

ings, except passages necessary for carting, &c., between the buildings. It was considered by me very important to guard against fire risk, and baking ovens are, at best, dangerous as to fire, especially when the gas made in the process of heating varnished surfaces becomes confined in contact with red hot stoves. Some large manufacturers had then recently adopted the use of steam to heat their japanning ovens, the Wheeler & Wilson Manufacturing Company, of Bridgeport, being one of them, and the parties who built and steam piped the ovens for that Company convinced me that steam heat was just what was wanted for heating the kilns that I proposed to build for heating and coloring iron. I had no knowledge as to the temperature of steam heat, and did not enquire, but relying upon the statements of men practical in steam heating, I had heating kilns built and heated by steam. They were built immediately over the steam boilers that furnished the steam power for the whole works, and not more than five feet above. They were built of brick with an inside lining of plaster-of-Paris, were lined with steam pipes as close together as they could be placed, and connected in the most improved manner directly with the boilers underneath. Steam was used at a pressure of 70 lbs. to the square inch, indicating a temperature of over 300° Fah. After repeated attempts at bronzing hardware in these kilns as we had been accustomed to bronze it in New Britain, and not succeeding for want of sufficient heat, and there being no other place on the premises where other kilns could be built in safety as to fire-risk and convenient for use, the bronzing of hardware was temporarily suspended. During the latter part of the war (of 1860 to 1865), and immediately afterward, there was a considerable and increasing demand for real bronze hardware, and a consequently an increased demand for the cheaper or imitation bronze hardware of cast iron. We removed one of our steam heated kilns, and put in its place a small sheet iron double walled oven that was heated by an anthracite coal fire in a furnace suspended by iron rods in the boiler room underneath. It proved to be inconvenient in use, although the heat was sufficient, and bronzing or coloring by heat was continued in a small way for a short time there. Not long afterwards we built a heating kiln and furnace on filled in ground on the opposite, or harbor side of the street. The building in which it was placed was of wood, and the construction of the furnace and oven having been such as would not be dangerous as to fire, proved not to be favorable to getting high heat. The foreman in charge of the bronzing, a man of long experience with ornamental coloring, varnishing, &c, found that by using bronzing mixtures slightly colored, and with quick dryers, high heat was not only unnecessary, but that low heat answered every purpose as to bronzing general hardware, and made a great saving in fuel, in repairs of furnace, of discomfort to the employes, and consequently of wages. This plan has been continued to the present time upon all articles except 'English Finish' carriage knobs. The requirements for a first class carriage knob are that the surface should be brilliant in color, with a firm unyielding surface that will neither wear nor break under the blows of the hammer in driving or other hard usage, and that will not yield to time, sun or moisture in any weather. A varnish having in it very considerable oil or nearly all oil, put on in very thin and repeated coats, and each coat baked at a high heat is necessary for the best grade of carriage knobs. Bronzed door butts were not made by us in those years. The process by which these butts are, and always have been bronzed by Sargent & Co., since they began to make them to the present time, is correctly described in the deposition of Henry B. Sargent in this case."

Gregory Cook or Cooke (d. 1690), ancestor of most of us, of Massachusetts Bay Colony, was in Cambridge as early as 1665, was a constable there in 1667. He was a selectman of Mendon in 1669 and 1670, and was in Watertown in 1673 and 1684. Though his occupation was that of cordwainer or shoemaker, he owned at various times several pieces of farm land. The largest piece, 112 acres, purchased in 1670 from Jeremiah Dummer of Boston, was partly in Cambridge and partly in Watertown. The house on the property was finally pulled down in 1823. He was married first September 25, 1645, to Mary White, our ancestor, who died August 17, 1681. He was married second in November 1681 to Susan Goodwin, a widow, who survived him. He died intestate January 1, 1690. His son Stephen, our forebear, was administrator of his estate, which was inventoried for £191, 11s. Stephen's daughter Mary married Nathaniel Jones. From the latter pair we are descended in two lines: Their daughter Rebecca married Daniel Denny and was a great grandmother of Joseph Denny Sargent, and their son Nathaniel was a grandfather of Mindwell Jones, the wife of Joseph Denny Sargent. (See genealogical charts in Sargentria of December 15, 1943, and April 26, 1948.)

Joseph Bradford Sargent (1822-1907), president of Sargent & Company, made an affidavit March 24, 1880, in a law suit for infringement of patents, Hiram Tucker vs. Sargent & Co., in the United States Circuit Court, District of Connecticut. It is one of several affidavits for defendants in the printed records of the case, which was decided in favor of Sargent & Company. Tucker carried it to the Supreme Court where he also lost. Purmort Bradford in 1880 was superintendent and F. W. Brooksieper had returned to the company as a contractor. The affidavit follows: "I, J.B. Sargent, of New Haven, being of lawful age, and duly sworn, depose as follows: I was a merchant doing business in the City of New York, and personally attending to that business to the 1st of May, 1856. While doing business in New York I received, for sale, large quantities of the hardware of Peck, Walter & Co., and their successors the Peck & Walter Manufacturing Company, of New Britain, Conn., consisting, in part, of black japanned carriage knobs. On or about the 1st day of May, 1856, I went to New Britain to reside (having purchased considerable of the stock of the Company), and took charge of the manufacturing, though quite ignorant of it. Large quantities of English made black carriage knobs had been, and still continued to be, imported and, on account of their superior finish and color, sold for a very much higher price than American made black knobs. Feeling determined, if possible, to have knobs manufactured and finished and colored equal to the English knobs, I obtained samples of them, and requested Mr. Purmort Bradford, the foreman of the iron foundry, to make such experiments as might be necessary to attain that end. I have read the deposition of Mr. Bradford in this case, and what he has stated therein in reference to his coloring knobs and other hardware is true, of my own knowledge. His experiments were my own first important experiences and investigations in the hardware manufacturing business, and I took much interest in those experiments and the results with other goods, that followed the discovery then so made, that polished iron covered with a thin coating of an oily varnish, and subjected to a very high heat became beautifully bronzed. In the following spring of 1857, I had a small brick building erected expressly for the purpose of heating kilns, and the attending work, in which I had built two baking or heating kilns, each larger than the one before used, and with much better facilities for obtaining high heat. The business of coloring the 'English Finish' knobs was carried on in one of them, using the process described in the deposition of Purmort Bradford, which was polishing the knobs and then covering them with a thin coat of English brown varnish thinned with spirits of turpentine, and subjecting them to a high degree of heat,—the coating and heating being repeated twice after the first process, and the heat as high as 450° Fah. 'English Finish' carriage knobs, thus finished and colored, became from that time, and still remain a regular article of manufacture and sale by the Peck & Walter Manufacturing Company, of New Britain, in 1856, to the present time, by Sargent & Co., of New Haven, their successors. Immediately after the erection of the aforesaid new heating kilns, which were arranged for, and equipped with, thermometers graduated for a heat of 600° Fahrenheit and over (none graduated for less than 600° were used), the Company began to color their 'English Finish' carriage knobs in them by the process described in the deposition of Purmort Bradford, and soon after, while so doing, began and continued the bronzing of sash-fasteners in the same manner as bronzing the knobs as aforesaid, with the same material, applied in the same manner and subjected to the same heat, but coated and heated only once. Exhibit 'Sargents sash-fastener' are sash-fasteners of the description so bronzed. They are cast iron. At the same time, the Peck & Walter Manufacturing Company manufactured the same description of sash-fasteners in wrought sheet brass which were bronzed by chemicals under the direction of F. W. Brooksieper, and the color of the bronzed iron sash-fasteners was intended to be near the color of the chemically bronzed brass sash-fasteners. I have not been able to find a brass sash-fastener of this description, and therefore offer exhibit 'Bronzed Brass', which is a piece of wrought sheet brass, bronzed by the same process as were the bronzed brass sash-fasteners. These sash-fasteners were known as 'Sargent burglar proof sash fasteners', and were the joint invention of F. W. Brooksieper and myself, and patented in 1858. Quite large quantities of said cast iron bronzed sash-fasteners were made and sold by the Peck & Walter Manufacturing Company during the employment of F.W. Brooksieper by that Company, prior to his leaving, in 1859, and the business was continued without interruption till the establishment was removed from New Britain, in 1864. During the time from in 1857 to 1864, very considerable quantities of other hardware were made and sold, that were bronzed by substantially the same process, particularly described in the deposition of F.W. Brooksieper (in this case), which deposition I have read, and I know of my own knowledge, that that part relating to bronzing looking-glass frames, coat and hat hooks, cup-board catches, jamb hooks, &c., by him, are true. He had the general charge of finishing fancy hardware till he left to go into business for himself, in the year 1859. I well remember being called upon for new thermometers, during the employ of Mr. Brooksieper prior to his leaving in 1859, to replace those that had been burst by the heat in the heating kilns in which iron articles were being heated, the bursting being caused by the vaporising of the mercury in the tubes, while during some windy day, the heat had, unnoticed, run so high as the vaporizing point of mercury. The business of bronzing or coloring iron articles of hardware by the process of thoroughly cleansing the surface from sand and scale (and usually polishing the prominent surfaces), covering the surface with a thin coating of oily varnish, and then subjecting the articles to so high a heat as would turn the color of bright uncoiled and unvarnished iron to a straw color, has been continued by the Peck & Walter Manufacturing Company, and its successors, from the year 1856, to the present time, without interruption except for a short time after May 1, 1864. I became the owner of all the stock of the Peck & Walter Manufacturing Company, in the year 1858, but continued the business in the name of that Company, afterwards in the name of the Peck & Walter Manufacturing Company, J.B. Sargent & Co., proprietors, then as J. B. Sargent & Co., to July 1864. Beginning in May, 1863, and to May, 1864, I built very largely in New Haven, to which place the manufacturing business was removed May 1, 1864. The upland purchased in New Haven, was entirely covered with build-

Joseph Bradford Sargent (1822-1907), grandfather of thirty including ye editor, wrote the following letter from St. Louis to his wife in New Haven. The letter bears no year date, but Sunday, January 19th, indicates 1879: "Dear Florence: I presume you would like to know where I have been as well as where I am. Well, I left New York Tuesday at 6 P.M. in company with one of our commercial travellers whose territory is St. Louis and to the Rocky Mountains and knowwhere - about as 'the Plug Hat Hero'. We took a section in a 'Pullman' and arrived in St. Louis Thursday morning at 9 o'clock, 39 hours from New York without change of cars. We ran into a snowstorm a few hours west of Pittsburgh (about noon of Wednesday) and as we got to Indianapolis (at 9 P.M.) the snowstorm had become a rain-storm which continued nearly all night, but before arriving at Saint Louis the weather was cold and freezing, and so continued. I was a little the worse for wear and too high living when I arrived, and kept quiet at my Hotel the whole of Thursday. Friday and Saturday I was hard at work and in fighting condition. I spent two days with one concern (tell Henry) and it will take all day Monday and perhaps part of Tuesday to finish. I expect to be in Chicago Thursday and perhaps the remainder of the week. Consequently I may not go home in less than ten days from now. I have a very pleasant, dirty room at my Hotel. The very black lam-breekins (that spells 'em) were once bright red, and the gimp trimmings were gold color. Everything is smoke-dirty. Bed spread, blankets, pillows and sheets are smoke color. The sky is never seen except on Sunday and at night after the factory chimneys cease smoking, and, even nights and Sundays, the air is full of smoke from house chimneys. It is not so bad here as at Pittsburgh, where the iron and glass works fires never go out. I have been to church today (Unitarian) and heard a sermon that was a great relief to a soul tortured by the sermons of the churches of the true faith. It made me wonder how I could stand it to hear such doctrinal twaddle as I am sometimes compelled to listen to. I forgot to mention that on first entering my room here I noticed a bunch of rope coiled upon the floor under one of the windows, one end being fastened to an iron staple in the wall. In case of fire a fellow (or woman) is expected to throw the rope out of the window - one end remaining attached to the staple - and then slide down the rope to the ground, with his baggage on his back. This is a new law because of the frequent burnings of the Hotels - notably 'the Southern' and 'the Lindell'. Our 'Plug-Hat Hero' won his title at the fire at 'the Southern' when many lives were lost. He was asleep in his room in an upper story about 2 o'clock at night when he was awakened by the screams of the Servant girls - thirty or more, coming down from their rooms higher up. The fire and smoke stopped them at his door. He got his drawers, and boots on, could not wait for pantaloons, vest, or coat, but with his only clothing on him being boots, drawers, night shirt and a new plug hat (stove pipe hat) which he put on his head as he rushed out of his room, he led these servant girls down a narrow back stairway which, in their fright, they had forgotten and which he did not know of till he then discovered it by accident, got them down one or two stories to a window that could be reached by a ladder from an adjoining roof and then passed them out, and then went out himself - dressed as I have stated, and, forgetting his personal appearance, was active for some time after reaching the street in trying to save others. He got into the papers in that dress and it was copied all through this region. I can slide down on a rope and those old buckskin (undressed kid) gloves are just the thing to wear to protect my hands, and they would save my new fur trimmed kids. My writing facilities are bad. Give my love to all the family, keep serene and take much love to yourself and be happy. Affectionately, J.B. Sargent"

BIRTHDAY ANNIVERSARIES

- September 3 - (22d) Mary Sargent Bungardner, daughter of F. Homer Sargent
 (1st) John Hotchkiss Sargent, son of David Collier Sargent
 7 - (21st) Marian Rupert Holland, daughter of Leicester Bodine Holland
 8 - William Parker Sargent, Jr.
 11 - Russell Sargent Fenn, Jr.
 (19th) Joseph Denny Sargent, son of Thomas Denny Sargent
 12 - Elizabeth Collier Sargent, daughter of Henry Bradford Sargent
 15 - Margaret (Daisy) Sargent Fisher, daughter of Joseph Bradford Sargent
 18 - Henry James Wiser, husband of Dorothy Sargent Wiser
 19 - Barbara Sargent Moorehead, daughter of Russell Sargent
 (22d) Thomas Collier Babbitt, son of Margaret (Peggy) Fisher Babbitt
 20 - (25th) John Moffat Sargent, son of Murray Sargent
 (23d) Dorothy Sargent, daughter of Charles Forbes Sargent
 27 - (21st) Mary Dwight Pulford, stepdaughter of Catherine Rice Pulford
 29 - (24th) Ensign George Sargent Grove, son of Barbara Sargent Moorehead

WEDDING ANNIVERSARIES

- September 1 - (14th) Barbara Sargent and Ludwig K. Moorehead
 29 - (20th) Louise Sargent and James William Hinkley, III
 (15th) Sylvia Tilney and Harry Harland Skerrett, Jr.

SARGENTRIVIA

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No. 8

Ziegler Sargent, editor; Agnes W. E. Sargent, assistant editor.

Daniel Lisle Tate, II, son of Alice Sargent Tate, and whose engagement was reported in *Sargentrivia* of June 28th, was married to Miss Hope Maxwell, daughter of Mr. & Mrs. Clair Maxwell, on Saturday, August 7th at 4:30 p.m. in Christ's Church, Rye, N.Y. A reception was held at the Shenorock Club immediately following the ceremony.

Catherine Virginia Deming, daughter of Laura Rice Deming, is engaged to be married to Vincent Roy Mikesbook, son of the late Mrs. Belle Mikesbook of Rochester, N.Y. Kitty is a graduate of the Prospect Hill School, of New Haven, and of the University of Rochester. She received an M.S. degree from Columbia in June, and is now in the social service department of St. Christopher's School at Dobbs Ferry, N.Y. Vincent is an undergraduate at Columbia, and served two years in the U. S. Navy.

Frederick K. Sargent, son of Richard C. Sargent, wrote to the editor on August 6th: "We are now in Illinois. I finished my Pediatric training and took my National Board examination in June in New York City. We had a wonderful two weeks' vacation the first of July with Bobbie and Dick in Murray Bay. Then Janet and I drove out here directly, and I started work at the Clinic on July 19th. I have stepped right into work and have been pretty busy. The Clinic is all that I had hoped for and more. We have our hospital, which is most convenient. We love it out here, and our only problem is housing. We were fortunate to be able to rent for six weeks a very nice house belonging to a University art teacher; however, he returns in September for the start of college, and we must find a home by that time. The housing problem is worse here than anywhere I have seen yet. The University is so expanded that they have spilled over into all available houses. Janet returns Sunday from Minneapolis where she went to get the children. They stayed with their grandparents while we had our vacation trip. We hope that soon we will have an address to invite any travelling Sargents to stop in at. Address for the present - Carle Hospital Clinic, Urbana, Ill."

Wayney F. Sargent, son of George Lewis Sargent, wrote from Pasadena, Calif., on July 21st: ".... What a nice time you all gave me on my trip East. It was a high spot in an otherwise family-less life. ... I found everything going smoothly on my return to Pasadena, and apparently I was missed by my customers during my month's absence. Two days before I returned to take over the operation of the parking lot, the lot accommodated our record number of cars for an 8 hour day. 1,019 cars entered and left the lot on that banner day. Since our capacity is but 84 cars at any one time, you can easily see that we have little time for thumb sucking. An average day, of course, does not hit the astronomic figure of that record load. Average is close to 700 per day. Nevertheless, having even 700 cars in and out calls for eternal vigilance and an eye for possible clashes and crashes. My old tennis training comes in handy here. I mean trying to figure the shot of the opponent before it is played. And, as in tennis, a hard day leaves me dripping and exhausted."

Midshipman Michael M. Grove, 2/o, U.S.N., son of Barbara Sargent Moorehead, sailed on the USS CORAL SEA (CVE43) to Lisbon, Golfe Juan and Gibraltar; thence to Guantanamo, commencing August 7th he will participate in exercises Camid III at Norfolk, after which he will have a month's leave commencing August 24th. Ensign George Sargent Grove, U.S.N., his brother, stationed at Norfolk on the USS BURDO (APD 133) will no doubt transport some of the participants in Camid III.

John M. Sargent, son of Murray Sargent, has a summer job with the New York Trust Company. He was also employed by the bank in the summer of 1947.

Sylvia Tilney Skerrett, daughter of Rhoda Sargent Tilney, and her husband, H. H. Skerrett, Jr., have purchased a small week-end house and studio on Church Street extension in Farmington, Conn. They plan to remodel and make it into a year-round dwelling where they expect to live. Bradford S. Tilney is assisting in the plans.

Josephine Toy Collins Tilney, wife of Bradford S. Tilney, owns and operates the Tilhill Kennels at their home in Cheshire, Conn. Her two miniature poodles (named "Bon Sabreur" and "Bonne Fille") were shown in the Farmington Valley Dog show, recently held in New Britain, and won six prizes including "the best of winners." The dogs were also shown in a sanctioned show in Newtown, Conn., where they won first and second prizes.

Norman Pettit, son of Millicent Lewis Pettit, in early August enlisted for one year in the Air Corps. He has been sent to Texas for training.

Roswell G. Ham, Jr., stepson of Hilda Sargent Ham, has moved to California, where he is reported to be doing some writing.