



APPENDIX

Roads

The original roads, probably developed from Indian trails, are shown in the map of Black Rock 1649-1700. They were laid out formally about 1680-1690, according to the Fairfield town records:

1675—June 7—The townsmen have chosen John Banks, John Wheeler, and Sergt. Squire to settle to highways on ye other side of ye creeke

[King's Highway was laid out in 1687]

1692—Samll Squire given liberty to fence across yd highway by Grovers Hill on ye east side of ye creeke

1692—The town do order & appoint Jno. Tompson, Samll Squire, & Jno Gruman to lay out what highways they can find at Pequonock in ye woods.

We find the following routes (identified by present street names):

- 1—Fairfield Avenue from Ellsworth Street to Ash Creek, where a bridge soon superseded "ye wading place" or ford.
- 2—Gilman Street along the creek, probably terminating at Clarkson Street.
- 3—Brewster Street, from Fairfield Avenue to the wharves.
- 4—Grovers Avenue from the Green at Brewster Street to the Field Gate which probably stood at the corner of Seaside Avenue.
- 5—North Ellsworth Street—which continued the main road (Fairfield Avenue) to Ash Creek, where it forked.
(The westward fork beyond the creek crossed to King's Highway and the old Holland Heights road,—now Jennings Road.)
- 6—Burr Road, which was the eastward fork, turned north at the present Fairfield Avenue intersection and continued to Stratfield, along Dewey Street.

Thus, the road through from the creek to Stratfield may be traced to-day as: Ash Creek, Fairfield Avenue, Ellsworth Street, Burr Road, Dewey Street.

There has been some discussion concerning the old milestone at the corner of Brewster Street and Fairfield Avenue with its inscription of "XXM to NH," several residents believing the inscription to have been cut by some practical joker within recent years, others maintaining that the inscription was long obscured by a printed exhortation, "God is Love," which was cleaned away when the stone was reset. It has been pointed out that the stone stands far south of King's Highway, which was the route to New Haven.

Without exhaustively entering into the discussion, the following facts might be added to the data already known to the public:

The milestone, while differing from the "Benjamin Franklin stones" along King's Highway, tallies with others in other parts of the state.

The corner upon which it stands was the corner of the old "stage road" and was twenty miles from New Haven by the route indicated above, which joined King's Highway at Stratfield or at the base of Holland Heights.

There is available for reference at the State Library in Hartford a very interesting record of old milestones throughout Connecticut, with photographs, compiled by Dr. Henry P. Sage.

1700-1840

- 7—Grovers Avenue was extended to Grovers Hill about 1760.
- 8—Balmforth Street, as an important new road, was surveyed through lands of Capt. Samuel Burr, heirs of Seth Burr, and of Jonathan Wheeler, in 1765, when a bridge was built across Ash Creek to Paul's Neck near the Penfield mills, providing a direct route between Black Rock and Fairfield Center. Road 2 was extended to the new bridge.
- 9—Two roads were deeded by David Wheeler 3d to the town. Only one of these proved permanent—Beacon Street, laid out to the Middle Wharf in 1765. Another, laid out parallel, running from Grovers Avenue to the harbor, was eventually released by the town.
- 10—Ellsworth Street, south from Fairfield Avenue to Brewster Street, laid out in 1802 through lands of Caleb Brewster, Mary Bartram (widow of Ebenezer), William Wheeler, John Wheeler, and heirs of Huldah Mason. At this time Haviland Street which gave access to the upper wharves was also laid out officially.
- 11—Brewster Street, north of Fairfield Avenue, to King's Highway (and Holland Heights) laid out in 1812, through lands of William Morehouse, John Morehouse, Israel Bibbins, and Asa Beardslee. (The bridge across the creek was then known as Beardslee's Bridge.)
- 12—Fairfield Avenue, called County Road, or road laid by County Commissioners, laid out from Ellsworth Street intersection to "the horse tavern," 1812.
- 13—Seabright Avenue, laid out in 1809 through lands of Nathan Wheeler and David Penfield.
- 14—Hackley Street, laid out about 1834.
- 15—Calderwood Street, then known as "the lane," laid out about 1836.

Old names—in use about 1867, changed about 1900.

Black Rock Avenue=Brewster Street to Grovers Avenue intersection.

Main Street=Brewster Street from Grovers Avenue to shipyard.

Elm Street=Beacon Street.

Church Street=Ellsworth Street.

Water Street=Seabright Avenue.

Wheeler Street=Hackley Street.

Roadside Memoranda.

There was a project in 1880 to extend Wheeler (Hackley) Street across Burr Creek to an extension of Black Rock Avenue in Bridgeport. This accounts for the name of Black Rock Avenue, which, as it now runs, is far from Black Rock.

[The first Black Rock Avenue (Brewster Street) mentioned above, was usually known as the Black Rock turnpike, and not as an avenue.]

Several "pent roads," used from time to time by the public, are not included in the above list. One led from Ellsworth Street toward the Cove, parallel with Hackley Street; another was used as the private entrance to the old Bridgeport Yacht Club, and still another, "Lydia Squire's pent road," led up the hill from Grovers Avenue.

Lighthouses

Of the lighthouses near Black Rock harbor, the earliest was Black Rock Light on Fayerweather Island, established in 1808, but several times blown down and rebuilt. The "fence" built by Webb and Beach Downs, as reported by William Wheeler, was the original breakwater, which extends from the lighthouse to mid-island, along the narrowest strip of sand.

The first keeper of the light was Captain John Maltbie. The second mentioned in the records was Captain Isaac Judson. Both died within a short time. In 1817 Stephen T. Moore was appointed and was succeeded by his daughter Catharine. Her assistant was Joseph Eddy. The Moore tenure extended over more than three-quarters of a century.

Bridgeport "beacon" was set up by Captain Abram McNeil in 1844, and replaced by a government lighthouse in 1851, the present building dating from 1871.

Penfield Reef lighthouse was established and erected by the government in 1874. This dangerous reef, with its submerged island, "The Cows," is the scene of several shipwrecks mentioned in the Journal.

Landmarks

There are several place-names used in the Journal which have now lost their significance. "The break of the beach," was the stretch of open shallow water between Fayerweather Island and the mainland, now filled in and traversed by the park boulevard.

The flat stretches of sedge were early known as crab meadow. In one of the earliest records,

"Richard Hubbell purchases parcell of crab meadow on the eastern side of ship harbor, to begin to be measured the southwest side of the common meadow—five acres, paid 2 bbls of good pork and the remainder in good merchantable wheat."

The rock at the point south of the upper wharves was long known as "The Fishing Rock."

The First Church

Early Black Rock churchgoers travelled the miles to Fairfield and Stratfield. It was not until Sept. 11, 1849 that there was "gathered" from Fairfield the Black Rock (Congregational) Church. The original founding members were:

Alanson Allen	Elizabeth Penfield
Nancy Allen	Seth Perry
Polly Banks	Catharine Perry
Lewis Burr	Jane Perry
Eliza Burr	Thomas Ransom
Sarah Brewster	Catharine Ransom
Isaac W. Jones	George E. Shelton
Mary Jones	Sarah Shelton
David Lockwood	Elizabeth Smith
Mary B. Nichols	Elizabeth B. Solley
Benjamin Penfield	William Wheeler
Henrietta Penfield	Almira Wheeler

There have been seven pastors of the church:—W. J. Jennings, Marinus Willett, A. C. Baldwin, F. W. Williams, Howard W. Pope, Henry Collins Woodruff, C. S. Macdowell.

Educational Institutions

The first public school in Black Rock was on the "school lot" opposite the Green at Brewster Street and Grovers Avenue. The original one-story building was later moved to the next lot and occupied by a succession of tenants as a home. It was replaced by a two-room schoolhouse with a belfry, in use for more than half a century. Another two-room schoolhouse, used for a few years, stood on the site of the present public playground by the cove.

Black Rock boys—those who did not go to sea—trudged to the Fairfield Academy after its founding. In earlier times those seeking higher education engaged private tutors,—as did William Wheeler, who studied under Rev. Andrew Eliot. A Select School, organized by Mrs. Joseph Bartram and Mrs. Benjamin Penfield during the mid-nineteenth century, held sessions in "the Lane," where it was at first housed in the upper floor of the carriage shop, and later in its own building. Girl graduates of the Select School went to the Fairfield Academy, to the fashionable school on Lafayette Street in Bridgeport, conducted by the Misses Ward,—or in rare instances to boarding school or college.

The Revolutionary Fort on Grovers Hill

"The Battery was erected on the extreme point of Grovers Hill and mounted two double fortified 12-pounders,—one long 9- and one 6-pounder, with sometimes not more than 5 men, yet this insignificant force was enough to keep the enemy from burning Black Rock.

"Genl Silliman came one time down & to honour him, in firing one of the pieces it somehow went off as David Squire was ramming down the ball & blew off both his hands, but Dr. Forgue being sent for from Town, dressed his wounds and he recovered...

"In one year of the war there was a very great abundance of apples—Father that year made 140 barrels (of cider) & sold much of it to the Battery for 5 shillings a barrel—barrel lasting them not more than a week—each Soldier buying his barrel—and then all drink".... William Wheeler, *Essays*.

"The fort was supplied with powder from a magazine at Stratford, taken by the State from a British vessel"—Thaddeus Hubbell.

The garrison at the fort boarded with neighboring families,—“Lt. Trowbridge (in charge of the fort in 1777) boarded at the house of Capt. Bartram”.... “George Squire, Sgt. & family lived with John Knapp at Knapp’s house”—Pension records.

The list of the guard serving in 1779 at the burning of Fairfield is given as follows:

Col. Elijah Hill (although the command seems to have been taken by—)	Huldah Mason (possibly acting as commissary!)
Capt. Isaac Jarvis	James McNay
Capt. David Jarvis (?)	Benjamin Meeker
Daniel Burr	John Meeker
Jesse Burr	Abraham Parrit
Nehemiah Burr	Samuel Patchen
Fayerweather Brothwell	Nehemiah Rose
Chauncy Downs	David Sherwood
Joseph Gold	William Sturges
Silas Hawley	Ezra Wheeler
William Hawley	John Wilson
Nathan Jennings	Nathaniel Wilson
John Lyon	Robert Welch

[Aaron Turney and Hezekiah Burr, Jr., are mentioned in another list.]

Many others served in Black Rock at the Battery or at the upper wharf as guards at various times and for varying terms during the Revolution, so that any arbitrary list of names is subject to revision, addition or subtraction.

Early Residents of Black Rock

(As given in the Journal)

1779	1801	1803
6 Squire (Capt. John)	6 Squire (Capt. John)	6 Squire, James
5 Burr (Nehemiah)	5 Burr (Nehemiah)	5 Burr, Nehemiah
7 Silliman (Capt. Joseph) Fowler	7 Silliman ("Christian") Gold	7 Silliman, Christiania
11 Chauncy (Wolcott)	8 Bartram (Capt. Job)	8 Bartram, Job
2 Widow Wheeler (Jonathan)	9 Sturges (Capt. Barlow)	9 Sturges, Capt. Barlow
36 Wheeler (Capt. Ichabod)	11 Chauncy (Wolcott)	11 Chauncy, Wolcott
3a Wheeler (Ezra)	14 Osborn (Hezekiah)	14 Osborn, Hezekiah
16 Bartram (Ebenezer)	15 Wheeler (John)	15 Riley, Terence
	18 Wheeler (William)	18 Wheeler, William
	3a Brewster (Caleb)	17 Brewster, Caleb
	stage } Wheeler (Chauncy)	Wheeler, John
	road }	Wakeman, Charles
	16 Bartram (Mrs. Mary)	(a negro)
	36 Wheeler (Capt. Ichabod)	Adams, N.
	20 Bartram (Thomas)	Woodhull, "Widow"
		3 Wheeler, Ichabod
		stage } Read, Samuel
		road } Wheeler, David

(Italic numbers refer to house occupied—see Index of Old Houses.)

"19 families"

"15 dwellinghouses"

The Fowler family in 1779 and the Gold family in 1801, as well as the Adams family in 1803, were probably temporary tenants. These names do not occur over any term of years as Black Rock residents. The Journal reminds us that masters or captains frequently took up their residence in Black Rock while their ships were being built and afterwards returned to their own homes, or sailed out on the new boat.

(According to the census of 1830)

Alanson Allen	Thomas Halstead	Seth Perry
Joseph Bartram	Elias Hendrick	David Prindle
Ruth Bartram	William Hurlburt	Thomas Ransom
Thomas Bartram	Agur Judson	Silas Runnels
Anne Brewster	Samuel Kellogg	Samuel Runode
Nicholas Burr	Peter J. Kennedy	William Sherwood
Noah Burr	Stephen T. Moore	Gershom Sturges
Ozias Burr	William H. Nichols	Walter Thorp
Thaddeus Burr	David Olmstead	Roswell Wells
Peter Callon	George Osborn	Simeon Wheeler
William Callon	Hezekiah Osborn	William Wheeler
Daniel Goulden	David Penfield	Daniel Wilson
Monson Gray	Bradley Perry	