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Printed by The Bacon Printing Company of Derby, May, 1975.
Map of the Town of Derby, New Haven County, Conn. From actual survey by McCarthy & Arnott, C.E.
Published by authors 1852.
A Sketch of Old Derby

Derby was permanently settled in 1651 by sturdy pioneers from Milford, but was not accorded the privileges of an accepted plantation or township by the Connecticut Colony until 1675. For twenty-four years this privilege was withheld from the settlement by the objections of Milford. Its name was originally Paugasuck from the tribes of Indians who occupied and owned the land, but was changed to Paugasset by Governor Theophilus Eaton of New Haven, and then to Derby by the Colony in 1675.

Actually, our beginnings go back to 1642, only three years after the settlement of New Haven. A trading post was established by Captain John Wake man on the point of land at the confluence of the Owsatunnuck River (Pootatuck or Housatonic) and the Nawcatock River (Paugasuck or Naugatuck). The area for several miles up and down these rivers was one of the great influences on the history of Derby—social, economic and industrial.

Paugasuck gradually increased in size by the purchase of numerous parcels of land from the different tribes of Indians, until it comprised an area of twelve miles to the north and of nearly fourteen thousand acres. Gradually, the settlers populated more of this area and developed their own "townships" within the larger area. The area proved too large to remain as one town, and beginning with Oxford in 1798, sections began to secede. The next to sever the tie with Derby was Seymour in 1850, and then Ansonia in 1889. This gradual secession of neighboring towns reduced the acreage, limits and population of Old Derby. The present City of Derby, which came into existence in 1894, can boast of only 3,293 acres with a varying topography of many hills to lowlands along the rivers. Its present boundaries are Seymour and Ansonia to the North, Orange and Milford to the South, Housatonic River to the West and Woodbridge to the East.

Shelton was settled about 1697 as a parish of Ripton and a part of Stratford. Although it is across the Housatonic River from Derby and is located in Fairfield County, Shelton has been regarded as an integral part of the Naugatuck Valley and a Twin City of Derby.

The history of the towns which once made up Old Derby have seen themselves progress in many ways and found prosperity in shipbuilding and then later great industrial growth. The change has been going on for over three hundred years. Although separated by political divisions with city and town governments, there has always existed between the area communities, a feeling of brotherhood and interest owing to their territorial nearness.

Thus, it is this view that we see as we come north from Milford on the Housatonic River and turn at the Narrows, where the high cliffs rise from the water and give us our first sight of the Derby Settlement.
Derby, Its Humble Beginnings and Its Historical Past

The Wilderness

So that we might obtain a clearer understanding of the Old Derby History, we must rid ourselves, so far as possible, of modern associations. We must lose sight of all political divisions of the area, must forget the existence of the business centers, must remove this dense population, and these dwellings and shops and streets and highways and bridges and motor vehicles and railroads. All this is swept away, in fact, all the multitudinous products of civilization. We must go back to the primitive period in the history of New England. The river was here and the brooks flowing into it. The hills were here and the occasional patches of meadowlands. The entire region, except the meadows, was covered with stately forests. The woods abounded in game—wild turkey, raccoons, rabbits, squirrels, beaver, otter, bear, deer, wildcats and the dreaded wolves. The streams and rivers abounded in fish. The country was a pathless wilderness in possession of the red man. It was not divided as it is now among individual owners, but it belonged to the natives who roamed through its woods, and established their camping grounds upon its streams.

This primitive condition of things in the Naugatuck Valley continued until the middle of the seventeenth century.

The Indians

Before the advent of the whitemen in the area later known as Derby and the Lower Naugatuck Valley, a large and powerful tribe of friendly Indians roamed through the dense wilderness, living in crude huts, hunting and fishing in the two rivers. In the present Milford and Derby areas they called themselves the Paugasucks, and the whitemen calling the area Paugasset along the Naugatuck River.

How long the Indians had occupied this territory, we have no means of knowing, but it apparently had been for many years. The most powerful Indian tribe on the Eastern and Atlantic coast was of the Algonkin stock. Various branches or tribes in this area were: Poquonnocks to the north in Waterbury, Tunxis around Litchfield, Weepawaugs in Milford, Quinnipiacs in New Haven, Pootatucks in Stratford and Shelton and the Paugasucks in Derby.

The great chief or Sachem of these Indians along the Naugatuck and Housatonic Rivers was Ansanta­waes, "whose birch bark cabin beyond the Wepawaug received the homage of all the tribes around." The fact that Ansanta­waes was considered such a powerful chief or sachem with widespread authority, is believed to have been the result of a compact among the Indians to unite under one head as a protection against the Pequots to the east and the Mohawks in the north who made frequent raids. His son, Towtanimow, was sachem of the Paugassets, and another son, Okenuck, a sachem of the Pootatucks. Ansanta­waes, whose name appears on many of the early deeds, died at the Turkey Hill settlement about 1665. Members of the tribe lived at Turkey Hill, near where the Two Mile Brook meets the Housatonic River in East Derby, until the Civil War days. Truly this was a veritable 'royal family' of Indian tribal chiefs.

The Pequots were considered the fiercest of the Connecticut Indians, and mustered about 500 to 600 warriors. Few as the Indians were, however, they comprised a formidable obstacle to the handful of English pioneers in the 1630’s. The numerous and violent undertakings of the Pequots became known as the Pequot War during the 1630’s. The Pequots finally retreated and were subdued. Never again would Connecticut families know such great terror from the Indians.

The Savings Bank of Ansonia

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The earliest white settlers, and those to follow, acknowledged the rights of the Indians in the ownership of the land through occupancy, settlement and inheritance. Hence, they took particular pains to acquire the lands they sought from the Indians by purchases, which took the forms of signed deeds and rituals. Sometimes this was done by a "twig and turf" ceremony. After the customary signing of the deed by both parties, Ansantawe was handed a piece of turf and a twig. Taking the piece of turf in one hand, and the twig in the other, he thrust the twig into the turf, and handed it to the English. In this way he signified that the Indians relinquished all the land specified in the deed and everything growing upon it. Title to the region was based solely on land purchase from the Indians and not upon any grant from the English Crown.

The Indians appeared to be quite willing to dispose of their lands to the whitemen, and there is little doubt that they gladly accepted what the whitemen offered them for the large strips of territory. The Indians were very accommodating in this respect, selling the land for little or nothing as when Thomas Wheeler bought an island in the Pootatuck area, lying south of his house near the confluence of the Two Great Rivers for "two yards of cloth and two pairs of breeches." "Horse Hill" was purchased by Abel Gunn for "one blanket." The Indians did not of course realize that the sale of the lands was as the deeds read. As a result, while they vacated the lands sold, they repeatedly returned and claimed the same land. It must be said to the credit of the settlers, that in some instances they paid three or four times the originally agreed price which included blankets, other cloth goods, tools, trinkets and English pounds of money.

While it may be said that the whitemen took advantages of the Indians in buying the land, it must be remembered that these lands were mostly in the wilderness and that the pioneers labored long and hard to convert them into farm land. The lands were idle except for the few Indian settlements scattered here and there.

**Early Forts**

The Indians were known to have built at least two forts in our area. The Pootatucks along the west bank of the Housatonic River in Shelton erected a fort, known as Fort Hill. The Paugasucks along the east side of the river built a fort called New Fort, directly opposite Fort Hill about half a mile above the present Derby-Shelton Bridge and at the location of the present Recreation Camp on Roosevelt Drive. A large boulder near the road marks the site of the nearby fort. Near any Indian settlement or fort there was usually a place of burial. Unfriendly tribes, suspicion of the whitemen, and fear of prowling wild beasts, especially wolves which were known to exhume the bones of the dead, caused the Indians to bury near at hand. Known Indian burial grounds in Shelton were located at the southern end of Riverview Park, on Leavenworth Road north of Indian Well on the brook, and in South Shelton probably at Coram. Others were located near Huntington Center, Turkey Hill in East Derby, Squantuck in Seymour, near Derby Narrows in East Derby and Old Deerfield Village in northeast Ansonia.

All that remain of these early Redmen are the few names of places which echo the Indian names (Squantuck, Skokorat and Towantic), the title deeds and traditions our local history books have cited, and the stone or flint implements which are turned up by the plough and bulldozer in our fields. He is gone.

The Indians continued to move northward and settled at various Indian settlements in Connecticut like, in Kent and at Chusetown, now called Seymour. The Paugasucks lived at the Turkey Hill settlement for over 200 years. It was located just off the present Derby-Milford Road and below the Two Mile Brook. In early times the wild turkey, seeking to escape from the hunter, flew from this hill across the Housatonic River. Molly Hatchett lived at Turkey Hill. She was a good specimen of the Paugasucks. Nearly six-feet tall, muscular, erect, of stately step, with long, black hair falling over her shoulders, with piercing black eyes, of polite and commanding appearance, she was a noble relic of a barbarous race.
It was a fashion of her own, always to wear a white blanket shawl and a man's hat, and to carry a cane or her little hatchet. Shrewd and witty, she was seldom overreached in her jokes. She was rather fond of "uncupe," as she called rum, and this was besetting sin, for which she blamed the whites. In the parish records of St. James church, it is recorded: "1829, January 17, died Molly Hatchett, Indian, aged nearly one hundred, buried by Rev. W. Swift."

The last remnants of the Paugasucks in Derby were the Mack Indians as they were called, who lived in a small settlement called Old Deerfield in northeast Ansonia. Derby people helped them build their huts in which they dwelt, securing a living by hunting and making baskets. In 1833, all the group died of smallpox, except three children who were vaccinated and saved. They were buried in the garden near their huts. A peaceful, lovely spot, most fitting for the eternal sleep of the Red men.

Thus, the Indians, once a proud and independent race, vanished from the Naugatuck and lower Housatonic valleys.
Indian Well near Housatonic River, Shelton

Bridge at Squantuck Along Roosevelt Drive, Seymour

Indian Treaty Tree, Boundary of Pootatuck and Squantuck Tribes along Quaker Farms Road, Oxford

The Kerite Company
Early Settlements

The first men who penetrated the wilderness seem to have been fur traders from New Haven, settled in 1639. As early as 1642, a trading post was established by Captain John Wakeman at the extreme end of what is now West Derby (Derby) and more exactly the southerly point of the present day Caroline Street. This area later became known as the Point and later as Birmingham Point. Wakeman and his associates, Messrs. Goodyear and Gilbert, apparently prospered in their trade with the Indians for several years before the trading post was abandoned. A small house was built in which there must have been living quarters, as well as storage facilities. There was no indication of an attempt at permanent settlement, and it was probably difficult to maintain workmen there because of the vast wilderness and the wild animals.

The trading post led to a controversy and a heated exchange of letters between Governor Theophilus Eaton of the New Haven Colony, and the peppy William Kieft, governor of New Netherlands, who claimed the territory for the Dutch. Eaton maintained the right of the early Englishmen to stay where they were and warned the Dutch to stay away.

In the fall of 1651, Edward Wooster of Milford applied for hopgrowing land and had doubtless found it in the wilderness to the north. Wooster and his 'brother-in-law,' Thomas Langdon, made permanent settlement here with their families and built their log cabins on the bank of the Naugatuck River near the present Division Street. The soil there was most favorable for the growing and cultivation of hop vines, whose product was greatly in demand in one of Milford’s earliest industries, a brewery.

Wooster and Langdon built their more permanent homes a little to the north of the present Colonial Cemetery (Old Derby Uptown Burying Ground) in Derby and near Elm Street in Ansonia. Wooster, with his family of twelve children, no doubt worked hard to raise the hops and trade them in Milford, as well as to struggle to maintain the land and provide food for their own livelihood. Edward Wooster’s land along the banks of the river was planted with hops. To water his meadow crops, he dug a ditch from the river and thus widened and divided it—thus becoming the Old River and the New River.

Wooster was enticed to wander into the wilderness to the north (Derby), because of an attractive bounty for killing wolves. He became known as the "Wolf-killer," and thus protected the settlers from being molested.

First Bridge

Thomas Langdon built his house, in 1652, a little north of Wooster's house on the hill. It was near Edward Wooster's place that the first bridge across the Naugatuck River was erected in 1717.

Soon other families traveled north and started to settle in and around the areas known now as Elm Street in Ansonia and Academy Hill Road and Kankwood Hill in East Derby.

The Edward Riggs family settled on the hill above Elm Street (Kankwood Hill or Derby Hill) and about one-half mile east of Wooster. A house was built in 1655, and it was like a fort and stockaded for protection from the Indians. It was here that Generals Goffe and Whalley, the regicides, sought refuge for a time in 1661.

First Bridge

Francis French erected his house up on Academy Hill Road in 1661. He and his wife and 10 children struggled to clear the land and help to settle the new territory. Lydia Bunnell of Milford, became Paugasset's first bride when she married French in 1661. He owned considerable land on Derby Hill.

Thomas Wheeler of Stratford had settled at Birmingham Point in 1657. Slowly, new settlers arrived and there began to be some "permanency" to this land north of Milford.

An Unforgettable Episode

Richard Baldwin of Milford, heading a company of persons from that town, began to purchase land from the Indians in 1655. Baldwin applied to the General Court in 1655 to have Paugasset made a separate plantation, but vigorous opposition from Rev. Peter Prudden (the founder of Milford) and other Milfordites, as well as certain New Haven magistrates, who were prejudiced against Thomas Langdon, caused the failure of the petition.

Old Derby Uptown Burying Ground on Derby Avenue

Greco & Haines, Inc.  Hubbell Bros.
The result of the protest was that the Court rescinded its action in placing Paugassett under its jurisdiction, but did grant the petitioners the right to buy lands from the Indians on the east side of the Naugatuck River and toward New Haven, as well as above them northward up into the country.

Thus began a long drawn out controversy over Paugassett's being entitled to the privileges of a plantation or township which was to continue for some twenty years. This undoubtedly worked as a handicap in the growth of the new settlement. Milford made no outward claim to proprietorship of the lands at Paugassett, but maintained that the people of Milford would be "inconvenienced" should they be deprived of fields at Paugassett used for pasturage of Milford-owned herds of cattle.

The real reason apparently was that both New Haven and Milford wished to continue Paugassett as a "buffer" settlement, neither claiming any part of it, but both were anxious to annex it to their already extensive territory. Had either made a claim to Paugassett, there would have been a dispute, and with this undeclared competition rested, for a time at least, Paugassett's opportunity to further its own ambitions in becoming a separate settlement.

**Determined Pioneers**

These delays and haltings did not entirely subdue the spirit of enterprise and activity. Lieut. Thomas Wheeler of Stratford made a purchase, or rather accepted a gift of land, in May 1657, on the point of land where Birmingham stood and where now stands the lower part of Caroline Street and to the south. This maneuver completely disarranged the plans and dispelled the dreams of Paugassett's loving neighbors. He took over the buildings of the former trading post of Wakeman, built new ones and commenced a shipbuilding business at the point where the Housatonic and Naugatuck Rivers merged at such a depth as to make this possible. It is believed that this venture was backed by Alexander Bryan, the great Milford merchant and member of the Court. When Langdon and Wheeler departed, Bryan bought up their lands.

Repeated requests and petitions to the General Court from several of the new settlers, failed to have their plantation accepted. The Court even went so far as to tell Wooster and the other families to move to a more settled village. Edward Wooster, however, was a courageous and determined individual and kept the little settlement intact. The land comprising it had been allotted to the settlers, each a home site, and meadows sufficient for their farming.

With the union of the Connecticut and New Haven colonies in 1664, more encouragement was given to the little community. Edward Wooster was Paugassett's first official, being appointed constable by the General Court in 1669. On January 1, 1666, Abel Gunn of Milford came and started "His Book," a record of land purchases and settlements, vital statistics and animal markings for identification. He was to continue this record, painstakingly and in his own script, performing a service for which we of today must always be grateful. What would have happened to the earliest records it is impossible to say, but they constitute for the most part a valuable printed record which was published in limited edition in 1901, by the Sarah Riggs Humphreys Chapter of the Daughters of the American Revolution. Members of this Chapter spent countless hours copying the original and fast decaying records of the early settlement, and published a book entitled, *Town Records of Derby—1655-1710*.

Paugassett, in the meantime, was slow in its progress of getting new settlers. Some of those who tried to settle there, found it difficult and moved away.
East Derby Landing about 1900 near confluence of Housatonic and Naugatuck Rivers.
the great grandmother of Mrs. Robert Gardner.

House in Derby Neck below Hawthorne Avenue, since vanished, once occupied by Mrs. Reuben Lum. She was the great grandmother of Mrs. Robert Gardner.
Others became enticed by the offers of lands and a new place to live and farm. The lot of the early settlers was not an easy one. Living in the wilderness, ten miles from a settled habitation, surrounded by vast forests, and with none too friendly Indians as neighbors, their position was very insecure. It was compulsory for residents of Paugassett to attend church services on Sunday in Milford. The Sunday laws of the Colony were so strict that they practically prohibited any mode of traveling, except walking, and the twenty-mile roundtrip “hike” through the wilderness was strenuous even for the hardy pioneers.

1675—A Plantation at Last

It was one of the requirements of the Colony of Connecticut, that no settlement could be granted the privileges of a plantation (town) before it had engaged a minister and made ready to support him and a church for the preaching and worship in accordance with the orthodox religion.

The little settlement of Paugassett, not yet a town, and weared by the long trudge through the wilderness to Milford each Sunday to attend divine worship, had from time to time engaged a minister to come among them to preach and conduct worship services held in some home. One of those first engaged, an itinerant preacher, and who seemed to satisfy the inhabitants was the Rev. John Bowers. He was a native of England and a graduate of Harvard College in 1649. Bowers was a teacher in New Haven and in Plymouth.

In the autumn of 1673, a very important enterprise was planned and put in form to be executed in due time, with a precision becoming the dignity of what was regarded in those days, the great component part of a plantation. Abel Gunn wrote the record with the most careful definiteness, ornamenting the commencement of every line with a capital letter, and although it may appear odd, there is much propriety and beauty in it.

“Att a Lafoll meting of the inhabentants of Pa-gasset to getter with thos proprietors of Stratford
And milford that have some land in improve ment there, noven: 18 : 1673 :
Itt was votted and agreed that they would build mr John
Bowers adwelling hous: 36 : foor In lenth and : 18 : foor and a halfe in breadth and a
Story and an half in height, mr Bowers finding what glase nailes and iron works that
Shall be nesseSary for the hous; this is to be ffinisshed soe as mr
Bowers may live in it with his family by the
Next may in Seuing the Date above written:”

Now that Mr. Bowers's house was built according to contract, and he probably took possession of it as soon as finished, preparations were being made to again present a motion before the Court to allow the settlement to become a plantation (town).

A Town Called Derby

Upon the motion of Joseph Hawkins and John Hulls to have the privileges of a plantation granted to the inhabitants of Paugassett, the General Court at Hartford gave them that power and privilege of a plantation on May 13, 1675. The plantation (town) was named DERBY, and was freed from taxes for three years. The boundaries stretched from Milford and New Haven on the south, to Woodbury and Mattituck (Waterbury) on the north, and comprising all the present towns of Ansonia, Derby, Seymour, the greater part of Oxford and Beacon Falls.

It is said that the name Derby came from the shiretown of Derby, in England, and that some of our Paugassett settlers came from that part of England. Spelled DERBY, it was often referred to and pronounced as “DARBY.” Even the great George Washington thus referred to it in his diary.

The twelve families who were settled in Derby at this time were:

Edward Wooster  Stephen Pierson
Francis French     John Hulls
Joseph Hawkins    Jeremiah Johnson
Samuel Riggs      Jabez Harger
Ephraim Smith     Ebenezer Johnson
Able Gunn         John Tibballs

And the eleven others preparing to settle amongst the twelve, having received grants of land were:

Mr. John Bowers  George Beaman
Dea. Abell Holbrook  John Brinsmade
Capt. John Beard  Henry Tomlinson
Nicholas Camp    Jonas Tomlinson
Joseph Hawley     Henry Botsford
Moses Johnson

The fact of being organized into a plantation guaranteed all the powers and privileges of an ecclesiastical (church) society without a separate organization. The town held all powers which have since been delegated to church societies to provide for the preaching of the gospel. The Gospel brought the only hope of any good beyond the settler’s earthly toils, and without that, the wilderness, though it should blossom with every joy and comfort beside, would be but a wilderness of fears and death. The efforts of these persons were really wonderful, amazing! Under a great struggle for survival, these early pioneers made success beyond description. But at last Derby had a name, and a place in the little constellation then rising along the shore of a mighty continent.

Stanley D. Stier, M.D.
Dr. and Mrs. Earl L. Baker

Industrial Heat Treating
Blake Bus Service, Inc., Ansonia
View of East Derby

View of East Derby (formerly Sugar St.) and the Housatonic River in Derby.
In the seventeenth century, the American colonies had no standing army of their own, and small units of British regulars were periodically stationed at strategic points. Emergencies, like native Indian disturbances, were handled by the militia system. The central theme of the militia system was that every able-bodied man must do his share for the defense of not only his own family and property, but for his neighbors as well. Special tax assessments were levied against the residents to support militia expenses, and the families of those who served on active duty. The militia system was a highly social affair, and prominent citizens took great pride in being elected or appointed to the rank of officers. While the character and details of the system changed from time to time, it grew in importance over the years, reaching its peak during the days of the Civil War. Since that time, the militia system has been replaced by larger regular and volunteer services on a national basis.

The Colonial Wars

After the Pequot War, there was no more Indian fighting within the boundaries of Connecticut. Yet, the Indians were not entirely subdued and it was many years before the frontier towns felt safe from Indian attacks. In the other Colonies there were wars, however, and Connecticut sent men to help the settlers. The most important of these wars that was fought close to Connecticut boundaries was known as King Philip's War. King Philip, sachem of the Wampanoags, attempted to form an alliance with the New England Indian tribes for the purpose of exterminating all the colonists. Hostilities broke out in 1675, and while the Connecticut Indians, remembering the defeat of the Pequots, allied themselves with the Connecticut settlers. The hostility of the Indians was confined apparently to those of the eastern part of the state, and Major Robert Treat of Milford was made commanding general of the forces of Connecticut. He took with him soldiers raised by proportion from the towns. How many went from Derby is not definitely known, but a few must have been taken. Ebenezer Johnson was commissioned captain in the army and served under Major Treat. Johnson was later to excel in affairs both civil and military. He was later commissioned a colonel. Col. Ebenezer Johnson should be remembered as one of Derby’s great citizens.

From this time on until the American Revolution, Connecticut was at war, in alliance with the English colonies, against the French and Indians no less than four times. The French and Indian Wars continued with brief intervals of rest until 1763. Derby furnished many soldiers for these campaigns and some found their last resting place on the battlefields of Canada. David Wooster, a grandson of the “Wolf-killer,” graduated from Yale and entered the king's service in 1738, was sent in charge of prisoners to England, was received by the king and made by him a captain for life in the regular army, became colonel of the Connecticut regiment, and commanded a brigade in the final conflict. With the menace of the frontiers removed, the Colonials began to complain of the taxes and exactions imposed by the British government and the result was the American Revolution.

The American Revolutionary War—1774 to 1783

The British Parliament passed the Stamp Act in 1765, and a bill in 1767 imposing duties upon tea and other articles imported from Great Britain, which led to disturbances and opposition by the Colonists who resisted this action. The course of events was watched with various feelings, for there were warm followers of the British cause at Derby, as well as a large number who earnestly supported the side of resistance. The prevailing mood was one of uncertainty.

The first recorded action of the town of Derby took place at a legal town meeting, November 29, 1774, with Daniel Holbrook as moderator. At this
meeting the town approved the action of the First Continental Congress in Philadelphia in September 1774, and voted to support their neighbors to the north by denouncing the English laws as unconstitutional, advising the people to arm and set up their own militia, and recommended stiff economic sanctions against England.

Derby men, about 34 in number, were sent to Boston to aid the patriots at the Lexington alarm in 1775. Major Jabez Thompson, Captain Nathaniel Johnson, Benjamin Tomlinson, Nathan Mansfield, Jabez Pritchard and others served there. Therefore, Derby had a part in the first rally in the great struggle for freedom.

Several took part in the Battle of Bunker Hill in June of 1775, as did Jabez Thompson, major of the First Connecticut Regiment which contained a company of Derby men. General David Wooster, a Derby citizen, proved himself an active, spirited officer, and distinguished himself in many battles. He was appointed the first major-general of the militia of Connecticut in 1775. Wooster fell mortally wounded in the defense of Danbury, in 1777. As the historian of that day (Gordon), says of Wooster's passing: "The General behaved with great valor, and lost his life gloriously in defending the liberties of America, at the advanced age of seventy."

A family of Hulls distinguished themselves in the many battles during the Revolutionary War and in patriotic service at home. Lieut. Joseph Hull served the cause in battles on Long Island. General William Hull served with great credit, honor and distinction through the Revolutionary War. During the campaign of 1780, Hull was requested by General George Washington to come into his family as one of his aids. He declined with expressions of gratitude, and he recommended David Humphreys of Derby. During the following winter, Hull was in the area of White Plains with his command, and did very great service for the American cause, receiving the thanks of General Washington and of Congress. Lieut. Samuel Hull, brother of General William, served in the Revolution and was appointed one of the town committee to provide clothing for the soldiers.

General David Humphreys, the beloved of George Washington, was the most distinguished man born in Derby. He excelled as: citizen at home, poet, aide to Washington, soldier, statesman, and manufacturer. In 1774, he enlisted as a volunteer adjutant in the Second Connecticut Regiment in New York. In April, 1777, he was serving under General Wooster in the battle following the burning of Danbury in which Wooster was mortally wounded. He served on the staffs of General Parsons and Israel Putnam, as well as being offered a place on General Nathaniel Greene's staff. On June 23, 1781, Humphreys was made an aide-de-camp of Washington, which brought him in close contact with "reverses, defeats and heartbreaking experiences of the Great Commander." Humphreys remained a close confidential friend and advisor to Washington. At Yorktown he aided in the capture of General Cornwallis and the surrender of the British Army on October 19, 1781. Humphreys had the honor of being commissioned by General Washington to receive the twenty-four captured British and Hessian colors, and the sword of Lord Cornwallis, and to present these colors to the Continental Congress at Philadelphia.
the Civil War, he was enjoying a successful practice, ranking among the first lawyers of the state. Having no taste for military life, and doubting his fitness for either officer or private, he was not one of the very first to offer his services to his country as a soldier. But, his heart was in the cause, and from the firing of the first shot upon Sumter, to the day of his enlistment in 1862, a more earnest, sincere, patriotic advocate of the Union cause, was no other than William B. Wooster. It was mainly through his efforts that a bounty of ten dollars, payable every four months, to each Connecticut volunteer, with an additional bounty of ten dollars per month to their families, was granted, carrying relief and comfort to thousands of soldiers' homes all over the state.

One day a neighbor said to him in his office, "What is Derby to do in this war?" He replied with earnestness, "I don't know what will be done, but I have resolved to close my office and enlist, for I think it is my duty." He enlisted and was appointed lieutenant colonel of the 20th Connecticut Regiment and he served until the close of the war. He was in command of his regiment at the battle of Chancellorsville, where he was taken prisoner with Capt. A. E. Beardsley of Derby and Capt. W. W. Smith of Seymour, and sent to the dungeon of Libby prison. Being soon exchanged, Col. Wooster again led his regiment at the famous battle of Gettysburg. In each of these engagements he proved an efficient and skillful officer, building a brilliant war record, and his services were an honor to Derby and the state. He was promoted to colonel in 1864, and soon after resigned his position and returned home to Derby to resume his law practice.

In the 1840's and 1850's the question of slavery became a burning issue. On Great Hill, in Seymour, there was a wide variance of opinion. Some of the old Democrats were copperheads. Others were abolitionists and still others occupied a middle ground. Even among families, there were different opinions expressed.

When the Emancipation Proclamation was issued, two Great Hillers set up a tall flag pole and hoisted a flag as an expression of approval. Others sneered. When Lincoln was assassinated the teacher of the local school remarked that Wilkes Booth had "done a good deed." In one case a favored son escaped the draft by paying a substitute. From a Miss Henrietta Tomlinson it was learned that neighbors organized a horse back squad who took turns riding to Derby for the news which was then relayed from house to house.
Taken in 1918, the boys "over there" were back over here, and Derby turned out to give them a hero's welcome. The firemen's band can be seen followed by the soldiers. The parade is going down Elizabeth Street to Main, to Derby Meadows where an outing was held.
Robert Goldstein       Gerald Bogen
of Petrol-Plus
St. Mary's School on Seymour Avenue.

St. Michael's School on Derby Avenue.

P. Francini & Co., Inc.
Mrs. Oliver Freeman, widow of Quash Freeman, negro Governor of Connecticut. Derby Neck Road, Derby.
Church History

FIRST CONGREGATIONAL CHURCH
The First Congregational Church of Derby is the oldest organization of any kind in the Naugatuck Valley; and its history, and that of the town for over a hundred years, are inseparable. In the early colonial days, before a town could be organized, church services had to be provided. Therefore, in 1671, the people of Paugasset called as their spiritual head, Rev. John Bowers, who had been acting pastor at Branford, and previous to that schoolmaster at Plymouth, Mass., and at New Haven. He was a Harvard graduate, class of 1649, and had married Bridget Thompson of New Haven, who survived him for a quarter of a century.

Church Organized
A parsonage was erected by the town in 1673 for the use of the minister, and in 1675 the town was recognized and named Derby, after a manufacturing town in England. On February 25, 1677, the town voted: “The Lord Having by His Providence called a company of His Poor servants into this corner of the wilderness calls upon us first to seek the Kingdom of God and the righteousness thereof, which hath put several persons upon the inquiry of the town by their free will and consent, to gather a church in Derby and to walk in a church way and set up the ordinances of God according to Gospel rules as near as we can attain according to our best light.” This undoubtedly is some of Rev. Bowers’ phraseology.

![The First Meeting House in Derby, erected in 1682.](image1)

First Edifice
In all probability, meetings were held in the parsonage until a very plain church edifice was erected at Squabblie Hole in 1682. Rev. Bowers died June 14, 1687, and was interred in the old Colonial cemetery on Derby Avenue, his grave marked by a rudeely carved slab.

As the parsonage belonged to the minister (as was the custom in those days), his widow continued to occupy it, the town voted in 1690 to erect a new one, which was not completed until 1695. It still stands on Elm Street, Ansonia, and was occupied successively by Revs. John James, Joseph Moss, and Daniel Humphreys until 1787. It is today known as the Humphreys House, and is being restored by the Derby Historical Society, Inc. This work is very slow because the Society is hampered by lack of funds, which it is making every effort to raise.

![The Second Meeting House in Derby, erected in 1721.](image2)

New Church 1720
The first building failing to provide for the increasing population, an addition was made in 1706, but a new church had to be erected in 1720. This was built on the edge of the Commons at Uptown, on what is now Academy Hill, which for many years, owing to this large barn-like structure, was known as Meeting House Hill.

The Church of England adherents broke away in 1737, the first religious rift in the community. Four years later, Oxford seceded, becoming a separate parish. Mr. Humphreys’ pastorate of 54 years was the longest in the history of the church. His baptisms, including Gen. William Hull, Commodore Isaac Hull, and his own famous son, General David Humphreys, ran into the thousands. Twenty-six members withdrew in 1789 to form the church in Seymour.

An endowment fund was started as early as 1793. The revival of 1808 brought large members into a pastorless church.

The Bacon Printing Company
ST. JAMES' EPISCOPAL PARISH

The establishment of an Episcopal congregation in Derby, in the year 1737, laid the foundation for the present St. James' Episcopal parish, the second formal religious organization in the then widespread township. While it is true that it marked the first religious division in the town, it is not to be implied that up to this time all the inhabitants were members of the long-established Congregational Church, which was predominate in religious and town affairs.

The early Episcopal parish was founded by loyal adherents to the Episcopal religion, men and women who were baptized Episcopalians and who desired to practice the religion of their forebears according to the rites of the Church of England. Thus, it was that they were inspired by religious motives alone, by their loyalty to the Episcopal faith and the manner of its worship.

Old St. James Episcopal Church, Derby.

According to Orcutt's "History of Derby," it was a small band of Episcopalians in 1737, composed of Captain John Holbrook and seven others who commenced "to fell the trees and hew the timbers" preparatory to erecting a humble house of worship in Derby. The frame structure was completed the following year and became the first Episcopal Church in Derby. It was called Christ Church, and the name was retained until the second church was built and consecrated by Bishop Jarvis in 1799, when it became St. James' Church. The parish records date from 1737.

The leader in the organization of the parish, Captain John Holbrook, was an influential citizen and son of Abel Holbrook, last survivor of the pioneers of Old Derby. Captain Holbrook gave the land both for the first church and the Episcopal graveyard on Elm Street, Ansonia.

The first disciple of Episcopacy in Derby, according to the same authority, was the Rev. George Whitefield who, while on a visit to this country, visited here and preached in a private house. First services were conducted by Rev. Jonathan Arnold, itinerant missionary preacher of the "Society for the Propagation of the Gospel in Foreign Parts." He was succeeded by the third missionary, Rev. James Lyons, soon after whose arrival the first church was erected.

The fourth mission to be sent by the society to Derby was the Rev. Richard Mansfield, D.D., who became the first resident pastor, an epochal event in the parish for Dr. Mansfield was to remain as active rector for seventy-two consecutive years. Rev. Dr. Mansfield and Sarah Anna Hull, who was then 15 years and 4 months old, were married by the Rev. Dr. Johnson of Stratford in the original Episcopal Church on November 10, 1751. During Dr. Mansfield's long rectorship, or more properly in the closing years, when age had laid a heavy hand on his physical powers but not his spirit and determination, he had two assistants. The first was the Rev. Edward Blakeslee who came here in 1790 and who died July 17, 1797. The second assistant to Dr. Mansfield was the Rev. Calvin White, who was assistant rector of St. James from 1804 to 1819. Around 1820 Rev. White became a convert to Catholicism. He was the second Catholic in Derby, as far as is known, and died March 21, 1853, aged 90, in communion with the Episcopal Church.

The second church edifice of St. James' parish was erected on a plot of land situated on the then "Town Green" now marked by a tablet at Clark St. and Academy Hill. The cornerstone was laid by the Rev. Dr. Mansfield June 7, 1797, and on November 20, 1799, the edifice was consecrated as St. James' Church by Bishop Jarvis. At this time a Convocation of the Clergy was held at which the Office of Institution was set forth, and it was presently used for the first time in this church.

When the long rectorship of the Rev. Dr. Mansfield culminated with his death, April 12, 1820, he was succeeded by the Rev. Stephen Jewett who became rector in 1821 and served until 1833. He died August 24, 1865.

The Present Church

It was during the rectorship of the Rev. William Bliss Ashley, from 1842 to 1848, that the present church edifice was built and consecrated.

Up to this time, the church had been located in East Derby, which was then the center of the town's business and residential district. The growth of the borough of Birmingham, however, had a marked

Philip W. Genovese
After the war, one historian states, Dr. Mansfield’s “opposition to the American cause was forgotten in the piety and zeal he manifested toward his church, his devotion to his people and the meek but dignified deportment he exhibited toward all who entertained different religious views from himself.”

In his later years, Yale honored him with a degree of Doctor of Divinity. His register of baptisms numbers 2,191 and there is reason to believe his marriages and burials were equally proportionate.

Dr. Mansfield consummated his long vicarate on April 12, 1820, when he died “full of years and wisdom.” He lies in the Elm Street cemetery, Ansonia, in a spot which marks the original site of his parish church and where the altar was located.

Dr. Mansfield, as stated previously, married Sarah Anna Hull on November 10, 1751. Their children were: Richard 1752, Elizabeth 1754, Anna 1756, Sarah 1758, Henrietta 1760, Joseph 1762, William 1764, Stephen 1765, Jonathan 1768, Jonathan (second) 1769, Lucretia 1772, Mary Louisa 1774, Grace 1776.

Dr. Mansfield’s nearly three-quarters of a century as rector of St. James’ might have constituted the longest American pastorate but for one exception, the long pastorate of Mr. Laban Ainsworth, born in Woodstock, Conn., and ordained in the Congregational Church at Jaffrey, New Hampshire, of which church he was continuously pastor for 76 years, from 1782 to 1858. Rev. Ainsworth died at the age of 101.

A “glebe”—the house with certain lands—was bought for Rector Mansfield in 1747. It was the home of Dr. Mansfield during his long life in Derby. It is on Jewett Street, Ansonia, and is owned by the Derby Historical Society, Inc., which maintains it.

REV. GEORGE H. BUCK

The second longest rectorship in the history of St. James’ began in 1887 when the Rev. George Hickman Buck assumed charge of the parish. Rev. Mr. Buck served the parish faithfully and well for forty-one years, terminating his rectorship by resigning April 1, 1928. The combined rectorships of the Rev. Dr. Mansfield and Rev. Mr. Buck totaled 113 years of parish existence.
THE DERBY METHODIST EPISCOPAL CHURCH

Under the tall trees of the "Commons" at Uptown, and almost beneath the shadow of the old Congregational Church, Rev. Jesse Lee preached the first Methodist sermon ever heard in Derby. This was on June 22, 1789. Among his auditors were Mr. and Mrs. John Coe who, impressed by the exhortation of the fervent missionary, invited him to preach at their house on his next appearance. This he did on July 6, the same year, returning on August 17. On March 19, 1790, Lee again conducted services, hiring the town bellman to ring the bell that hung in the old academy and staying overnight with Captain Baldwin.

The result of these early labors seems to have been the conversion of three—John and Ruth Coe and Philo Hinman, who were added to the society already organized in Oxford. It is noteworthy that later John Allyn Coe and Jesse Lee Hinman were baptized, the former named for Lee's eloquent associate, who died in 1793, and the latter for the missionary himself—doubtless in grateful remembrance.

Organized 1793

"The M. E. Society in Derby was organized in the year of our Lord 1793, by the Rev. Jesse Lee, the pioneer of Methodism in New England. His colleague was the Rev. John Allyn."

So reads the record, the three members above-named forming the nucleus of a church. The class met weekly at Joe Coe's, and he was appointed the class leader. That same year, the venerable Bishop Asbury visited the new society and preached in Derby.

The Derby Neck

In 1800, one of the itinerant preachers spoke at Mrs. Pope's in Derby Neck, and an invitation was extended to the Methodists to use the old red schoolhouse there which they continued to do for almost thirty years. In 1808 and 1809, through the efforts of Moses Osborne of Southbury and Rev. Oliver Sykes, there was a great revival. Seventy persons were converted, but most of them united with the First Congregational Church. Eight joined the Methodist society, including Shelton Smith of Derby Neck, who became a local preacher. Rev. Nathan Bangs, later president of Wesleyan College, was one of the preachers in the circuit which became the Humphreysville and Hamden circuit in 1828, and the Derby circuit in 1829, with Rev. Reuben Harris.
and Nathaniel Kellogg, the preachers, the latter living at Derby Neck.

In 1818 the Methodist Church became a recognized denomination in Connecticut and its ministers were given the right to perform marriages and to call themselves clergymen, which they had not been permitted to do previously. After this, the growth of the denomination was rapid.

First Church Built

Obtaining a good foothold in the Narrows (East Derby), where Isaac J. Gilbert, the tanner, and others had joined, services were later transferred to the old Masonic Hall in 1830. The following year in the grove across the river, long called Camp Meeting Grove, a great camp meeting was held at which thousands of persons assembled and many were converted.

The first board of trustees was chosen in 1835, and in that same year Samuel Durand, David Durand, Sheldon Smith, Isaac J. Gilbert and Agur Curtiss, who with Stephen Booth, Albert Hotchkiss and John E. Brush, formed the board of trustees, were appointed to build a church which was completed two years later and dedicated August 17, 1837, by Rev. Prof. Holdich of Wesleyan. This church was the first in the new borough of Birmingham and cost in all $2,939.60. The town clock was placed on the steeple. Rev. Orlando Starr was appointed resident pastor in the following year and the Sabbath School and Ladies' Aid Society were organized.

Parsonage Bought

The church was enlarged and remodeled under Rev. John M. Reid in 1849 at a cost of $3,600. Mr. Reid's successor, Rev. T. G. Osborne, saw the completion of the work in 1851 and a revival was held during which 130 were converted.

The parsonage was purchased at a cost of $1,500 under Rev. Francis Bottome, who was pastor from 1857 to 1858. His wife was Mrs. Margaret Bottome, writer and philanthropist, who founded the organization known as the "King's Daughters."

Present Edifice

Rev. L. W. Munhall conducted a tent revival in the churchyard in 1891. Following this, contributions were taken up for a new church building, John W. Osborne and William Wilkinson leading the list. This church, the present edifice, was completed in 1894, services during that year after February 18 being held in the Second Congregational Church. A. H. Alling, S. A. Abbott, Charles H. Cole, David L. Durand and Samuel H. Lessey comprised the building committee.

The Cub Scout Troop has met in Fellowship since 1930. As far as we know, it is the oldest Cub Scout Pack in the United States. Mr. Paul Kasheimer is currently Cub Master. One of the founders of this troop (over 53 years ago) is Edmund Strang.

A Day Care Center is located in Fellowship Hall. The Director is Mrs. Mary Mayhew. It is about ten years old, and cares for about 32 children each day, five days a week.

Alcoholics Anonymous. Has membership of about 70. It meets every Sunday night in Fellowship Hall.

IMPORTANT DATES IN DERBY

METHODIST EPISCOPAL CHURCH

1789—Rev. Jesse Lee Preached First Methodist Sermon in Derby.

1793—Church Formally Organized.

1800—Used Derby Neck Schoolhouse for Meetings.

August 17, 1837—First Church Edifice Dedicated.

1894—Present Red Brick Church Edifice Completed.


1972—March 16, 1972. Most Rev. Fulton J. Sheen, then Titular Archbishop of Newport, preached at Service of Christian Unity to an overflow audience. Combined choirs of the Valley Churches sang, and the Senior Center choruses from Derby and Ansonia also performed.

THE MORE RECENT PASTORS HAVE BEEN:

Rev. John L. Peck ..................... 1879-1880
Rev. Harvey E. Burns ................ 1881-1882
Rev. George L. Thompson ........... 1883-
Rev. A. C. Eggleston ................. 1884-1886
Rev. J. H. Lightbourne ............. 1887-1888
Rev. William A. Richard ........... 1889-1894
Rev. Wm. H. Barton .................. 1894-1896
Rev. Robert T. MacNicholl .......... 1896-1897

Church and Parsonage (seen to right of picture).
The Town Pump on the South End of Derby Commons.

Rev. Oliver J. Cowles, D.D. (Died August 23) 1897-1898
Rev. George M. Brown, D.D. 1898-1904
Rev. Isaac A. Marsland 1904-1908
Rev. James A. MacMillan 1908-1911
Rev. Charles E. Benedict 1911-1915
Rev. F. H. L. Hammond 1915-1922
Rev. Martin O. Olson 1922-1925
Rev. Alpheus M. Morgan 1925-1927
Rev. Stanley B. Crosland 1927-1928
Rev. Edwin A. Hartney 1928-1934
Rev. Cyrus Severance 1940-1945
Rev. Matthew H. Gates 1945-1949
Rev. Edwin Towle 1949-
Rev. J. Russell Bales 1949-1951
Rev. Omar Hartzler 1951-1952
Rev. Wm. Rhodes 1952-1955
Rev. Wm. McCutcheon 1955-1960
Rev. Wm. Holman 1960-1964
Rev. Alfred Clater 1964-1965
Rev. Edward W. Kale 1965-1966
Rev. Donald B. Holmes 1966-1967
Rev. George Harris 1967-1969
Rev. Jean L. Arthur 1971-

Rev. Jean Arthur (Present Pastor)
According to an article in The Evening Sentinel, "Rev. Jean Arthur... spent nine years in India as a missionary nurse and minister. "She was ordained to the Methodist ministry in 1952 at Bareilly, India, at the annual conference of the Methodist Church. "She spent nine years in the Methodist mission field in India, where she met her husband, the Rev. Edwin Arthur, a native of the country. "They were married in 1959. "Her husband was ordained in Pittsburgh in 1960 by Bishop Lloyd Wicke. He was minister of the Methodist Church in Mount Vernon, N.Y.
"Mrs. Arthur received an R.N. degree in nursing from the State University of Kentucky with a B.A. in philosophy and psychology." In addition, she has an M.A. in religion from Union Seminary, N.Y., and Columbia University, and a Doctorate in the Ministry (1972) Wesley Theol. Seminary, Washington, D.C.
The Arthurs live at the Methodist Parsonage, Fifth Street, with their two children, Pamela, almost 15, a student at Derby High School, and Dion, almost 14, a student at the Middle School.
Second Congregational Church on West Side of Derby Commons.
ST. MICHAEL'S ROMAN CATHOLIC PARISH
An enduring memorial to the faith and zeal of the early Polish settlers of this vicinity as well as to its parishioners today stands in the well-equipped, valuable property of St. Michael's parish in East Derby. It is a memorial to their faith and their loyalty not only to Church but to Country. In Derby, the history of the Polish people is one that reflects credit upon themselves and their devotion, farsightedness and integrity. The Poles started to migrate to Derby around 1875, closely followed by many Italian families. These immigrants were very ambitious, hard-working and God-fearing people who were most appreciative of the opportunity to better their lot in the United States.

Parish Organized
The movement for a Polish parish in Derby was started in 1902. The Polish people felt that they wanted a church of their own, with a pastor who could talk to them in their own language. At that time they were connected with St. Mary's church, and at intervals Rev. Charles J. McElroy, pastor of St. Mary's, secured a Polish priest to come here and conduct services for them. But so earnest were some of the Poles for a church that they bought a piece of land in East Derby, on which were three houses, and presented this to the bishop for church purposes. The bishop, finding that the Polish people of Derby were ready to go thus far in the interest of a parish, consented to send a priest here, and shortly after the land was bought he designated Rev. George Glogowski, C.M. to see if a parish could be formed. The priest found the field a fertile one and on July 16, 1905, the parish was organized. The parish originally comprised the Polish people of Derby, Ansonia, Shelton and Seymour.

In the beginning services were held in the chapel of St. Mary's church, but in September of that year the hall in the old Whitlock Machine Shop of lower Main St. (rear) was rented and fitted up for worship. Here services were held until Christmas. In November, 1906, Rev. George Glogowski was succeeded by Rev. Stanislaus Konieczny, who remained here only a short time, being succeeded by Rev. Paul Waszko, C.M.

Rev. Paul Waszko
Under Father Waszko the work was pushed ceaselessly. Not only did he strengthen the parish, but he eagerly entered into the building of the church. On looking over the ground he saw that the lot adjoining that which had been bought and presented to the bishop was the best place for the church because it was already graded and free from buildings, the buildings having been destroyed by fire. This he purchased and then shortly afterwards had plans prepared for the erection of the church.

The work on the foundation was begun early in the spring of 1906 and by September 23 they were ready for the laying of the cornerstone, which rite was performed by the Right Rev. Michael Tierney, Bishop of Hartford, in the presence of a great crowd of people.

After that the work on the building went ahead rapidly, and by Christmas the basement of the church was completed and made ready for occupancy, the first mass being celebrated in the basement on Christmas Day. From then on services were held in the basement, and work on the other part of the church proceeded. The dedication of the new church took place July 4, 1907. The dedicatory services were performed by the Rt. Rev. Msgr. John Synott (deceased) then vicar general of the diocese of Hartford. The square formed just in front of the church by the intersection of Derby Avenue and Main Street was so packed with the Polish people it seemed that every man, woman and child in the parish was present to witness these ceremonies to which they had looked forward for so long and for which they had worked so hard.

An Achievement
The church that cost $40,000 was an important step in the rapid advancement of St. Michael's parish. When it is considered that the parish was not yet two years old, the fact that the church had been built shows that the pastor and the people were imbued with a spirit and energy rarely found in parishes of any denomination. When it is further considered that the people of this parish were not wealthy but that the great majority of them earned not more than $1.50 a day, the sacrifice that was necessary to raise the funds needed to build the church appears very great indeed. There were no large donations to help out the church work, but everyone gave willingly according to his means, and as a result the church was built within two years from the time of the organization of the parish.

The New School
The proof how the people of St. Michael's parish are generous for public deeds is the erection of a school and convent for the Sisters, which were finished in 1914. The school is a three story brick building with ten rooms and a spacious auditorium. It is conducted by the Sisters of the Holy Family of Nazareth.

Polish Organizations of Derby
Our Lady of Perpetual Help Society
The Polish Falcon Ladies Club - Nest 733
The Dramatic Circle, St. Michael's
The Polish American Ladies Club
The Derby Tercentenntial

presents . . .
A Rogers Company Production

Derby's . . . "HATS OFF TO DERBY"

A Musical Spectacular written
by
EDWARD H. HORNER, JR.

Executive Producer
MR. JAMES KLING

Entire Production
Staged & Directed by
EDWARD H. HORNER, JR.

Spectacle Supervisors
MARIE SMITH
MARYLOU LAKATTA

Dance Captains
Cathi Scaife - Debi Orticari

Dance Captains
Don Renshaw - Mark Valese

LEO F. RYAN MEMORIAL FIELD
Derby, Connecticut
June 2 - 3 - 4 - 5 - 6 - 7, 1975

Casting
JoAnn Passaretti

Sound: Bill Fitch
Fitch Electronics
Pottstown, Penna.

Scenario
Mr. & Mrs. Franklin Mauri

Costumes
Edith Fama

Slides & Visuals
Leonard Antinozzi, Jr.
Joe Krug

Construction
James Robinson
Joseph Babjak
Ron Glassman

Properties
Lenore Laskay
Lillian Nowakowski
Robert Young

Stage Hands
Robert Young
**Derby Tercentennial**

**EXECUTIVE BOARD**

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<td>Hazel Knapp</td>
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<td>Vice-Chairman</td>
<td>Nelson B. Beni</td>
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<td>Ray D'Amico</td>
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<td>Brothers of the Brush</td>
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<td>DERBY’S DARLING DAMSELS COMMITTEE</td>
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<td>Chairman: Bonnie Chevarella</td>
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<td>Miss Gayle Lovermi</td>
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**Hats & Ties**... Anthony Paupini

**Promenade and Caravan**... Mr. & Mrs. Michael Bogdan

**PARTICIPATION**

**Brothers of the Brush**... Edward Sheehy

**Derby’s Darling Damsels**... Bonnie Chevarella

**Sunbonnets & Dresses**... Barbara A. Condon

**REVENUE DIVISION COMMITTEES**

- **Commemorative Booklet:**
  - Peter Ely: Chairman
- **Novelties**... Larry DeTullio
- **Carnival**... Ronald Sill, Henry Jadhic, Jim Robinson
- **Beer Fest**... Frances Trace, Ken Marcucio, Henry Rondini, East End Hose
- **Commemorative Plate**... Larry DeTullio

**Carnival**... Ronald Sill, Henry Jadhic, Jim Robinson

**Beer Fest**... Frances Trace, Ken Marcucio, Henry Rondini, East End Hose

**Commemorative Plate**... Larry DeTullio

**Participation**

- **Brothers of the Brush**... Edward Sheehy
- **Derby’s Darling Damsels**... Bonnie Chevarella

**Sunbonnets & Dresses**... Barbara A. Condon

**Hats & Ties**... Anthony Paupini

**Promenade and Caravan**... Mr. & Mrs. Michael Bogdan

**DERBY’S DARLING DAMSELS COMMITTEE**

- **Chairman:** Bonnie Chevarella

**Members:**

- Mrs. Barbara Hodges
- Mrs. Rosemarie Sheehy
- Mrs. Donna Doherty
- Mrs. Lynn Anglace
- Mrs. Beryl Capewell
- Miss Ellen Germaine
- Miss Tara Brown

- Mrs. Carolyn Douglass
- Miss Cindy Santangelo
- Miss Joyce Shyansksky
- Mrs. Mary E. Murphy
- Mrs. Kathy Wasilewski
- Mrs. Peggy DeGennaro
- Miss Cesarina Marulli
- Miss Francine Bartimoli

- Miss Mary Smith
- Mrs. Palma Boni
- Miss Karen Doherty
- Mrs. Laura Wabno
- Miss Jackie Bohdan
- Mrs. Elaine Muro
- Miss Gayle Lovermi
### COOKBOOK COMMITTEE

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<th>Name</th>
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<tr>
<td>Mary Lou Lakatta</td>
<td>Chairman</td>
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<td>Emma Pozzuoli</td>
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<td>Laurene Bartimoli</td>
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Special Thanks to:
- Carlino's Men Shop

### MUSTER COMMITTEE

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<td>Thomas Moran</td>
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<td>John Cotter</td>
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<td>John Rollinson</td>
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<td>Richard Tardic</td>
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<td>Joseph Ukanowicz</td>
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### BINGO COMMITTEE

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<td>Frank Ogle</td>
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### HOSPITALITY COMMITTEE

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<td>Mrs. Josephine Taylor</td>
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<td>Mrs. Marie Balco</td>
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<td>Miss Sadie Dzidik</td>
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<td>Mrs. Theresa Lombardi</td>
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### NOVELTY AND PLATE COMMITTEE

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<td>Larry DeTullio</td>
<td>Chairman</td>
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### BEER FEST COMMITTEE

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<td>Diane Micci</td>
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### CHESS TOURNAMENT COMMITTEE

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<td>Kathy Sura</td>
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<td>Thomas Flaminino</td>
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<td>Richard Landino</td>
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### SPECIAL EVENTS DIVISION COMMITTEES

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<tr>
<td>Historical Window</td>
<td>Glenda Allen</td>
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<td>Traffic &amp; Safety</td>
<td>Harry Ogle &amp; Bill Comboni</td>
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### DAY CHAIRMEN

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<tr>
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<tr>
<td>Dr. Angelo Dirienzo</td>
<td>Homecoming Day</td>
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<td>Nadine M. Fletcher</td>
<td>Ladies' Day</td>
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<td>Mr. &amp; Mrs. Fred Fuller</td>
<td>Senior Citizens' Day</td>
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<td>Jim LaRue</td>
<td>Youth Day</td>
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### COIN COMMITTEE

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<td>Joseph Germain</td>
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<td>Paul Storile</td>
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**Please note:** The text appears to be a list of committee members and their roles, along with specific events or roles associated with them, such as chairmen for various committee meetings and events. The structure is that of a typical document listing, with clear headings and subheadings for easy navigation. The text seems to cover a wide range of topics from business and religious events to special activities and committees, indicating a comprehensive guide or announcement for a particular occasion or period.
TUESDAY, JUNE 3—HOMECOMING DAY  
Chairman—Dr. Angelo Dirizneo

9:00 a.m. - 12:00 Noon—OPEN HOUSE  At All Schools
Former Students welcomed by Principals
9:00—Old-Fashioned Bargain Days  All Derby Stores
10:00 a.m.—Visit to Historic Sites  * Student Guided Tours
(All Derby Students) Derby Middle School Auditorium
10:00 a.m.—Settlers Village & Indian Village Osbornedale State Park
11:00 a.m.—Antique Music Museum Derby Middle School Gym
12:00 Noon—Former Residents Barbecues
* Awards Coon Hollow Picnic Grounds
12:30 p.m.—Senior Open Chess Tournament Derby High Cafeteria
1:00 p.m.—Goodings Million Dollar Midway Division St.
5:00 p.m.—Official First Family Barbeque Coon Hollow Picnic Grounds
6:00 p.m.—Bar Feat—Zayre's Parking Lot
7:00 p.m.—Music Concert—Bradley School
7:30 p.m.—Bingo—Irving School Gym
8:00 p.m.—Pre-Spectacular Entertainment
* Honoring First Selectman of Seymour Ryan Field Stage
9:00 p.m.—Second Performance of Derby's Historical Spectacular...
*HATS OFF TO DERBY* . . . Ryan Field

GIGANTIC, THRILLING FIREWORKS DISPLAY!!!

WEDNESDAY, JUNE 4—LADIES DAY  
Chairman—Nadine M. Fletcher

9:00 a.m.—Old-Fashioned Bargain Days  All Derby Stores
10:00 a.m.—Settlers Village & Indian Village Osbornedale State Park
10:00 a.m.—Bread Baking Demo
* Magic Magic! (Jim Harkins - Master)
United Illuminating Auditorium
12:15 p.m.—Ladies Luncheon
* Naugatuck Valley BPW—Hostesses
Rapp's Paradise Inn
10:00 p.m.—Goodings Million Dollar Midway
Division St., site of former "Center Drive-In"
1:00 p.m.—Pizza & Beer Fest  Zayre's Parking Lot
2:00 p.m.—"Silver Tea" on Derby "Green"
* Awards for costumes
5:30 p.m.—Square Dancing
* "Guys & Girls"
Zayre's Parking Lot
7:30 p.m.—Bingo (Admission)  Irving School Gym
8:00 p.m.—Pre-Spectacular Entertainment Ryan Field
* Honoring First Selectman of Oxford & Beacon Falls
9:00 p.m.—Goodings Second Performance of Derby's Historical Spectacular...
*HATS OFF TO DERBY* . . . Ryan Field
GIGANTIC, THRILLING FIREWORKS DISPLAY!!!

THURSDAY, JUNE 5—SENIOR CITIZENS DAY  
Chairmen—Mr. & Mrs. Fred Fuller

9:00 a.m.—Old-Fashioned Bargain Days All Derby Stores
10:00 a.m.—Settlers Village—Indian Village Osbornedale State Park
1:00 p.m.—Goodings Million Dollar Midway
* 50 Rides
* Eight Acres of Amusements
ALL SENIOR CITIZEN EVENTS ARE AT
DERBY HIGH SCHOOL . . . Chatfield St.
1:00 p.m.—Arts & Crafts
* Display & Sale
2:00 p.m. Square & Round Dancing
* Caller: Harry Tucciaroni
3:00 p.m.—Derby Senior Center Glee Club
* Concert—Men's Chorus—Meleodres—Quartet
4:00 p.m.—Senior Citizens' Orchestra  * Dancing & Dining
5:00 p.m.—Kentucky Fried Chicken supper
*Pre-Order Only
3:30 p.m.—Soccer Championship
* Bradley School Field
6:00 p.m.—Pizza & Beer Fest  Zayre's Parking Lot
7:30 p.m.—Bingo (Admission)  Irving School Gym
8:00 p.m.—Pre-Spectacular Entertainment—Ryan Field
* Honoring Mayor of Orange
9:00 p.m.—Fourth Performance of Derby's Historical Spectacular...
*HATS OFF TO DERBY* . . . Ryan Field
GIGANTIC, THRILLING FIREWORKS DISPLAY!!!

FRIDAY, JUNE 6—YOUNG AMERICAN DAY  
Chairmen—Jim LaRue & Eleanor Mamone

8:00 a.m.—Celebrity Golf Tournament
Highland Golf Course
8:00 a.m.—Student Inaugural Ceremonies
Derby Green
9:00 a.m.—Old Fashioned Bargain Days
All Derby Stores
9:00 a.m.—Mickey & Minnie Mouse arrive with others
Derby Green
10:00 a.m.—Settlers Village & Indian Village
* Special program for Children
10:00 a.m.—Car Demolition
10:00 a.m.—Soap Box "Derby 300"
Bellevue Drive
11:00 a.m. - to 12:00 Noon Sharp!
Outdoor Scavenger Hunt
Downtown Area—Meet on Derby Green
12:00 Noon—Student Leader Banquet
Grassy Hill Lodge (Advanced Reservation)
12:00 Noon—YOUNG AMERICAN DAY
1:00 p.m.—Goodings Million Dollar Midway
Division St., site of former “Center Drive-In”
2:00 p.m.—300th Kiddie Parade
V.I.R.C.A up Chatfield St. thru the Derby High School Parking Lot
3:30 p.m.—Derby 300th "Mini-Olympics"
Upper Field & Pavilion near Tennis Courts
6:00 p.m.—Bavarian Beer Fest  Zayre's Parking Lot
7:30 p.m.—Bingo (Admission)  Irving School Gym
8:00 p.m.—Pre-Spectacular Entertainment—Ryan Field
* Honoring Mayor of Shelton
9:00 p.m.—Fifth Performance of Derby's Historical Spectacular...
*HATS OFF TO DERBY* . . . Ryan Field
9:30 p.m.—Family Participation Youth Block Dance
Back of City Garage—Coon Hollow Road
GIGANTIC, THRILLING FIREWORKS DISPLAY!!!

SATURDAY, JUNE 7—ETHNIC DAY  
Chairman—Walter Zielinski

8:00 a.m.—Antique Flea Market
Little League Field
9:00 a.m.—Old Fashioned Bargain Days
All Derby Stores
10:00 a.m.—Settlers Village & Indian Village Osbornedale State Park
12:00 Noon—INTERNATIONAL BAZAAR
* Food—Dining & Gifts
* Entertainment—Arts & Crafts
* Performances by the following:
American Indians  German  Italian  Russian
Bavarian  Irish  Polish  Spanish
1:00 p.m.—Goodings Million Dollar Midway
Division St., site of former "Center Drive-In"
4:00 p.m.—Beer Fest—with Band
8:00 p.m.—Final Performance of Derby's Historical Spectacular...
*HATS OFF TO DERBY* . . . Ryan Field
2:00 p.m.—Polka Festival & Beer Fest
Johnny Dyno Orchestra—Warsaw Park
GIGANTIC, THRILLING FIREWORKS DISPLAY!!!

SUNDAY, JUNE 8—PARADE DAY  
Chairman—Harry W. Ogle

Services at all places of worship
10:00 a.m.—Time Capsule Burial
Derby Green
10:00 a.m.—Settlers Village & Indian Village Osbornedale State Park
1:00 p.m.—Beer Fest
Ryan Field
1:00 p.m.—Goodings Million Dollar Midway
Division St., site of former “Center Drive-In”
1:00 p.m.—Spectacular Tercentennial PARADE
* Five hours long
* Old New Haven Avenue (Route 34) to Elizabeth to Seymour Ave. to
Division to Chatfield to Ryan Field
10:00 p.m.—Massive Tercentennial FIREWORKS
Ryan Field (site of Beer Fest)
GIGANTIC, THRILLING FIREWORKS DISPLAY!!!
The first Roman Catholic in Derby was Claudius Barthelme, who came here in 1760. Born in France in 1737, the son of a merchant, Barthelme joined the regiment of the Royal Rolison in 1757, and shortly after was sent to America with General Montcalm. Soon after coming to Derby, he married Susanna, daughter of Samuel Plumb, and built a house across from the “Jewett House” in uptown Derby. After settling here Barthelme engaged in quite extensive trade with the West Indies and was, during three different periods of his life, a large ship owner. He and his son Jerrod, were sea captains and, as a result of Bonaparte’s celebrated “Milan decree” in 1808, lost three merchantmen through confiscation by the French government. In his religious views, Claudius Barthelme was a devout Roman Catholic and, for a number of years, according to his biographer, the only one of that faith in Derby. His wife, Susanna, died in 1818, and Barthelme himself on October 10, 1824, at the age of eighty-seven.

The second Roman Catholic in Derby, so far as is known, is the Reverend Calvin White, a convert to the faith, who had been assistant to Dr. Richard Mansfield, rector of St. James’ Episcopal Church. Rev. White was graduated from Yale in 1786 and became a Catholic about the year 1820.

The following quotation concerning St. Mary’s Church appears in “The History of Derby,” compiled in the year 1880 by the Reverend Samuel Orcutt and Dr. Ambrose Beardsley:

“St. Mary’s Church was erected in 1845, the spacious lot being donated by Anson G. Phelps for the Catholic people of Birmingham. It was consecrated by Bishop O’Reilly, and since the first edifice was erected large additions have been made, a tower built and furnished with the heaviest tone bell in town.

“With this great parish in and out of town are connected two thousand two hundred persons. Looking through the past history of this people we call to mind the Irish pioneers of Birmingham, John Phelan, William Foley, John Connors, and Matthew Kellady, who on September 10, 1883, were landed at Derby dock from on board the old sloop, the Guide.

“A son of Erin at that time was rather a curiosity for the denizens of the town. Michael Stokes, Patrick Quinn, John Regan, Farrel Reilly, and others, soon followed the first until their numbers were legion.”

The first Holy Mass celebrated in Derby was said in 1833 by Father McDermott in the “Old Point” House, which was situated near the site of the old Birmingham National Bank (recently acquired by the Second New Haven Bank) on Main Street.

As stated in the preceding quotation, the first Catholic Church in Derby, or Birmingham as the town was then called, was erected in 1845, the year in which Anson G. Phelps (a non-Catholic) deeded to the Right Reverend William Tyler, then bishop of the Hartford diocese, a plot of land, one hundred feet by seventy-five feet, on the westerly side of Elizabeth Street. As soon as this land was available the Catholics of the town contributed most generously, financially and otherwise, to the fund for the erection of the church, many of them assisting in the work of digging the cellar, building the stone foundations, and erecting the building itself. Devout Catholics, they asked nothing for their services but the blessing of God. Some of the early records of the parish cannot be found, but among the earliest now on file is a petition which in the year 1845 was circulated among the Protestant business men of the town by Patrick Quinn and John Coss, two of the early Irish settlers of Derby. This petition shows that these gentlemen contributed very generously to the funds for the building of St. Mary’s Church. The building, fifty feet by thirty-three, was soon completed under the direction of the Reverend James Smyth. It was subsequently enlarged twice, first by the Reverend James Lynch and later by the Reverend John Lynch. It was solemnly dedicated to the Blessed Virgin by Bishop O’Reilly on May 2, 1852.

Prior to the erection of the church, the priests who came here occasionally from New Haven celebrated mass in the homes of the more prominent Catholic families, where people congregated from

Early picture of St. Mary’s Roman Catholic Church
Cast Program for “HATS OFF TO DERBY”

SHOW SYNOPSIS OF DERBY’S “HATS OFF TO DERBY”
The Time: 1642, the Present
The Place: Derby,
New Haven County, Connecticut

ACT ONE
Overture: A Connecticut Welcome
Chapter One: “The Dreamers”
Chapter Two: “A Nightmare”
Chapter Three: “The Beginning”
Chapter Four: “A Declaration & A Revolution”
Chapter Five: “Knowledge”
Chapter Six: “The Price Of Progress”
Chapter Seven: “Unto Thee Lord”

ACT TWO
Chapter Eight: “A New Century Awaits”
Chapter Nine: “The Derby Dought Boys”
Chapter Ten: “Oh You Kids”
Chapter Eleven: “Depressive Thirties and Forties”
Chapter Twelve: “The Forward Fifties and Sixties”

THE EPILOG
“Here Comes The Seventies & A TrIBUTE TO OUR FLAG”

THE NARRATORS
CHRIS SURA
JOHN DEBARBIERI
MARIE MILLER
ROBERT FITZGERALD
MARY PEPE
ROBERTA TRIMARKI

“Hats Off To Derby” Story Teller
MR. DONALD SMITH

Chapter One: “The Dreamers”
The Story Teller: Donald Smith
Thomas Hooker: Richard Black, Jr.
Pilgrims: Barry Howard, Peter Student, David Cafaro, Gordon King, Dick Sealle, Gerald Moscaspoli, David Onofrio Jr., Joseph Moscaspoli, Billy Clark, Fran Cirillo, Jim Grabowski, James Esposito, Lynne Ezzo, Elaine Sherwood, Kathy Brickett, Sue Ellen Holbink, Anthony Caridi, Debi Orticari, Susan Onofrio, Beverly Poole, Mary Ann Onofrio, Idia Sealle, Dottie Onofrio, Christina Esposito, Naya Esposito, Emma Moscaspoli, Josette DiRienzo, Patty Student.

Chapter Two: “A Nightmare”
Indian Chief: Patsy DeNariris

Chapter Three: “The Beginning”

Chapter Four: “A Declaration & A Revolution”
The President: Scott Samuelson
The Governor: Richard Black, Jr.
The Signers: Tony Stefica, Jay Skelly, Fran Cirillo

Chapter Five: “Knowledge”
Joshua Holbrook: John Walsh
Teacher: Florence Carroll
School Kids: Donna Mazur, Lori Fenelli, Debbie Naylor, Torre Scarpin, Linda Scarrett, Carla Carloni, Mary McEflor, Maria Sendra, Eva McEflor, Anthony Caridi, Chris Tiano, Barry Gonzalez, Joseph Daddio, John Thomasovich, Thomas Turro, Jim Filan, Alex Fabiano, Roy Garofolo, Paul Masiowski.

Teen Dancers: Salvador Mari, Scott Samuelson, Doug Rofoiano, John Moscaspoli, Tom Rofoiano, John Vitale, Don Renshaw, Fred Ichman, Michael Meyer, Timothy Walsh, Anthony Caridi, Aldo Staffieri, Daniel O’Neal, Rick Black, Jr., Colleen Ahearn, Louis Ozzi, Sandy Adomatis, Antoine Alves, Donna Therien, Mary Magda, Maria Guido, Ann Marie Merkowitz, Susan Churchill, Karen Marcella, Andrew Basich, Raymond Rossa, Maria Sabatino, Cesare Marulli, Frances Soliveres, Donna Therien, Kathryn Sura, Anne Salvatore, Maureen Pecsonza, Shirley Ake, Nancy Anne Miller, Lorrie Low, JoAnne Pecsonza, Laura Byer, Ellen German, Susan Binkowski, Lori Anes, Patti Corson, Kathy Orazietti, Mary Smith, Amanda Sue Pettit, Irene Milano

Chapter Six: “The Price for Progress”
Abe Lincoln: Scott Samuelson
Soldiers: Rick Black, Jr., Jay Skelly, Tony Stefica, Danny O’Neal, Anthony Caridi, Fran Cirillo, Peter Student

Chapter Seven: “Unto Thee Lord”
Solosist: Josette DiRienzo
Angels: Joseph Dorsoio, Mark Guliano
Altar Boys: Ricky Dunne, Pat Guliano, Fred Orazietti, Donald Sherwood, Joseph Bottone
Church People: Otto Orazietti, Bernard Reynolds, Fred Orazietti, Mary Ann Aconfora, Sal Passaretti, Rose Pecora, Elaine Sherwood, Angel Coviello, Lisa Bottone, Sylvia Hassan, Debbi Aconfora, Patrice Aconfora, Doreen Aconfora, Celeste Aconfora, Judy Dune, Patricia Leitch, Catherine Orazietti, Lillian Nowakowski, Dorothy Palazzi, Madeline Bottone, Kim Guliano, Joan Guliano, Kelly Dunne, Cory Dunne, Jennifer Aconfora, Alice Molekse

INTERMISSION

ACT TWO
Chapter Eight: “A New Century Awaits”
Chapter Nine: “The Derby Dought Boys”
Chapter Ten: “Oh You Kids”
Chapter Eleven: “Depressive Thirties”

Soldiers from other scenes
Solosist: Donald Smith

Chapter Ten: “Oh You Kid”
Solosist: Nancy Rossi Smith


Chapter Eleven: “The Depressive Thirties”

The All Americans

Chapter Twelve: “The Forward Fifties & Sixties”

The Epilogue: “The Seventies and The Grand Finale”

The Entire Cast pays tribute to our Flag!

Schedule of Events

Derby Tercentennial Celebration
May 30 - June 8, 1975

Mr. and Mrs. William J. Comboni
SPECIAL EVENTS DIVISION

FRIDAY, MAY 30—OLD-FASHIONED BARGAIN DAY

Co-Chairmen
Sal Aconfora, Chairman

9:00 a.m.—Old-Fashioned Bargain Days at ALL Derby Stores
• Refreshment Booths
• 300 Baby Animals to pet!
• Elephant and Camel Rides—Moon Walk—etc.
Downtown Area—On Elizabeth St. (from 3rd to 4th)
11:00 a.m.—American Indian "POW-WOW"

SUNDAY, JUNE 1—RELIGIOUS HERITAGE DAY

Chairmen—Mr. & Mrs. Robert Riordan

SERVICES:
8:30 a.m.—Beth Israel Synagogue—Rabbi Marcus.
9:00 a.m.—St. Jude—Latin Mass—Rev. Robert Keating.
2:30 p.m.—Tea History on display.
9:00 a.m.—United Methodist Chapel—Dr. Jean Arthur. Meeting room, early pictures.
11:00 a.m.—John Wesley Original ritual—Liturgy circuit rider Jesse Lee.
12:30 p.m.—Fellowship dinner.
9:45 a.m. First Congregational—Rev. Diane Pierce.
10:00 a.m. Fifers & Drummers lead in former pastors. Worship will follow.
Puritan order Argentine artifacts used in service.
11:30 a.m.—Tour David Humphreys & Uptown Burial Ground.
12:30 p.m. Luncheon—Open House.
11:45 a.m.—Polish Mass.
1:00 p.m.—American Heritage Exhibit.
11:00 a.m.—Second Congregational—Rev. Charles F. Fuller. Early Colonial Sermon.
2:00 p.m.—Open House

MONDAY, JUNE 2—SPORTS AND RECREATION DAY

Chairmen—William Clynh, Alphonse Vitello & Robert Ahearn

9:00 a.m.—Old-Fashioned Bargain Days
All Derby Stores,
9:00 a.m.—Finals of Junior Tennis Tournament
Coon Hollow Tennis Courts
9:30 a.m.—Junior Olympics (Grades 3-4, 5-6)
All Field Events on Upper Ryan Field
Running Events on Track
10:00 a.m.—Judging Historical Windows
10:00 a.m.—GRAND OPENING Settlers Village & Indian Village
• Welcome & Stomp Dance 2 p.m. & 5 p.m.
• Osbornedale State Park
12:00 Noon—Funt, Pass & Kick (Ages 8-13)
• Ryan Field
1:00 p.m.—Goodings Million Dollar Midway
• 50 Riders
• Eight Acres of Amusements
Division St., site of former "Center Drive-In"
2:00 p.m.—Foul Shooting Contest (Ages 9-12 & 13-16)

FRIDAY, MAY 30—OLD-FASHIONED BARGAIN DAY

Chairman—Tom Moran

9:00 a.m.—Old Fashioned Bargain Days
All Derby Stores
10:00 a.m.—Motorcade Antique Fire Trucks. Starts at Derby High—
proceeds to Division St., to Seymour Ave. Down Elizabeth St. to Main St. Left on Rt. 34 to Bradley School Field.
11:00 a.m.—Firemen's Muster
• Ladder competition—Bucket Brigade
• Midnight Alarm—Tug-O-War—etc.
Bradley School Field
10:00 a.m.—Arts & Crafts (Valley Arts Council)
Derby Green
18:00 a.m.—Opening Day Ceremonies

SATURDAY, MAY 31—300th ANNIVERSARY OPENING DAY

Chairman—Tom Moran

11:00 a.m.—Beer Festival (Admission)
Bradley School Field
11:00 a.m.—American Indian "POW-WOW"
• Native Arts & Crafts (Donation)
• American Indian Dances 2 p.m. & 5 p.m.
• Osbornedale State Park
5:00 p.m.—Goodings Million Dollar Midway
• 50 Riders
• Eight Acres of Amusements
Division St., site of former "Center Drive-In"

200 p.m.—Senior Tennis Tournament
Coon Hollow Courts
11:30 a.m.—Junior Open Chess Tournament
Derby High Cafeteria
12:30 p.m.—Auto Rally, Auto Cross, Car Show
Zavre's Parking Lot.
1:00 p.m.—Italian Festival (Dinner & Block Dance)
A.M. Club, Hawthorne Ave.
1:00 p.m.—Antique Car Show
Derby Green
1:00 p.m.—Goodings Million Dollar Midway
Division St., site of former "Center Drive-In"
2:00 p.m.—American Indian "POW-WOW"
• Native Arts & Crafts (Donation)
• American Indian Ceremony 2 p.m. & 6 p.m.
4:00 p.m.—Pizza & Beer Fest
Zavre's Parking Lot.

2:30 p.m.—Benediction of Most Blessed Sacrament.
3:00 p.m.—Open House—Refreshments.
7:00 p.m.—Interfaith Program—Ecumenical Choir. Main Speaker: Rabbi Abraham J. Feldman, D.D.
Leo F. Ryan Field
8:00 a.m.—Finals of Senior Tennis Tournament
Coon Hollow Courts.
11:30 a.m.—Junior Open Chess Tournament
Derby High Cafeteria
12:30 p.m.—Auto Rally, Auto Cross, Car Show
Zavre's Parking Lot.
1:00 p.m.—Italian Festival (Dinner & Block Dance)
A.M. Club, Hawthorne Ave.
1:00 p.m.—Antique Car Show
Derby Green
1:00 p.m.—Goodings Million Dollar Midway
Division St., site of former "Center Drive-In"
2:00 p.m.—American Indian "POW-WOW"
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• American Indian Ceremony 2 p.m. & 6 p.m.
4:00 p.m.—Pizza & Beer Fest
Zavre's Parking Lot.

3:00 p.m.—Old Timers Baseball Game
• Varsity against Alumni
Bradley School Field
4:00 p.m.—Pizza & Beer Fest
Zavre's Parking Lot
6:00 p.m.—Gymnastic Exhibition
Derby Veterans' Memorial Gym
7:30 p.m.—Bingo (Admission)
Irving School Gym
8:00 p.m.—Pre-Spectacular Entertainment
Honoring Mayor of Ansonia
Ryan Field
9:00 p.m.—Premiere Performance of Derby's Historical Spectacular...
"HATS OFF TO DERBY"
Ryan Field
GIGANTIC, THRILLING FIREWORKS DISPLAY!!!
went west to accept President Jefferson's appointment as Governor of the newly created Territory of Michigan. Hull consented to become Brigadier-General of the troops of the Northern Army from Ohio to Detroit. At the fort at Detroit, he was forced to surrender to the British, thus saving the lives of the men, women and children in Detroit who would have been needlessly slaughtered by the Indians. Hull was made a convenient scapegoat for a court-martial, received severe punishment and was disgraced. Before Hull died of a broken heart in 1825, he was able to vindicate himself, proving that he had been the victim of unwise orders from the government in Washington.

Three days after Hull's surrender, his nephew, Commodore Isaac Hull, brought glory to the Hull name and undying fame to himself. He won the first great American naval battle of the War of 1812, while commanding the frigate “Constitution” (Old Ironsides). He destroyed the British frigate “Guerriere” in a brief and violent engagement. Hull displayed great seamanship during the War, having lived near the water and having learned to navigate in the waters of the Housatonic.

The Civil War or The War of the Rebellion

Derby bore a conspicuous and large proportioned part in the war of the Rebellion in 1861 to 1865. During this Civil War, the militia system reached its peak of fervor, popularity, and efficiency. Whole towns were swept up in the patriotic fever of 1861. Each competed with its neighbors to be the first to fill the local quotas for the 75,000 troops, three month volunteers, called for by President Lincoln. At the first call, after the bombardment of Fort Sumter on April 12, 1861, four Derby men volunteered and joined the first Connecticut regiment. Fifteen days later, seventy-eight others led by Ledyard Colburn, major, and Charles L. Russell, adjutant, were accepted in the company D of the second Connecticut regiment. From that time onward to the close of the great conflict, Derby was fully, and honorably represented on the entire field, from the honorable position of colonel, through all grades and departments of the service.

Public enthusiasm assumed many forms throughout the Valley towns. There were recruiting drives to fill the quotas, “war meetings” held by interested groups, and prominent citizens donated money to be used as enlistment bounties and rewards.

Gene and Diane Micci

Bradlee's of Derby
the Civil War, he was enjoying a successful practice, ranking among the first lawyers of the state. Having no taste for military life, and doubting his fitness for either officer or private, he was not one of the very first to offer his services to his country as a soldier. But, his heart was in the cause, and from the firing of the first shot upon Sumter, to the day of his enlistment in 1862, a more earnest, sincere, patriotic advocate of the Union cause, was no other than William B. Wooster. It was mainly through his efforts that a bounty of ten dollars, payable every four months, to each Connecticut volunteer, with an additional bounty of ten dollars per month to their families, was granted, carrying relief and comfort to thousands of soldiers' homes all over the state.

One day a neighbor said to him in his office, "What is Derby to do in this war?" He replied with earnestness, "I don't know what will be done, but I have resolved to close my office and enlist, for I think it is my duty." He enlisted and was appointed lieutenant colonel of the 20th Connecticut Regiment and he served until the close of the war. He was in command of his regiment at the battle of Chancellorsville, where he was taken prisoner with Capt. A. E. Beardsley of Derby and Capt. W. W. Smith of Seymour, and sent to the dungeon of Libby prison. Being soon exchanged, Col. Wooster again led his regiment at the famous battle of Gettysburg. In each of these engagements he proved an efficient and skillful officer, building a brilliant war record, and his services were an honor to Derby and the state. He was promoted to colonel in 1864, and soon after resigned his position and returned home to Derby to resume his law practice.

In the 1840's and 1850's the question of slavery became a burning issue. On Great Hill, in Seymour, there was a wide variance of opinion. Some of the old Democrats were copperheads. Others were abolitionists and still others occupied a middle ground. Even among families, there were different opinions expressed.

When the Emancipation Proclamation was issued, two Great Hillers set up a tall flag pole and hoisted a flag as an expression of approval. Others sneered. When Lincoln was assassinated the teacher of the local school remarked that Wilkes Booth had "done a good deed." In one case a favored son escaped the draft by paying a substitute. From a Miss Henrietta Tomlinson it was learned that neighbors organized a horse back squad who took turns riding to Derby for the news which was then relayed from house to house.
An interesting episode in the Revolutionary War which concerns the Old Town of Derby, and particularly that part now known as “Pork Hollow,” Wakelee Avenue, Ansonia, concerns a courageous Captain John Tomlinson of Derby Neck. Mr. Bradley wrote: “In March, 1777, before the raid on Danbury, the ships of British General Tryon of New York were scouting the Sound. At the Point in Derby was an old custom house wherein was stored a large supply of pork intended for the Continental Army. The existence of the pork had been discovered by Tory spies, and Captain John Tomlinson of Derby Neck, learned in New Haven, from a Colonial spy, that the British were planning to come up the river that very night and seize the supply. Hastily mounting his horse, the doughty captain rode at full speed over the Woodbridge hills and arriving breathless at a house in East Derby, which was a gathering place of the local patriots, he fell almost exhausted from his horse with the cry, “The British are coming, save the pork.” As there were many Tories in the neighborhood, the work had to be done quietly. Men, women and children, under cover of darkness, loaded the pork into an ox cart driven by Isaac Smith, who deposited it beneath some scrub oaks in a desolate spot in what was thenceforth called ‘Pork Hollow.’ The British raiders went back empty-handed. The spot is marked by a Quincy granite boulder, with tablet, erected by Elizabeth Clarke Hull Chapter, Daughters of the American Revolution, Ansonia, in 1901.”

The War of 1812

At this time David Humphreys, who was residing in Humphreysville (Seymour), was busily engaged in his manufacturing enterprises and philanthropic plans. Upon the opening of the war, his love for his country was aroused as in his younger days, in the Revolution, and calling a public meeting at the old meetinghouse standing on Academy Hill, he delivered a stirring and eloquent oration, and called for volunteers. A company was enlisted, with Colonel Humphreys as its first officer. He was then appointed major-general of the state militia.

During the war, Derby was represented by also sending a company of men under Captain Robert Gates of Derby, to New London. There it rendered material aid against the British, and gained lasting credit to the American service.

This war brought both disgrace and fame to the same Derby family. General William Hull, uncle of Commodore Isaac Hull, distinguished himself in the Revolutionary War, entered law and politics in Massachusetts, traveled to England and France, and
The town records report:

"July 22, 1862. Resolved: That the town of Derby will pay to each non-commissioned officer and private, who has or shall enlist and be accepted by the enlisting committee herein named, within the next twenty days into a military company now forming in the town of Derby, the sum of one hundred dollars, to be paid to such volunteer when he shall have been mustered into the service of the United States."

Derby sent more than 525 men into the Civil War, and they served in more than 20 different regiments and companies. It is highly likely that some Derby area residents participated in each of the major engagements of the Civil War. Oxford furnished more than one-hundred men, serving in 14 different regiments and companies. The town of Seymour furnished more than 130 soldiers in 19 regiments and companies. Because Derby enlistments were concentrated in the 1st, 2nd, 9th, 20th, and 23rd Regiments of Connecticut Volunteer Infantry, local interest in war news was focused on the adventures of those regiments and the Army Corps to which they were attached.

Important among their regimental histories are places like Antietam, Chancellorsville, Gettysburg, Tracy City, Resaca, Fredericksburg, Cassville, Petersburg, Peach Tree Creek, Atlanta, and Appomattox.

At home, sewing societies rolled bandages, made shirts, socks, sheets and jellies. The Federal Army was woefully lacking in the personal comforts department, and mothers, sisters, wives and sweethearts were kept busy supplying their men with small items of necessity and every day luxuries.

The following is a sketch of Colonel William B. Wooster, of the 20th Regiment. The subject of this sketch was born at Oxford, Connecticut, August 22, 1821, the son of Russell Wooster, a thrifty farmer, who cultivated large fields of rocky land. His boyhood days were spent in following the plough and swinging the scythe, and later in teaching school in the surrounding districts. Believing himself fitted for another, perhaps higher, and more useful sphere, he entered Law School at New Haven and studied under Chief Justice Storrs, and was admitted to the bar in 1846. In October of the same year he located in Derby, where, at the time of the breaking out of
The Later Wars

Derby men and women have served with honor in all our wars. Derby men were among the 120,000 men the United States committed to the three-year rebellion called the Spanish-American War.

World War I and World War II were the first great wars of the twentieth century. Hundreds of area men and women served their country well in hope of world peace. Derby men served and some gave their lives for their country.

The Korean War and the Viet Nam War saw more Derby men and women leave and go overseas to fight again for world peace and freedom. The Viet Nam War, which really only just ended for American involvement in the last days of April 1975, was a tragic war with a great loss of American lives, supplies and money. Even today, with the Viet Nam War over, there is conflict and war between some countries in the world. It may only be a short time before Americans again fight a war in the hope of bringing peace to the world. We can only pray and hope that real PEACE comes to all the world soon.

Derby has proudly served in these wars and several monuments have been set up in honor of those citizens who both served or who gave their lives for their country and fellowmen.

Memorial to Veterans of the Later Wars on Derby Green

Columbian Steel Co.
Little Ferry, N.J.

Slim Fit Dress Co., Inc.
Kasden Heat & Fuel, Inc.
Education in Derby

When the settlement of Paugasset was named Derby on May 13, 1675, there were twelve families in the new township. At this time, as in most of the New Haven colonies, there was no formal education and the residents, being Puritan, believed in hard work and discipline and their reading material consisted mainly of the Bible.

The first known teacher in Derby was the Rev. Joseph Webb, in 1688. It was not until 1701, that the Rev. John James was hired to teach reading and writing at a salary of forty shillings a year.

At first, the children of Derby were taught to read the Bible and to learn the catechism. There were very few books and no paper or pencils. The children used charcoal on the bark of birch trees and later used slates and chalk. The alphabet was probably taught from a hornbook. The hornbook was a leaf or page containing the alphabet, religious material, etc. and was covered with a sheet of transparent horn and fixed in a frame with a handle. This kept the page clean and reusable.

First public school in Derby was on Fifth Street.

The first school to be built in Derby was in 1711 and the second in 1726. In 1786, Derby Academy was founded on Academy Hill near the reservoir. The school did not have a well of its own, so the children used to drink water from Mrs. Clark's well. In 1904, Mr. Albert F. Sherwood was to write . . . "and I often thought how lovely and dear Mrs. Clark was about it—and all the family for that matter."

In the Neck District of Derby there were two school buildings prior to the Old Red Schoolhouse. The Old Red Schoolhouse was 85 - 90 years old when it was destroyed by fire on February 16, 1882. All records were lost in the blaze. This schoolhouse was succeeded by the Hawthorne School on Hawthorne Avenue, which was torn down for the expansion of the Derby Neck Library.

Five years after Sheldon Smith moved to West Derby to begin his manufacturing enterprise, known as Smithville, but changed to Birmingham in 1836; in 1838, the Birmingham Academy was built. This became the Irving School in 1869, which was located where City Hall now stands.

The Birmingham High School occupied the top floor of the Irving School, with Thomas Fuller as its principal. The first class to graduate from the High School, in 1876, consisted of five students.

It was not until 1893, after Derby was incorporated that Birmingham began to be referred to as Derby and Derby as East Derby. Thus, in 1894, Derby had its first Superintendent of Schools, John W. Peck, and its first Chairman of the Board of Education, Colonel H. Bolton Wood, and also all the school districts were consolidated.

In 1885, St. Mary's Church started a school in the basement of the church. In 1898 a school was built next to the church on Elizabeth Street, which was later torn down and a new school built about a block away, in 1954. St. Michael's Church in East Derby, built a school in 1914 and enlarged it in 1964.

Following two earlier schools on Gilbert Street, one of which had a brook flowing underneath it, the Franklin School was built in 1902 and still stands. Miss Miriam L. Austin taught here for thirty-nine years, serving as principal for twenty-five years.
In 1954, the “New” Irving School was built on Garden Place. It is called the Irving School, but most residents still call it the New Irving School, although the “New” was dropped several years ago.

Due to development of East Derby, Bradley School on David Humphreys Road was built in 1960 and an addition was added on in 1964.

In 1906, the Derby High School moved from the top floor of the Irving School to the Cheeseman homestead on Minerva Street. Construction on a new High School began in 1913, also on Minerva Street, and was not completed until 1925. It is now the Derby Middle School.

Lincoln School, on Ninth Street, was built in 1922, with Miss Katherine Kennedy as principal. At this time, there is record of a school nurse, a Miss Donahue, who walked to Lincoln, Irving and Hawthorne Schools.

On May 26, 1968, Derby High School on Nutmeg Avenue was dedicated. It is one of the first all electric schools in Connecticut. The principal is Martin Chromik and the Assistant principal is Miss Angela Vitali. Our present Superintendent of Schools is Dr. Angelo Dirienzo.

The principals of the other schools are: Mr. James Duplase, Derby Middle School; Mr. Henry Jemioto, Irving School; Mr. Howard Manco, Lincoln School; Mr. Michael Angelini, Franklin School; and Mr. William Duggan, Bradley School.

Derby has come a long way from the hornbook and the one room school buildings and has established over the years an excellent educational system, one which would most certainly astonish our ancestors.

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New Irving School on Seymour Avenue. Garden Place.

Bradley School on David Humphreys Road.

Ritch Greenberg & Hassan
Certified Public Accountants

Sentinel Financial Services, Inc.
Frigitronics of Conn., Inc.
First Congregational Church, Derby Avenue. East Derby (present edifice).

Hotchkiss Hose Co. No. 1
Clarke & Pearson Associates, Inc.

Derby Lodge No. 571 B.P.O.E.

J. N. Rasbach Photo Service, Inc.
Present Edifice

After a hundred years on Meeting House Hill, it was decided to build a new church at the Narrows, and the present edifice, a fine example of colonial architecture, was erected by Williams and Barnum of Brookfield in 1820, at a cost of $525. Some say it follows plans of Sir Christopher Wren, the noted architect. This was the only one of the three church buildings not built by the town, with whom relations had been severed after the Revolution, but its construction had to receive the approval of the county court. Fifty-nine members withdrew in 1846 to organize the Birmingham Church, now the Second Congregational Church. Another contingent took letters in 1850 to form the Ansonia Congregational Church, the fifth daughter of the old First. Changes were made in the building at double the original cost ($1,070) in 1847; a lecture room was added in 1874 under Mr. Staats, and the chapel in 1905 under Rev. Hugh MacCallum. St. John’s Danish Lutheran Congregation, which had been meeting in the building, united in a body with the church in 1907 during the pastoral of Dr. Houghton.

Societies

The Church boasts of one of the oldest Sunday Schools in New England, organized by Prof. Josiah Holbrook, noted educator in 1817; one of the oldest Christian Endeavor Societies, organized by Rev. J. B. Thrall in 1883 (and inactive since 1940 when the Youth Group was formed, which is still active); a Ladies’ Aid Society that dates back to at least 1820, but possibly many years before; and a Men’s Club, the Biblos, organized in 1907 (but inactive since 1935) which has had 46 presidents.

The present Superintendent of the Church School is Mrs. Peter Jezierski.

Rev. Diane Pierce (Present Pastor)

Rev. Diane Pierce, who made history in 1969 by being called by the First Congregational Church as its first woman pastor, was born February 9, 1944 in Portsmouth, New Hampshire. She is the daughter (and only child) of Blanche Walter Pierce and the late Gerald Pierce. Mrs. Pierce lives in Hampton, New Hampshire. Mr. Pierce was a leading man shipwright at the Portsmouth Naval Shipyard.

Rev. Pierce was graduated from Mt. Holyoke College in 1966 with an A.B. degree. She received a B.D. degree, cum laude, from Andover Newton Theological School, Newton Center, Mass. in 1970. She is unmarried, and lives in the parsonage at 24 Homestead Avenue, Derby.

Rev. Pierce received a call from the First Congregational Church (Derby) as of September 1, 1969.

Valley Ob-Gyn Associates, P.C.
San Remo’s Italian Restaurant, Inc.

Important Dates of First Church
Organized in 1671

1671—First Pastor, Rev. John Bowers
1682—First Church Built
1720—Second Edifice Built
1820—Present Edifice Constructed
1969—Appointment of Rev. Diane Pierce as Pastor, the first woman to be so honored.

Pastors of the Old First Church

Rev. John Bowers .......................... 1671-1687
Rev. Joseph Webb .................. 1688-1692
Rev. John James .......... 1694-1706
Rev. Joseph Moss .......... 1706-1731
Rev. Daniel Humphreys .. 1733-1787
Rev. Martin Tuller .. 1787-1790
Rev. Amasa Porter .. 1797-1805
Rev. Thomas Ruggles .. 1809-1812
Rev. Zephaniah Swift .. 1813-
Rev. Louis D. Howell .... 1836-1838
Rev. Hollis Read ..... 1838-1843
Rev. George Thacher, D.D. .. 1843-1848
Rev. Jesse Guernsey .. 1849-1853
Rev. Robert V. Stanton 1853-1856
Rev. Leonard Woolsey Bacon, Acting .. 1856-1857
Rev. Wm. E. Brooks .. 1865-1867
Rev. Thomas M. Gray .. 1867-1871
Rev. Joel Stone Ives, Acting .. 1871-1872
Rev. Cyrus B. Whitcomb .. 1872-1873
Rev. Henry T. Staats .. 1873-1874
Rev. J. Howe Voorce .. 1875-1879
Rev. J. Brainard Thrall .. 1880-1884
Rev. Oscar G. McIntire .. 1885-1886
Rev. Peter Roberts, Acting .. 1886-
Rev. Dorrall Lee .. 1886-1892
Rev. Henry Davies, Ph.D. .. 1894-1895
Rev. Sanford S. Martyn .. 1896-1899
Rev. Hugh MacCallum .. 1900-1906
Rev. Elmer E. Burtner .. 1909-1910
Rev. Clarence R. Williams, Acting .. 1911-
Rev. Charles W. Coulter, Ph.D. .. 1911-1914
Rev. Reinhold Neibuh, Acting .. 1915-
Rev. Worthy F. Maylott, M.H. .. 1915-1946
Rev. Theodore S. Dunn .. 1946-1946
Rev. A. Russell Ayre .. 1947-1952
Rev. E. H. Millinger .. 1952-1953
Rev. E. L. Patterson .. 1953-1958
Rev. George D. Lessley .. 1959-1962
Rev. Charles Herrick .. 1962-1965
Rev. John W. Cook .. 1965-1968
Rev. Robert L. Young .. 1968-1969
Rev. Diane Pierce .. 1969-

Better Packages, Inc.
New England Engineering Co., Inc.
effect upon the church and congregation, and it was a momentous decision when it was decided to build the new church in Birmingham. The site, on what is now Minerva St., east of the Green, was particularly adapted for a church edifice and here in May, 1842, the cornerstone of the present stone church was laid by the Rev. Stephen Jewett, a former rector.

From the parish records of the Rev. William Bliss Ashley, rector, is found this entry as of April 11, 1843: “The new church edifice in the village of Birmingham was this day consecrated by the Rt. Rev. T. C. Brownell by the name of St. James’ Church. The consecration sermon was preached by the Rev. Joseph Scott, a former rector. The Rev. Wm. G. French was ordained deacon on the same occasion.” Rev. Mr. Ashley died March 26, 1892.

Tower Built
The new and handsome stone edifice provided a spacious place of worship for the growing parish which was enlarged and the tower built in 1853.

The Long Rectorship of Dr. Mansfield
Few parochial tenures equal or exceed that of the Rev. Richard Mansfield D.D., who was the active rector of St. James’ Episcopal Church, Derby, continuously for seventy-two years.

Dr. Mansfield’s extraordinary vicariate began in 1748 and terminated with his death in 1820 at the age of ninety-six. It coursed his entire priestly life—St. James’ being his one and only charge. It was a rectorship that had its beginning in the colonial period, extended through the Revolutionary period and ended in the infant years of the New Republic.

The holder of this unusual pastorate came of old English stock, the family first migrating to Boston and then settling in New Haven in 1643. There he was born in October, 1724. He was prepared for Yale at thirteen but was not allowed to enter until fourteen. He was graduated with first honors in his class of 1741, being “greatly respected by his instructors as a remarkably steady and studious young man.”

Brilliant Scholar
As “a scholar of the house,” as it was termed, young Mansfield received a premium founded by Bishop Berkeley for the best examination in Greek which gave him an additional year’s study at Yale. He read attentively the works donated to the college by Bishop Berkeley and, although a Congregationalist, became favorably inclined toward the Episcopal faith and eventually united with that communion.

After a few years spent as head of a preparatory school in New Haven, he went to England and was ordained a priest by Thomas Herring, Archbishop of Canterbury. Returning to America in the year 1748, he was assigned to the Derby parish which then embraced all the territory between Waterbury and New Haven, an area of thirty miles. It was a mission parish supported by the Venerable Society for the Propagation of the Gospel in Foreign Parts. After 1775, missions being established in various parts of his extensive charge, Dr. Mansfield’s labors were confined to his own parish in Derby, Oxford and Seymour. His were the hardships of a pioneer. He covered his parish limits on horseback, teaching from house to house and being diligent in attending to the needs of the people.

A Loyalist
During the Revolutionary period, troubles beset the scholarly vicar. He was a loyalist, devoted to the English cause never forgetting his vows of ordination and fealty to the crown which he had repeated after Archbishop Herring. His sermons, if they did not favor England, were distorted and caused much feeling against him. One Sunday morning he was obliged to flee from his pulpit when a guard of American soldiers marched into the church. He fled to Long Island but returned shortly and resumed his parochial work, but a guard was always present to see that he did not preach against the cause of the Colonists.

Carl Ajello
Clifford D. Hoyle
William C. Atwater & Sons, Inc.

John Sponheimer
Joseph Lembo

Derby Glass Company
H. O. Penn Machinery
1974-

Existing chimes were renovated and five new bells were purchased; and all bells (total of 14) electrified with the ringing occurring every three hours for the enjoyment of the people of Derby.
Old Methodist Church on Green in Derby, replaced by the present church, pictured on opposite page.
THE SECOND CONGREGATIONAL CHURCH

On July 30, 1845, a meeting was held at the house of Ephraim Birdseye in Birmingham for the purpose of formally organizing an Ecclesiastical Society. This was known as the Birmingham Congregational Society. Those present at this meeting were: David Bassett, Asa Bassett, Garrett Smith, Ephraim Birdseye, David Nathan, George W. Shelton, Floyd T. Frost, Edward Kirby, Samuel J. Tomlinson. Ephraim Birdseye was appointed secretary and David Bassett moderator.

No mention is made in records of the Society about the construction of the church edifice, but the town records speak of its construction at a cost of $6,000.

On December 26, 1845, the Society met to arrange for the dedication of the church, the Rev. Joel Parker, D.D. of Philadelphia being invited to preach the dedication sermon. The dedication took place on Wednesday, January 28, 1846.

The Birmingham Congregational Church, daughter of the First Congregational Church of Derby was organized February 25, 1846. It is now known as the Second Congregational Church. On March 4, 1846, a meeting was held, at which it was voted that the Society's committee be instructed to hire the Rev. Mr. Cook for six months and that the remuneration for the same be the sum of $325.

First Pastor

On August 11, 1846, a meeting was held to consider inviting the Rev. Charles Dickinson to become pastor. He accepted and was installed September 16, 1846. He remained until his death in 1854.

The deacons were Josiah Smith and David Bassett. The membership that came from the First Congregational Church was fifty-nine and during the first year the membership numbered seventy-four. By the end of 1847 the total membership was one hundred and eight.

On September 29, 1855, the first organ was proposed. Subsequently another organ was purchased, December 18, 1889.

On June 6, 1859, it was voted to extend the church seventeen feet and also repair the front—at an expense not to exceed $4,000.

On January 15, 1886, it was voted to build a parsonage, and this was done at a cost of $6,000.

On May 6, 1895, it was voted to make necessary alterations to the church. A committee was appointed for this purpose, consisting of George E. Barber, W. S. Downs, J. D. Dayton, D. S. Brinsmade, T. S. Allis, Rev. Charles W. Shelton, Rev. E. C. Fellowes, Mrs. David Torrance, Mrs. F. G. Perry and Mrs. H. F. Wanning. The work was completed November 4, 1895, the total cost of alterations, including the removal of the galleries and laying of new carpets and placing of new pews, amounting to $5,723. Subscriptions amounting to $5,220 for church repairs and indebtedness were raised while the Ladies' Aid Society gave $1,000 additional.

The memorial windows were placed in position during this time of renovation. This date marks the rebirth of the church. The old debt was cleared off through the energetic efforts of the committee and the Ladies' Aid Society.

The Church has been especially fortunate in having, for many years, two very active societies, the "Ladies Aid" and the "Young Women's Club." The "Ladies Aid" has long been one of the outstanding parish organizations, being founded at the same time as the Church and existing as a separate organization until 1939. The other active society was the Young Women's Club which was established in 1919 and for many years added to the social life of the Church. It gradually began to assist the Ladies' Aid in their many activities until the two were united in 1939. The group is now called "The Women's Fellowship."

With the exception of a few years the Church has maintained a Sunday school which has flourished greatly, diminished, grown, and again diminished, according to the number of children in the Church.
During his ministry (from 1917 to 1936), Rev. Alfred W. Budd organized a Boy Scout Unit, known as Troop 3, and under his leadership it became a credit to the Housatonic Council and to this Church. It is still in existence, and is a community-sponsored affair. The Scout Master is Mr. Edmund D. Strang, who has devoted many, many years to the cause of Boy Scouting. This troop is considered to be the oldest in point of continuous service in the Lower Naugatuck Valley, and is said to have turned out more Eagle Scouts than any other troop in the Valley.

IMPORTANT DATES IN THE HISTORY OF SECOND CONGREGATIONAL CHURCH

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 30, 1845</td>
<td>Ecclesiastical Society Organized.</td>
</tr>
<tr>
<td>February 25, 1846</td>
<td>Birmingham Congregational Church Organized. (This is now known as the Second Congregational Church.)</td>
</tr>
<tr>
<td>January 28, 1846</td>
<td>Church Dedicated.</td>
</tr>
<tr>
<td>January 15, 1866</td>
<td>Parsonage Built.</td>
</tr>
<tr>
<td>1846</td>
<td>Celebration of One Hundredth Anniversary.</td>
</tr>
</tbody>
</table>

MINISTERS OF SECOND CONGREGATIONAL CHURCH

<table>
<thead>
<tr>
<th>Ministry</th>
<th>Years</th>
</tr>
</thead>
</table>
| Rev. E. M. Cook (6 mos.) | 1846-
| Rev. Charles Dickenson        | 1846-1854 |
| Rev. Zachary Eddy           | 1855-1858 |
| Rev. Chas. Wiley (8 mos.)    | 1858-    |
| Rev. Gordon Williams        | 1858-1859 |
| Rev. C. C. Carpenter         | 1861-1865 |
| Rev. Stephen L. Mershon      | 1866-1869 |
| Rev. John Willard           | 1869-1873 |
| Rev. Chas. Bradley          | 1873-1885 |
| Rev. Charles W. Park         | 1885-1894 |
| Rev. Edward C. Fellowes      | 1895-1905 |
| Rev. W. H. Alexander         | 1905-1913 |
| Rev. Vernon W. Cooke         | 1914-1916 |
| Rev. Alfred W. Budd          | 1917-1936 |
| Rev. Emerson L. Curry        | 1937-1942 |
| Rev. D. Ray Lindley         | 1942-1943 |
| (Pulpit Supply)             |        |
| Rev. Lee J. Smallsreed, Jr.  | 1943-1945 |
| Rev. Marlin C. Bedient       | 1945-1948 |
| Rev. Glade McClisch          | 1948-1950 |
| Rev. Russell Ayre            | 1950-1952 |
| Rev. Walter Millinger        | 1952-1953 |
| Rev. Elmer Patterson         | 1953-1958 |
| Rev. George Lessley          | 1959-1962 |
| Rev. Charles Herrick         | 1962-1965 |
| Rev. George Lessley          | 1965-1971 |
| Present Minister             |        |
| Rev. C. Floyd Fuller         | 1971-    |

Rev. C. Floyd Fuller

Second Congregational Church and Civil War Soldiers' Monument on Green in Derby.
The religious and social activities are carried on by a great number of very active organizations to which the people of the parish belong.

St. Michael's parish has been served from the beginning, and up to the present time, by the missionary priests of the order of St. Vincent du Paul. It is an active, vigorous and progressive congregation, as this short history of the parish shows.

**IMPORTANT DATES IN ST. MICHAEL’S PARISH**

1902 — Movement started for Polish Parish in Derby.

July 16, 1905 — St. Michael’s Parish organized.

Sept. 23, 1906 — Cornerstone of Church laid.

July 4, 1907 — St. Michael’s Church dedicated.

1914 — Erection of School and Convent.

1934 — The Church was renovated and beautifully decorated.

1955 — Golden Jubilee St. Michael’s Parish, the inside of the church was redecorated.

1964-1965 — Golden Jubilee St. Michael’s School completely remodeled and rebuilt to what it looks like today.

**Societies**

**Pastors of St. Michael’s Roman Catholic Church**

<table>
<thead>
<tr>
<th>Year Range</th>
<th>Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>1905-1906</td>
<td>Rev. George Glogowski, C.M.</td>
</tr>
<tr>
<td></td>
<td>A native of Cracow, Poland</td>
</tr>
<tr>
<td>1906-1924</td>
<td>Rev. Stanislaus Konieczny, C.M.</td>
</tr>
<tr>
<td>1924-1929</td>
<td>Rev. Paul Waszko, C.M.</td>
</tr>
<tr>
<td>1929-1938</td>
<td>Rev. Joseph Studzinski, C.M.</td>
</tr>
<tr>
<td>1938-1953</td>
<td>Rev. Stanislaus Konieczny, C.M.</td>
</tr>
<tr>
<td>1961-1964</td>
<td>Rev. Joseph Paciorek, C.M.</td>
</tr>
<tr>
<td>1964-1973</td>
<td>Rev. Edmund Kowalski, C.M.</td>
</tr>
</tbody>
</table>

The last two pastors were born in this country—Father Paciorek in Massachusetts and Father Kowalski, the present pastor, in Brooklyn, N.Y. All previous pastors were natives of Poland.

The present assistants are:

- Rev. Charles Szymanski, C.M.
- Rev. Joseph Mietelski, C.M.

—who are very energetic. Throughout its existence, St. Michael’s Parish has been served by many zealous and energetic assistants.
As we celebrate our City's 300th Birthday and participate in this week of festivities, we are constantly reminded of the volunteer spirit that has made the Tercentennial an overwhelming success. This spirit of people sacrificing and giving of themselves is a quality which made this country great. At a time when everyone and everything seems to challenge the values of our society it often seems that this quality is lost. Some will tell us that today Americans are unwilling to pitch in to do a job that has to be done. Some will tell us that a "what's in it for me" attitude has permeated our whole society. I think that the time and effort put forth by the hundreds of people who worked on the Tercentennial celebration is evidence that the critics are wrong and that you can still find people who are willing to work together for their community. On behalf of the people of Derby I extend my thanks for the job that they have done and I recognize that as long as we can find men and women like these the volunteer spirit will always be part of the American way of life, and we can look forward to the next 300 years with confidence and hope.

Eugene D. Micci, Mayor
Special Thanks to:
Dr. Angelo D'Inzeno
Mrs. Eleanor Duplise
Mrs. Katherine Richter
Judges for the Baking Contest
Mrs. Dorothy Larson
Mrs. Marie Balco
Mrs. Mary Fitzgerald
of the Derby Historical Society

PARTICIPATION COMMITTEE
Special Thanks to:
Roaring 20's Antique Car Club
of Waterbury
McDonald's Restaurant
Ken DuVal
Sons of Harmony
Waterbury Tercentennial
Daddio's Auto Parts
Royal Guardsmen

SPECTACLE TICKET DIVISION COMMITTEE
Advance Sale ..................... Ronald & Diane Steves
Nominations Award .................. Elizabeth Apfelbach, Gerry Fallon
Arrangements ... Mrs. Mary Murphy

SPECTACLE DIVISION COMMITTEE
Scenario & Title .................. Connie & Franklin Mauri
Properties Committee ........ Lenore Lushay, Lillian Nowakowski
Stagehand .................... Robert Young
Cast ......................... Jo-An Passarett
Construction ............. James Robinson
Costumes .................. Edith Fama
Student Faculty Advisor ........ Mary Pepe

PUBLICITY DIVISION COMMITTEES
Press Release ............. William Pucci, Chairman; John Bartimole, Pat Mainoliti, Donna Doherty

FLOAT COMMITTEE
Eva Ogle .................. Chairman
Bob Fritz

COSTUME COMMITTEE
Edith Fama .................. Chairman
Cathi Fama
Phyllis Fama

STUDENT COMMITTEE
Chairman .................... James LaRue
Co-Chairman ............ Eleanor Mamone
Assistant Chairman.. Dan Sorcinelli
Robin Poeta
Janet Coppolo
Karen DeGennaro
Fran Bartimiole
Tom Moscariello
Linda Macchiocchi

Mr. Merle Figuenick
Mrs. Sue Crissilli
Mr. Don Schitter
Valley Bowl
Mrs. Jeannette LaMacchia
Huntington Historical Society
Mrs. Mary Lou LaRee
Mary Lou Shoppe
Mrs. Bev Moran
Veteran's Memorial Community Center

Mr. Gerry Hadelman
Hardee's
Mr. Dave Roberts
Mrs. Ann Turziano
McDonald's
Mr. Robert Bogdanowicz
Caldor's

Nelson Boni and
The Derby Redevelopment Agency
Special Thanks to Mrs. Ray-Zor
Mr. Bill Maton—Waterbury

The Student Activities Committee
would like to acknowledge the invaluable help of Dr. Angelo D'Inzeno
and the principals and teachers of the Derby school system.

Debbie Kindle, Peggy Lepage,
Pete Marcucio, Gene Malcollo,
Tom Moscariello, Junior Palmieri,
Bill Schwab, Rocco Tascione

Ushers & Gates ...... James McGuire
Audience Area & Grounds .......... James Robinson

Special Products ...... Daniel Saccu,
Andy Mancini, Jr., Art Smith,
Vincent Lazzaro, Jr.,
Dr. Charles Loria

Scaffolding WACO Steel—Cheshire

Radio & T.V. ... Dominick Piscione, Laura Wabno
Official Photographer ......... Leonard Antinozzi
Official Artist ................. Steve Maximenko

SPEECH COMMITTEE

Chairman .................... James LaRue
Co-Chairman ............ Eleanor Mamone
Assistant Chairman.. Dan Sorcinelli
Robin Poeta
Janet Coppolo
Karen DeGennaro
Fran Bartimiole
Tom Moscariello
Linda Macchiocchi

Rick Susi
Ellen Germain
Julia Coppolo
Ted Witek
Chris Russo
Sue Froscono
Sheila Granfores
Kathy Sura
Chris Sura
Roberta Poslusny
Marcia Poslusny
Cindy Poslusny
Josette DiRienzo
Debbie Christensen
Donna Poeta
Karen Merkowitz
Tara Brown
Susan Binkowski
Marie Mastik
Viola Musik

Peggy DeGennaro

Marlene Augle
Jean Smith
Nadia Winnick
Theresa McEvoy

Theresa McEvoy
Chris Kocal
Jerry Coolidge
Nancy Miller
Sue Onofrio
Donna Chapman
Jody Tuttle
Mary Elizabeth Smith
Sal Mari
Art Corson
QUEEN'S CORONATION BALL
Chairman........................................ Mr. & Mrs. William Comboni
Mr. & Mrs. John Narowski
Mr. & Mrs. Angelo DiRienzo
Mr. & Mrs. Peter Pagliaro
Mr. & Mrs. Elmer Voytek
Mr. & Mrs. Silvio Mastrianni

LADIES DAY
Luncheon Chairman...... Ina Tuduri
Jesse Ward

Mabel Ward
Edna Robinson
Ann DeNigris

“GUYS & GALS” SQUARE DANCE GROUP
Shirley Richards ............... Caller
Jim McLain ................. President

RELIGIOUS HERITAGE
COMMITTEE
Carroll Curtis
Mrs. Semone Le Page
Martin Chromik
Mrs. Betty Tiano
Mrs. Helen MacKay
Rev. Diane Pierce
Mrs. Linda Jezerny
Rev. Charles Kennedy
Rabbi Robert Marcus

Mrs. Robert Slowik
Miriam Peck
Michael Tracy
Mrs. Herman Litsky
Elmer Richter
Robert DeForest
Rev. Jean Arthur
Rev. Robert Keating
Rev. Richard L. Schuster
Mrs. Irene Riordan

Addiebelle & Don Lovett
Joe Princevalli
Margaret & Bob Gallant
Robert Kurkowski
Jeff Stevens
Pam Gallant

PRIZES FOR THE QUEEN CONTEST

Diamond Wrist Watch (LEWIS JEWELERS)
Kodak Movie Camera, Projector and Screen (NATIONAL SCHOOL STUDIOS)
AC/Battery Portable TV (DERBY SAVINGS BANK)
Sony Portable TV (HARDEE'S)
Trip to Washington (QUALITY INN, RIFKIN TRAVEL)
$100.00 Donation of Spending Money (ARTISAN PRESS)
Travel Outfit (FAIR SHOPPE)
Weekend Trip to New York (LOEW'S HOTEL, RIFKIN TRAVEL)
Transportation to Washington (RIFKIN TRAVEL)
Colonial Rocking Chair (ARNOLD'S)
Ladies Seth Thomas Watch (MINGRONE'S)
Wall Clock, Pen and Pencil Set and 4 Keyrings (McDONALD'S)
Cablevision for 2 Months (VALLEY CABLE)
Counter Saver (HOME SUPPLY CO.)
Floral Arrangement (ROSE FLOWER SHOP)
Photo of the Queen (KRUG PHOTO)
Jewelry Box (SCHPERO'S)
Walking Shoes (HUBBELL BROS.)
Engraved Sterling Silver Locket (CALDOR'S)

Ansonia Teledyne
Compliments of Bob Rapp

Drs. Ludwig and Maria Pavlo
Schedule of Events

Derby Tercentennial Celebration
May 30 - June 8, 1975

Mr. and Mrs. William J. Comboni
SPECIAL EVENTS DIVISION

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### FRIDAY, MAY 30—OLD-FASHIONED BARGAIN DAY

<table>
<thead>
<tr>
<th>Type</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Co-Chairman</td>
<td>9:00 a.m.</td>
<td>Old-Fashioned Bargain Days at ALL Derby Stores</td>
</tr>
<tr>
<td></td>
<td>9:00 a.m.</td>
<td>Refreshment Booths</td>
</tr>
<tr>
<td></td>
<td>9:00 a.m.</td>
<td>Colonial Animal Farm</td>
</tr>
<tr>
<td></td>
<td>9:00 a.m.</td>
<td>300 Baby Animals to pet!</td>
</tr>
<tr>
<td></td>
<td>9:00 a.m.</td>
<td>Elephant and Camel Rides—Moon Walk—etc.</td>
</tr>
<tr>
<td></td>
<td>9:00 a.m.</td>
<td>Downtown Area—On Elizabeth St. (from 3rd to 4th)</td>
</tr>
<tr>
<td></td>
<td>11:00 a.m.</td>
<td>American Indian “POW-WOW”</td>
</tr>
</tbody>
</table>

### SATURDAY, MAY 31—300TH ANNIVERSARY OPENING DAY

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 a.m.</td>
<td>Old-Fashioned Bargain Days</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>Motorcade Antique Fire Trucks. Starts at Derby High—proceeds to Division St., to Seymour Ave. Down Elizabeth St. to Main St. Left on Rt. 34 to Bradley School Field.</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>Firemen’s Muster</td>
</tr>
<tr>
<td></td>
<td>Ladder competition &amp; Bucket Brigade</td>
</tr>
<tr>
<td></td>
<td>Midnight Alarm—Tug-O-War—etc.</td>
</tr>
</tbody>
</table>

Bradley School Field
10:00 a.m.—Arts & Crafts (Valley Arts Council)

Derby Green
10:00 a.m.—Opening Day Ceremonies

### SUNDAY, JUNE 1—RELIGIOUS HERITAGE DAY

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30 a.m.</td>
<td>Beth Israel Synagogue—Rabbi Marcus</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>St. Jude—Latin Mass—Rev. Robert Keating</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>Noon—Refectory Church</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>John Wesley Original ritual—Liturgical circuit rider Jesse Lee.</td>
</tr>
<tr>
<td>12:30 p.m.</td>
<td>Fellowship dinner</td>
</tr>
<tr>
<td>9:45 a.m.</td>
<td>First Congregational—Rev. Diane Pierce</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>Sioux &amp; Drums lead in past pastors. Worship will follow Puritan order. Antique artifacts used in service</td>
</tr>
<tr>
<td>11:30 a.m.</td>
<td>Tour David Humphreys &amp; Uptown Burial Ground</td>
</tr>
<tr>
<td>12:30 p.m.</td>
<td>Luncheon—Open House</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>St. James Parish—Rev. Richard Schuster. Service according to Prayer Book of 1662. Open House &amp; coffee hour</td>
</tr>
<tr>
<td>11:45 a.m.</td>
<td>Polish Mass</td>
</tr>
<tr>
<td>1:00 p.m.</td>
<td>American Heritage Exhibit</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>Second Congregational—Rev. Charles F. Fuller. Early Colonial Sermon.</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>Open House</td>
</tr>
<tr>
<td>12:00 Noon</td>
<td>St. Mary’s—Rev. Charles T. Kennedy. Latin Mass</td>
</tr>
</tbody>
</table>

### MONDAY, JUNE 2—SPORTS AND RECREATION DAY

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 a.m.</td>
<td>Old-Fashioned Bargain Days</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>Finals of Junior Tennis Tournament</td>
</tr>
<tr>
<td></td>
<td>Coon Hollow Tennis Courts</td>
</tr>
<tr>
<td>9:30 a.m.</td>
<td>Junior Olympics (Grades 3-5)</td>
</tr>
<tr>
<td></td>
<td>All Field Events on Upper Ryan Field</td>
</tr>
<tr>
<td></td>
<td>Running Events on Track</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>Judging Historical Windows</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>GRAND OPENING Settlers Village &amp; Indian Village</td>
</tr>
<tr>
<td></td>
<td>Welcome &amp; Stomp Dance 2 p.m. &amp; 5 p.m.</td>
</tr>
<tr>
<td></td>
<td>Osbornedale State Park</td>
</tr>
<tr>
<td>12:00 Noon</td>
<td>Fun, Pass &amp; Kick (Ages 8-13)</td>
</tr>
<tr>
<td></td>
<td>Ryan Field</td>
</tr>
<tr>
<td>5:00 p.m.</td>
<td>Goodings Million Dollar Midway</td>
</tr>
<tr>
<td></td>
<td>50 Rides</td>
</tr>
<tr>
<td></td>
<td>Eight Acres of Amusements</td>
</tr>
<tr>
<td>Division St., site of former “Center Drive-In”</td>
<td></td>
</tr>
<tr>
<td>7:00 p.m.</td>
<td>Foul Shooting Contest (Ages 9-12 &amp; 13-16)</td>
</tr>
</tbody>
</table>

---

Second New Haven National Bank Derby Branch
SHOW SYNOPSIS OF DERBY'S
"HATS OFF TO DERBY"
The Time: 1642 to the Present
The Place: Derby,
New Haven County, Connecticut

ACT ONE
Overture: A Connecticut Welcome
Chapter One: "The Dreamers"
Chapter Two: "A Nightmare"
Chapter Three: "Just the Beginning"
Chapter Four: "A Declaration & A Revolution"
Chapter Five: "Knowledge"
Chapter Six: "The Price of Progress"
Chapter Seven: "Unto Their Lord"

ACT TWO
Chapter Eight: A New Century Awaits
Chapter Nine: "The Derby Dough Boys"
Chapter Ten: "Oh You Kid"
Chapter Eleven: "Depressive Thirties and Forties"
Chapter Twelve: "The Forward Fifties and Sixties"

THE EPILOGUE
"Here Comes Clavetyes & A Tribute To Our Flag"

THE NARRATORS
CHRIS SURA...JOHN DEBARBIARI
MARIE MILLER...ROBERT FITZGERALD
NANCY MILLER...MARY PEPPE
ROBERTA TRIMARKI

"Hats Off To Derby" Story Teller
MR. DONALD SMITH

Chapter One: "The Dreamers"
The Story Teller: Donald Smith
Thomas Hooker: Richard Black, Jr.
Pilgrims: Barry Howard, Peter Student, David Cavarro, Gordon King, Chris Tiano, Dick

Chapter Two: "A Nightmare"
Indian Chief: Patsy DeNinars
2nd Chief: Jay Skelly
Squaws: Michele Demayo, Sharon Tyler, Dawn Tyler, Andre Roy, Diane Finnucan, Mary Smith, Debbie Edgerly, Felicia Monaco.
Indian Dancers: James Curtin, Jr., Bob Bowlock, David Buckheit, Robert Bowlock, Laura Diliso, Debbie Smith, Viola Masiak, Barbara Ann Buckheit, Cathi Seafe, Debi Orticari, Debby Dilioso.

Chapter Three: "Just the Beginning"


Chapter Four: "A Declaration and a Revolution"
The President: Scott Samuelson
The Governor: Richard Black, Jr.
The Signers: Tony Sticeca, Jay Skelly, Fran Cirillo

Chapter Five: "Knowledge"
Joshua Holbrook: John Walsh
Teacher: Florence Carroll
School Kids: Donna Mazur, Lori Fanelli, Debbie Mazur, Maria Torres, JoAnn Scarpa, Linda Sciarretti, Tonya Carloni, Mary McElroy, Mark McElroy, Linda Senda, Eva McElroy, Anthony Cardi, Chris Tiano, Barry Goncalo, Joseph Daddio, John Thomasovitch, Thomas Turro, Jim Filan, Alex Fabiano, Roy Garofalo, Paul Wieslawski.


Chapter Seven: "Unto Their Lord"
Solist: Josette DiRienzo
Angels: Joseph Dorsio, Mark Guliano
Altar Boys: Ricky Dunne, Pat Guliano, Fred Oratari,
David Scaife, Mark Dorsio, Joseph Scaife.

Church People: Otto Oratari, Bernard Reynolds, Fred Oratazi, Mary Ann Aconeona, Sal Passaretti, Rose Pecora, Elaine Shrewsbury, Angela Covic, Lisa Bottoni, Sylvia Hassan, Debby Aconeona, Patrice Passaretti, Doreen Aconeona, Celeste Aconeona, Judy Dunne, Patricia Leitch, Catherine Oratari, Kathy Oratari, Lillian Shawnoki, Dorothy Palazzi, Michelle Bottoni, Kim Guliano, Joan Guliano, Kelly Dunne, Cory Dunne, Jennifer Passaretti, Alice Molseke

INTERMISSION

ACT TWO

Chapter Eight: A New Century Awaits
The Lifeguard: James Curtin, Jr.
Gay '90's People: John Dempsey, Art Corson, David Dorsio, Patrice, Nance Pecnkonza, John Pinto, Jr., Michael Poppa, Len Poppam, Michael Dalia, Michelle Bottoni, Anne Hunsy, Debi Orticari, Marianne Baglin, Kim Capewell, Denise Poole, Lesa Staffiers, Amanda Randolph, Terry Pinto, Charlotte Germain, Nancy Pinto, Christine Tuttle, Barbara Poppa, Shirley Carroll, Sue Cesarino, Sharon Pecnkonza, Joyce Mrozinski, Nancy Pinto, Tina Summer, Karen Merkowitz, Cathi Seafe, Debbie Dilioso, Janet Sicilia.

Chapter Nine: "The Derby Dough Boys"
Soldiers from other scenes
Solist: Donald Smith

Chapter Ten: "Oh You Kid"
Solist: Nanci Roni Smith

Chapter Eleven: "The Depressive Thirties"
The All Americans

Chapter Twelve: "The Forward Fifties & Sixties"

The Epilogue: "The Seventies and The Great Finale"
The Entire Cast pays tribute to our Flag!

The All Americans: Scott Samuelson, J. A. Piccolo, Jr., John Vitale, Jr., Thomas Rofoano, Doug Rofoano, Donald Renshaw, Michael Meyer, Art Corson, Sandy Jones, Debi Orticari, Cathi Seafe, Kathy Orazetti, Sharon Aquila, Janice Harrington, Sandy Adomatios, Antionette Alves
miles around whenever it was possible to be present at the Holy Sacrifice.

In the year 1853, Reverend James Lynch, pastor of St. Mary's at that time, purchased from Anson G. Phelps the land in the rear of the property originally donated by Mr. Phelps, this purchase extending the church property to Olivia St. Also in 1853 the church purchased from John Coss the land south of the original lot. On this property now stands the rectory of the church.

The cornerstone of the present church building was laid Sunday, June 25, 1882, by the late Bishop McMahon. The church was formally opened November 21, 1883. Additional land adjoining the church property on the north was purchased and a large red brick school building and convent were later erected thereon. Both of the latter buildings have been razed.

The First Clergymen

The first clergyman to attend to the spiritual welfare of the Catholics of Derby was the Reverend James McDermott, who was located in New Haven, to which city he had come in the year 1832. He first visited Derby in 1834. Father McDermott was succeeded by the Reverend James Smyth, who was in charge of the Derby parish until 1848, when he was appointed to the pastorate of the church at Windsor Locks, where he spent the remaining years of his life.

In 1848 the Derby parish, which was then composed of Derby, Ansonia, Huntington and Seymour, was made part of the Waterbury parish, being transferred from the parish of New Haven. In that year, the Reverend Michael O’Niele was appointed first resident pastor in Waterbury and from 1848 to 1851, a period of three years during which Derby was attached to the Waterbury parish. Father O’Niele drove here on certain Sundays to celebrate the Holy Sacrifice of the Mass.

In the year 1851, the Reverend James Lynch was appointed first resident pastor of Derby. The church, built in 1845, was remodeled shortly after Father Lynch’s appointment, and on Sunday, May 8, 1852, Bishop Bernard O'Reilly came to Derby from Providence to dedicate the church. It was a great day for the Catholics of this vicinity, and they came from miles around to be present at the auspicious occasion. The large number attending the ceremony and their evident appreciation of the efforts of Father Lynch on their behalf were the subject of great commendation from Bishop O'Reilly. Incidentally, the bishop was unfortunately drowned at sea a few years later.

In the year 1857 the Reverend James Lynch was transferred to Middletown and later he became vicar-general of the Hartford diocese, the Reverend John Lynch being appointed to succeed him as pastor of St. Mary’s. Father John Lynch remained here until the year 1862, when he was appointed pastor of St. Peter’s Church in Hartford. After which appointment, the Reverend John Sheridan was assigned to Derby. Father Sheridan died here in 1868, and his remains lie in St. Mary’s cemetery.

After Father Sheridan’s death, the Reverend P. J. O’Dwyer was sent here and he remained in charge of St. Mary’s Parish until the division of the parish in 1870, when Ansonia was set off from St. Mary’s and became the Parish of the Assumption of the Blessed Virgin Mary. Father O’Dwyer was assigned to Ansonia in 1870 and Father John Lynch returned to Derby and remained until his death in 1878. Father O’Dwyer, while pastor here, was a member of the Public School Committee, under whose direction the public school building the old Irving School was erected on Fifth Street. This has since been razed.

Important Events in St. Mary’s Parish

1833 - Arrival of First Irish Immigrants in Derby.
1845 - Donation of Land for Catholic Church by Anson G. Phelps (a non-Catholic)
1845 - Erection of First St. Mary’s Church
1847 - Founding of Old St. Mary’s Cemetery
1870 - Establishment of Ansonia Parish
1883 - Erection of Present St. Mary’s Church
1885 - Arrival of Sisters of Mercy
1885 - Establishment of St. Mary’s School in Basement of Church
1887 - Founding of Mount St. Peter’s Cemetery
1898 - Erection of first St. Mary’s School—red brick structure
1904 - Erection of Convent
1935 - Opening of Catholic Community House
1953 - New St. Mary's School built on Seymour Avenue during pastorate of Monsignor Quinn.
1968 - Cemetery Board took over management of Catholic cemeteries of the Archdiocese of Hartford
1969 - Convent and old St. Mary's School on Elizabeth St. were razed
1972 - Three co-pastors named (an innovation in archdiocese of Hartford) as follows: Rev. Joseph R. DeCarolis, Rev. James V. Hickey, Rev. Charles T. Kennedy
1974 - Church remodeled and redecorated. It was rededicated by Archbishop John F. Whealan

Rev. Bernard Butcher .................................. 1968-1968
Rev. Joseph R. DeCarolis, Rev. James V. Hickey, Rev. Charles T. Kennedy, (appointed co-pastors, an innovation in the Archdiocese of Hartford) ............... 1972-

During its long history, St. Mary's Church and its parishioners have been served well by a large number of very able assistants. Usually, at any given time, there have been two assistants to the pastor of the Church.

Brief biographies of the three present co-pastors (who comprise a newly instituted and very efficient team ministry) follow:

Rev. Joseph R. DeCarolis
Born April 22, 1932 in Bristol, Conn., son of John and Maryanna Rizzi DeCarolis, both of whom are living and reside in Bristol.

Rev. DeCarolis has one brother, Rev. Vito DeCarolis who was assistant at St. Jude's Roman Catholic Church, Derby, from 1963 to 1967, when he was appointed assistant at Our Lady of Lourdes Church in Waterbury.

Ordained—in Hartford, May 19, 1959.

Before coming to Derby, Father Joseph R. DeCarolis was assistant at Immaculate Heart of Mary Church, Harwinton, Conn.

Rev. James V. Hickey
Born August 14, 1939 in Hartford, Conn., son of James and Helen Collins Hickey.

Father Hickey has two sisters: Mrs. Frances Covaleski of Bristol, Conn., and Sister Maris Estella, who is a teacher. She is presently at Sacred Heart School in Stamford.

Father Hickey was ordained December 16, 1964 in Rome, Italy.

Father Hickey's previous assignment before coming to Derby was Catholic Chaplain at Yale-New Haven Hospital, New Haven.

Rev. Charles T. Kennedy
Born May 8, 1930 in Waterbury, Conn., son of Charles T. (now deceased) and Rose Creem Kennedy.

Rev. Kennedy has two sisters: Mrs. Mary (James) Carroll of Naugatuck, and Mrs. Joan (Robert) Bolger of Fairfield—all living.

Rev. Kennedy was ordained in Hartford May 25, 1957, and was an assistant at St. Francis Church in Torrington previous to being assigned to Derby.

Pastors of St. Mary's Church

Mission Pastors
Rev. James McDermott ......................... 1833-
Rev. James Smyth ............................... 1848-
Rev. Henry O'Nile .................... 1848-1851

Resident Pastors
Rev. James Lynch .............................. 1851-1857
Rev. John Lynch .............................. 1857-1862
Rev. John Sheridan ......................... 1862-1866
Rev. P. J. O'Dwyer ......................... 1866-1870
Rev. John Lynch ..................... 1870-1878
Rev. Peter M. Kennedy .................. 1878-1892
Rev. Charles J. McElroy ................. 1892-1906
Rev. Andrew J. Plunkett, Ph.D. ........... 1932-1941

Catholic Church in Birmingham.
Present Officers of the Beth Israel Synagogue Center Are:

President  Sidney Blumenthal
Vice Presidents
Dr. Irwin Rosenman
Dr. Jack Holden
Elliot David
Herbert Feldman

Financial Secretary  Mrs. Milton Turkoff
Recording Secretary  Mrs. Symmee Stroh
Treasurer  Joel Young

Present Beth Israel Synagogue Center on Elizabeth Street, Derby.
Mill at Squantuck near the junction of the Four Mile Brook and Housatonic River in Old Derby.
Southeast view of Humphreysville—from Barber's Historical Collections
the squire wanted $25,000, and even threatened to ask $35,000. Mr. Phelps refused to be “sandbagged” and, giving up the idea of excluding Birmingham, looked elsewhere for a location for a village.

One day, he, John Clouse, the surveyor who had laid out Birmingham for Mr. Smith, Almon Farrel and other gentlemen, after tramping over a large part of the territory that is now Ansonia, stopped at a point near where the Congregational Church stands on South Cliff Street. Mr. Clouse commented on the outlook and declared the location the finest place for a village in the western world. Mr. Phelps fell in with the suggestion, secured large tracts of land on the east side of the Naugatuck River, and in December, 1844, purchased the improvements and privileges of Raymond French on the west side of the river, a mile above Ansonia, where it was proposed to locate a village to be called Kinneytown, thus heading off this enterprise. In the spring of 1845, work was begun on the embankment of the east side of the river and this was completed the following year under the direction of Almon Farrel and Abraham Hubbell, a Boston firm having abandoned the contract.

After building of the dam and canal, Ansonia rapidly grew into a manufacturing village. Before the dam and canal had been completed, Almon Farrel had laid the foundations and Harvey Johnson had erected the superstructure for a mill for the Ansonia Manufacturing Company, which was incorporated on May 12, 1845. Two Birmingham men, Donald Judson and Sheldon Bassett were the president and secretary and treasurer respectively. This was the first of the modern mills to be erected in Ansonia. In 1854 the Birmingham Copper Mills were moved to the same mill and the two concerns, in both of which Mr. Phelps was interested, were merged. The business was very successful and in 1869 became the Ansonia Brass & Copper Company. The shop built by Almon Farrel and Harvey Johnson is the stone building now used as a part of the copper mill near Main and Tremont Streets.

The business of the Farrel Foundry & Machine Co., was founded in 1848 by Sylvester, Sullivan M. and Dr. Josiah M. Colburn and Almon Farrel. It was incorporated and Mr. Farrel was made president. The first building was erected by Lindley & Johnson and stood on the site of the present plant.

Wallace & Sons, founded by Thomas Wallace and his sons, John, Thomas and William, who had been employed as wire-drawers by the Howe Pin Co. in Birmingham, was established in 1848. D.W. Plumb in the same year moved from Birmingham to Ansonia and opened a woolen mill, which was sold in 1865 to William R. Slade, who organized the Slade Woollen Co. John Gardner’s Sons, manufacturers of clock dials and trimmings, date their business from 1857. In 1866, the Osborne & Cheesemen Co. was organized by John W. Osborne and George W. Cheeseman, two Birmingham merchants. Other industries grew up or followed these, and later expanded sufficiently to be included among the larger and principal manufacturing interests of the country.

The Ousatonic Water Company at Birmingham was organized in 1866, with a cash capital of $322,500, and having as its object the building of a dam across the Ousatonic (Housatonic) River. On the 10th of October, 1870, the completion of the work was honored by a grant celebration, consisting of an imposing procession, music by the Birmingham Brass Band, speeches by distinguished personages, and the gathering of a vast concourse of people. The dam offered a reliable water power to manufacturers who were soon to line both sides of the river.
THE THIRD PERIOD

THE RAPID GROWTH OF
THE NEW VILLAGE OF SHELTON
TO THE PRESENT TIME

The newly constructed Housatonic Dam, which joined Birmingham and Shelton, was a dam of solid masonry, 22 feet in height, 686 feet from abutment to abutment, constructed in the most approved and substantial manner, created the largest and most reliable water power in the state, and one of the largest in the country. This, together with the immense reservoir above the dam, insured a permanent supply of water at all seasons of the year. In 1895, there were located on this water privilege over twenty-five mills and factories, all in full operation, and giving employment to a large number of skilled mechanics and other operatives. The following goods were manufactured on a large scale, each line mentioned occupying one or more entire factory buildings: Hardware, Silver-Plated Hollow ware, Cotton Goods, Printing Machinery, Tacks and Nails, Woolen Goods, Metallic Bedsteads, Cutlery, Rubber Goods, Pins and Hairpins, Machinery, Silver-Plated Forks and Spoons, Iron Castings, Horn Buttons, Corsets, Carpenters’ Tools, Folding Paper Boxes, Sheet Brass, Brass Goods, Brass Castings, Paper, Wood Pulp, Bolts and Nuts, and miscellaneous goods by sundry smaller manufacturers. Thus, with this powerful Housatonic Water Company Dam, there was tremendous industrial growth.

Sharon Bassett’s extensive carriage bolt factory was completed in 1872, and the yearly products amounted to one hundred thousand dollars. Wilkinson Brothers & Company put up their extensive mills in 1871 and 1872. In 1878 these mills were entirely destroyed by fire, a $150,000 loss. After the removal of the debris, they were rebuilt in four months and eighteen days, and the manufacture of paper again commenced.

The Derby Silver Company was organized in 1872, and its silverware goods found a ready market in all parts of the United States and many foreign countries. There were three main large brick buildings and five smaller buildings. The Derby Gas Works, which supplied Derby and vicinity with gas, was constructed in 1871, and was one of the first utility companies in the area. At first it provided only gas, and in 1896 it was furnishing gas at a price of $1.60 per thousand feet of gas. In 1885, the company commenced to furnish electric light power. It provided the lighting of the public streets in Derby, Ansonia and Shelton. In the 1950’s, the utility became a part of the United Illuminating Company with offices on Elizabeth Street in Derby.

The Star Pin Company was organized in 1866 by George H. Peck and James C. Hubbard, in Shelton. Pin machines were built and the company grew to become a leader in its field. Today, Star Pin Company still produces pins and fasteners of all types, and has offices in New York and California and sales personnel in numerous sections of the United States.

The Derby Savings Bank was granted its charter in 1846, and started business in the back room of a shoe store on Main Street in Derby. In 1859, it moved to the second floor of the Old Bank Building on the corner of Main and Caroline Streets, over the offices of the Birmingham National Bank. From these humble beginnings the bank steadily grew and prospered and took a leading part in building the community. Today, the Derby Savings Bank is located on the corner of Main and Olivia Streets, and plans to build a new building at Main and Elizabeth. Howard B. Treat, Jr. is the president-treasurer of the bank.
The Birmingham National Bank of Derby has had a long and progressive history, which in the early 1970's, became the Second New Haven Bank. The Birmingham National Bank started as the Manufacturers Bank in 1848, the first commercial bank for the village. Edward N. Shelton was its first president and James M. Lewis, cashier. The bank was always well and successfully managed, and its vault and safe deposit facilities were considered to be the strongest in the vicinity. In 1865, it entered the national banking system and adopted the name of the Birmingham National Bank. In 1893, it erected one of the finest banking buildings in the state. Today, this magnificent red sandstone building stands as a lasting memorial to not only a successful bank but to what used to be Birmingham. It should always be preserved as a Derby Historical Landmark. The Home Trust Company was incorporated in 1893, and moved next to the Birmingham National Bank building in 1901. In the early 1970's, the merger of the Birmingham National Bank, the Home Trust Company, and the Second National Bank was completed and soon became a branch office of the Second New Haven Bank. It moved to its new and present building on Thompson Place in Derby, and is a full service bank. Its officers include Raymond Gurdak as Vice-President and branch manager, and William H. Axon, Jr. as resident Trust Officer.

The Birmingham Water Company was chartered largely through the efforts of Colonel William B. Wooster and Mr. William E. Downes, in 1859. The first reservoir of about nine acres was built on Derby Hill, and pipes were laid from there down the hill, across the Naugatuck River, and through the principal streets in what was then called the Borough of Birmingham. The company has continued to increase its water services and has maintained quality to its customers. On January 1, 1972, the Ansonia Derby Water Company was formed by the consolidation of the Ansonia Water Company and the Birmingham Water Company. Its purpose is to provide water service to customers in the cities of Ansonia, Derby and parts of the town of Seymour. Its present officers include: President and Treasurer, John B. Dearborn; Vice-President, Benjamin H. Bacon; Vice-President, Harold Drew; Secretary, Evelyn D. Evans.

The Old Mill, now called the Carpet Shop, is located on Derby-Milford Road. About 1860, the wooden-framed building was erected by the Gilbert family. It was first used as a wood-working shop until World War I, when it was then converted to a rubber reclaiming plant. The new owners, the McGimsey's, restored the old mill after World War II and opened it as a shop for carpet weaving. Today, the Carpet Shop does everything to carpets except make them. The Old Mill and brick addition have been restored and are an historical landmark worthy of preservation.

The Howard and Barber Company was started in 1884 by George Barber and Charles Howard on Main Street in Derby. It specialized in the sale of dried goods of all types, millinery, cloaks and fancy goods, and as furniture, carpeting and curtains. It grew rapidly and finally covered two big stores and three floors, and 22 different departments. It won the patronage of a large share of the best trade in the surrounding areas. It was “only a 15 minute ride by electric car to the largest Mercantile establishment in the Naugatuck Valley.” This shopping mecca of the past now stands empty, hoping that it will not receive the blow of the demolition crane as so many of its neighbors have experienced. It is hoped that business activity in the center of Derby will give Derby the grandeur and dignity it once knew.

The Williams Typewriter Company moved to Derby from Newark, New Jersey, in 1894. It located near the Housatonic Dam and employed over 100 skilled workmen. The typewriting machine made by this company is the invention of J. Newton Williams, of Shelton. It was a superior machine and was marketed in all parts of the civilized globe. The Derby Historical Society has acquired several of these machines and reports that they still are usable.
The present modern plant overlooking the Housatonic River on Roosevelt Drive, where it has been located since 1952. From its founding by William E. Bassett as a contract machine shop, the company branched into production of the “TRIM” Fingernail Clipper in 1947 and since has added to its line a wide range of manicure implements. Harry Bassett, brother of the founder, is Chairman of the Board and Chief Executive Officer; Collins T. Dawson is President; and William C. Bassett, son of the founder, is Manufacturing Manager of the plant which employs about 200 persons.

In 1942 the Beard Concrete Company of Derby was founded.

The Rifkin Agency—travel, realty, insurance—has served the community for over 35 years, and is located at 181 Main Street, Derby.
A Plan of Derby, England 1791
rubbish was tipped into the street, there to be scavenged by the dogs. Similar conditions, of course, existed throughout Europe, and it is small wonder that the Black Death eventually reached Derby in 1349. It is estimated that one in every two of the total population of the country died.

In the Middle Ages the importance of a town could usually be judged by its Fairs, which were established by statute. The Charter confirmed the rights of a market and other privileges granted by the King. From time to time Derby's charter was confirmed and extended by the reigning monarch, and Derby was particularly favoured by James I, who made it free of toll throughout the county yet permitted Derby to exact toll of other places. Derby's last charter was granted in 1682 by Charles II.

Round about this time most of the town lay between Markeaton Brook and the Derwent River, and a survey of 1693 showed that there were in the borough 694 dwelling houses, 76 malthouses, and 120 alehouses. In a town of this size the demands on existing wells and springs would become too great, and it is not surprising, therefore, that an engineering project was visualised to pump water from the river through pipes of hollowed elm by way of several streets. Mr. Sorocold, the man who made the mill, should ever be remembered as the man who gave Derby its first water supply. Derby was beginning to emerge as a manufacturing centre.

In 1717 John Lombe erected at Derby the first silk mill in England, and in 1774 Richard Arkwright followed with the first calico mills. Since that time, manufacture of silk and elastic web has been important. A local newspaper, the DERBY POSTMAN, was started, and followed by the DERBY MERCURY in 1732. A postal service between Derby and London was operating, and in 1735 the first coach ran between Derby and London. The Derwent River was made navigable in 1720. In 1794, the Derby Canal was opened and was a great impetus behind the industrial growth of the town. In about 1825, John McAdam made experiments in roadmaking and his name soon became a household word in many countries. Derby has, indeed, always managed somehow to be busy, prosperous and progressive.

Today, Derby is the county town of Derbyshire, a municipal, parliamentary and county borough, centre of administration of Derbyshire County Council and head of the diocese of Derby. Derby has avoided losing its character and identity amid a vast agglomeration of bricks and mortar. The town has the advantage of being close to some of the finest scenery in the country. Derby is in the midst of the lovely Derbyshire
Toll gate on New Haven Road near Maltby Lakes—looking toward Derby.

Old bridge, Division Street, between Ansonia and West Derby.
The fact that Derby stood at the head of navigation where the two valleys came together accounted for its importance commercially. There were numerous wharfs or landing places on the east and west sides of the rivers. From these loading places the people from the surrounding farms and factories converged and lined up for blocks, waiting for their goods to be loaded and shipped to ports near and far. Also, from these docks came goods which were needed in the local homes and the materials used in the factories. From a landing called White-Oak-Place where a linseed oil mill was made, the oil was loaded upon vessels and shipped to places afar. A landing called Elm Tree Bank where barrel staves and barrel hoops were made by the coopers and shipped in large quantities. Some of the exports of the years 1789 through 1793 are as follows:

510 barrels of flour, 785 barrels of linseed oil, 600 gross white-wash-brush handles, 27,000 chair tops and pieces, 50,000 feet of timber, 620 cart axles, 1146 poles, 1200 futtocks, 3200 dozen eggs, 5,000 pounds of cheese, 470 tubs of butter, 753 barrels of salted shad, 315 barrels of beef, 278 barrels of pork, 600 barrels of cider, 314 barrels of vinegar, 345 baskets, etc . . .

Some of the imports to Derby's landings were:
May 10th, 1791, aboard the Schooner Lark—400 gallons rum, 930 pounds sugar, 267 pounds coffee, 1460 pounds old iron, 60 pounds cotton, Box China, 5 cases gin.
April 8th, 1792, aboard the Sloop Salley—40 hogshead and 25 tierce of molasses, 20 hogshead (quantity of liquid measure) of rum, 20 hides, 100 pounds of cotton, 15 pots Tamarinds, 12 straw glasses, 2 barrels and 2 pots of lump sugar, 250 barrels of salt, 3 boxes, 5 chests, 3 beaver hats.

The Leavenworth Ship Yard in Derby Neck launched many ships, among them were the Sloops-Industry, Nancy, Betsey, Julia, Dolphin, Sally, Prudence. Also, the Schooners—Lark, Mary, Eagle, George, Union, Fanny. The ships built at this ship yard were small, not more than 60 or 80 tons, but they went back and forth between Derby and the West Indies with little danger. Rum seemed to be an important cargo and there seems to have been a big demand for it. The Hallock Ship Yards in lower Derby built more than 50 staunch vessels, the last was the Schooner Modesty.

The first steamboat to chug up the Housatonic River was the General Lafayette on July 3, 1824. She was a small vessel of 92 tons, financed by a New York syndicate that envisioned a profitable business between that city and the thriving lower Housatonic Valley. After a few months, the ship was sold. The next year a graceful, little 81 ton side-wheeler named the Ousatonic was built for the Derby run. In 1836, Sheldon Smith dredged and diked the river to accommodate his 177 ton steamboat Caroline which proved too unmanageable. Next there developed in the Housatonic Valley a race between the iron horse and the iron hull. The railroads were sharply competing with the water vessels and soon Derby lost its prestige as a major shipping point.
The blow was heavy, but might have been much greater. The Derby Transcript of January 16, 1879, reported that the businesses “are not paralyzed, the direct losers themselves are not ruined, the places occupied by these burned buildings will speedily be filled again; and out of it all they shall, Phoenix-like, rise again, and, we trust, with no abatement of energetic business life and courage.” Perseverance prevailed and the buildings were rebuilt.

Blizzard of 1888

The storm commenced late Sunday night, March 11th, and by dawn the ground was well covered and still snowing and the wind rising and drifting the snow into every nook and corner. The train which usually took half to three-quarters of an hour to make the run from New Haven to Derby, today took seven hours because of the drifts, and could not even make it to Ansonia. A Mr. George Jewell departed from the train and steered straight for the Birmingham Hotel on Elizabeth Street, only four blocks from the station, and it took him over an hour to make the walk. A friend walking with him, who was short and fat, had to be pulled and carried as his wind gave out. When they reached the hotel, he dropped from exhaustion and had to be tucked into bed. The strain and exposure later developed into pneumonia and he died from the effects. All the telephone and telegraph wires were down and all connections cut off from anyone. The storm continued for three solid days. Friday, people started to get out and do some trading as the streets were starting to become cleared up. At a home on Prospect Place at the foot of Mansfield Street, a drift was clear across the street and snow up to the limbs on a maple tree in front of the house. A neighbor had dug a tunnel from one side of the street to the opposite side.

At the Charles Hull farm on Great Hill overlooking Squantuck, the storm raged for most of four days.

Mary Hull has recorded, “and then on Sunday night snow began to fall, the temperature dropped and the wind rose. The next morning the earth was shrouded in white. A bitter wind from the northwest—an unusual storm quarter—blew a gale. The snow came in horizontal sheets, tiny icy needles, cutting like a knife the eyes, face and throat. Visibility was poor. The temperature was around 13 degrees, which, with a freezing wind, made our rooms cold and drafty. Three woodfires crackled and roared with seasoned oak, hickory and apple wood. Father went to the barn to tend the animals, holding onto a length of clothesline tied to the back door. Seems incredible but so it was.

“The storm roared on, and when Tuesday dawned we hardly knew ourselves. Doors were blocked, windows darkened with the drifts, and tiny snow crystals came through the crevices in the doors and windows. By Thursday we could look about and check the results. After some days news began to dribble in. There were tragedies. In Squantuck, Mr. Firth, a young and vigorous man under 30, reached Derby with his milk cows but did not return. His young wife, at the Bel-Air House (which was destroyed by a fire in April 1975), finally attracted the attention of Frank Smith who gathered a group of rescuers and set out. They found him and his horses stalled near the Pink House and helped him home, but the exposure he had undergone was severe. He died soon after. At the old Eli Gillette home south of the Great Hill Church, the main entrance was completely covered as well as the windows. A tunnel was dug to the driveway for exit and the lamps were kept lighted all day. Snow drifts remained well into June in some dark places within the woods behind the house. After all was over one opinion was held by all. No one had ever seen a storm equal in severity and we elders will agree that neither has any one since.”

Thus both the city and the country folk had their share of experiences and tragedy from the Big Snow Fall of 1888.
Hurricane Diane and the Floods of 1955

On August 19th, both the Housatonic and Naugatuck were badly swollen and by dawn water was already entering plants along the rivers. News releases from The Evening Sentinel were used to report the following facts about this most recent flood in the valley.

At 10:00 a.m. the electric power sub-station on the Ansonia woodlot was inundated and Ansonia lost all electric power. Later that morning, the American Brass Company bridge was lifted from its moorings and swept down to smash the center pin out from the Maple Street bridge. That span plunged into the boiling waters below, taking a station wagon with it. The driver raced up the slanting bridge just in time to reach safety before it dropped into the surging waters and disappeared.

Helicopters from the Sikorsky Company were pressed into use to rescue people from rooftops. They picked people off the roof of the Capitol Theater who were taken there by firemen by means of ladders from their homes nearby. Civil Defense workers and firemen, as well as policemen and scores of others helped to rescue the trapped people.

The State Armory became an emergency first aid station and cots were set up for people rendered homeless by the invasion of the river. With all the bridges to the north out or weakened, Ansonia and Derby people had to drive to the Merritt Parkway span between Milford and Stratford to get from one side of their home city to the other.

The damage to property, lives and buildings was great. The bridges and roads were washed out and carried down the river along with buildings and debris. The result, for the lower Valley, was a 21 million dollar disaster. Help poured into the area from the surrounding towns and cities. The American Red Cross as well as State and Federal units provided the much needed assistance.

Shortly after this flood, plans were made and Congress authorized the construction of a massive system of flood control works along the Naugatuck River. Dikes, floodwalls and gates were constructed in the hopes that it would prevent the return of such flood waters. To this day, the system built by the U.S. Army Corps of Engineers, has withstood several possible floods and stands as a monument for the protection of the people of the Valley. We hope that we will never again be damaged by the flooding waters of the two great rivers which have caused horror in years past.

Fire bombing on March 1, 1975 of Plant No. 4 of Sponge Rubber Products Co. on Canal St., Shelton—leaving 900 employees out of work and over $10 million damage.
Many associations, agencies, educational institutions, and health and welfare facilities are concerned with all the people of the Valley.

Residents of the Valley have looked to Griffin Hospital as the focal center for their health care for nearly seventy years. Since 1909, when the first patient was admitted for treatment, the community has relied on the hospital to provide medical knowledge, skills, and services at any hour of the day or night.

The Griffin Hospital is a voluntary, general, non-profit hospital. Its policy-making body is a board of trustees, representatives of the public, elected annually from a corporation of civic-minded citizens who are dedicated to providing the best possible health care for the people of the Valley towns. These people and many others volunteer many hours of time and their only remuneration is the assurance that the hospital provides a needed service to the community.

Since the turn of the century, a group of civic leaders envisioned a hospital to serve the Valley. One of the men was George Griffin, who willed two-thirds of his estate to establish the hospital in 1901. It was then called "The Derby Hospital" and chartered by the State. Since then, there have been many changes. The present beautiful site was selected and acquired in 1905. Ground was broken in 1908 and a 24-bed brick building with operating room, called "The Griffin Hospital," was opened in 1909. Over the years, the buildings, the staff, and the services have increased in numbers, size and complexity, and there is every reason to believe they will continue to do so.

This tradition has continued through the years. In 1962 the board of trustees and the administration of the hospital turned to the community in an effort to determine the needs and desires of the Valley for additional hospital services. This joint community-

hospital involvement led to the adoption of a master plan for development and the orderly expansion in a series of steps, the fourth of which has just been completed. The original building has now been succeeded by a modern 270-bed hospital staffed by highly qualified professional and paraprofessional personnel and with the capability of expanding to 600 beds. Planning for future growth is now underway.

Derby's Libraries

The local Sara Riggs Humphreys Chapter of the Daughters of the American Revolution fostered the idea of a free public library in Derby in 1901, after several setbacks to construct a historical house as a repository for the many books, records and antique treasures which were given to the organization.

With the gift of a triangular piece of land at the junction of Elizabeth and Caroline Streets, called the Shelton plot, and the gift to the city of a new public library from Mr. and Mrs. H. Holton Wood in memory of their son Harcourt Wood, a beautiful library was formally dedicated in December of 1902. The building was built of beautiful stone and is today a valuable asset in its storehouse of knowledge for young and old. The library has continued to grow through the years and now contains a large collection of very excellent books. Recently, a children's library was made in the basement of the building.

In June of 1897 the Derby Neck Library was organized with two cupboards of books. The library grew so rapidly and the demands on it from the neighborhood and nearby communities were so great that it soon reached its limit. It was then located in the cramped quarters over the Derby Neck School. Realizing the necessity of an adequate building, Major Osborne asked aid from Andrew Carnegie. After
the scene of the establishment of the first fire company. For a number of years, its only protection was afforded by a piece of fire apparatus of the Hotchkiss reserves. Finally, in 1904, after a lapse of 74 years, another fire company, the Paugassett Hose Company, was organized in East Derby which has continued to the present time and constitutes another important unit in Derby’s fire fighting forces. Its name was changed to the Paugassett Hook and Ladder Company No. 4, in about 1915 when the R. M. Bassett Hook and Ladder Company disbanded and their old truck was made over into a motor hook and ladder truck. They presently occupy a small brick building at 57 Derby Avenue. Their present equipment consists of a 1964 Maxim 100-foot aerial ladder truck.

The East End Hose Company, a private organization of firemen in East Derby, has been providing assistance to the Derby Fire Department for about the past 20 to 25 years. It is a group of dedicated men who have worked hard to maintain a highly respectable independent fire company. In 1950, they were given a rebuilt 1917 Seagrave pumper that was used by the Storm Company and it was East End’s first principal piece of equipment. Today, the East End Hose Company occupies a new firehouse on the Derby-Milford Road. Their equipment consists of a 1954 GMC pumper and a 1954 Hess pumper. On May 10, 1975, the people of Derby voted overwhelmingly to officially make the East End Hose Company a part of the Derby Fire Department. Its addition will be appreciated, as it is an experienced fire company and willing to continue to serve the citizens of Derby.

The Derby Fire Department is an all-volunteer organization of dedicated men interested in protecting the people of Derby from fire. The department is under the immediate direction of the government of the City of Derby, whose fire department officials consist of: Edward Cotter Jr., fire commissioner; Joseph J. Ahearn, fire chief; Theodore Hawks, 1st assistant chief; Charles Stanky, 2nd assistant chief; Joseph Stobierski, 3rd assistant chief. Derby has recently made plans and is soon to build two new firehouses. The Hotchkiss Hose Company will relocate to new quarters on David Humphreys Road and the Paugassett Hook and Ladder Company will rebuild its present firehouse on Derby Avenue. Today the City of Derby looks with pride upon its volunteer fire department, one of the best in the state and one of the oldest in existence. The department started the first fire training facility in the area on Sullivan’s Island, called the Valley Fire Chiefs’ Training School. It trains hundreds of men from all over Connecticut. Continuing with its record of providing the citizens of Derby with the most up-to-date training and equipment, the Derby Fire Depart-
The Chromium Process Co. and its employees join in extending congratulations to the city of Derby on the occasion of its 300th anniversary. Our company began operations in 1927 in Derby and spent its formative years there. Since that time we have grown to become the largest small parts Chromium Plater in the United States. We are justifiably proud of the substantial contributions Derby citizens have made in the growth and success of the Chromium Process Company as it approaches its 50th anniversary.

HOW TO RAISE A JUVENILE DELINQUENT

1. Begin at infancy to give the child everything he wants. In this way he will grow up to believe the world owes him a living.
2. When he picks up bad words laugh at him. This will make him think he's cute.
3. Never give him any spiritual training, wait until he is 21 and then let him decide for himself.
4. Pick up everything he leaves lying around—books, shoes, clothes, do everything for him so that he will be experienced in throwing all responsibility on others.
5. Quarrel frequently in his presence, in this way he will not be too shocked when the home is broken later.
6. Give a child all the spending money he wants. Never let him earn his own. Why should he have things as tough as you had them?
7. Satisfy his every craving for food, drink and comfort. Denial may lead to harmful frustration.
8. Take his part against neighbors, teachers, policemen. They are all prejudiced against your child.
9. When he gets into real trouble, apologize for yourself by saying, I never could do anything with him.
10. Prepare for a life of grief. You are bound to have it. And how!

Compliments of New Haven County Sheriffs
Henry F. Healey, Jr., High Sheriff

The Sheriffs' Association sponsors the following projects:

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<tr>
<th>Four Scholarship Funds</th>
<th>Circus to benefit charities</th>
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<tr>
<td>Junior Sheriff Association</td>
<td>Register Fresh Air Fund</td>
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St. Mary's Roman Catholic Church and Rectory today.
CONGREGATION BETH ISRAEL

The Congregation of the Sons of Israel, spiritual organization of Hebrew residents of Derby and Shelton, was organized in 1905. Up to that time, Hebrew residents had worshipped in synagogues in nearby cities, but they desired their own temple and spiritual leader. It was a number of years before their hopes were realized. The first officers (all now deceased) were: President, Charles Ringel; vice president, Herman Blankfeld; secretary, Henry Spero; treasurer, Meyer Cohen.

First services were held in Knights of Pythias Hall on Main Street, later known as Fraternal Hall.

In 1916 the congregation formally undertook its plans for a building for future worship. The building, a handsome temple formerly on Anson Street, was completed in 1918 and dedicated the same year. Rabbi Solomon Sigel, who had come from Palestine, was the first spiritual leader (orthodox) and remained here until 1934, when he resigned to go to Springfield. New officers were elected with the dedication of the temple, these being: President, Albert H. Yudkin who served in that capacity with great zeal until 1931; vice president Herman Blankfeld; secretary, Henry Spero; treasurer, Louis Kreiger.

In 1958 the cornerstone was laid for the present beautiful structure on Elizabeth Street known as the Beth Israel Synagogue Center following the Conservative rites. Its membership comprises residents from Ansonia, Derby, Shelton, Seymour, Oxford, Woodbridge, Bethany, New Haven, and Bridgeport.

Religious Education

The Beth Israel Religious School is connected with the Synagogue Center, and provides students with the knowledge, skill and understanding they must have for full participation in Jewish life.

Adult Activities

Adult groups meet together at the synagogue and in members’ homes. Bible and Theology study and discussion and parent-teenager workshops have been popular and successful.

Rabbi Robert Marcus—
Present Spiritual Leader

Rabbi Robert Marcus, the present spiritual leader of Beth Israel Synagogue Center was born November 12, 1936, in New York City. He is married to the former Miriam Schapiro of Boston, Mass., and they have three children—two boys and a girl.

We are giving below Rabbi Marcus’ educational background, as well as his professional profile.

Educational Background

1958 - 1959  Spent a year at the Hebrew University in Jerusalem on a Graduate Fellowship from Hebrew College.
1960  A.B. in English literature—Boston University.
1961  Ed. M. in School administration—Harvard University.
1966  M.H.L.—Jewish Theological Seminary.
1968  Ordination—Jewish Theological Seminary.

Professional Profile

1962 - 1964  Served as principal of Hillel Academy Hebrew Day School, Swampscott, Mass., and of Temple Shomrei Emunah in Montclair, N.J.
1966 & 1967  Was instructor of Bible and Talmud at Hebrew College Summer School, Boston.
1968 - 1971  Served as rabbi of the Jewish Congregation at Oak Ridge, Oak Ridge, Tenn.
Since 1971  Holds the position of rabbi of Beth Israel Synagogue Center, Derby, Conn.
Since 1971  Jewish chaplain at Laurel Heights State Hospital, Shelton, Conn.
Since 1972  Vice President of Ezra Academy and chairman of its Education Committee.

Rabbi and Mrs. Marcus and their children reside at 22 Garden Place, Derby.
The comparatively new parish of St. Jude was established by the Most Rev. Archbishop Henry J. O'Brien on September 24, 1961.

It was with mixed emotions that the Catholics of East Derby, many of them lifelong, devoted parishioners of St. Mary’s where they had been baptized, received their first religious instructions, their First Holy Communion and Confirmation, where many of them had been married—received the news of the creation of the new parish of St. Jude, named for one of the Apostles. Simultaneously came the information that the Rev. Robert G. Keating had been named first pastor of the new parish. This was Father Keating’s first pastorate.

St. Mary’s parish comprised the limits of the City of Derby, and with the years it continued to increase in membership with the advent of many new families. This was especially true in the last several years, when there was a rapid development of residential East Derby which presaged the eventual creation of a parish in that section.

At the time the parish of St. Jude was established, a 16-acre piece of the old Marcucio Farm atop of beautiful and historic Sentinel Hill was purchased for the parish by St. Mary’s, the mother parish, as the future site of the Church of St. Jude. Along with the property came a small house situated on Pleasant View Road, which served as the rectory until the new one was built.

The Bradley School was secured for Sunday Masses, the first of which was offered on September 28, 1961.

The parish was incorporated under the General Statutes of the State of Connecticut on October 11, 1961.

The ground breaking ceremony took place on May 20, 1962, presided over by the late Rt. Rev. Msgr. John H. Quinn, then pastor of St. Mary’s, Derby, and Dean of the Naugatuck Valley (Catholic clergy). The Rev. Thomas Dignam, then pastor of St. Therese Church of Montowese, preached the sermon. A reception was held at Bradley School after the ceremony.

St. Mary’s Church, Derby, was most generous in permitting the use of their church for weddings, funerals, confessions, etc.

Also, the priests of Holy Rosary Church, Ansonia, were always ready to fill in on the Mass schedule when the occasion warranted it.

REV. ROBERT G. KEATING

Father Keating was born in Jersey City, N.J. on September 14, 1914. His parents (both deceased) were: Ellen Elizabeth Fitzpatrick Keating and Thomas W. Keating. He has two brothers and two sisters, as follows: Thomas Keating (Milford) and Francis Keating (Hamden); Mrs. Mary Keating Moran (Waterbury) and Mrs. Helen Keating Flanagan (Hamden). Rev. Keating has been a member of the Derby Redevelopment Agency since it was formed, and has been Chairman of that Agency for about three years. He was formerly Chaplain of the State Reformatory at Cheshire, Connecticut and is a well-known speaker at sports events and at other affairs.

Father Keating suffered a stroke on November 16, 1971, but is well now and takes care of all his duties, ably assisted by Father Leonard J. Kvedas (present assistant), and in addition by priests over weekends from LaSalette Seminary in Cheshire.

Largely through the efforts of Father Keating, and also those of his parishioners, St. Jude’s Church has been debt-free since 1968. This is considered quite an achievement for such a “young” parish.

First and Present Pastor
Rev. Robert G. Keating .......... Sept. 24, 1961-

Assistants
Rev. Vito De Carolis ................. 1963-1967
Rev. Leonard J. Kvedas .......... Sept. 30, 1967-
Industry in Derby

A MARVELOUS INDUSTRIAL GROWTH

The rise and development of manufacture at the lower end of the Naugatuck Valley—starting with grist and other smaller mills, large enterprises have followed from which wares of almost every kind were supplied to the whole world—remarkable diversity in manufacture.

The industrial development of Ansonia, Derby, Shelton and Seymour may be divided into three periods: the first extending from the settlement of the old town of Derby to the coming of Sheldon Smith and Anson G. Phelps; the second, from the location of these men in Derby to the building of the dam across the Housatonic, and the third, from the dam to the present time. In the first period Derby Landing, or Derby Narrows, and Seymour began their growth; in the second period, Birmingham—now incorporated in the city of Derby—and Ansonia were founded, and in the third, the successful growth of the village of Shelton.

The four places form practically one community, and while each has in a measure been developed independently of the others, the business interests of one have been to a more or less degree the business interests of all. Seymour’s interests have, since the first period, been affected the least by those of the others, and the place has had as nearly an independent growth as a community situated near other communities can have.

The development of industry in Derby has had a great effect on the total development of the community. In the mid 1800’s and continuing on to the present day, industry’s expansion has given many benefits to the city.

Prior to 1836, farming and shipping were the principal sources of employment. In fact, these two mainstays declined considerably and by 1832, the community was in an economic depression. All this was to change, however, upon the arrival of Sheldon Smith in 1836. Smith was a Derby native who desired to make his hometown an industrial community. He decided the land between the Naugatuck and Housatonic rivers would be the ideal location for this project due to the abundant water resources. He began the development of the community, which he named Smithville, by landscaping the area and laying out streets. He influenced businessmen to come to the new settlement and establish their industries. Not only did they come to Smithville, but many set up their businesses throughout the entire area. Men such as Anson Phelps, Edward Shelton, and General Humphreys were instrumental in establishing the communities of Ansonia, Shelton, and Seymour.

In Smithville, later named Birmingham, the first industries were the Birmingham Iron Foundry, the Howe Manufacturing Company and the Sterling Organ Company. These companies, and the others which were established later on, provided employment for the vast majority of the citizens. In fact, the major reason for the large number of immigrants who settled here in the late 1800’s and early 1900’s was the great amount of industry in the area. Derby was well known throughout the East as a great industrial center. Immigrants, arriving in New York and Boston, learned of the many jobs available and came to the area.

From the time covering Derby’s beginning, to the present day, industry has aided its progress. Institutions, such as the Griffin Hospital, have benefited tremendously from industrial contributions. Sheldon Smith’s dream of an industrial community succeeded beyond his wildest expectations.
THE FIRST PERIOD
FROM JOHN WAKEMAN TO THE PIONEER MANUFACTURERS

In 1642, four years after the settlement of New Haven, John Wakeman came to this section and erected a trading house on the Housatonic River, north of the point where the Naugatuck empties. This point later was called Birmingham Point. Wakeman and his companions were the first white men to settle here although not the first to visit the place. After him came other men with their families, and in 1675 there were enough families settled in the immediate neighborhood of the trading post to cause them to seek plantation privileges from the General Court of Connecticut.

The territory granted the town extended from the present southern boundary between Derby and Orange, twelve miles north, and included what is now Ansonia, Seymour and part of Oxford.

Wakeman came to trade with the Indians and the other early settlers were likewise traders. They also tilled the soil. The commercial spirit however, was uppermost, and the pioneers penetrated the surrounding country, finding settlements there, and bringing to the place the purchases made. Derby Landing became a shipping center, drawing business from Newtown, Woodbury, Waterbury, and from points even farther away. As early as 1657 vessels passed regularly between Derby and Milford, and later between Derby and New York, and other ports, including the West Indies. The Derby port was named “New Boston” because of its great volume of trading and shipping. Turnpikes were opened through the country to accommodate the shippers, and commerce increased until at one time as many ships sailed from Derby as sailed from New Haven. From shortly before 1750 to about 1815 Derby flourished commercially, but by the latter date so many turnpikes had been opened that New Haven and Bridgeport drew most of the trade away. Good roads, together with the fact that the river was ice-bound three months of the year, were the causes of the change in the town’s promising outlook.

Coincident with the development of the commercial life was the development of the manufacturing life. The early mills, of course, were grist mills. Reference to a grist mill is first made in the town records under the date of August 29, 1681, when it was voted “to encourage such a man as will build a sufficient mill for the town of Derby by giving him 20 pounds, and build a dam.” The work of providing this mill, which stood on Beaver Brook, in Ansonia, a short distance west of the present Quillinan Pond, was undertaken by Dr. John Hulls, but was not completed until after 1684. The original dam is covered by the present Quillinan Pond dam. This mill was operated for thirty or forty years.

The second mill was the “Old Yellow Mills,” erected about 1705-6. These were also located in Ansonia, somewhere on the meadows north of Division Street, being on the “old river,” now the canal of the Birmingham Water Power Company. When first mentioned in the town records, this mill was owned by Samuel Hull, the son of Capt. Joseph Hull, and presumably a relative of Dr. John Hulls. The industries of the “Old Yellow Mills” were varied. There was a flouring mill, in which was apparatus for making kiln-dried meal; a sawmill, a mill for making oil from flaxseed, which product was shipped abroad in large quantities, and a cloth-dressing establishment within which was the first fulling mill and carding machine in this part of the country. These mills were at the height of their prosperity during the period of Derby’s commercial importance, and were operated long after they ceased to be profitable.

The next mill seems to have been a flaxseed oil mill on Two-Mile brook below Derby Narrows, but this was not operated very long as it was not a financial success. It was known for many years as the Hitchcock Mill. During a part of this time, at least, there was a grist and sawmill in Seymour on Little River above the Falls, as appears from a receipt given George Abbott of Derby, to Stephen Perkins, of New Haven, on August 5, 1747, for “one-half a sawmill, the whole of a grist mill or corn mill, and a dwelling house.” Another mill was provided in Seymour in 1760, when the town granted James Prichard “the liberty of the stream of the Little River—to erect and keep in repair a corn mill or mill.”

The next mill seems to have been a flaxseed oil mill on Two-Mile Brook below Derby Narrows, but this Wooster and Joseph Hull, Jr., purchased land from the Indians in order to secure the water power at the Falls, and erected a sawmill, two fulling mills and a clothier shop. In 1785, John Wooster and Bradford Steele built a shop near the above mills for blacksmithing, “to contain hammers to go by water for the purpose of scythe-making,” etc. Another shop was built as early as 1798 at what is now the corner of Hill and Pearl streets, being known in that year as “Edmund Page’s shop.” Still another manufacturer about this time was Nathan Stiles, who came from Southbury. In 1799 Thaddeus Hine, of Derby, sold to Titus Hall Beach of this same town, land lying on each side of Bladen Brook, where Mr. Beach erected a fulling mill. Bradford Steele and his family seem to have purchased the interests of John Wooster, John Hull, Jr., Ebenezer Keeney, and Nathan Stiles and in 1803 to have sold them, including “all the privileges together with the sawmill, two fulling mills, clothier’s shop, etc., on said land, and all the buildings thereon, and the mill dam across said Rimmon Falls,” to General David Humphreys. This
sale marks the beginning of Seymour’s manufacturing importance.

Gen. Humphreys was the son of Rev. Daniel Humphreys, pastor of the First Church of Derby, which is now the First Congregational Church of the city of that name. He was born in Derby, July 10, 1752. He was a scholar, soldier and statesman, serving on Washington’s staff during the Revolution and representing his country at the courts of Portugal and Spain after the war. In Europe he became interested in manufacturing and grew especially anxious to introduce into his country the best features used abroad in making woolen cloths. He saw that a finer grade of wool was needed here and imported merino sheep from Spain. He developed his manufacturing interests in Seymour, (which up to that time had been called Chusetown and was later called Humphreysville), acquiring in 1804 about 200 acres of land at and near the Falls.

Finishing mills, paper and grist mills were built and operated. The first factory in the United States for the making of woolen goods was erected here in 1806, and in 1808 the cloth for Thomas Jefferson’s inaugural suit was made in this mill. General Humphreys imported skilled men from England to manufacture broadcloth, among them being Thomas Gilyard and John Winterbotham, the latter taking full charge of the factory and continuing as its head until 1818, when, owing to the death of General Humphreys, the firm of T. Vose and Co., under which name the operations had been carried on, ceased to exist.

In 1822 the Humphreysville Manufacturing company was organized and purchased the Humphreys plant. Cotton machinery was put in and for a number of years John H. DeForest successfully managed the concern. Mr. DeForest died in 1839, and the cotton business, which had been declining since the hard times of 1837, was in 1845 sold to William Bullum, who operated it for a number of years.

In 1850 The Eagle Manufacturing Company built a silk mill on the sites of the Humphreys’ grist and paper mills. This company was succeeded by one operating under the name of Kalmia, and in 1880, the site and other property passed to John H. Tingue.

The paper industry was started in Seymour by General Humphreys, over a hundred and fifty years ago.

Among other enterprises founded in Seymour, in the middle of the nineteenth century were the following: As workers in rubber and manufacture of rubber goods, and insulated electric wires, the A.G. Day Company was incorporated in 1855. It later became the Kerite Wire Co. As augur makers and manufacturers of boring tools, Walter French, Gilbert and Wooster, and Raymond French began work in 1810. Hiram Upson became a partner of Raymond French and, soon after 1841, John and Timothy Dwight were associated with the latter firm being Raymond French and Co. French, Swift and Co. began business in 1849. In 1837 Timothy Dwight had a factory on Little River that became the property of James Swan in 1877. The Humphreysville Manufacturing Co., manufacturers of boring tools, occupy the buildings of the old concern which bore that name and took over the Gen. Humphreys’ interests. The New Haven Copper Company is the successor of the Humphreysville Copper Company and dates its existence from 1849.

While the upper part of the old town had, before 1893, developed to some extent, the lower part had outstripped it. Such articles as barrel staves, leather, flaxseed oil, klin-dried meal and cloth had been made near Derby Narrows before that period. Shipbuilding had become quite an important industry, the first ships having been built apparently by Thomas Wheeler, who settled on Birmingham Point in 1657. After him came Alexander Bryan, and Joseph Hawkins, who succeeded Bryan in business. Others followed as the years advanced, the best known being Captains Edmund Leavenworth and his sons, Gideon and Edmund, and Zephaniah and Israel Hallock. The Hallocks were the last of the shipbuilders and their last boat was the 200-ton schooner “Modesty,” which was launched from what is now known as the “Shipyard” in lower Derby, in 1868. The shipyards were located along the banks of the Housatonic. Railroads compelled the shipbuilders to sell out.

The period of Derby Landing’s greatest prosperity, however, was from about 1750 until after the war of 1812-15. John W. Osborne wrote that on his coming to Derby in 1817 there were six copper shops, four blacksmith shops, three tailor shops, one hatter, one saddle and harness maker—who at a latter period made the collars for the horses of President Jackson—a shop where small articles were made from brass, a manufactory of furniture, employing a number of men, and a tanning and currying establishment, also employing a number of men. Where the factories, stores and dwellings on the west side of the Naugatuck River and in Ansonia now stand were farms, and remained farms until Sheldon Smith returned early in the 1830’s to his native town.
THE SECOND PERIOD

THE BEGINNING OF THE LARGER MILLS AND THE BUILDING OF THE HOUSA TONIC DAM

Sheldon Smith was born in Derby on March 16, 1791, and at the age of fourteen years was apprenticed to Edmund Peet, of Bridgeport, to learn the saddler's trade, serving seven years. He became a partner in the business, then sold out in 1822 and began the saddlery business in Newark, N.J., where he accumulated a fortune. He then came to Derby determined to build up the place. Smith gave Derby its boom.

His first project was to throw a dam across the Housatonic, but meeting John Lewis, who had purchased the Old Yellow Mills, he was persuaded to buy that property, together with the Hawkins Point property and the Smith farm. He rebuilt the Naugatuck Dam and the raceway down to Hawkins Point, practically as the canal on the west side of the meadows stands partly today, and laid out a village on the high ground west thereof what was first named Smithville and later Birmingham.

Work on the dam and the canal, which was one of the first improvements of the kind in the Naugatuck valley, was begun Sept. 1, 1833, and was finished in 1834. Many people predicted that the venture would be a failure and the outlay a waste of money. Smith made it a success.

The first mill built on this canal was erected by Mr. Smith for a grist mill and was occupied for many years by his brother, Fitch Smith. The building stood just off Factory Street, and was occupied by a part of the plant of Edward A. Morse, stair builder. It rested on a stone foundation, the superstructure being of wood.

Shortly after these three improvements were begun, Mr. Smith interested Anson Green Phelps, of New York City, in the community and induced him to start a mill here for rolling copper. The “Big Copper Mill” as it was then called was begun in 1836, Almon Fairwell being the millwright and Peter Phelps the agent, and in the fall it was in operation. The site was later occupied by the A.H. & C.B. Alling Mills. It was one of the pioneer mills in the industry in this country, some of the machinery, including the chilled rolls, being brought from England. It was the beginning of the copper and brass industry in this section of the valley.

In 1836, Edward N. Shelton and his brother-in-law, N.C. Sanford, came to Birmingham and built a tack factory, and were thus among the first manufacturers in the place. Their factory was on the north side of Main Street. The Shelton company, with its factories in Shelton, is the outgrowth of this partnership.

Other industries locating in Birmingham in that year of 1836 were: the Plumb & Beach Woollen Company, which had a factory on the site covered by the brick building on lower Main street where D.H. Bacon & Co., was located; David Bassett’s augur shop on Caroline Street, which building was later occupied by R.N. Bassett as a hoop skirt and tin shop and later a tenement house, Willis & Lewis Hotchkiss planing mills located just west of the Bassett shop, part of the site later occupied by the Derby Corset Co., and the rest by the Alling factory.

About this time, Charles Atwood, a remarkable inventor, built a wooden building on lower Main Street where he manufactured pens and German silverware. He was also associated in the building with S. and S.M. Colborn in making various articles. George W. Shelton and Lyman Osborne had a factory on this same raceway in which wooden novelties were made.

In 1837, Abram and William Hawkins, brothers, began the manufacture of carriage springs on part of the Plumb & Beach factory. Two years later the brothers built a factory at Main and Factory Streets on the site now occupied by Harry Zuraw’s building. In 1845 Henry Atwater became a partner, and in 1847 the business was moved to the north side of Main Street on the Peck, Stowe & Wilcox lot. In 1850 the business was incorporated as the Birmingham Iron and Steel Works. The plant eventually passed to the Peck, Stowe and Wilcox Co., of Southington and was discontinued.
The Birmingham Iron foundry was established in 1836 by Sylvester and Sullivan M. Colburn, who before coming to Birmingham, had had a small foundry in Westville. In 1838 another brother, Josiah M. Colburn, moved from Orange to become a partner, and later Sheldon Bassett entered the firm. In 1850 the Colburns went to Ansonia to become active in the industrial life in that place and a stock company was formed of the Birmingham enterprise. Sheldon Bassett being made president. Upon his death he was succeeded by his son, Royal M. Bassett. Royal M. Bassett and Theodore S. Bassett, brothers, were connected with the concern until they retired.

The Howe Manufacturing Company occupied a plant on the canal in 1838, being established by Dr. John I. Howe and being one of the pioneer pin-making concerns in the country. The company was a very successful one and continued in the business until it was absorbed by the Plumb & Atwood Company of Waterbury.

Among the successful concerns that came later were the A.H. & C.B. Alling mills which were moved from Orange about 1858, and the Sterling Company which began business here in 1866 and manufactured superior organs and pianos known throughout the world.

Mr. Smith did not remain to see Birmingham grow. A few years later the canal was completed and he became involved in law suits with John Lewis and selling out his interests to his brother, Fitch Smith, he returned to New York. Mr. Phelps retained his interest and continued very active in his efforts to build up the village.

Anson Phelps was born in Simsbury, Conn., in March, 1781, and at the age of eleven was left an orphan. He spent seven years learning the saddler's trade, and then became a merchant in South Carolina. In 1815, he located in New York and became a large and successful importer of copper, tin, brass, iron and other goods and made a fortune. He believed in the future of the place where he had largely invested his money and his desire was to extend Birmingham "two or three miles northward," by building another system of reservoirs and raceways on the west side of the Naugatuck. With this project in view, he purchased a good deal of land on the west side of the river, but failed to secure the old Bassett farm. This farm had been purchased by a speculative person called "Squire Booth" for $5,000, a fabulous price in those times. Knowing that Mr. Phelps must have the land to carry out his plans, Squire Booth would not sell except at an advanced price. Mr. Phelps' agent offered $15,000 but
BIRMINGHAM NATIONAL BANK.
Derby, Conn.
Capital, $300,000.00. Surplus, $200,000.00.
Established 1867.
CHARLES H. NETTLETON, President.
CHARLES E. CLARK, Vice-President and Cashier.
General Banking. Safe Deposit Vault.

Birmingham National Bank on Main Street, Derby, in 1895.
Bacon Printing Company of Derby, one of the oldest printing firms in the state, has a proud heritage of serving the Lower Naugatuck Valley for over 129 years. Initially founded as the weekly Derby Journal newspaper in 1846 by Thomas M. Newson, it was acquired by William T. Bacon in 1867 and began its 108-year history under the Bacon Family ownership. William, who was also co-founder of the New Haven Courier, continued publication of a weekly newspaper renamed the Transcript until 1888 when his son, Daniel H. Bacon, became president of the company. The area was rapidly industrializing and Bacon Printing began to specialize in commercial printing including large books and bound catalogs. In 1932, Daniel's son, Ross S. Bacon, assumed control and further expanded the commercial scope of the company until World War II when the business became temporarily inactive.

Immediately following the War, Benjamin Bacon and his wife Eugenia purchased the remaining assets of Bacon Printing and built the company into a thriving, modern organization.

William E. Hoblitzelle III, a C.P.A. and former banker and manufacturing executive in New Haven, became the new owner and president of Bacon Printing Company in 1974. Benjamin Bacon remains active in the business as Corporate Secretary and Chairman of the Board.

Bacon Printing Company has grown steadily and effectively in its more than a century of operation and now provides complete printing services to major industries in the entire Southern Connecticut region.

The Derby Street Railway Company was organized in 1887 and began construction of its tracks that summer. In April, 1888, the first electric trolley ran from Derby to Ansonia and was a great triumph. They continued to run until 1937.

The H. Berman & Sons, Inc. was organized in 1900 under the name “The Model.” Operation began as an exclusive ladies taylor shop on the second floor of the former Howard and Barber building. A retail branch was opened in 1902 at what is now the present location of the Bridge Smoke Shop on Main Street in Derby. Mr. Berman's motto was, "Not the Best but Better than the Rest." The business was incorporated in 1929, and under the management of several family members.

Soon after the death of the corporation president, Albert E. Berman in 1970, George Berman and the existing members of the firm voted to terminate the business on March 31st, 1971.

The Housatonic Lumber Company was founded in 1907 by R. W. Chatfield. It now is under third-generation management.

The Derby Corset Company was incorporated in 1908, and occupied the former Brewster Corset Company plant.

In 1920, the Hershey Metal Products was founded.

The Fulton Market of Derby was established in 1927.

In 1928, the Southern New England Telephone Company erected its building on Elizabeth Street.

The Charlton Press was founded in 1931 by John Santangelo as a “song sheet” publishing company. It is now a five-acre facility with a staff of over 400 people and 5 printing presses capable of printing 900,000 magazines a day.

The Rose Flower Shop was opened on Main Street under the direction of Frank Cartenuto in 1934.

The W. F. Bassett Company has grown from a one-room machine shop in 1939 on Hawkins Street to its...
“The Model” (H. Berman & Sons, Inc.) Originated in 1900—Terminated 1971. Photo taken in 1917. The site of the present Bridge Smoke Shop, Main Street, Derby.
Amid the bustle of Derby's main thoroughfares and often within the shadow of its fine modern buildings which typify her policy today, are ancient buildings and relics of past centuries. Inevitably much has been lost, but for those who know where to look, there is evidence of other days—parts of Derby unaltered through the years and giving brief glimpses of scenes of centuries ago. Ancient Derby was small and compact, and it grew around the confluence of the River Derwent and the Markeaton Brook. The community, situated practically in the centre of England, is 125 miles from London between Nottingham and Stoke-on-Trent.

There is reason to believe that Derby was founded sometime early in the sixth century A.D., by the tribe of Angles later known as Mercians. When the Danes overran the Midlands in 868, they captured Nottingham, took the Anglian town of Northworthy, and changed its name to Derby. The town therefore bears a Danish name, and something may be said about it here. The form in which the name has come down to us is the West-Saxon form, Deoraby, of which the corresponding Danish form would be Dyraby, and its interpretation is rendered difficult, not to say impossible, by the fact that the first element of the name can be rendered, either in Anglo-Saxon or in Danish. As to the pronunciation of the name, it is sufficient to point that Derby belongs to that group of English words in which "er" is sounded "ar," such as Hertford, Berkshire, sergeant, clerk, etc. In most place-names of this type, the spellings as well as the pronunciation is "ar."

Our own early settlers of Derby, Connecticut, pronounced Derby as "Darby" for many years as would have been natural because of its English founders. We know that our own General George Washington spelled it "Darby" in his personal diary.

Derby prospered during the 10th century, but at the time of the Domesday Survey much of it was a wasteland. In common with most towns, Derby was growing. Even in those days there was a tendency to drift from the country to the town, and the towns were by no means ready for the influx. In the late 13th century many houses consisted of one storey only, and were built of a wooden framework filled in with wattle and plaster. When further storeys were added, the floor area was increased by building out over the street, a process that was carried on until the upper storeys of opposite houses almost met. This made the streets dark, but that was not for the worst. There was no refuse disposal in those days, and all household...
Derby, England in the Early Twentieth Century

countryside, whose hills and dales are eagerly sought by the people. The city is an important railroad junction as well as an important highway junction. Today, Derby has over 217,000 population.

Among the interesting buildings in Derby are a municipal technical college, schools of science and arts, a public library, a museum, an art gallery, and an agricultural institute. It manufactures aircraft, electrical equipment, paint, varnish, autos, and leather and wood products. Derby is famous for its porcelain, which was its leading product in the 18th century. The Royal Crown Derby Porcelain Company is located here. Nearby is the Rolls-Royce auto factory.

During the year 1975, we not only commemorate our own DERBY, CONNECTICUT, for its THREE CENTURIES of life, but we commemorate DERBY, ENGLAND, for its TWENTY CENTURIES of life, and thank our British friends for helping to settle Old Derby. We trust that this brief historical, descriptive picture of Derby, England, may whet the appetite of those who are planning to visit England in the near future. A warm welcome is waiting within the confines of a lovely town. By all means go visit Derby when in England.
**Transportation in Derby**

Over three centuries have elapsed since the territory now included within Derby's limits was first visited by white men, and this long period of time, so crowded with incident, has witnessed many stirring events and has seen a great number of changes in modes of transportation.

The spot picked by the first settlers at the Point could not have been a more advantageous location, for at that time waterways provided the chief and often the only avenues of transportation in a wooded country. Here converged two great rivers. Certainly the first mode of transportation was the canoe, paddled by the Indians on the rivers. The first settlers were engaged in fishing, one of the original purposes of the settlement, so we can imagine the variety of 17th century watercraft in which they plied the rivers and the streams. The course of the Naugatuck through the town is south, that of the Housatonic, on the western boundary, southeast, and these rivers, after their union, form a beautiful water view, from Derby, of nearly three miles in extent, closed in on each side by wooded hills. This last remark was noted by Samuel Orcutt in 1880, and describes a vista we can see today if we climb to the tops of our nearby hills.

As early as 1683, before bridges had been constructed, ferries were the only means of crossing the rivers. The first of these crossed the Naugatuck River between East Derby and the Neck (Derby), just above Derby Narrows. The first ferryman was Henry Williams. The ferry made it easier to cross the river with produce and other merchandise, as the river was sometimes high and made the crossing a problem. These ferries were in continuous service for a great number of years, until bridges were built.

The several bridges, open and covered, built through the years to the present time continue to give thrust to easier travel and commerce. With the increase in making turnpikes and roads, bridges were a natural development. The bridges, however, were a great expense to the town. In 1880, seven large bridges were maintained on the Naugatuck within the bounds of ancient Derby, and one on the Housatonic. For a hundred and twenty-five years the town built, on the average, one bridge in ten years at the place called the Lower Bridge (Up Town or now Division Street), and nearly the same expense, although not quite as great, was incurred at the upper bridge (at the Falls, now Seymour). The first Leavenworth Bridge was originally built about 1790 across the Housatonic about two miles above Derby Landing, between the towns of Shelton and Derby. The bridge was carried away by an ice-flood, and rebuilt, remaining afterwards until 1831, when it was removed down the river about a mile to where the present bridge connects Shelton and Derby. This covered bridge became a toll bridge and served as such until about 1875, when it became “free.” Today, after several rebuildings, it stands as a great thoroughfare between the villages of Shelton and Derby.

Early roads were but Indian trails and paths and ox trails. Later, the Revolutionary War and government concerns brought on the need for improved highways and wider highways for the movement of troops and faster communication. Bertrand O. DeForest recalled that 40 years following the Revolution, were known as the Turnpike Era. The Legislature granted rights to establish turnpikes, the builders were charged with their maintenance and in return were allowed to set up toll gates and charge tolls as fixed by the Assembly. Turnpike companies were formed, and Derby petitioned the State in 1798 to allow a company to improve the road between New Haven and Derby. Derby was thus, “authorized to erect and establish one turnpike on said road between said courthouse (New Haven) and said Derby Landing...” Tolls were collected on a sliding scale from four-wheel pleasure carriages at 25c each to sheep and hogs at 5c each. This Derby Turnpike, a part of the New Haven to Albany Post Road, remained under local turnpike companies until 1897, when it was legally declared free and opened to the public. Another trail was called the Woodbury Path and went across the present Division Street in Derby and Ansonia, and thence up the route to Seymour, Oxford and Woodbury much the same as today's Routes 8 and 67 run. Yet, withal, the “path” still leads to Woodbury as of old.
Engine No. 2, Ansonia to New Haven run, crossed this trestle from Derby to East Derby about 1870. Henry M. Bradley is the conductor.

Main Street, Derby, looking toward East Derby.
Disasters in Derby's History

Every town has had its share of tragedy and great losses in buildings, goods, bridges and lives. Derby, too, has had its tragic moments. We will mention a few of the ones which we have found information about.

1857 Flood

The greatest ice freshet (overflow of a stream) that Derby ever knew, came to town on February 9, 1857. The ice began breaking up in the Housatonic and Naugatuck Rivers and the water rose rapidly and flooded the surrounding areas with ice blocks and water. Great destruction was done in a short time, and people had no time to waste in order to get away from this deluge. It was what we would call a flood, hardly a freshet! There was no dam across the river at this time and the great height of water was caused by the big cakes of ice coming down and forming a gorge at the Point of Rocks, just below the Narrows. It rose 22 feet and 3 inches above the ordinary level of the river. The bridges across the Naugatuck and Housatonic were swept away, and many bridges up the streams were destroyed. The great "Judson's Bridge" across the Housatonic River raised over two feet from its piers and finally let go and went down the river, crashing on the rocks as it went. Factories, stores and dwellings were flooded under several feet of water. Ice covered the Naugatuck railroad track to such a depth that when the road was opened, the top of the smoke stack could be seen just above the surrounding ice. New Haven Avenue was covered with over 18 inches of ice. People ought to be thankful that the dam was built, so that ice could be broken up as it comes down the river, and thus prevent any more disastrous ice gorges.

Fire on Main Street, Derby, in 1879.

The Fearful Derby Fire of 1879

At a little after one o'clock on a Sunday morning in mid January 1879, the most destructive conflagration ever known to Derby caused a heavy blow to the business interests of the town (Birmingham). Mr. and Mrs. J. H. Young were awakened by the crackling fire in one of the Hull Block buildings on Main Street, and ran unclothed from their apartment, grasping what they could on their way and barely escaping with their lives. Mr. Young succeeded in saving $200 in money by dashing back into his burning room and getting it from under his pillow. The alarm was sounded at once, and Birmingham's fire companies were all on hand as quickly as was practicable. The fire started in the store beneath, occupied by H. Hertz & Co., large dealers in ready-made clothing. Hose was attached and streams brought to bear on the flames as soon as possible, but no efforts seemed to avail for the time, and the raging elements quickly spread in either direction, consuming the Hull Block and the Somer Block so quickly that not a thing was saved from either of them. The fire reached back and across that what is known as the Globe Building on Minerva Street, and destroyed the rear and upper part of it. A number of families living in the buildings were driven out into the frigid night, losing all their possessions.

The efforts of our firemen to subdue the terrible fire seemed useless, but help from two hose companies from the sister borough of Ansonia were sent for and worked with all their might. Also, a telegram was sent to New Haven and they responded with a Steam Engine and Fire Company, doing a most excellent service. The night was bitter cold, and the men were covered with ice when they were far enough from the fire to let the water freeze. All the men fought nobly and were all worthy of praise. It has been proven in this case that no matter how well protected by what were supposed to be ample means in case of fire, that there are times when the element will prevail, and naught can stop it. Without the aid of our fire companies, all the property in this whole row of buildings, joined as they were one to another, would have been burned, and many thousands of dollars worth of goods destroyed. Fifteen businesses suffered greatly and there was over $100,000 damage. The Masons and Knights of Pythias lost all. There was no estimate of their loss in dollars, but some things are gone which money could not buy—like the original charter of King Hiram Lodge No. 12. The Odd Fellows had insurance which covered most of their loss, but they had furnished the hall beautifully and had a fine library.
The Ousatonic Dam broke in 1891

The Birmingham Evening Sentinel of January 23, 1891, related the following accounts of the most memorable night and most disastrous flood in our annals.

The peaceful Naugatuck was never so disturbed as last night. By six o'clock the water had risen to a distance of eighteen feet above the usual height and there seemed no possibility of it letting up. It was a sight of intense excitement and purely ... fear. Few who were within the possible reach of the waters slept much. Crowds of people had gathered on and near the Huntington Bridge (Derby-Shelton Bridge) and watched the iron bridge and railroad trestle fall into the river at 7:10 p.m. At the same hour Edward Clark was standing on the shore opposite his house along the Housatonic above the dam, watching the water marks on a stick. Suddenly the stick was out of sight. Clark concluded that the dam had broken—and indeed it had. The paper mill gong blew and every person knew that that meant the dam had given way. Crowds of people who were on the low ground near the bridge made a wild scramble to reach high ground. They rushed up Olivia Street hill and nearly everyone never looked back until they reached the top. In about five minutes every home and saloon was without an occupant.

Soon a few brave persons worked their way up to the gate house on the east side of the river near the dam. A break had occurred and the dam was gradually crumbling under the terrible power of rushing waters. For fully 150 feet along the dam the wall was gone. It was apparent that no wall built by man could long withstand the rush and wear of the water and the terrible shocks of the heavy cakes of ice that came down the river. The waters were awful to behold as they came down the river in one wild rush.

The night, too, was one that seemed at times to correspond with the horror of the waters. Heavy clouds obscured the moon at times and then suddenly it would burst forth in all its magnificent glory, lighting up the scene.

Damage was estimated well over $100,000, and damage to the dam was considerable, as there was little left all the way down to the foundation. The water flooded the lower floors of the Sterling Piano Company up to four feet. Everything in Lower Derby was flooded. Mr. Burgess lost some 200 bushels of
Derby Today

Derby, the first settlement in the Valley, still sits at the confluence of the Housatonic and Naugatuck Rivers. The City of Derby came into existence in January, 1894, the first election having been held in December. Its land area is 5.5 square miles or 3,520 acres, and includes land which used to be called Birmingham as well as East Derby. The population is about 13,000. Derby has an aldermanic form of government and a mayor who carries out the daily business of the city. The present mayor is Eugene D. Micci. Numerous city officials assist in the conduct of business at City Hall, located at 35 Fifth Street, Derby.

Derby continues to be largely an industrial city, its various industrial and commercial establishments making a great variety of products—pins, heavy castings, forgings, keys, boxes, machinery, files, mantles, dairy machinery, textiles, rubber goods, crucibles, tools, photo engraving, tacks, dyeing, printing, manicure implements and chromium plating. Numerous stores and shops throughout the city in shopping plazas and near the central business district provide the people of the Valley every needed item and service.

The City and the Valley as a whole, is a “community of communities.” While it was a group of English planters whose efforts and achievements gave birth and early form to Old Derby, the community's history in the last 150 years has drawn important parts of its character from the arrival of families from a number of other countries. Some of those groups contributing to our heritage were the Poles, Ukrainians, Italians, Irish, Portuguese and the Jews. Many of our present and most prominent citizens are offspring of the various ethnic groups. Our industrial development has succeeded partly because of the hard work and ingenuity of some of these men.

One of the town's earliest acts was to provide for a community cemetery. This is still located on the upper end of Derby Avenue in East Derby, and is known as "Old Derby Uptown Burying Ground," or "Colonial Cemetery." Here, one may see the gravestones of the pioneers and founders of the town, who were traders and sea captains in the days when Derby ships sailed to all parts of the world. The oldest stone remaining is that of the Reverend John Bowers, the first minister. The cemetery is maintained as a historic site, and is located south of the foot of Academy Hill, which was once the Derby Common. A signpost stands at the entrance to the narrow pathway leading to the ancient site on the side of the hill. It is now a favorite "must" for school groups and adults who are finding it an important resource for local history.

The present Derby Commons or Green stands as a reminder of our past. When Sheldon Smith staked out the streets of Birmingham in 1836, he also laid out this public square. The gravelly sterile knoll of 1837 was a far cry from the pleasant tree-shaded Green of today. Our forefathers had little time for aught but the struggle for existence. Our Green is today an historical sight with its setting surrounded by three lovely churches and the old Sterling Opera House and City Hall.

The majestic Sterling Opera House was built in 1889 as one of the first public institutions in Derby. It was the center of cultural life of the area for many years, and drew crowds from up and down the East Coast. It played host to the theater's leading artists. The great and near-greats performed on its huge stage. Lionel Barrymore, Grace George, Alice Fisher, Frederick Schorr were some of the personalities who appeared there. It was the scene of local school graduations and lectures. Miss Amelia Earhart, the world's greatest aviatixx, addressed the Woman's Club on Monday, March 16, 1936, at four o'clock, in the Sterling Opera House. Madam Lotte Lehmann, the great dramatic soprano, gave a recital there on November 29, 1935. Father Bernard R. Hubbard, widely known as the "Glacier Priest," gave his thrilling lecture, "Cliff Dwellers of the Far North," illustrated with moving pictures at the Sterling Opera House on February 10, 1939. This was the "glory of Derby that was."

The lower floor was used as Derby's City Hall until the new city hall was built in 1965. For about twenty-five years the stage was empty, and only echoed the ghostly voices of its glorious past. The two-story Victorian structure, once the queen of theatrical houses, was then doomed to demolition in the process of Derby's redevelopment plan, until a group of historically, civically and culturally minded citizens organized to save the old gal and restore her to her former glory. A part of the town's special heritage is now recognized by The Sterling Opera House Foundation, Inc., protected by its being listed on the National Register of Historic Places, and within a few years to be enjoyed by the people of the Valley.

Many of the families living in the five Valley towns have roots going back for many generations. Newcomers quickly absorb the deep loyalties and civic pride of longer-established residents. Each town clings to its individual character, but all share the image of the Lower Naugatuck Valley as the region in which they individually and collectively plan together for the greater good of all.
considerable investigation, Mr. Carnegie agreed to give $3,000 toward a building if the City of Derby would appropriate $300 annually toward its support. Land was donated and the library building was started in the fall of 1906. Today, after an extensive addition recently completed, the Derby Neck Library provides modern library services to the people of the Valley. The two Derby public libraries have a total of about 90,000 volumes.

**Derby Police Department**

Since the City of Derby came into corporate existence by legislative mandate January 1, 1894, there has been a steady increase in the duties, membership and efficiency of the police department. The first Chief of Police under the city form of government was John W. Nolan, who had been head of the department under the former town and borough government since 1880. The department has experienced many changes through the years. Today, the department has a high degree of efficiency according to modern police methods and equipment. The regular force of the department now consists of: Chief of Police Andrew J. Mancini, Lieutenant Leo Herbette, 1 detective, 1 detective sergeant, 3 sergeants, 18 patrolmen, and 1 police woman. The department has one station in the City Hall building at 35 Fifth Street, and has four modern police cars.

**Derby Fire Department**

The first fire company of Derby was established in East Derby on June 7, 1830. It was named the Derby Fire Engine Company, and the first piece of fire apparatus in the town was a box-like looking arrangement of the kind known as the “squirt-gun,” out-of-date even at that time. It would hold several barrels of water and was worked by two horizontal bars or levers, hung in the center and pushed to and from the firemen, instead of up and down like the later ones. Upon its arrival it was taken to the Derby Congregational Church on Derby Avenue to be tested and a stream of water was forced to the weathervane on the spire. The first firehouse was built at the corner of Gilbert and High Streets, was two stories high and was set into the bank so that the upper floor was on the level with the road going up the hill (High Street) and was used to store the public hearse which at that time was free for use to anyone wanting it. It consisted of a long box mounted on wheels and covered with black cloth. The lower part of the building opened on Gilbert Street and here the first fire engine was kept.

As the new village of Birmingham grew, the industrial and residential progress brought forth the necessity for a protection from fire. The **Birmingham Fire Company** was started in June 1837. The company later changed its name to the **Hotchkiss Hose Company No. 1** in honor of Lewis Hotchkiss. Their first fire engine was of the larger hand-pump variety manned by 12 men, and called the “Boston Tub.” Part of the company equipment in those days was a number of leather buckets and when no water was convenient, a line was formed to the nearest well and these buckets put into use. The company was housed in a barn at the corner of Third and Minerva Streets. In 1844, a building of stone was erected for the hose company on Caroline Street. In 1924 the old hose company building was torn down and the present modern brick building at 119 Caroline Street was erected for the headquarters of Derby’s oldest fire company. The first piece of motor equipment in the city was a 1914 Jeffrey equipped with chemical tank and all the modern fire extinguishing apparatus of the day. It was the pride of the city when put into service in December 1914. Today, the Hotchkiss Hose Company No. 1 has two large and modern vehicles—a 1971 Thiebolt pumper and a 1955 GMC American-LaFrance pumper.

**The Storm Engine Company No. 2**, the second of Derby’s four fire companies, was chartered by the state September 14, 1853. Today, they represent an important part of Derby’s fire department, a dependable company, alert and with a membership fully aware of the responsibility that is theirs as a unit of the city’s volunteer fire fighting system. The company now occupies a modern brick building, built in 1957 at 151 Olivia Street. The present equipment consists of—a 1974 Chevrolet American-LaFrance pumper, a 1973 Hahn pumper, a 1974 rescue vehicle, a 1974 Cadillac ambulance and a rescue boat. Derby, like the other Valley fire departments, maintains an ambulance service free to the residents.

Old Derby was the first settled section of the city and for many years its business and residential center and
ment was the first in Connecticut to purchase and put to use the Hurst Tool, a power rescue tool which has already proven itself as a valuable tool in rescue work.

Streets

The center of Derby's activity today, like for many years prior, is generally in the vicinity of Main Street and the Derby Green. The streets of Minerva, Caroline, and Elizabeth were named by Sheldon Smith after his daughters. Olivia Street was named after Anson Phelps' wife. Roosevelt Drive used to be called Sugar Street from the fact that here were warehouses containing sugar from the South Indies trade vessels. With the event of the brief visit of President Theodore Roosevelt to Derby when he motored through and up the Housatonic River to his Hyde Park, New York home, the street became known as Roosevelt Drive.

Homes

Away from the center of Derby, one finds a variety of residential areas. From the ridges of the Valley, traditional New England frame houses look out over the sweeping vistas of rivers and woods. "Brownie Castle" is thought to be the oldest house in Derby, built in 1685, and is located near the top of Academy Hill Road in East Derby. Nearby, is Elm Street which was the center of Old Derby's life for many years. Though it is now in Ansonia, the street still has several old homes steeped in Derby history. Here is the home of the famous David Humphreys, the friend of both George Washington and General Tadeusz Kosciuszko, the Polish patriot and hero of the American Revolution who was a guest in Humphreys' home on Elm Street. Also nearby, in Seymour, is the home of Mrs. Ann S. Stephens who became famous for a poem called "The Polish Boy." The brownstone and granite homes on Caroline Street and the Victorian homes on Elizabeth Street and Seymour Avenue are landmarks of the days gone by. Modern homes have been built throughout the city.

Recreation

The landscape of the river valley offers endlessly changing beauty. The Valley is endowed with three large state parks within its boundaries, Derby having the large Osbornedale State Park. Derby has a large public park, including a playground, several ball fields, and tennis courts. There is now some fishing in the Housatonic River as well as some boating. Hiking trails and picnic areas are enjoyed by many.

To a Bright Future

A city that can look back over 330 years with justifiable pride, Derby at the same time faces the future with optimism based on its economy and a dynamic capability for growth and achievement. In preparing to face tomorrow's challenge, Derby has joined the other Valley towns in looking toward regionalization in some areas to effect economies in time, money and services. The Valley's location in "the hub of the industrial triangle," midway between Waterbury, New Haven, and Bridgeport, makes it ideal for industrial sites.

Derby is a unique place to live. Natural geographic boundaries help to provide a sense of unity, while a long tradition of innovation, trade, and progress keep Derby abreast of changing times. Derby has a unique heritage and it is hoped that its redevelopment plans of the downtown area will continue to preserve some of our old buildings and homes. Add all these ingredients together, tack on a city government that persistently seeks a dollar's worth of value for a dollar spent, and the sum total comes out to A BRIGHT FUTURE. Derby is our home.

EDITOR'S POSTSCRIPT

Old Derby is about to celebrate over three hundred years of settlement. This is a time for things to be remembered, to be celebrated, and especially to be brought to the attention of our young people so they may become better acquainted with the proud heritage of their Valley. This event will be festive, colorful and thoughtful. This will be an occasion for looking ahead and planning for a meaningful future for all.

I wish to thank those who have made this commemorative book possible by the generous loan of their historical pictures and other material or given of their time and thought, and everyone who has assisted in any way in its preparation. Particularly, I thank the late Leo T. Molloy of Derby, a local historian whose historical manuscripts and photographs were used in the preparation of this book.

This book is not intended to be a scholarly and accurate work of art. Rather, it is largely a compilation of numerous past written materials. A great many hours have been spent in all phases in producing the final product of this book. It was not possible to record a complete history of Derby in every way. Due to the lack of available material and the shortage of space in this book. The most recent history of Derby, the last 100 years, has not been fully recorded in this book. It is hoped that a comprehensive book can be produced during our Bicentennial celebration in 1976, which will concentrate on our recent history.

I wish Derby well in her 300th celebration and a prosperous future. Peter S. Ely

Chairman of the Commemorative Book Committee and Editor
Beard Construction Company was created in Shelton in 1895 by Bernard Beard. Mr. Beard was followed by his son, O. W. Beard who was succeeded by his son Allen Wells Beard in 1970 at the youthful age of 22.

Beard began as an excavating and construction company. Demolition was the contribution of the latest president and in this area is the only Valley demolition company that enjoys an “A” rating enabling them to do heavy industrial and also commercial demolition.

Today the Beard Companies of Connecticut employ over seventy-five people within three corporations. They are A. W. Beard Road and Sewer Co., Inc., A. W. Demolition Co., Inc., and Derby Sand and Asphalt Co., Inc.

During the “Flood of ’55” the Beard Company did extensive work for the N.Y., N.H., & Hartford Railroad, rebuilding roadbed and track from Derby to Waterbury to Winsted. They also worked on the restoration of Anaconda American Brass in Ansonia.

In more recent years they built both Nike sites in Ansonia and Shelton.

Further results of their work will be seen at the Division Street site of the former “Center Drive-In” where over nine acres of land was excavated in preparation for the large carnival which will be set up as part of the Derby “300” Celebration.

“The Beard Companies of Connecticut’s 80 years—
salutes—
 Derby’s 300 years.”
May we both endure and prosper . . .

Allen Wells Beard, President
compliments of

John Santangelo
President

Charlton Companies
Derby, Connecticut

in our magazines • comic books • paperbacks

you’ll find

A World of Things
People Want to Know
David Humphreys Mill at the falls in Humphreysville in Old Derby, 1808. Trinity Episcopal Church is seen on the hill overlooking the falls.
Old Mill, Mansfield House, East Derby.
Birmingham Iron Foundry, Derby, Conn. Founded in 1836. In 1927 it became part of Farrel Foundry & Machine Co. and known as Farrel-Birmingham Co., Inc.
Southeast view of Humphreysville—from Barber's Historical Collections
The largest ship ever to sail the Housatonic River was the Ansonia of 412 tons. She was described as "beautiful as a duck and can give entire satisfaction to all who may have occasion to embark on board of her for the great metropolis." Her six-hour run to New York was the speediest yet, but freight and passengers were taking to the new railroads, and after a few seasons, she departed for the more promising Hudson.

The longest operated Derby steamboat was the 309 ton Monitor, built in 1862. During her ninth season, she sprang a leak crossing the bar at the mouth of the river and sank in seven feet of water. The Evening Sentinel in January 1969, reprinted an article which described the end of the steamboating on the river.

"One small steamboat, the Minnie B., and four freighters from 1885 to 1889 brought to a close the colorful, spasmodic, 65-year era of whistle, sputter and splash upon the lower Housatonic River. The following year, a hydro-electric power dam between Derby and Shelton blocked the shad run forever and set the stage for other generating dams at Stevenson, Bull's Bridge, Falls Village and Rocky River. The best stretches of the river then belonged to trout fishermen, duck hunters, canoeists and the eight-oared shells of Kent and Yale. But always new uses have evolved for the river. Lastly came 50 years of cheap, convenient sewage and industrial waste disposal. Perhaps now the channel buoy is about to swing from pollution toward parkway, as once it swung from canoes to sloops, and from paddle-wheelers to power plants. That would complete a 300-year cycle back to canoes again."

The railroads through Derby became an important link between the larger cities to the south and the northern areas. On the fifteenth of May, 1849, Old Derby was connected with the outside world by a railroad. The New Haven and Derby Railroad Company had its beginning in August 1871, and became a prosperous enterprise for many years. Today, railroading in freight and passengers is nil compared to the golden years of one hundred years ago.

In 1975, multi-wheeled trucks and airplanes have been enjoying the "golden" profits in the transportation of goods and passengers. They too, may in the not too distant future, yield to some kind of "super vehicle" to carry the goods and people from place to place.

The first electrically powered trolley run ever made in New England, took place in Derby, Connecticut, on April 30, 1888. For many years you could travel almost anywhere in southern New England by trolley car. A street railway network covered every city, town and village in Connecticut. Men used trolleys going to and from work, women used them for shopping trips, children took them to and from school, and whole families took rides to beaches and places of amusement on holidays. The last trolley disappeared from our streets and rolled into the barn on Main Street at 1:15 a.m. on March 20, 1937, with George Patrol as the motorman. The day of the trolley was over. The next morning busses took over the runs.

Automobiles and busses dominate the streets of today's towns and cities. Our highways are congested with the motor vehicles which increase in number each year and fill our air with toxic fumes. With the need to find a vehicle which is less polluting, inexpensive and can carry more persons at a time, the busses and trains are trying to stage a come-back in 1975.