

New Hampshire's Covered Bridge Builders

This is not intended to be a complete list of New Hampshire's covered bridge builders. It is only a starting point for future research. All locations are in New Hampshire unless specified otherwise.

Prentice Atwood

Prentice Atwood appears to have lived in the Andover area his whole life being born in Bradford on September 21, 1834 and dying in Andover on December 30, 1903 at age 69. During the Civil War, he served in the 5th Regiment of Pennsylvania volunteers until being discharged after he was wounded. Prentice first married Lurana Scales of Canterbury. After she died in 1860, he married her sister Melinda. Prentice is buried with the family of his wives in Canterbury. He is credited with building the two Cilleyville bridges in Andover. The first one which stood from 1883 until 1909 and the present one built in 1887.

Charles and Edward Babbitt

There are many references to Charles Babbitt "and his brother" building two covered bridges over the Connecticut River in 1911 and 1912, the Mount Orne Bridge between South Lancaster, NH & Lunenburg, VT and the Columbia Bridge between Columbia, NH and Lemington, VT. Brothers Gerald and Francis Gray of Columbia have noted that their father, Everett Gray, was a laborer on the Columbia Bridge project. Charles Freeman Babbitt was born June 27, 1849 in Winchester, New Hampshire.¹ Charles was superintendent of a bridge building company in St. Albans, Vermont and also in charge of the shops of the Berlin Bridge Construction Co., Berlin, Connecticut. "It was the twenty-second such bridge that he had built. He boarded with the Michael Gray family while he built the bridge."²

Edward Nathan Babbitt was born in 1847. According to the Babbitt genealogy, he began building wooden covered bridges in 1869 while living in Montague, Massachusetts. He was for years foreman of the A. A. Wright Co. of Springfield, Massachusetts and lived in West Campton, New Hampshire in his later years.³

Jacob E. Berry (father)

Jacob Emerson Berry was born on September 10, 1802 in Denmark, Maine and married Phebe A. Merrill (1797-1872). He was living in Conway at the time of the 1850 and 1860 censuses. In 1850, he constructed the Saco River Bridge alongside bridge engineer Peter Paddleford (1785-1859). That same year, he constructed the frame of the Conway House, which served as one of the finest resorts in the valley until it burned in 1912. Jacob died of consumption (tuberculosis) on May 19, 1870 and is buried in the Conway Village Cemetery. He was building the Swift River bridge with his son Jacob when he died. The Durgin Bridge in Sandwich and Whittier Bridge in Ossipee are both credited to Jacob Berry, but we do not know if it is the father or son.

¹ William Bradford Browne, *The Babbitt Family History, 1643-1900* (1912), page 554

² *History of Columbia, New Hampshire, 1770-2009, compiled by the Columbia Historical Committee, 2009, pages 75-76.*

³ William Bradford Browne, *The Babbitt Family History, 1643-1900* (1912), page 364

Jacob H. Berry (son)

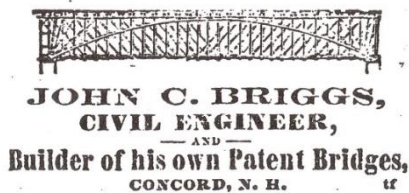
Jacob H. Berry was born October 10, 1827 (calculated from death record) in Bridgton, Maine. He worked on bridge projects with his father and continued to build covered bridges after his father's death; including the 1875 Cathedral Ledge Bridge in North Conway; the 1876 Porter-Parsonfield Bridge in Maine; and the 1885 East Limington Bridge in Maine. Jacob died on February 23, 1892, at age 64 of apoplexy and is buried in the Conway Village Cemetery. Jacob was listed as a mechanic in the 1850 census and mill wright in 1860.

Horace W. Berry

Horace was born in New Hampshire in 1831, the son of Jacob E Berry. He was listed as a mill wright living in Conway at the time of the 1860 census. He is credited with building two bridges with his brother Jacob H. Berry: Cathedral Ledge Bridge, Conway (1875-1951) and the East Limington Bridge in Maine (1885-1929). He died August 7, 1921 and is buried in the Conway Village Cemetery.

John C. Briggs

John Clark Briggs was born in Putney, Vermont, on May 28, 1824. He attended Union College in Schenectady, NY where he graduated with a civil engineering degree in 1845. After college he moved to Calais, Maine with his brother Silas then to Concord, NH a few years later. On December 15, 1853, he married Lucy Hatch Chase of Hillsboro. In 1855, Briggs received patent No. 13,451 for a conical pendulum clock. In 1859, he was appointed by the Concord City Council to design what is now the Blossom Hill Cemetery. Briggs received patent No. 38,653 in 1863 for his variation of a timber lattice truss design which became known as the Briggs Triple Lattice Truss. In 1862, Briggs constructed the 164' long Henniker Road Bridge in West Hopkinton. That bridge was replaced in 1936. He built the 2nd Covered Sewall's Falls Bridge around 1863. It was destroyed by log jam in spring of 1872. He probably also built the first Covered Borough Bridge in Penacook in 1846, lost in 1852 flood. He died of consumption on May 26, 1865, two days short of his 41st birthday. He and his wife are buried in the cemetery that he designed in Concord.



Charles A. Broughton

Charles Austin Broughton was born on July 31, 1835 in Conway. He lived on the Broughton dairy farm on the east side of the Saco River. He married Hannah A. Quint (1840-1914) on New Year's Day, 1862. During the Civil War he was a sergeant in the 18th Regiment of the New Hampshire Volunteers, Company E. He was a finish carpenter, an avid fiddler, and a skillful bear hunter. For ten years he was an agent for the Swift River Lumber Company in Albany.⁴ Charles died of a cerebral hemorrhage on January 4, 1909 in Conway at age seventy-three.⁵ He is buried in the Conway Village Cemetery alongside his wife. He and his son Frank are credited with building the Honeymoon Bridge in Jackson, NH.



Charles Broughton
Conway Historical Soc. Coll.

⁴ New England Historical Publishing Company. *Biographical Sketches of Representative Citizens of the State of New Hampshire*, 1902, Page 264.

⁵ *New Hampshire Death and Disinterment Records, 1754-1947*.

Frank Broughton

Frank was born January 29, 1865, the son of Charles and Martha (Quint). He married Flora Churchill (1864-1933). He was a carpenter at the time of the 1900 census. Frank repaired the Redstone Bridge in Conway in 1934. He reported to C. Ernest Walker that "he and his crew went into the hackmatack swamps with axes and saws; dug and blasted the stumps, and made naturally bent knees, similar to the ship knees used in framing the old windjammers. These were used for corner braces to bring and hold the superstructure of the bridge in line."⁶

Frank died November 24, 1943. His obituary mentioned that he was born on the family homestead and was the fifth generation of Broughton's living in the home. He had been a successful dairy farmer and built many covered bridges with his father.⁷

Horace Childs

Horace was born July 10, 1807. His bridge-building career started after his cousin Colonel Stephen Long patented a new truss design. In an interview for the Boston Globe, Childs stated that around 1835 Long signed a contract to build bridges for the Boston & Providence Railroad and offered him the chance to go along.⁸ He went on to state that he was contracted to build three other bridges over the Connecticut River near Hartford in 1836. Long's truss design was not adequate for these so he devised "something that would meet the requirements, and after a good deal of experimenting perfected this invention and had it patented." He later built other bridges over the Connecticut River between Hartford and Springfield. He also built bridges for the Northern Railroad from Franklin to Hanover, NH. One of his bridges was "a very long one across the river at White River Junction, and also one near it across White river. He built large numbers in Maine and in Connecticut, some for railroad and some for highway travel."⁹ Horace died June 7, 1900 and is buried in the Henniker Cemetery, Henniker, NH.



HORACE CHILDS,
Pioneer Bridge Builder.

Enoch Childs

Enoch was born in 1808 and was the brother of Horace Childs. He graduated from Yale University and went to Montgomery, Alabama where he established an academy. After six years there he returned north. He was in government service in Washington for a while and later worked with his brothers in railway construction in New Hampshire. He died on September 8, 1881 and is buried in the Old Hopkinton Cemetery, Hopkinton, NH.

"Boston" John Clark

John Clark was born in 1791 and resided most of his life in the town of Franklin. He was known for his uncanny ability to figure things out. It is said that he never learned to read or write, but could solve complex math problems. He is credited with helping design New Hampshire's State House dome and building the Republican Bridge in Franklin in 1839. Boston John Clark died on October 30, 1874, at the Shaker Village in Enfield. A gentle man that lived a good life, helping others in need with his unique ability. A legend that is now committed to the pages of history.



⁶ *Covered Bridge Topics, Volume XII, No. 2, Summer 1954, Page 7.*

⁷ *Manchester Union, November 27, 1943.*

⁸ *Boston Globe, October 22, 1899, page 54.*

⁹ *Cogswell, Leander W.; History of the Town of Henniker, Merrimack County, New Hampshire; 1880; pages 372-374*

Benjamin Collins

Benjamin Collins was born February 21, 1821 in Lynn, Massachusetts. The 1870 census here listed his

21	154	202	Collins Benjamin	49	Mr	Rail Road Bridge Builder
22			Lydia	49	W	Keeping House

occupation as "Rail Road Bridge Builder". The following obituary was published in the Railroad Gazette of April 20, 1906. The Thomas Cushing mentioned in the obituary was his wife's brother.

"Benjamin Collins, one of the oldest bridge builders in the country, died at Dover, N. H., on March 24 [1906], at the age of 85. In 1839 he, in partnership with the late Thomas H. Cushing, built some railroad bridges for the state of Illinois. Between 1840 and 1855 the firm built many bridges on different railroads in New England, including the Boston & Maine, Vermont Central, and the Fitchburg. Mr. Collins continued this work until Mr. Cushing's death in 1868. He also practiced as a civil engineer and surveyor, making both railroad and land surveys, and was an authority on Howe truss bridge construction."¹⁰

William Faris Comings

Born November 13, 1803 in Cornish and died May 29, 1859. The Cornish town history mentions that Comings helped his brother-in-law Bela J. Fletcher build the covered bridge over the Connecticut River between Cornish and Windsor, Vermont.¹¹ He held a commission of major in the State Militia. He was married first to Abigail Bryant and second to Mercy C Jenne. He is buried in the Comings Cemetery in Cornish.

Anthony Coombs, Jr.

Anthony Jr. was born November 6, 1791 in Winchester, the son of soldier Anthony Coombs, Sr. (1753-1817), who settled in Winchester from Massachusetts shortly after the American Revolution. The elder Coombs and his family were "warned out" of Winchester in 1783 but apparently, they did not take the threat seriously because they remained. He is credited with building the Coombs Bridge in Winchester. He died April 6, 1872 and is buried in Winchester.

David Cummings

David Cummings was born February 7, 1804 in Hancock. He first married Eunice Priest in 1833 and then Hannah Dodge in 1834. According to the 1889 Hancock town history, he "was an excellent carpenter, and built the covered bridge at Hancock Factory [now Bennington] in 1834."¹² He was living in Cassadaga, New York in the 1850 census where he was listed as a carpenter. He died on September 5, 1858 and is buried in Sinclairville, New York.

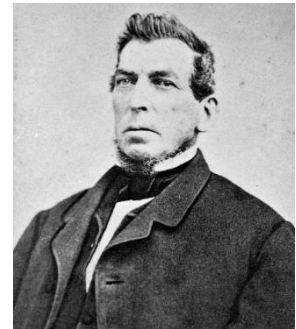
¹⁰ *The Railroad Gazette*, Volume XL, Number 17, April 20, 1906, page 126

¹¹ Child, William Henry; *History of the town of Cornish, New Hampshire, 1763-1910; 1911*, page 113

¹² Hayward, William Willis. *The History of Hancock, New Hampshire, 1764-1889*. Vox Populi Press, S. W. Huse & Company, 1889, Page 476.

Thomas H. Cushing

The Dover Public Library's 1990 Heritage Walking Tour mentioned that the brick homestead at 230 Washington St. in Dover, NH, "built ca. 1850 by tycoon Thomas H. Cushing, is still owned, nearly a century and a half later, by descendants of Mr. Cushing. Thomas Hanson Cushing was born in Dover on February 26, 1805. He married, in 1824, Caroline Torr, and embarked on a highly successful career as a railroad bridge builder. Because railroads all over the country were expanding so rapidly, Cushing's contracting and engineering skills were in great demand. He erected railroad bridges not only throughout New England for the B&M system but also in Maryland, Ohio, and Illinois. From 1838 until 1840, he was building bridges for the Northern Cross Railroad and Illinois Central Railroad, the first railroads in Illinois. He also developed extensive real estate holdings in Dover: between 1841 and 1860 there were 57 deeds registered in his name; and he was proprietor of the Cocheco Planing, Sawing, and Turning Mill on Gulf Road." He died May 6, 1868 and is buried in Pine Hill Cemetery in Dover.



Leonard Farley

He is reported to have built the Runnells Bridge in Nashua. A search for his name doesn't provide much information other than this notation on notices for homes for sale – "Built by Leonard Farley a renowned covered bridge builder in his day." There was a Leonard W. Farley, carpenter, living in Hollis in 1860. That is probably the Leonard W. Farley (August 9, 1805 – June 11, 1889) buried in East Cemetery in Hollis. The Find-a-Grave entry notes that he was a builder of several homes in Hollis and a deacon of the Hollis Baptist Society.

Pliny A. Fellows

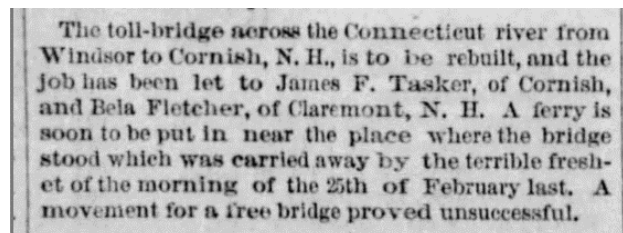
Pliny Fellows was born in Grafton, NH in 1833 and was living in Andover at the time of the 1850 census. He and his brother Byron followed the gold rush to California in the early 1860's but were back in New Hampshire by the time Pliny married Mary Ann Stevens in Webster on September 28, 1867. He appears to have remained in Salisbury until his death on March 27, 1925 at age 91. Fellows built Peters Bridge in Salisbury (1883-1945).

John Flagg

The only John Flagg living in the Andover area who could have been the appropriate age to be building bridges in the 1870's was the one born June 13, 1828 in Hermon, Maine. He was a carpenter living in Franklin at the time of the 1870 census with his wife Lizzie. They were in Concord at the time of the 1880 census. John died in Manchester on November 3, 1888. He is buried in Concord. John Flagg is credited with building the White and Seavey bridges in Andover in the 1870's. Both were replaced in the 1930's.

Bela Fletcher

Bela Fletcher was born on January 16, 1811, possibly in Newport. Other than his work with James Tasker on the Connecticut River bridges in Cornish and Orford, Fletcher is also credited with two covered bridges in Norwich, Vermont, both built in 1866. He died on July 26, 1877 of consumption (tuberculosis) and is buried in Claremont's Pleasant Street Cemetery.



Vermont Record, Thursday, May 3, 1866, Page 4

Calvin Gage

Calvin Gage was born in Penacook on November 17, 1811. He was a lumber dealer and carpenter in Concord often working with his brother John C. Gage. He also operated a large lumber mill at Ottawa, Ontario for many years. In addition to building the twin covered bridges in Penacook he is credited with building the first cotton mill in town along with a number of other structures.¹³ Gage died on January 31, 1889 and is buried in Plains Cemetery in Boscaawen.

Charles Gray

Charles Gray was born in Hancock, December 19, 1800. He first married Edna Wilson in 1820 and they had seven children. Secondly, he married Olive Stiles (1801-1849).¹⁴ He is credited with building churches in Bennington and Greenfield and built the hotel at Hancock Factory (now Bennington) in 1839. The 1889 Hancock town history states that he worked on the covered bridge between Hancock Factory and Antrim in 1832 (page 618). However, on page 476, it states that the bridge was built in 1834. Later, Gray built the County Bridge connecting Hancock and Greenfield.¹⁵ He died on May 12, 1877 and is buried in Sunnyside Cemetery, Bennington.

Albert Hamilton

Albert Hamilton was born in Waterboro, Maine on July 26, 1833. He married Malvina Wilks on December 2, 1856 and settled in Andover in 1875.¹⁶ He built three covered bridges in Andover in the early 1880's including the standing Keniston bridge. He was also involved in the construction of Andover's town hall. He was living in Andover Center with his wife Malvina (Edwards) in 1880 and moved to Lebanon shortly after. Malvina died in Lebanon in 1901. Albert died at the Grafton County home in Haverhill on July 3, 1912.

H. B. Harriman

Hezekiah B. Harriman was born in Warner on July 5, 1819 to Moses and Lucy Harriman. He married Hannah Bailey on November 28, 1843. He was listed as a house carpenter in Warner in the 1860 census. The 1879 History of Warner by Walter Harriman shows that he was a selectman in 1861 and 1862.¹⁷ In 1864, he was a state representative.¹⁸ Warner's 1866 Town Report shows a payment of \$441.55 to H. B. Harriman for "building Bagley Bridge" and \$118.05 to W. S. Davis & Co. for the lumber. Harriman moved to Waverly, Iowa during the summer of 1868 and lived there until his death on November 20, 1910.

David Hazelton

David Hazelton (1832-1908) was born at Dorchester (near Rumney) in 1832. He grew up on a farm, with a stepfather who was an oxbow maker. Where he learned bridge building is unknown, but by 1864, in his early thirties, Hazelton began to work continuously for 25 years on various railroads, eventually becoming Master of Bridges and Buildings for the entire Boston & Lowell system. The Boston & Maine Railroad acquired control over the Boston & Lowell system by lease in 1887.¹⁹ Hazelton died in Concord on August 11, 1908 and is buried in Blossom Hill Cemetery.

¹³ Brown, David Arthur; *History of Penacook, N.H., 1902, page 24, 367-369*

¹⁴ *History of Hillsborough County, New Hampshire, Philadelphia: J.W. Lewis & Co., 1885, page 288.*

¹⁵ Hayward, William Willis. *The History of Hancock, New Hampshire, 1764-1889. Vox Populi Press, S. W. Huse & Company, 1889, Page 618.*

¹⁶ Eastman, John R.; *History of the Town of Andover, New Hampshire, Part II, 1910; page 185.*

¹⁷ Harriman, Walter. *The History of Warner, New Hampshire, for One Hundred and Forty-four Years, from 1735 to 1879. Republican Press Association, 1879, Pages 393 & 394.*

¹⁸ Harriman, Walter. *The History of Warner, New Hampshire, for One Hundred and Forty-four Years, from 1735 to 1879. Republican Press Association, 1879, Pages 397.*

¹⁹ Garvin, James. *Wooden Bridges On the Boston & Maine Railroad, New Hampshire Division of Historical Resources, 2004.*

Col. Stephen Long

Stephen Harriman Long was born in Hopkinton on December 30, 1784, the son of Moses and Lucy (Harriman) Long. He received an A.B. from Dartmouth College in 1809 and an A.M. from Dartmouth in 1812. He served in the US Army Corps of Engineers for many years attaining the rank of colonel. During that time, he made numerous expeditions to map the western part of the country. He is also noted for his developments in the design of steam locomotives. In 1830, he patented his covered bridge truss design and sold the rights to construct "Long's patent" bridges to various individuals in different parts of the country. His cousin Horace Childs was one of those builders who used this design before developing his own. Long died in Illinois on September 4, 1864 and is buried in the Alton Cemetery in Alton, Illinois.

Harmon Marcy

The 1949 Annual Report of the Town of Plymouth noted that Attorney James Milton McQuesten (1810-1875), agent for the Town of Plymouth, entered into an agreement on June 14, 1850 with Harmon Marcy (1819-1894) of Littleton to build a new bridge. The agreement reads, "said Marcy agreed to proceed to frame, raise and finish a covered bridge across Baker River for the Town of Plymouth at the site known as Smith's Bridge. To be built on the same plan and same style as the ancient Lafayette bridge between Plymouth Village and Holderness."

Harmon Marcy was born in 1819 in Johnson, Vermont, to Guy Marcy (1786-1866) and Polly Taylor (1788-1867). Marcy moved to Littleton where he worked as a millwright and bridge builder with his partner, Philip Henry Paddleford, son of noted bridge builder and truss designer Peter H. Paddleford. Two days after Marcy entered into the contract with the town of Plymouth, he married Henry's sister, Julia Paddleford (1826-1860). The young couple moved into the Paddleford home after their marriage. They moved to Shelbyville, Illinois, where Julia would die in 1860. Five years later, Marcy moved to Lee County, Iowa, and worked as a bridge builder and contractor. Marcy died while living with his brother in Malcom, Iowa.

FRAME BRIDGES.

The subscriber would respectfully inform the public, and particularly Railroad and Bridge Corporations that he will build Frame Bridges, or vend the right to others to build, on Col. Long's Patent, throughout the United States, with few exceptions. The following sub-Agents have been engaged by the undersigned who will also attend to this business, viz.

Horace Childs,	Henniker, N. H.
Alexander McArthur,	Mount Morris, N. Y.
John Mahan,	do do
Thomas H. Cushing,	Dover, N. H.
Ira Blake,	Wakefield, N. H.
Amos Whitmore, Esq.,	Hancock, N. H.
Samuel Herrick,	Springfield, Vermont.
Simon Herrick,	do do
Capt. Isaac Damon,	Northampton, Mass.
Lyman Kingsly,	do do
Edjah Halbert,	Waterloo, N. Y.
Joseph Hebard,	Dunkirk, N. Y.
Col. Sherman Peck,	Hudson, Ohio.
Andrew E. Turnbull,	Lower Sandusky, Ohio.
William J. Turnbull,	do do
Sabrid Dodge, Esq., (Civil Engineer,)	Ohio.
Booz M. Atherton, Esq.,	New-Philadelphia, Ohio.
Stephen Daniels,	Marietta, Ohio.
John Rodgers,	Louisville, Kentucky.
John Tibison,	St. Francisville, Louis'a.
Capt. John Bottom,	Tonawanda, Penn.
Nehemiah Osborn,	Rochester, N. Y.

Bridges on the above plan are to be seen at the following localities, viz. On the main road leading from Baltimore to Washington, two miles from the former place. Across the Metawamkag river on the Military road, in Maine. On the national road in Illinois, at sundry points. On the Baltimore and Susquehanna Railroad at three points. On the Hudson and Patterson Railroad, in two places. On the Boston and Worcester Railroad, at several points. On the Boston and Providence Railroad, at sundry points. Across the Contoocook river at Hancock, N. H. Across the Connecticut river at Haverhill, N. H. Across the Contoocook river, at Henniker, N. H. Across the Souhegan river, at Milford, N. H. Across the Kennebec river, at Waterville, in the state of Maine. Across the Genesee river, at Mount Morris, New-York, and several other bridges are now in progress.

The undersigned has removed to Rochester, Monroe county, New-York, where he will promptly attend to orders in this line of business to any practicable extent in the United States, Maryland excepted.

MOSES LONG.

General Agent of Col. S. H. Long
Rochester, May 22d, 1836. 19y-4f.

List of Agents authorized to construct bridges using Long's patented truss design.

*American Railroad Journal,
January 7, 1837, page 16.*

Peter Paddleford

Peter Paddleford was born in Enfield on September 14, 1785. He moved with his father, Philip, to Monroe, in the early 1800s. In 1816, the younger Paddleford was issued US Patent 2,594X for a spinning device which is not recorded as having been produced. In 1830 he moved to Littleton, where he spent most of his remaining years. Paddleford first used the Long truss design, but later created his own by modifying the Long truss, stiffening it with a system of interlocking counterbraces. While the Paddleford truss design was never patented, it was widely used, especially in New Hampshire, Orleans and Caledonia Counties in Vermont and northwestern Maine.²⁰ His first self-designed bridge was possibly Joel's Bridge in Conway, which was constructed in 1846, working in partnership with his son Philip. Peter Paddleford retired in 1849, although Philip (also referred to as Henry) continued to build bridges. Paddleford died in Littleton on October 18, 1858 and is buried in Glenwood Cemetery in Littleton.

Philip Henry Paddleford

Philip Henry Paddleford was born on April 25, 1815. He followed the bridge-building trade of his father, Peter Paddleford, using his father's truss design. He married Louisa Pierce in Lunenburg, VT, on March 20, 1845. Philip died on April 11, 1876 and is buried in Glenwood Cemetery in Littleton. He is credited with building a number of bridges including the Bridge Street and Federal bridges in Concord in 1850 and a short-lived bridge at Sewall's Falls in Concord which was built in 1853 and destroyed during a windstorm in 1862.

Ford Pollard

Not much has been found about this man who is credited with building the Fletcher Bridge (1837) in Amherst²¹ and Turkey Hill Bridge (1859?) in Merrimack. He may be the James F. Pollard who died on March 19, 1848 at age 47 and is buried in the Old Dunstable Cemetery in Nashua with his wife Lucinda. He was listed as a Housewright in the 1843 Nashua directory. Although the generally accepted construction date for the Turkey Hill Bridge is 1859, Pollard died 11 years earlier in 1848. An article in the April 1961, Covered Bridge Topics (page 3) listed the construction date as 1837 which is the same year he reportedly built the Fletcher Bridge.

Capt. Charles Richardson

Charles Richardson was born November 28, 1806 in Templeton, Massachusetts, the son of John Richardson (1758-1823) who served in the Revolutionary War. Charles married Unity Partridge on February 28, 1832 in Templeton and she died four years later. On January 23, 1838, he married Miranda Cook and moved to Waterford, Vermont where their children were born. By the 1870 census, he was living in Northumberland where he remained until his death on December 7, 1894 from heart failure. He is buried in Northumberland. His headstone has "Capt. Charles Richardson", but details of military service have not yet been found. Mr. Richardson is credited with building the covered bridges at Stark and Groveton.

35	71	70	Richardson Charles	64	M	W	Bridge Builder
36			Miranda	46	M	W	Wife of Charles
37			Clara	22	M	W	Milliner
38			Joseph	20	M	W	At home
39			Edward	16	M	W	Laborer

1870 Census, Northumberland, NH

²⁰ Nelson, Joseph C.; *Spanning Time – Vermont's Covered Bridges*; 1997; page 252.

²¹ *History of the Town of Amherst, Hillsborough County, New Hampshire, Daniel Franklin Secomb · 1883 · Amherst (N.H.), page 435.*

Joshua Sanborn

Joshua Sanborn (1817–1886) was the son of Jacob Sanborn (1788–1856) and Mary Morse (1795–1858). He married Nancy T. Foster (1816–1898), and the couple had at least one child. Sanborn owned and operated a farm in Henniker, where he lived with his wife until his death from heart disease at age sixty-eight.²² He is credited with the construction of the Dalton Bridge in Warner.

Zadoc Taft

The Thompson Bridge was built in 1832 by local resident and master craftsman Zadoc Taft. The bridge connects Swanzey with West Swanzey across the Ashuelot River and replaced an earlier, uncovered structure built in 1774. Taft was born September 12, 1786 in Winchester. He died November 30, 1866 and is buried in Mount Caesar Cemetery, Swanzey.

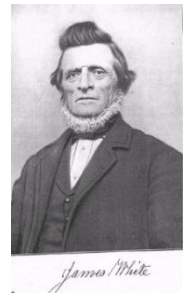


James Tasker

James Tasker was born on September 15, 1826 and died on July 18, 1903. He is buried in the Comings Cemetery in Cornish City. He first married Elizabeth Mary Kelley. After she died, he married her sister, Addie S Kelley. Tasker is best known for constructing covered bridges in Cornish including the Cornish-Windsor Bridge crossing the Connecticut River which he built with Bela Fletcher.²³ Prior to the Cornish-Windsor Bridge, Tasker and Fletcher built a covered bridge over the Connecticut between Orford, NH and Fairlee, VT (1856-1936). His work also includes the Blow-Me-Down, Blacksmith Shop and Dingleton bridges in Cornish; Meriden bridge in Plainfield; Stoughton, Salmond and Upper Falls bridges in Weathersfield, VT; and Martin's Mill bridge in Hartland, VT.

James White

James White, was born in New Boston, New Hampshire on March 1, 1808. At the age of six years of age his parents moved to Calais, Vermont and he attended schools there. After serving an apprenticeship as bridge builder, he went to Manchester, New Hampshire. In 1837 he removed to Nashua and became one of the foremost contractors and bridge builders in New England. He married Rebecca McConihe on June 26, 1838 and they resided in Nashua. He was listed as a carpenter in the 1850 census and a bridge builder in the 1860 census. James died on August 19, 1868. The death record also noted his occupation as a bridge builder.



Frederick Whitney

Frederick was born about 1807 in Henniker where he lived his entire life. He worked with Horace Childs on many bridges and is credited with building two Henniker bridges of his own. According to the 1880 Henniker town history, he first married Fidelia Woods on January 12, 1835. She died June 2, 1857. He then married Mrs. Hannah B. Carter of Warner on May 12, 1864. He was a carpenter by trade. "A warm-hearted, genial man. He died very suddenly, May 20, 1878."²⁴ His occupation was listed as undertaker on his death certificate. He is buried in Henniker.



²² Chandler, Kim Varney. *Covered Bridges of New Hampshire*, 2022, Pages 41-42.

²³ Child, William Henry; *History of the town of Cornish, New Hampshire, 1763-1910; 1911*; pages 363-364

²⁴ Cogswell, Leander W.; *History of the Town of Henniker, Merrimack County, New Hampshire; 1880*; pages 782-783

Dutton Woods

Dutton Woods was born in Henniker, October 19, 1809, to William & Betsy (Dutton). After a brief time in his father's mill, he apprenticed as a carpenter and bridgewright under the Childs Brothers. At age 28, he went out on his own constructing highway and railroad bridges. He married Hannah Chase from Henniker. In 1850 he left Henniker, lived in Contoocook for a few years and then moved to Concord, where he lived until his death on May 22, 1884. A Henniker history suggests "In twenty five years he constructed ten thousand lineal feet of truss bridging"²⁵ A memorial notice

1111	1093	Dutton Woods	50	in	Bridge Builder
		Moore's C.	50	ft	

in *Engineering News*,
commends that "Among his

1860 Census, Concord, NH

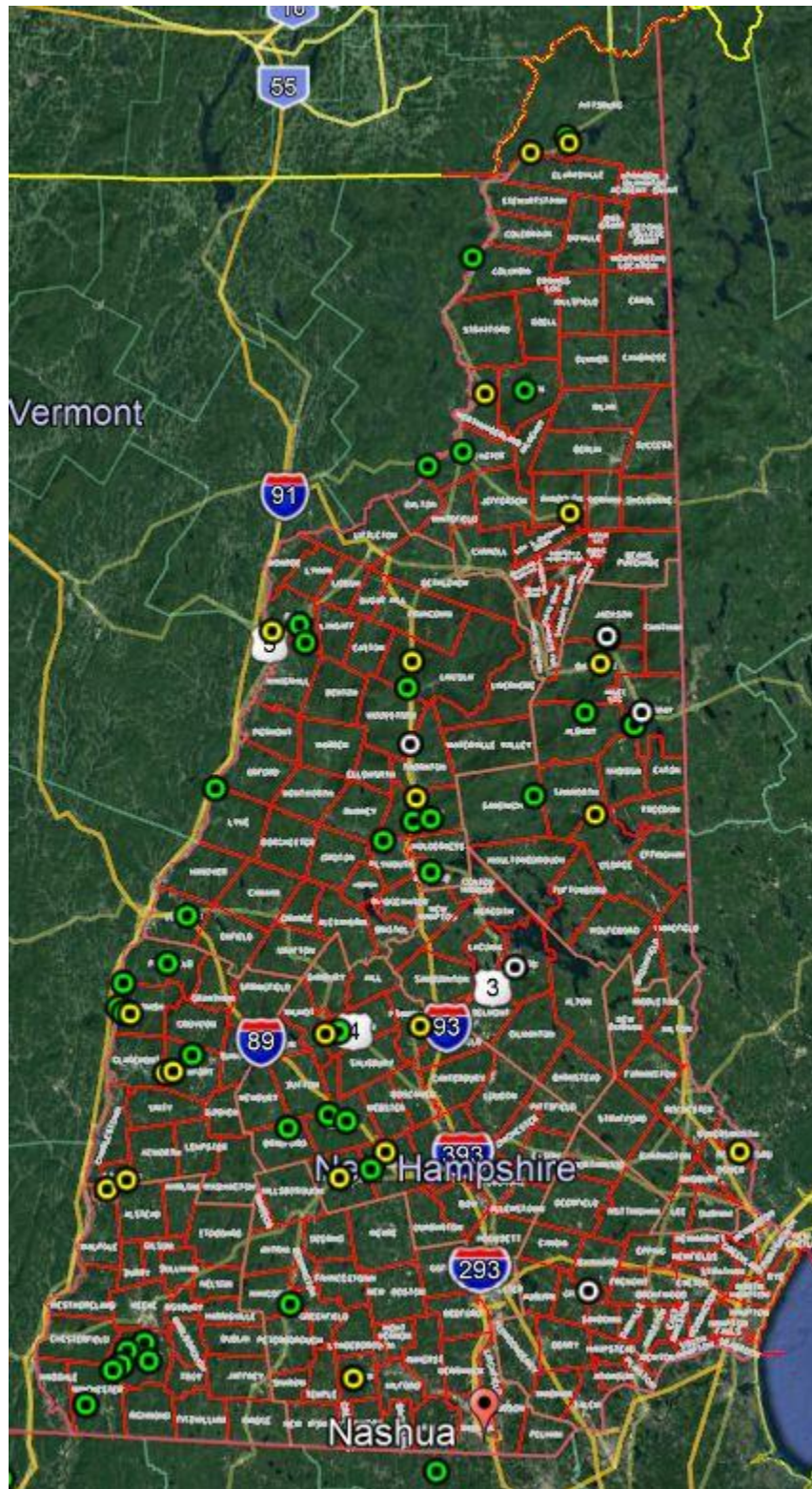
best works was the construction of a large double tracked (Double Barrel Railroad) bridge at Goff's Falls".²⁶ This would be the Moore's Crossing Bridge. At the annual meeting in March 1864, the Selectmen of Amherst were authorized to build a new bridge over the Souhegan River near the pauper farm. They hired Dutton Woods to build it for \$2,000.²⁷

²⁵ Cogswell, Leander W.; *History of the Town of Henniker, Merrimack County, New Hampshire; 1880; pages 798-799*

²⁶ *Names & Places and Windows through Time* by Will Truax, May 4, 2012,
<https://bridgewright.wordpress.com/2012/05/04/names-places-and-windows-through-time/>

²⁷ *History of the Town of Amherst, Hillsborough County, New Hampshire, Daniel Franklin Secomb · 1883 · Amherst (N.H.), page 435.*

Covered Bridge Locations in New Hampshire and Nearby Massachusetts



Green = open to vehicle traffic. Yellow = Pedestrian / Snowmobile / ATV White = Small or Privately-owned