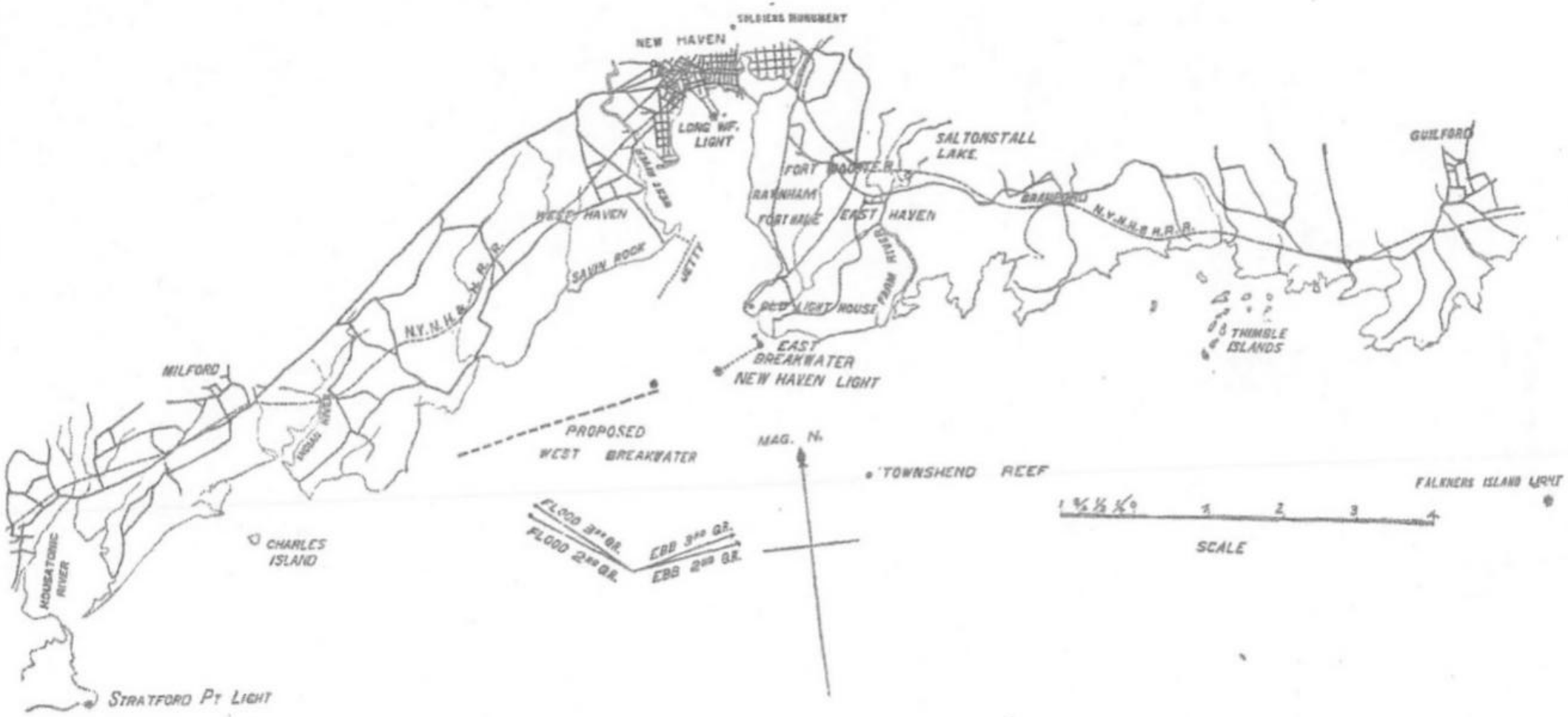
"Some of us are apt to call these the foundation ideals of Christianity, as indeed they are; but they are far deeper in origin than that; they are older than Christianity, older than Christ. Far back in the dawnings of Jewish jurisprudence the same 'two great commandments' are found. Jesus, himself a Jew, made them the fundamentals of his own faith, and proved his supreme loyalty, even unto death, that through Him humanity might realize the saving power of service and sacrifice.

"A true appreciation of American ideals must lead us back to faith in God, without which all life is meaningless; and thus there is emphasized to each individual soul the unescapable personal responsibility for loyalty in citizenship, as in all the duties of life."

Going North for the Winter.

One of the ways to make the most of winter is to go where there is the most of it. A large party of New York men and women are enjoying the sports of the season at one of the cottages under the Great Stone Face of the White mountains in New Hampshire. With two feet of snow on the ground, and the thermometer way below zero, they find delight in snowshoeing, tobogganing, skiing and coasting, while the evenings are spent around the fireplace blazing with great logs. Everyone who has been in the northern mountains in winter remembers the difference between the exhilarating cold of those regions and the damp chilliness of a much higher winter temperature hereabouts. The snow itself adds to the crispness of the air, while it provides means for novel locomotion and for sports.

There will always be many people to go south in winter, but a fashion might easily be started in which more and more, who are possessed of ordinary physical vigor, will go north. It seems a loss of opportunities to let so many expensive hotels and cottages stand unused for eight months or more in every year.



MAP ILLUSTRATING THE PROPOSED IMPROVEMENTS OF NEW HAVEN HARBOR.