

INDUSTRIES COMMITTEE
OF THE
STONINGTON TRICENTENNIAL

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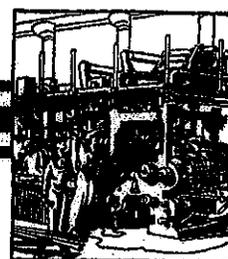


EDITORIAL STAFF

MRS. A. M. COTTRELL, JR.

CURT D. JOLLY

AUBREY H. WHITELAW



Stonington Industries



TRICENTENNIAL
1649  1949



1649

1949

Past

OUR FIRST INDUSTRY was a communistic enterprise. December 16, 1861, six worthy citizens pledged a bond for £20 "to build a mill at Wequetequock upon the river that runs by Goodman Chesebrough's (Anguilla Brook) between this and Michaelmas next." They kept the bond, but divided management was not successful, so in 1663 they sold the gristmill to Luke Bromley.

The community sorely needed a blacksmith, and in good Chamber of Commerce style James Dean of Taunton was offered two double house lots, 48 acres, at Quiambaug and a bonus of \$108.50 payable in pork, butter, or wheat to set up a smithery. He accepted and the town added 100 acres at the head of the cove, said land which included what later became Dean's Mills. Here in 1700 his son, James Jr., set up a combined grist-sawmill and a wool-dressing establishment. Here too, in 1807, the first power-driven machinery in Stonington was installed in a textile mill.

The first industrial center was in Pawcatuck where Thomas Stanton and his sons built the first ship, followed by a long succession of shipyards, grist and planing mills, later by textile mills, and in 1855 by the Cottrell-Babcock partnership which expanded and divided into Cottrell printing presses and the Babcock & Wilcox boilers.

Very early a windmill was erected in the Borough which, however, could not compete with watermills inland. It was followed by the Stanton brothers' salt works; States' pottery, and in 1851 John Trumbull built his stone factory on Water Street. Here during the Civil War, Joslyn rifles were made and in 1868 Albert Miller established his foundry, known for its castiron (pot bellied) stoves, and eventually the Atwood Machine Company moved there in 1876.

At the head of the Mystic several dams with mills eventuated in 1814 in the Mystic Manufacturing Company, textiles. All along the river strung famous shipyards, and in 1849 on the site of the Marine Museum, Geo. F. Greenman & Co. erected a factory building which was rented to several textile companies. Down on Pistol Point a long succession of tool and engine works flourished.

From these numerous roots have sprung the varied industries of today.

Industrial Community of STONINGTON, CONNECTICUT

A group of thumbnail sketches of representative Stonington industries of the present day.

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American Velvet Company

Stonington

Founded 1845

Clarence A. Wimpfheimer, *President*

SEE THE PRODUCTS
OF THE
MANUFACTURERS LISTED IN THIS BOOKLET
AT THE
TRICENTENNIAL INDUSTRIES EXHIBIT
STONINGTON TOWN HALL
HOURS: 2:00-5:00 P.M.
7:00-9:00 P.M.
DAILY

All of us at the American Velvet Company are happy to participate in this exhibit to help portray the industrial community of Stonington.

Three hundred years of American living has profound meaning for us here. With feelings of humility and respect for the past we suggest that *all* Americans today may well be just as proud of this community as the neighbors who enjoy living here daily.

The men and women who work here have demonstrated a truly American way for employees and employers to pull together, to increase production and share the profits.

On behalf of this working partnership I extend to you evidence of our faith that American enterprise will always prosper through democratic practice. Visit our plant and see for yourself.

Stonington's future, we are sure, will excel even her great past. In the tradition of full educational opportunity for all, the real purpose of this Tricentennial celebration, Stonington neighbors will continue to pioneer and to champion together the very principles which have won world leadership for the United States of America.

CLARENCE A. WIMPFHEIMER

The firm has manufactured velvet at the present location since 1892. A. Wimpfheimer, the present owner's grandfather, founded the firm at Great Falls, N. H., in 1845; later moved to Astoria, Long Island, and from there to Stonington by steamboat on the old New York-Stonington S.S. Line. James Pendleton, of the Stonington Building Co., had signed the lease in New York with American Velvet Co. on behalf of a group of Stonington businessmen who built what is now the main office for the plant site.

By 1900 production had doubled. AWB Boulevard velvet was fast becoming famous the world over. In 1896 Sarah Bernhardt wore Stonington-made AWB Boulevard velvet costumes in "The Rivals," a current Broadway hit; last year full-page ads showed Rosalind Russell of Hollywood in the RKO picture "The Velvet Touch"—wearing

what? You guessed it: AWB Boulevard velvet, made right here in Stonington.

Velvets and plushes, made here, are sold nationally by the New York office in the Empire State Building, and also are exported to Cuba, Europe, and the Middle East. Products by the American Velvet Co. are used as dress goods, millinery, ribbons, casket linings, decoration cases, and women's footwear.

During the war the 350 men and women working here were awarded the Army-Navy "E" for excellence of production. At that time cotton duck for tents, covers, etc., was added to the production line and discontinued at war's end.

Velvet before the year 1876 was woven on hand looms. Today one weaver operates four electrically-powered looms simultaneously. Modern working conditions include the latest equipment, much of it designed here

through the years. Special adaptations for finishing and dyeing, tender frames, sheer machines, carding units, curing units for crush-resistant treatment are some technical reasons for the quality of Wimpfelmer velvets. But the human factor is still more important.

Every man and woman at American Velvet is a self-starter. It's a profit-sharing "partnership." Production incentive amounts to 30 percent of annual company profits in addition to wages to each employe. Labor-management relations are considered exemplary here for the textile industry as a whole. Turnover is nil. Several employes have been with the firm over 40 years. The oldtimers benefit from a pension plan which pays off substantially at 65-year retirement age. Both profit-sharing and pension plans are written into a TWUA (CIO) contract

mutually agreed upon and fulfilled by company and TWUA Union Local 110 without resort to outside arbitration during the past 10 years to date.

American Velvet has always stood for healthy community relations. Both the company and the union have contributed generously to community welfare in recognition of the value which a vital community such as Stonington has been to them as a working group, and as living individuals who love their home.

To the men and women at American Velvet, Stonington is home, both for work and play, and they are proud to participate in celebrating its 300th birthday.

The American Velvet plant is open to visitors by appointment — phone Mystic 1500.

Bostitch, Inc.

Pawcatuck

J. D. A. Whalen, President

Founded 1896

When Bostitch found that it had outgrown its quarters at East Greenwich and decided that it would have to move out of town rather than build extensions to a plant which was very much antiquated and which did not lend itself to building extensions, it surveyed a number of plants throughout New England and considered plants in other parts of the country. Among the plants surveyed was one in Pawcatuck, Stonington, which appealed very much to the management due to the fact of its location, the kind of a town in which it was located, the availability of labor of certain skilled and unskilled groups, the transportation facilities, the tax situation, and many more items that are concerned in a manufacturing plant. After all of these factors were considered, it was decided that the Bostitch plant would move to Stonington.

Bostitch has been in Stonington (Pawcatuck) for some three years and has never regretted the step that it took when it moved into this town.

Bostitch looks forward to many years of continued success and prosperity,

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both for itself and for the town, and expects to do its share to the end that the Town of Stonington becomes a better place in which to live and in which to do business.

J. D. A. WHALEN

Bostitch had its beginning in a home work shop at Arlington, Massachusetts, in 1896.

From this modest start has grown an industry whose products have revolutionized fastening methods in thousands of industries throughout the world.

Bostitch has built its business around machines for fastening with the use of wire staples, or stitches, and the products of its earlier years were wire stitchers designed primarily for the printing industry. The machines then in use in the industry were cumbersome and slow and required several adjustments in order to change the thickness of the work. Bostitch produced a stitcher which was not only simpler and faster, but the necessary changes for thickness adjustment were accomplished with a single turn of a hand wheel.

In 1910, the company brought out the now famous Bostitch narrow vertical stitcher head. This was quickly interchangeable and could be operated in multiples, driving several stitches with each operation.

Wire stitchers make their own staples from a coil of wire, but in 1906, Bostitch brought out a foot-operated stapling machine, much simpler and less expensive than a stitcher, which used preformed staples. Feeding the loose preformed staples into the machine presented quite a problem, and after a series of developments and improvements the company brought out, in 1925, the cemented strips of staples which are now in general use in nearly all stapling machines. This greatly increased the popularity of the desk type stapler, which Bostitch had brought out two years before, and paved the way for the invention and manufac-

ture of numerous types of stapling machines, for an almost endless list of uses, which comprises the Bostitch line today.

The success of the company quickly necessitated increased manufacturing facilities, and in 1904 it moved into a plant of its own in East Greenwich. Here both the plant and the business continued to grow, until, toward the end of World War II, it became apparent that much larger and more modern manufacturing facilities must be obtained. During the war, Bostitch machines and staples were in great demand by war production industries and by the armed services themselves in all parts of the world. In addition, Bostitch manufactured airplane parts and other military items in its East Greenwich plant, established another plant in Crompton for the assembly of Browning automatic rifles, and another in Pawtucket where it produced some twenty million square yards of camouflage. After extensive study of available facilities, Bostitch purchased its new plant in Pawcatuck, Stonington (Post Office address: Westerly, R. I.) which it has renovated and enlarged till it now has more than 250,000 square feet of floor space equipped with the most modern machinery and giving employment to some 600 workers. The Bostitch line now comprises wire stitchers, staplers, stapling hammers, tackers, pliers, office type paper fasteners, and staples. These are made in a large variety of models, the total number of which, as of a recent date, was 869 plus 115 sizes of staples.

If you would like a more complete picture of Bostitch history, you are invited to write or phone the Advertising Department, Bostitch, for a copy of the booklet entitled, "This Is Bostitch."

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Clarke's Grist Mill

Clark's Falls

Elbert W. Clarke, *Owner*

Founded 1861

In my opinion, New London County is unequalled as a location for homes and industries. Served by two fine railroads and good highways it is within easy reach of Norwich, Hartford and Providence. New York and Boston aren't too far away, compared to what they used to be.

The Stonington Tricentennial should make us all thankful that we live and work in this particular section of New England. We have made considerable progress, over the years, and learned a lot. The Tricentennial gives us an opportunity to plan for the future, so that we may continue to better ourselves industrially and in our daily life as a community.

ELBERT W. CLARKE

Clarke's Grist Mill dates back to an old deed executed April 1, 1796, by the heirs of John York and recorded in The Westerly Sun's "Town Talk of Yesterday," by C. J. N., Dec. 26, 1933. The deed states that "one-half of a saw mill, with waterways, dam, etc.," was sold for twenty-nine pounds to Thomas Clarke of Newport, R. I., "that said Clarke had bought of Joshua Burch of Stonington; being the same saw mill and privileges that John York, Esq., late of Stonington, deceased, built with and had of said Burch."

Thomas Clarke's grandson, Alfred, built the Clark's Fall Grist Mill with Peleg Spicer Tefft in the years 1861-1863. "Green Falls Brook was dammed and the water led by a canal into the Clark's pond," said The Westerly Sun. "The Green Falls dam broke away some years ago . . . doing considerable damage as it swept along."

According to Mr. Elbert W. Clarke the dam's northern end was washed out and repaired sometime between 1842-1847 and the part of the grist mill which originally stood upon the dam

was moved in 1849 to its present location.

Clarke's Grist Mill is deservedly famous for exceptionally good coarse and fine whole rye flour, whole wheat flour and cornmeal, or johnny cake meal. Travellers called these cakes "journey Cakes" because they were so conveniently and satisfactorily carried on trips. Specialties of both Connecticut and neighboring Rhode Island, johnny cakes are at their delicious best when made of top-grade, stone-ground cornmeal.

No substitute has yet been found for the excellent meal supplied for many years by Mr. Clarke to his customers, and the old-fashioned way of grinding meal will probably always be best. Unfortunately numerous New England grist mills are falling into disuse in spite of readily available water-power to run them.

It is sincerely hoped that the Clarke mill will continue to operate. The land on which it stands was first occupied prior to 1670 and has been family property since 1796.

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Connecticut Cabinet Corporation

Mystic

Eli Dane, *President*

Founded 1941

The Connecticut Cabinet Corporation began business in Mystic, Connecticut, in a part of the space it now occupies, in March 1941; it was then known as Templetone Radio Company. It manufactured radios as well as radio cabinets.

In the early part of 1942 it converted completely to war work and enlarged its facilities to the present size. It manufactured various equipment for the United States Signal Corps; Air Corps; and Navy, including shelters, drawing tables, cabinets, chests; as well as various types of radar equipment.

At the cessation of hostilities it changed its name to the Connecticut Cabinet Corporation and resumed the manufacture of radio and television cabinets. Its customers are the largest

manufacturers of radios and television in the country.

Prior to the war the company was operated as a partnership, between Oscar Dane, Eli Dane, Max Epstein and Samuel Glick. In 1942 two of the partners stepped out, and Oscar Dane and Eli Dane remained as partners. At the end of the war, when the name was changed, it became a corporation, with Eli Dane as president.

Until the time of reconversion to civilian production, the plant manager in charge of all production was Mr. Ira Taylor. When the plant resumed the manufacture of cabinets only, the plant manager was Mr. Joseph Hennessey. For the past two years it has been managed by Mr. Rudolph Forster, under whose direction the production has increased considerably.

C. B. Cottrell & Sons Co.

Pawcatuck

Charles P. Cottrell, Jr., *President*

Founded 1855

In the absence of the president, Mr. Charles P. Cottrell, Jr., may I say that C. B. Cottrell & Sons Company is proud to have shared in the civic and industrial life of the Town of Stonington since 1855. We join with the Stonington Tricentennial in honoring three hundred years of American living and look forward to a future of even greater community achievement.

A. M. COTTRELL, JR., *Secretary*

C. B. Cottrell & Sons Company is the outgrowth of a partnership entered into between Calvert B. Cottrell and Nathan Babcock in 1855, known as "Cottrell & Babcock" for the purpose of manufacturing general machinery

including woolen machinery and water wheel governors. This business was and still is located in Pawcatuck, Connecticut, within the borders of the Town of Stonington.

In 1880 the partnership was dis-

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solved upon the retirement of Mr. Babcock, at which time Mr. Cottrell associated with him three of his sons, Edgar H. Cottrell, Charles P. Cottrell and Calvert B. Cottrell, Jr., in a new partnership known successively as "C. B. Cottrell & Company" and later "C. B. Cottrell & Sons." On July 25, 1914, the business was incorporated in the State of Delaware under whose laws it operates today, in the name of "C. B. Cottrell & Sons Company."

Continuous family management has been a notable feature of the company since its inception, from the founder to his great-grandsons.

Early decision was that of specialization in the manufacture of printing presses and accessory machinery, in which Mr. Calvert B. Cottrell had shown marked inventive ability. He secured a patent on the first device to print in black on both sides of a sheet of calendered paper. Pioneers in the printing press industry, the company has advanced from single side printing in black to the modern highly-developed five-color printing on both sides of a continuous paper roll.

Cottrell - developed or Cottrell-owned are the McKee and Claybourn processes of plate electrotpe. In fifty-two years of company service Mr. Howard M. Barber, chief engineer, secured over three hundred patents connected with the development of printing machinery.

Patent activities of the company have resulted in the creation of new markets and increased employment. Presses are designed and built in Pawcatuck and the majority of multicolor magazines are Cottrell printed.

War Record. Civil War: combination wrench and screwdriver for servicing muskets; double corkscrew; wormer; heat treating method, perfected by Mr. Cottrell, senior; adjustable clamp for triggers.

Spanish - American War: Company K, 1st Rhode Island Volunteer Infantry was composed chiefly of company personnel.

First World War: shell turning lathes; tapping machines; high - speed marine engine, a forerunner of later PT boats.

Second World War: machine tools for war material; machine gun chambering machines; IMO fuel and lubricating pumps; training pinion assemblies and elevator gears; loading mechanisms.

The company has an honorable record of achievement in the manufacture of printing presses and the development of printing techniques. It has met with confidence the uncertainties and grave problems of changing eras. C. B. Cottrell & Sons Company will unfailingly support ethical and mechanical standards which demand nothing less than the best, and will continue to strive for perfection in its chosen field.

forward to happy and profitable associations from our new location at the Stonington Airport.

The public is learning that prefabrication need not be cheap, flimsy, or temporary—it means only that a much-needed short-cut is now being taken in the building industry, and that any savings in home-building should be used as long as quality is not sacrificed.

We're growing—we're learning—and our aim is to make the best house for the least so that the Little Man, who is certainly in the majority in the good old USA, can move out of his mother-in-law's home and into his own. "A man's home is his castle." Here's to many more castles originating in the factory of The Downes-Patterson Corporation!

ALBERT B. PATTERSON, *President*
CHARLES H. PATTERSON, *Treasurer*

After building conventionally for the past thirty years in this vicinity (our homes are in Noank), we came to the conclusion that any short-cut in building which would reduce the cost without lessening the quality of our building certainly was the right step to take. Prefabrication is the first real short-cut in building in many, many years.

Since building methods have not changed drastically in such a long period of time, the public has eyed prefabrication skeptically. It has been associated, unfortunately, with the temporary building done in wartime and which was never intended to be permanent. We can say from experience, however, that prefabricated homes need not be temporary, need not be flimsy, need not be unattractive. Properly constructed, there is no way in which a prefabricated house need show that it has been prefabricated. It will look the same as those homes built conventionally.

All of us are aware of the high cost of living. All of us appreciate the desperate need of low-cost housing, but we do not wish to sacrifice quality. Government statistics show how keen the need for housing is, and the present day experts all agree that financing provides the greatest barrier in construction.

Money is neither as free nor as

loose as it was during the recent war. At the present time Congress is attempting to work out better financing plans to aid in the building of more and more houses, for housing seems to be the No. 1 problem our Congress is facing.

We took over the prefabricating plant of The City Lumber Company of Bridgeport, located at Poquonnock Bridge, in March 1948. In nine months of operation we built 65 homes, some of which would cost at least \$20,000 if built conventionally. At the end of the year we moved our office and plant operations in order to reduce our overhead so that we could produce the same work with less operating cost.

We scoured the territory from New London to Norwich, from Westery south to Niantic, and we unaniously selected the Stonington Airport as our site. We proceeded to set up for business. We bought additional machinery and equipment, put in new and better jigs, tried out new plans, always considering the lower overhead cost in the desire to build a better house for the least cost.

The orders are now beginning to come in, the hibernating season for construction is over . . . and we are continuing our research even as we begin filling our orders for homes. Any time we find a short-cut we can put into use, any time we find

Downes & Patterson Corp.

Stonington

Founded 1948

Albert B. Patterson, *President*

The Tricentennial is a wonderful medium for acquainting the general public with the activities in and around Stonington—and it is an indication that Stonington is interested in the industry which makes up a great part of its life.

We moved our plant and office from Poquonnock Bridge to Stonington, a short move, but a good move. We have found everyone cooperative and we look

a better plan, any way we can cut down the cost to the potential homeowner, we will do so.

Like all businessmen, we want to make something out of our operations, but we do not intend to sacrifice a good reputation for a quick dollar. We are interested in being neighbors with our home buyers, and we believe that as long as we build a good home, we can continue to "win friends and influence

people." The best advertisement we can have is a good home, and it is our earnest desire to produce bigger and better homes, or smaller and better homes, in the years to come.

In reviewing our history, we feel that we are coming up, that we are earning our way as good prefabricators of homes, and that we are building toward a better future in better housing.

Durham-Enders Razor Corporation

Mystic

Mr. Duncan Henderson

Founded 1908

Durham-Enders Razor Corporation located in Mystic, Connecticut, was founded in 1908 and is one of the first companies to originate, produce and market safety razors and blades in the United States. The famous Durham Duplex razor is known throughout the world and is distinctive in that it is an adaption of a barber razor with added feature of a safety guard. Being shaved by a barber is a luxury that has been indulged in by every man at some time in his life. The Durham Duplex razor affords him the same comfortable shave in his own home.

A companion shaving device is equally famous Enders Speed Shaver. It is the only truly one-piece razor on the market. The blade clicks in and out of the instrument without the necessity of twisting the handle or opening any part of it.

Both razors and blades require minute care in their manufacture. Precision machinery is required for pro-

ducing these products. Frequent inspections are made during the course of manufacture to be sure the user will receive the best shaving equipment money can buy.

The company owns and operates the Durham-Duplex Razor Co., Ltd., located in Sheffield, England. The English possessions throughout the world as well as some countries in Europe are supplied by that company, while the Mystic factory supplies the United States, Central and South America.

Both the domestic company and its English subsidiary made a substantial contribution toward the victory of the Allies in World War II. Parts for aircraft engines and naval torpedoes were made and the testimonials we proudly possess attest to the accuracy and precision of the work performed. The people of Stonington have every right to be proud of this achievement since many of them took an active part in the work at our plant.

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Flightex Mills, Incorporated

Pawcatuck

Val Dietz, Jr., President

Founded 1948

As a young industry which is developing rapidly, Flightex has a civic feeling for the community in which it operates. We believe that the Stonington Tricentennial honors an American way of life which offers substantial encouragement and unlimited opportunities for progress to smaller businesses. Flightex joins the township of which it is a part in looking ahead to a future of increasing promise, both industrially and in a community sense.

VAL DIETZ, JR.

Flightex Mills, Inc., presently located on Mechanic street, Pawcatuck, Conn., is an affiliate of Flightex Fabrics, Inc., of New York and Providence. This small mill was organized early in 1948 to develop and produce various types of industrial fabrics where special materials with certain characteristics are required.

At present this plant is engaged largely in the production of airplane fabric in widths from 36 to 90 inches. This material is used largely for covering the movable control surfaces of airplanes such as the ailerons, elevators and rudder and in other instances is used as interior trim cloth after being coated.

This material must be produced in accordance with rigid Army and Navy Air Corps specifications where mini-

mum weight and maximum strength are the major characteristics. This in turn necessitates the use of the finest cotton grown, principally Pima cotton from Arizona, which in turn is spun into fine combed yarn and then woven into this precision fabric.

Sailcloth used as yacht sails is also produced in this plant, this material again having certain necessary requirements of a most exacting nature so that in addition to high tensile strength sufficient stretch for proper shape of the sails is necessary, although excessive elongation would be detrimental.

Special type fabrics are also produced for the automotive and rubber industry and future plans call for the development of additional materials of a highly specialized nature.

A. B. Herbert Company

Stonington

Arnold B. Herbert, Owner

Founded 1946

The A. B. Herbert Company began in 1946 at Mason's Island, Mystic, Connecticut, as a small shop and, while still in a building of less than 2,000 sq. ft. floor space, has a distribution of its Giftware items over the entire country and several other countries including Hawaii, Cuba, Switzerland, and France. In the summer of 1948 the Company moved to its permanent quarters, a cement block

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building on Flanders Road, Stonington. There are only eight employees all of whom qualify as skilled labor.

The Company's most important item is a Flexible Flower Arranger constructed from copper and lead and it is believed to be the only item of its type on the market.

While most of our work is in the sheet metal giftware class at the moment we have started out to produce other giftware items in combination of metal and wood, and expect to have a small non-ferrous foundry within the year to produce cast brass giftware items.

A. B. HERBERT

William Johl Mfg. Co., Inc.

Mystic

Founded 1940

William W. Johl, *Owner*

In May, 1940, William W. Johl rented 8,000 square feet of space in the J. Rossie Velvet Company's factory building in Mystic to commence manufacturing cotton, mercerized cotton, and nylon sewing threads for industrial uses, under the trade name of William Johl Manufacturing Co., Inc.

Due to the ability and faithfulness of its employees, and the splendid cooperation shown by the J. Rossie Velvet Co., Sonoco Products Co., Mystic banks, local services, such as postal, express, plumber, electrical, mechanics, building contractors, local shops, and to the work of its sales force, the company has grown steadily.

The organization is now running practically full time and employs twenty-five men and women from Mystic, Stonington, Groton, and Westerly.

It is hoped that additional people will find profitable and pleasant employment with the William Johl Mfg. Co., Inc., for many years to come.

WILLIAM W. JOHL

E. L. Johnson Mfg. Company

Stonington

Founded 1940

E. L. Johnson, *President*

The E. L. Johnson Co. first opened its doors in 1940 when all was not quiet along the Western Front. As a small machine shop its first job was that of manufacturing Bullit punches and dies for Great Britain and her allies. These

punches and dies made shells for 50 caliber machine guns.

When the United States entered the fracas the Company quickly began manufacturing aircraft parts for Chance Vought Division of United Air-

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craft Corp. for their Navy Corsair type plane. And at the same time small stainless steel assemblies for radar equipment were manufactured for General Electric Company. Among other products made for war production were:

Torpedo parts
Depth Charge release assemblies
Submarine parts
Since V-J Day and the return to civilian production the Company has prospered and is well known for its manufacture of precision tools.

Kellems Company

Stonington

Founded 1928

Vivien and David L. Kellems, *Owners*

The Kellems Company has only recently moved to Stonington, but we are most happy to come to this charming, hospitable community. Our business is rather specialized, but we have had no difficulty in finding capable people and we look forward to many prosperous years in our new location.

VIVIEN KELLEMS

Even though with twenty-one years of experience the Kellems Company is really the Industrial baby of Stonington. On this 300th anniversary of Stonington it is befitting to observe that a new industry is joining us on this celebrated year.

This company, moving from Saugatuck, Connecticut to 15 William Street, Stonington, manufactures braided mesh cable grips. These grips are used to pull and support all types of cables, hose, and lifting devices. Newest applications for the principle involved are in candlesticks, broom

and mop handle holders. Kellem grips are unique the world over with exports first going to England in 1934.

During the war Company production was 100 percent for defense. Contracts were procured from the U.S. Navy for the manufacture of grips for carrying shells, litter-bearers, removing cartridges from tanks, and supporting special Signal Corps cable.

The company now employs 31 and it is hoped that its production and employment will grow and grow and grow.

Lantern Hill Silica Company

North Stonington

Founded 1941

John D. Weir and Robert A. Graham, *Owners*

As the owners of New England's only silica mine, located in North Stonington, Connecticut, we believe in the spirit of the Stonington Tercentenary. In three hundred years of American living the community has built on a solid

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foundation of American fair play and equal opportunities for all. This principle applies to the small businessman and offers him advantages and incentive on an equal plane with larger concerns.

JOHN D. WEIR
ROBERT A. GRAHAM

The Lantern Hill Silica Company operates the only mine of its type in New England. Owned by John D. Weir and Robert A. Graham, the company supplies high-grade silica in a variety of forms, notably to the glass industry for certain specialized types of glass containing 75 percent of silica. Other uses are glass sand for steel foundries, pottery, enamelware, porcelain, hand soaps, filters, and abrasives. Lantern Hill silica is a requisite of thermos bottle linings all over the world.

Tests conducted by the New England Council and Connecticut State Development Commission have shown that no other deposit in New England has been proved pure enough for glass manufacture. According to geological surveys the entire Lantern Hill deposit contains eighty million tons of silica, and the present owners hope to gradually increase their yearly output to thirty thousand tons. They are now

mining approximately four hundred tons a week.

Weir and Graham have made exhaustive studies of the floatation process which rids silica of all but three percent of its impurities by a series of washing and refining. They have been assisted in this research by the United States Bureau of Mines, Phosphate Recovery Corporation and Hartford Empire Company. Floatation is followed by grading of the silica. Depending on its various uses, it resembles either traprock or fine, soft powder. The powder is its most purified form.

Sheds, machinery and a newly-completed floatation plant were destroyed by fire in August 1948, but in spite of severe financial losses the owners and their employees rebuilt the plant themselves. The company is a small business with great possibilities, and its unique distinction of being New England's sole source of silica should lead to outstanding successes.

Lathrop Engine Co.

Mystic

Walter F. Lathrop, *President*

Founded 1897

The Stonington Tricentennial celebration is an opportunity to stop for a bit, reflect on the past and come back to the present with a clearer goal for the future.

Lathrop customers live in the far corners of the world and it is surprising to find at such times as this that we are better acquainted with their every day life than we are with some of our neighbors within the same township.

The local exhibit will help bring us closer together and an exhibit of this type should give us an insight into our community life.

A good harbor will always draw boats from far and near. It is quite natural that a marine engine company be located in Mystic on the Mystic River and it is

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a common sight to see a Block Island fishing boat or a New York City yacht at the Lathrop Engine Company dock for repairs or a new engine. These same fishermen and yachtsmen patronize our local merchants during their stay.

Every company provides jobs for members of its community and we are proud that many workers at the Lathrop Engine Company have been with us for many years. Back about 1900 when J. W. Lathrop was pioneering in the marine engine field, Gus Harrison, Albert Burrows, Bill Trant, and Ralph Wheeler were working with him. They are still here. About twenty-five years ago familiar faces around the shop were those of Bill Van Pelt, Clint Patterson, Frank Collins, Ed Welles, Raymond Ledward, Henry Johnson, Harry Myers, Paul Toldo, Fred James, Dick Johns, Al Ricker, Bill Croucher, Henry Fee, Ed Feeney, Clifford Dennison and Cress Gray. They are still here. Carolyn Pendleton, Phoebe Stinson, Ada Blacklock, Henry Deneke and Howard Fuller comprise the office force. With the exception of the writer, Ada Blacklock was the last to come with the company and that was twenty-three years ago.

We at the Lathrop Engine Company are glad to have stopped and looked back for a moment. We are proud of our achievements and look ahead confidently.

WALTER F. LATHROP

"No boat is better than its engine. No engine is better than a Lathrop."

Pioneer in marine engines, J. W. Lathrop built, in 1897, the first Lathrop make-and-break-ignition engine in the shed behind his home on Elm street, Mystic. He had experimented until he developed a single cylinder engine which worked. This machine he sold, and with funds received he bought sufficient material to build three more. Of these he sold two and retained the third.

At the time, many skeptics doubted that a single cylinder gasoline engine could function efficiently. Mr. Lathrop proved it was possible and practical. Palmer Brothers in Cos Cob, Connecticut followed suit in about 1900. Somewhat later the Bridgeport Company built the Bridgeport engine, and the Kennebec engine was constructed in Bath, Maine, but Mr. Lathrop first blazed the trail. Both these engines have since been discarded and Palmer Brothers has changed hands. But the

Lathrop Company, starting conservatively, has progressed steadily for fifty-one years. It has refused to compromise with quality of material and workmanship, or to deviate from established methods of design and production.

Mr. Lathrop aimed at improved combustion with less weight and greater durability. Lathrop engines are built to last, and many of them, from one to fifty-one years old, are still in use.

The company's chosen field has been in the commercial or fishing boat group, and Lathrop engines are as favored in foreign ports as at home. The engine is strictly a marine one, which is the exception in the construction of the average gasoline engine for sale. Many such motors are adapted from automobile engines and designed for service on land or sea, with certain conversions for marine use.

For the first thirty-three years the original organization was named

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James W. Lathrop and Company. Its incorporated organization has been known throughout the world as the Lathrop Engine Company for the last eighteen years. The company has been Lathrop owned since its inception, and Walter F. ("Bud") Lathrop, grandson of the founder, became president in 1937. Through peace and war years he

has maintained the Lathrop engine's reputation for efficiency, economy and fair value.

During the war, the company produced a regular line of engines for the U. S. Army and U. S. Coast Guard, also for high priority fishing boat requirements.

Packers Tar Soap, Inc.

Mystic

Founded 1869

Edward A. Olds, 3rd, President

Packers Tar Soap, Inc., is honored and proud to participate in the 300th Anniversary of the Town of Stonington. Packer's Tar Soap has been manufactured here for almost one-third of this time (1869) and the original founders settled here more than 200 years ago. Unlike so many firms that started in the great industrial centers and are gradually moving their plants to the country, Packers Tar Soap, Inc., has always enjoyed the many advantages of manufacturing in this small community which is also very accessible to and near the large metropolitan centers of the East.

Of course, there are many benefits from manufacturing in a town such as Stonington, but perhaps the greatest is pleasant and healthy working conditions. There is no hour's ride on a dirty train or subway—just a few minutes' ride in a car. There is no rushing out to a costly lunch—just a leisurely drive home to a pleasant and relaxing meal.

There is no long ride on a weekend to get to the country—just a step outside the door and the country is before you. These are advantages that many a worker or top executive would give almost anything to enjoy. Well, it is right here in Stonington.

Every one of us who works here feels very proud to be a part of the 300th Anniversary of the Town of Stonington, a town that has played an important part in the early history of this great Country of ours.

EDWARD A. OLDS, 3RD.

During the Civil War, the tar obtained from the sap of certain pine trees, notably the Georgia pines and some others, was found to be very efficacious in the treating of open wounds. It is still used today by doctors for the treatment of such surface injuries. In 1869, Daniel F. Packer of

this community made up a soap containing pine tar derived from the sap of pine trees. He thought it had a very efficacious use for the skin and scalp, and took it to New York to see if it could not be marketed.

He approached Edward Allen Olds, then sundries buyer for the John F.

Henry Company, a prominent wholesale drug house in New York. Mr. Olds immediately became interested in the product and shortly thereafter devoted his entire time to selling Packer's Tar Soap. Mr. Packer manufactured the soap here and Mr. Olds made the selling headquarters New York City.

Within a year, he bought out Mr. Packer's interest in the product but retained him as the manufacturer. Through Mr. Olds' efforts, the business grew steadily year after year, and before the turn of the century Packer's Tar Soap was advertised quite extensively. As a matter of fact, it is one of the first products of any kind to be advertised nationally in the United States.

In 1914, a liquid tar soap was

added which later was, and still is, known as Packer's Pine Tar Shampoo. In 1922, Packer's Olive Oil Shampoo was added to the line.

The Company's products have always been manufactured here in Stonington, but the main office was in New York City until 1938 when the offices were consolidated with the plant.

Packer products are shipped from Stonington, Connecticut, to all parts of the world, and thanks to the foresight of the founders, the well-known Packer's Tar Soap, in a metal box with the Standard of Flags as its trade-mark, can be purchased in any drug store in the United States and many foreign countries as well.

Franklin G. Post & Sons, Inc.

Mystic

Founded 1914

Ernest F. Post, President

Ships, sailors and the sea have always been for most of us, the stuff of which our dreams were made. There is one place however, where these have been so intrinsic a part of the lives of generations of its people that only the stories that have been handed down from father to son are romantic, their own remarkable exploits are considered unnoteworthy. Mystic, tucked away in the southeastern corner of the State of Connecticut in the Town of Stonington is as chock full of lore as its name implies. Mystic was situated in the geographical center of our country's early ship building activity. Shipyards that built the famous clipper ships boasted such famous names as Mallory, Greenman, Irons and Grinnell, Maxon, Fish and Forsyth.

The daring of her skippers and her fishermen of the Revolutionary days earned for Mystic, the British appellation of "that cursed little hornets' nest." From that hornets' nest, lively little sloops would dash out with a gun or two, mounted on deck to harry and often times capture unwary British merchantmen.

Mystic built ships had their part in the California gold rush, others fought with the Cuban Revolutionists and the first ship to be built under contract as an "iron clad" for the U. S. Navy was built here and its name was "Gelena."

Although the clippers have disappeared from the sea and little evidence remains of the old time shipyards, there is still a yard in Mystic that may be connected with the old traditions, the yard of Franklin G. Post & Son, a part of

which is located on the site of the old Irons and Grinnell yard where the famous clipper "Andrew Jackson" was built. Its founder, Mr. Franklin G. Post came to Mystic as a boy at the turn of the century and received his boat building training in several of the old boat shops and shipyards. Mr. Post's reputation for designing safe, seaworthy boats and his expert knowledge of the then, new gasoline engine brought customers to Mystic from far distant points. A 37' schooner built by Mr. Post made three Atlantic crossings, other boats were shipped to the west coast, Alaska, South America and one to far away Persia. A yawl designed by Sparkman & Stephens of New York and built here won the Chicago-Mackinac race in 1947. Tiny Block Island fishermen were designed and built to fish in the open Atlantic. During World War II the very fast 45' Aircraft Rescue and Harbor Defense boats were built for the U. S. Navy.

Today, the yard's facilities include a marine sales basin, two large building sheds, a complete machine shop, a long line of metal clad storage sheds, a company store, a lounge room for the customers and offices for the bookkeeping and sales staff. The principal business of the company is the building and servicing of boats with a brokerage and marine sales agency. Custom boats are built as well as a line of stock model sailboats and power boats. The latter are sold under the trade name and slogan "SEAGOIN—A Whale of a Boat." As a side line the company manufactures bronze marine hardware.

The yard is located a 1 Washington Street, and visitors are always welcome.

ERNEST F. POST

Post-built boats have been synonymous with sturdy craftsmanship for nearly a half-century. Founded in 1914 at Mystic by Franklin G. Post, president, the company has consistently improved and developed the art of fine Yankee shipbuilding in keeping with its best traditions.

His early training and an innate love of boats formed the natural background for Mr. Post's abilities. Employed for nine years by the Lathrop Engine Company of Mystic he became an expert machinist specializing in the installation, handling and repair of gasoline motors, new at that time. During this period he made the first successful installment of a Lathrop gasoline engine in a Coast Guard non-cap-sizable surf boat.

Trained in the old Mystic boat-yards, he determined to have his own yard. His start was modest. He dredged his own slip on the west bank of the Mystic river with a hired team

of horses and a horse-shovel with extension handles. He also built his own railway and boatshop.

Mr. Post's reputation for skilled repairs brought the sound's fishing boats to his yard. Soon afterward he designed and built the patriarch of the "Seagoin" hull so favored today by fishermen and practical yachtsmen. He branched out into deep-sea sport fishing boats and yachts.

The Post Company is proud of its increasing number of fine teak and mahogany yachts, notably the "Onkahya," "Sea Horse," "Green Pastures," "Porpoise" and others.

Designed and constructed by Mr. Post in 1917, a racing hydroplane with a 30 H.P. Roberts engine made an excellent showing in regattas. Responsible for several stock runabouts he bid fair to become another Gar Wood, but rival companies with impressive capital were able to outsell him. He has

never sacrificed honest construction to meet a price.

Business expanded, and in 1923 the company moved across the river to larger quarters. Since then, Post-built boats have achieved lasting distinction with Block Island fishing boats, tank boats for the Gulf Oil Company, boats for the Venezuelan oil fields and custom launches for the Peruvian government. Diversified products have included a 37-foot Mower-designed schooner which made three Atlantic crossings, cargo boats up to ninety feet in length and flat-bottomed launches for the shallow South American rivers.

Post's wartime production record included high-speed Aircraft Rescue boats and U. S. Navy Harbor Patrol craft.

Mr. Ernest F. Post now heads the company, which was incorporated in 1932. Today the yard, greatly enlarged, offers every convenience to boat owners, featuring 60-foot slips with finger piers and a turntable. Special marine hardware, Post-originated, is also available for every need.

Unchanged are the traditional Post standards of quality and service. The Post Yard salutes a brave past and hails a bright future.

The J. Rossie Velvet Company

Founded 1898

Mystic

John Rossie, President

The Rossie Velvet Co., predecessor of The J. Rossie Velvet Co. was established in 1898 as subsidiary of a German velvet mill with the active aid of their selling agent, Wm. Openhym & Sons of New York City.

Buildings were erected on land given by Elias Williams and owned by The Mystic Industrial Company. Stock of this company was widely held by the residents of Mystic and vicinity.

The Rossie Velvet Co. rented the buildings from their owners at a rental based on a percentage of construction cost. Additions to the first building were made in the years 1902, 1906, 1911, 1928 and 1932.

From the beginning, The Rossie Velvet Co. produced numerous constructions of velvets, primarily with spun silk pile and cotton back used principally in the millinery trade. In later years, the so-called "transparent velvet" constructions for dresses were produced.

During the first World War, the German holdings in The Rossie Velvet Co. were seized by the Alien Property Custodian and sold at public auction.

The German shares were purchased by Wm. Openhym & Sons who then became the majority stockholder.

The first Superintendent of The Rossie Velvet Co. was Fred Ott and was followed by Peter Bruggeman who died in 1910. He was followed by Ernst Rossie, a son of Adolph Rossie, one of the German founders of the corporation. Ernst Rossie was followed in turn by Peter Flynn and Felix Hulser.

In 1938, Wm. Openhym & Sons desired to liquidate their business and disposed of all their machinery in the Velvet mill at public auction.

In the same year, the present The J. Rossie Velvet Co., came into being, assembling a modest amount of machinery, occupying part of the buildings of The Mystic Industrial Co. A large amount of stock was subscribed for by employees in the new corporation and other residents of Mystic. In order to facilitate operations of the new velvet company and The Mystic Industrial Co., the shareholders of the latter corporation by stock exchange, became shareholders in The J. Rossie Velvet Co.

The new corporation produced the

customary "crush resistant" transparent velvet for dress purposes, having dyeing and finishing performed by commission processors. In 1941, the corporation extended its operations by undertaking its own dyeing and finishing—therefore performing all operations from purchased raw material to the finished products.

From its inception, The J. Rossie Velvet Co. has been striving to make

quality merchandise of paramount importance; to find new outlets by having their products adopted by different trades or through the introduction of special construction adaptable for its customers. Its products are used not only in the dress trade and for millinery, but also jewelry boxes, caskets, and trimmings on dresses. It is also used for foundation garments as well as in slippers or for decorations.

Sirtex Printing Company, Inc.

Old Mystic

Haig Sirooni, *President*

Founded 1927

The Sirtex Printing Company, established and incorporated in the State of New York in 1927 carried on its activities at 702 Broadway, New York City until January 1, 1943. At this time the plant was moved to larger quarters in Mystic, where it has operated uninterruptedly ever since. There has been no change in ownership or original products and the Company employs all local help. President of the firm is Haig Sirooni, and its Treasurer is A. Sirooni.

Sirtex is engaged in hand printing (screen process) on cottons, linens, silks, rayons, woolens, for dresses, ties, tablecloths, draperies, flags, etc.

The screen process used is a comparatively new method of printing, replacing the block printing in use for centuries. Sirtex, as one of the first pioneers in the industry, have marveled at its rapid development and expansion. Advantages over the old method are numerous and compete outstandingly with machine (roller) printing in producing a large variety of designs with richer, fuller and more attractive color effects. The screen process surpasses roller printing in obtaining an unlimited number of colors and large repeats, which makes possible the printing of large complete units like tablecloths, bedspreads or draperies.

Sonoco Products Corporation

Mystic

G. W. Blunt White, *Vice-President in Charge of Northern Operations*

Founded 1899

Twenty-six years ago, my old man (he was an ex-Navy Captain and the skipper of a naval vessel is always lovingly referred to by the crew as "the old man") said to me, "I just bought control of the Climax Tube Company in Mystic, Conn. You go down and take charge." When I asked him where Mystic was, he told me to get a road map and find out. That is how I came to live in

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this beautiful little community, and I have never regretted a moment of it.

On arrival, I found a small brick plant, employing three workmen and an office clerk. Soon thereafter I was joined by an old associate of mine from our Lowell, Mass., plant, Joe Blanchet, who presently is in charge of all mechanical development. After a day's work in the office we spent many an evening together, chewing tobacco and assembling machinery. By the grace of God, and plenty of hard work by all hands, we began to go places, and soon Al Gildersleeve, then a young squirt just out of college, joined our still small organization. It wasn't long before his influence as a salesman was felt and we extended our executive force still further by the fortunate acquisition of Duke Francis, who is now general manager of our expanded Northern Division.

Like many small companies who grow too fast, we subsequently found ourselves short of working capital. This led to a merger with Sonoco Products Company, a larger and older competitor having the same aims and aspirations as ourselves. As our organization continued to grow, we were joined by Ken Lewis, now divisional sales manager, and his assistant, Walter Hills Grove. Our accounting department is headed up by Merle Bradley, who first joined us years ago as a machine operator in the plant.

The progress we have made would not have been possible without the help of our many loyal and efficient office and plant workers. We are proud of them and mighty happy to be associated with them. This is a grand community in which to live, work, and spend the rest of one's life.

G. W. BLUNT WHITE

In 1899, at the age of sixty-two, Major James L. Coker organized the Southern Novelty Company at Hartsville, S. C. It became Sonoco Products Company in 1924 and has demonstrated continuous growth and an impressive record of progress in the making of paper carriers, chiefly for the textile industry.

As early as 1865 Major Coker pioneered in various fields, from cotton planting and banking to the establishment of the Carolina Fibre Company and the founding of Coker College for Girls in 1895. Untiring champion of reconstruction in the South, he left to his sons the character, ability and leadership which enabled them to continue his work and perpetuate his ideal of community service.

The Coker family and their skilled

assistants followed Major Coker in building a streamlined business organization. New operations in production and development of paper carriers are rigidly tested in Sonoco's scientific laboratory. Sonoco's successful career is largely due to an alliance of mechanical genius and gifted scientific research.

Still used are the principles of the Company's first practical cone-making machine which revolutionized the textile industry by producing a faster and cheaper manufacturing method. Since then, notable inventions have followed. A few are: automatic cutters for textile tubes, adding machines and cash register rolls, ball sliver core for ball winding of card and draw frame sliver.

Exports began in 1922 with the

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shipping of textile tubes to South America, Belgium and Cuba.

Wartime Sonoco products were flare cases, aircraft starter cartridges and signal flares, M6 ignition cartridges and fuse tubes, with 85 percent of production on AA1-AA2X priority orders.

Sonoco operates its own paper mill. Six Company plants are located at Hartsville, S. C., Rockingham, N. C., Garwood, N. J., Mystic, Conn., Lowell, Mass., and Brantford, Ontario. Officers of the Company are: J. L. Coker, president; C. W. Coker, first vice-president; G. W. Blunt White, vice-president in charge of northern operations; C. K. Dunlap, secretary; J. B. Gilbert, treasurer; C. H. Campbell, vice president in

charge of sales. There are five representatives in Mexico, Canada, Great Britain, Australia and Brazil.

Totalling 1500, Sonoco employees have an average of 15.2 years of service. One Hartsville man has been with Sonoco for over forty years. Leading Sonoco feature is the remarkable accident prevention program in which departments compete in eliminating accidents.

Sonoco is equipped to manufacture virtually any paper product vital to the textile industry. Sparked by the founders' integrity and foresight the Company continues to produce and to perfect, with the hope that its influence may eventually be extended to more industries than one.

Sorensen & Peters, Incorporated

Pawcatuck

Chris P. Sorensen, *President*

Founded 1880

Historically, Stonington needs no introduction; Whaling Days have assured her permanent immortality. But the Tricentennial Exhibit brings into focus a new and vital significance for her in the important realm of industry. Material and strategic aids to this great industrial expansion are the easily available and excellently maintained railways, highways and waterways, all encompassing Stonington, of which Pawcatuck is her outstanding "satellite."

As one of Pawcatuck's ever-expanding industries, Sorensen & Peters, Inc., contributes by employing local men entirely, 75 per cent of these employees paying taxes to the town of Stonington and purchasing their economic necessities within the radius of their own community center. As such a manufacturer, Sorensen & Peters feels that they are a small but important cog in the wheels of Pawcatuck's industrial growth and can help materially in assisting her to become a self-sustaining business community with its attendant expansion in manufacturing, economic and civic affairs.

A fitting example of transportation and living facilities which will help employees in all industries in our little community is the fact that of the three central exhibitions in the tricentennial, each one of them begins with a different alphabetical arrangement, eliminating the traveler's confusion should he decide to visit this area. As a demonstration of this clearness in nomenclature, witness one of our employees who lives on the Rhode Island side of the Pawcatuck

River, and so was recently an absentee because of said alphabetical alliteration! A trip to Providence and subsequent planned return within the day, resulted in the young man's boarding a Worcester bus under the impression that the "W" stood for Westerly. Stranded overnight, he lost a day's work before he could adjust his sense of direction. No chance of losing a valuable employee on any buses running through Mystic, Stonington or Pawcatuck, because of any alliterative names or initials!!

All of these advantages mentioned above make Pawcatuck an outstanding division of the Tricentennial Exhibit and a planning, working, materially assisting unit of the "Triumvirate" of Stonington, Mystic, et al . . . and which advantages domestically and industrially will increase real estate, business and the general prosperity of and for all.

CHRIS P. SORENSEN

Organized by H. G. Shepard and his sons, Webster G., John F., and Arthur L., the firm later known as Sorensen & Peters first occupied a factory room at the establishment of Henry Hooker Co., New Haven carriage makers. Increasing business necessitated removal in 1887 to permanent quarters at James and River streets, New Haven.

The firm specialized in woodbending, a unique and difficult art requiring a high degree of craftsmanship. New Haven residents favored the fine wooden hockey sticks made by H. G. Shepard & Sons. The company attained such a distinguished reputation that it received top honors for bent wood at the Paris Exposition in 1889 and the Chicago World's Fair in 1893.

In 1932, the Shepard interests were sold out to Comstock, Cheney & Co. and the entire plant moved to Ivoryton, Conn. Consolidated in 1937 with Pratt, Read & Co., they made landing skis and other glider parts for C-4A troop gliders during the war. In 1945, two Pratt, Read employees, Ernest A. Peters and Chris P. Sorensen purchased the woodbending division and moved to the present location in the old Thread Mill on Mechanic street. Mr. Sorensen has had extensive training in woodworking, starting in 1908 in Denmark and Sweden. Woodworking supervisor for Pratt, Read & Co., he also attended classes in special air-

craft woods at Yale University during the war. Mr. Peters was in Pratt, Read's experimental department at this time.

In 1948, Mr. Peters sold out his interest in the firm, though his name is retained. Erik B. Andersen of Larchmont, N. Y., joined the firm and is in charge of its New York sales office at 522 Fifth avenue, New York City. He was formerly associated with J. Andersen & Co., and the Pulp & Paper Trading Co., both of New York City, from 1927 to 1944. These two companies are sole selling agents for pulp and paper mills located in Norway, Sweden, Canada and the U. S.

Considerable new equipment has been installed at the factory since 1945, and Sorensen & Peters supplies bent wood to furniture factories throughout the country. Virtually all bent wood parts for racing sulkies are manufactured by the firm; they also make wheel-housings and luggage rails for Chrysler, Dodge and Chevrolet cars. Other large consumers of bent wood are manufacturers for restaurant and hotel furniture.

Bent wood adds beauty, strength, and continuity of line to furniture and adapts itself attractively to varied uses. The future of the woodbending business has infinite possibilities, and Sorensen & Peters give every indication of continued leadership in their field.

Standard Cable Corp.

Pawcatuck

Founded 1948

L. W. Lord, *President*

The Tercentenary has my support one hundred per cent. It has tended to cause various segments of Industry to view this area as a potential site for New Industry.

The area offers attractive Industrial sites, fine skilled labor, adequate transportation facilities to carry in raw materials and to carry out a multitude of products to both good, close at hand markets, and to the many and varied points of distribution at home and abroad.

Aside from the realm of Industry, beautiful, well-kept communities make this area a most desirable place to live and play. The Stonington community offers comfortable living, good schools, churches and shopping centers. Every year, vacationing thousands flock to historic New England, the home of our New Democracy, to visit our communities, meet our people, frolic on our beaches and sail in and out of our harbors and inlets.

For Industry and for Living, come to New England.

L. W. LORD

President of this young and rapidly developing corporation is L. W. Lord. Standard Cable products are outstandingly successful in radio and television and in the electrical industry. They are used generally by radio and electrical jobbers.

Makers of Thermoplastic insulated electrical conductors, (including building wire, flexible cords, power, extension and range cords, transmission lines) the corporation has a record of progressiveness in this particular field. Its personnel designed the new high-

speed plastic extrusion equipment which today plays a major role in Standard Cable's reputation for economical, fast, dependable quality production. The corporation is just beginning to install an export department for the shipping of its products to Europe, India and South Africa.

Standard Cable was an exhibitor at Boston recently in the 10th Annual Electrical Trade Show, and also participated in the recent National Electrical Wholesalers Convention at Cincinnati, Ohio.

Standard Machinery Company

Mystic

Founded 1875

N. C. Wheeler, *President*

The present Standard Machinery Company had its inception in the Reliance Machine Company, founded by Isaac, William P. and Silas B. Randall, with their associates William P. Smith, Nathan Chapman and Leonard W.

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Morse. Up to the Civil War the company traded primarily with the south in the manufacture of cotton gin machinery and related supplies.

Owed considerable amounts by their southern debtors at the outbreak of the Civil War, Reliance was financially pressed. Demand for their product had ceased and they had to develop another line of business. Accordingly, and at great expense they outfitted their plant for the construction of marine engines.

Previous installation of a boiler shop enabled them to outfit steamers, of which many were built at Mystic during the war. The Reliance Company supplied boilers and engines for the sloop-of-war "Ossipee" and fitted out the "Fanny," "Delaware," "Ann Maria" and "W. W. Coit."

Though business was prosperous the company never recovered from reverses suffered at the war's outset. In 1864 it became the Pequot Company, headed by C. B. Rogers of Norwich. He operated for a year and a half and then sold out to the Cotton Gin Company. The Mystic River Hardware Company next succeeded to the business in 1871. The output was the Guilett Improved Patent Steel Brush Cotton Gin, and in addition to cotton gin materials they made bookbinders' machinery. Added features were the Mys-

tic Pump and the People's Improved Coffee Mill.

In 1873 the company was named the Sanborn Machinery Company and later changed to the Standard Machinery Company. Charles E. Wheeler purchased the business in 1904 and modernized the plant extensively. His sons, Norton C. and John R. joined him in manufacturing bookbinders' machinery, but in recent years the business has expanded to include molding presses and extruding machines for the plastic and rubber industries. Standard Machinery Company products are now exported to sixteen countries. As early as 1875 the company, through the agency of George H. Sanborn & Sons of New York and Chicago, was manufacturing and shipping to Mexico and South America stamping and embossing presses, paper cutting machines and other bookbinders' machinery.

Active in both World Wars the Standard Machinery Company manufactured parts for Electric Boat Company submarines in the second war and machine tools for the same company and New Britain-Gridley Machine Company of New Britain, Connecticut.

Under the capable leadership of N. C. Wheeler the company continues to maintain a high standard of progress in the industrial world.

Stonington Boat Works

Stonington

Founded 1938

Henry R. Palmer, *Owner*

Born and raised here, I have no desire to live anywhere else! I find Stonington a most practical and pleasant place in which to conduct my business. It is located on the finest harbor between New London and Newport, and it the first port East of New York that is directly on the ocean. It is near enough to New York and Boston to make trips to these cities an easy matter allowing me to keep in close touch with boating people, the great majority of whom live in or close to these cities.

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Stonington has long been a home of famous sea captains, shipbuilders and seafaring folk who continue to appreciate what this town has contributed to the nautical world since its earliest days.

HENRY R. PALMER, JR.

In the Spring of 1938, Henry R. Palmer, Jr., leased what was then known as Kenyon's Boat Yard, and began repairing and storing boats. Wiped out completely in the September hurricane of that year, he started the construction of new 28 ft. lobster boats in the old red barn on the Babcock property near the present viaduct.

During the next two years buildings and docks were replaced at the yard, now known as Stonington Boat Works, and construction of commercial fishing boats 49 ft. to 57 ft. begun. In 1945, when the demand for these vessels fell off, pleasure boat building was

started; and the yard, now advertised nationally in boating publications, has built up a fine reputation for the construction of heavy duty, seaworthy pleasure craft ranging in sizes from 35 ft. to 60 ft.

Complete yacht service is offered, and a lively business conducted in the repair business and maintenance of commercial and pleasure boats. The 53rd, 54th and 55th boats built by Stonington Boat Works are now in production. Five ranging from 36 ft. to 60 ft. were completed and launched here this Spring. Visitors are welcome to inspect the yard. Telephone Mystic 1276.

Stonington Publishing Company

Stonington

Jerome S. Anderson, III, *Owner*

Founded 1869

In the fall of 1869 a young man, who had come home from the Civil War partially blinded, founded in Stonington a newspaper. The young man was Jerome S. Anderson; the newspaper, the Stonington Mirror.

The editorial content of this youthful publication created great interest because of its crusading nature. The editor frequently took issue with ministers of that day, and sermons from the pulpit heaped brands of fire upon the head of the upstart who would dare to deal editorially with certain moral and civil issues of the times. But the approach of the editor was sound . . . the newspaper thrived.

Twenty years after its beginning, the publication was taken over by the son of its founder, Jerome, Jr. For about forty years Stonington and Mystic read the writings of this editor-publisher who had the interests of his community and his town constantly in heart, and whose love for his fellow men radiated through his weekly chronicling of events. Only a few years before his passing in 1942 he established his most famous column, the intimate "Sights From a Grand Street Window," which is still remembered by his numerous readers.

In the meantime, in 1929, the printing plant and newspaper were taken over in turn by *his* son, Jerome, III. Both were continued at first much as

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grandfather and father had operated them. But later new equipment was added, and after the return from military service by the new owner in 1945, the newspaper with its title of Stonington Mirror and Mystic Journal (the latter it had acquired by purchase many years before) was sold, and the plant continues as a printing plant specializing in small publications, newspapers, magazines and books.

This is thoroughly a Stonington industry, now operated by the third generation of the same name, under aims and ideals which have marked the conduct of the business for the past eighty years. We extend a cordial invitation for visitors to see our plant in operation, and *urge* the public to come and observe how an old industry, in a small but venerable New England town, can show progress, through constant application of new ideas and by keeping continued watch on modern trends, to a point where it is becoming a leader in its particular field.

JEROME S. ANDERSON, III

Universal Winding Co.—Atwood Division

Stonington

Paul W. Leming, *Manager*

Founded 1852

The Atwood Division was purchased by Universal Winding Company of Cranston, Rhode Island on May 1, 1947, and Paul W. Leming was appointed manager by Robert Leeson, president of Universal Winding. The Atwood Division was founded in 1852 and presently occupies the location of a stone mill which manufactured the Joslin rifle during the Civil War.

The company manufactures a line of textile machinery and parts which are employed for twisting, doubling, winding, and reeling of silk, rayon, nylon, cotton, worsted, glass, rubber, and wire. These products have been and still are exported to the following countries:

Argentina	England
Australia	France
Brazil	India
Canada	Italy
Chile	Mexico
Colombia	Switzerland

In 1865, John E. Atwood invented the Sleeve Whorl Spindle which provided a large oil reservoir for the bear-

ings of the spindle. This device allowed higher operating speeds and provided for cleaner operation of spinning and twisting machines. The increased production brought about by these features revolutionized textile spinning. This basic spindle design, with certain slight modifications, which have been made to accommodate heavier loads and higher speeds, is still in use today.

In 1882, a patent was granted for a machine which incorporated a spindle mounted on a swinging support and driven by an endless belt running the full length of a machine. The belt operated in a vertical position whereas the conventional type of belt drive operates in a horizontal position. Previous to this time, a band spindle drive was used. The band drive consists of a cotton band or tape which normally drives four spindles and these spindles are rigidly mounted. The belt drive with the swinging spindle was an exclusive Atwood feature for a number of years and is now used by other manufacturers.

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From the early 1900's to date, machinery developments have kept pace with the introduction of the many man-made fibers as well as natural fibers. Machinery to twist glass, rubber and wire are more recent developments and the company has obtained a number of patents covering this equipment.

The early 1900's saw the beginning and gradual development of textile machinery for the manufacture of rayon. The 1920's and 1930's saw the phenomenal increase in rayon producing and textile machinery kept pace in heavier and more accurate machines to handle larger packages of yarn and to operate at greater speeds and efficiency.

Shortly before World War II, fine synthetic yarns appeared and Atwood devoted its organization to the development of machinery for twisting, doubling, winding, and reeling the full range of products such as silk, rayon, cotton, worsted, nylon, glass, rubber, and wire.

August 1940, Atwood began to convert its facilities to war production. Products made for the war effort were:

- 50 cal. gun mounts

- Submarine parts
- Depth charge detonating mechanisms
- Weighing and gauging machines for 30 and 50 cal. ammunition
- Steering mechanisms for 40 mm. Bofors guns

- Gear and axle parts for Army trucks

- Machine tool parts
- Variety of gray iron castings

The company is made up of a gray iron foundry, machine shop, assembly departments employing normally an average of 500 employees of whom approximately 75 percent are skilled and the balance are unskilled. The employees in the foundry are represented by the International Molders and Foundry Workers Union of North America. Those in the manufacturing and service departments are represented by the International Association of Machinists.

The plant will not be open to the public during the Tricentennial. For further information, please contact Howard E. Watson, Mystic 1020 days and Mystic 1136-J4 evenings.

state of industrial deterioration but if we can carry on with the same ingenuity, courage, and optimism of our fathers we will again make our community a place, of which we can be truly proud.

PHILIP LOPRESTO

This company started in the Spring of 1946. The statistics of most new enterprises show that they have an average life of only a few years. However, we have managed to survive the so-called critical period of business life and we are confidently looking forward to a brighter and brighter future.

We have tried to do this by turning out a good product. Since our assets are small in terms of money they must of necessity be those which are more intangible but which, in the final analysis return far greater dividends than perhaps, the quick profits which

might have been made by turning out inferior products. It is not a "boom business" but rather a business which is predicated on the belief that there is a genuine need of a shop of this type which can turn out a diversity of wood products from Bread boards to Beach Wagon repairs. Incidentally, we believe that we are the only company in this section of the state which does this type of work.

Our shop is always open for inspection and we would be glad to welcome visitors at any time.

The Willow Point Wood Works Corp.

West Mystic

Founded 1946

Philip LoPresto

It is perhaps trite to say that this tercentenary is analogous to an anniversary of a family but this is what the term means to me. And like the get together of a family it is a means of getting together to talk over old times, to see the progress that has been made in many fields, to (to use the terms of business) take stock of our many advantages.

Here in this community we can see the newest with the old—for example, the Mystic Marine Museum with its story of the pride of New England of former days and on the other hand the Electric Boat Company with the latest in submarine construction. One cannot but be impressed with this contrast of the old and new and to be very grateful to live in a community which is unique among small towns on the Atlantic Coast if not in America.

The charge has been made, and perhaps truly, that New England is in a

1649

1949

Present

INDUSTRIAL STONINGTON OF 1949 has much to be proud of. Its varied products are shipped to the many far corners of the earth and are used by those in all walks of life. Many of our products such as: printing presses, boats, velvets, staplers, sulkys, etc., can be found in Egypt or Sweden as well as in Maine or California.

Industrial Stonington of today employs nearly 3000 people and these same people, when combined, receive in one year over \$8,000,000.00 in wages. The property value as compiled from a recent questionnaire, exceeds \$10,000,000.00 and this recent survey also revealed that most of these industries optimistically anticipate that the demand for their products will be greater this year than it has ever been before. Over one-half of these manufacturers also claim that they will find it necessary to expand their production facilities, such as; new buildings, more machinery, and more employees.

Statistics also show that the average age of the top executive of our Stonington Industries is 45.6 years old and that over half of these "heads of firms" are college graduates.

Stonington Industries, a few which were founded over 100 years ago and some which have been in existence for only a little over a year, when all combined, show an average age of 37 years.

These foregoing facts coupled with the data contained in this booklet clearly show that the Industries of Stonington are well founded, stable and strong—and their outlook for the future is very promising.

As a befitting postlude to this booklet of present day Stonington Industries, let us pause, and let the facts and figures of the present infiltrate our minds so that we may evaluate these past 300 years of progress and use it as a yardstick for Stonington's Industrial future.