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NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire Department of Libraries, Arts & Historical Resources 603-271-3483  
Walker Building, 15 South Fruit St., Box 2043, Concord, NH 03302-2043 603-271-3558

June 5, 1989

Virginia Colby, President  
Cornish Historical Society  
White Swan Farm  
Saint-Gaudens Road, RR2, Box 100  
Cornish, New Hampshire 03745

Dear Mrs. Colby:

Thank you for your kind letter!

Our request for the Cornish-Windsor Bridge state highway historical marker is on its way to the Department of Transportation, so that it will be all ready for processing as soon as the "new year" funds are available. I'm enclosing a copy of the request, for your files.

Later in the summer, someone from NH DOT will probably contact you to discuss possible locations for the marker; so be thinking about good places for it--subject, of course, to safety and traffic considerations.

I'm grateful for your patience and perseverance. If you have any questions, please call.

With appreciation,

Linda Wilson  
Deputy SHPO

enclosure

cc: R. Stuart Wallace, Director/SHPO  
Markers: Cornish  
CB-PR/TA

# 158

State of New Hampshire  
Department of Libraries, Arts & Historical Resources  
DIVISION OF HISTORICAL RESOURCES  
Walker Building -- 15 South Fruit Street  
Box 2043  
Concord, New Hampshire 03302-2043  
603-271-3483 603-271-3558

Date: June 2, 1989  
File: Cornish-Windsor Bridge  
RE: State Highway Historical  
Marker Request

TO: Frank B. Lindh, Jr., P.E., Traffic Engineer  
Administrator, Bureau of Traffic  
NH Department of Transportation  
Sheep Davis Road  
Concord NH 03301

**REQUEST FOR PURCHASE OF STATE HIGHWAY HISTORICAL MARKER**

Please place an order with the NH Division of Purchase & Property for the following state highway historical marker:

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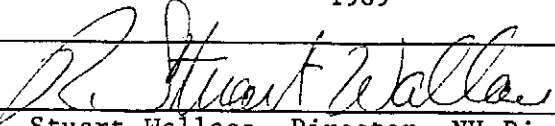
MUNICIPALITY: Cornish, New Hampshire  
LOCATION: Along NH Route 12-A at the eastern (NH) end of the Cornish-Windsor Bridge  
CONTACT: Virginia Colby, President  
Cornish Historical Society  
White Swan Farm  
Saint-Gaudens Road, RR2, Box 100  
Cornish, New Hampshire 03745  
603-675-2209  
PROGRAM: Regular (all costs paid by the State of New Hampshire)  
MARKER TYPE: Double-sided (same text both sides)

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TITLE: CORNISH-WINDSOR BRIDGE  
TEXT: Built in 1866 at a cost of \$9,000., this is the longest wooden bridge in the United States and the longest two-span covered bridge in the world. The fourth bridge at this site, the 460-foot structure was built by Bela J. Fletcher (1811-1877) of Claremont and James F. Tasker (1826-1903) of Cornish, using a lattice truss patented by architect Ithiel Town in 1820 and 1835. Built as a toll bridge by a private corporation, the span was purchased by the State of New Hampshire in 1936 and made toll-free in 1943.

1989

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APPROVAL: Approved:   
R. Stuart Wallace, Director, NH Division of Historical Resources -- NH State Historic Preservation Officer

cc: Virginia Colby  
CB-PR/TA

State of New Hampshire  
Department of Libraries, Arts & Historical Resources  
DIVISION OF HISTORICAL RESOURCES  
Walker Building -- 15 South Fruit Street  
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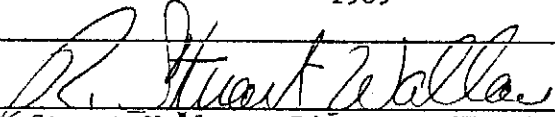
MUNICIPALITY: Cornish, New Hampshire  
LOCATION: Along NH Route 12-A at the eastern (NH) end of the Cornish-Windsor Bridge  
CONTACT: Virginia Colby, President  
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1989

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APPROVAL: Approved:   
R. Stuart Wallace, Director, NH Division of Historical Resources -- NH State Historic Preservation Officer

cc: Virginia Colby  
CB-PR/TA

MAY 31 1989

VIRGINIA COLBY

WHITE SWAN FARM

SAINT-GAUDENS ROAD, RR 2, BOX 100  
CORNISH, NEW HAMPSHIRE 03745

-----  
603-675-2209

May 25, 1989

Linda Ray Wilson, Deputy State Historic Preservation Officer  
State of New Hampshire  
Department of Libraries, Arts & Historical Resources  
Box 2043  
Concord, NH 03302-2043

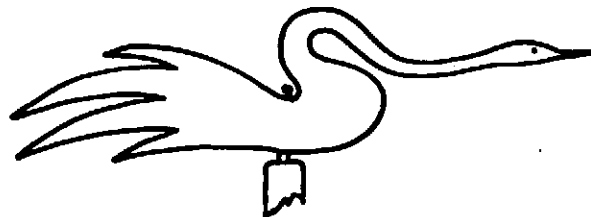
Dear Linda,

Thank you for advising me about the Cornish-Windsor covered  
bridge marker.

I am so glad it will be installed this year. The text is  
just fine.

Sincerely,

*Virginia Colby*





NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire Department of Libraries, Arts & Historical Resources 603-271-3483  
Walker Building, 15 South Fruit St., Box 2043, Concord, NH 03302-2043 603-271-3558

Virginia Colby  
White Swan Farm  
Saint-Gaudens Road  
RR#2, Box 100  
Cornish, New Hampshire 03745

May 16, 1989

Dear Mrs. Colby:

I'm very happy to report that we are at last able to spend more time on the state highway historical marker program--and that the Cornish-Windsor Bridge is our #1 priority. I'm enclosing a copy of the proposed text (modified slightly, based on in-house recommendations, from the original submission), for your consideration.

The use of "Cornish-Windsor Bridge" for the title is to conform with the "historic name" designation in the National Register listing, and with the standard NHDOT bridge classification system.

With respect to the length, DHR staff checked a number of sources and discovered that several lengths have been cited over the years. Among the lengths given are abutment-to-abutment length, length along the ridge, length of the floor, and length of the top chords. We chose the latter, as given in Richard T. Dana, The Bridge at Windsor, Vermont, and Its Economic Implications (N.Y.: Codex Book Co., 1926); we settled on this not only because it has been published as the official length, but also because Richard Sanders Allen uses it in his Covered Bridges of the Northeast (rev. ed.), as does Donald C. Jackson, in his Great American Bridges and Dams (Washington: Preservation Press, 1988). We thought that it would be best to have the marker information conform to the published dimensions, particularly since we expect that many of the visitors to the bridge will be doing so with the Allen and/or Jackson books in hand!

After you've had a chance to study the revised text, let us know if it's satisfactory; if it is, we will ask NHDOT to order the marker. Unfortunately, because of the imminent ending of the state fiscal year, the actual purchase can't be initiated until after June 30; but that will make it the first marker of the state's "new year."

With best wishes,

Linda Ray Wilson  
Deputy State Historic  
Preservation Officer

cc: R. Stuart Wallace, Director/SHPO  
Markers: Cornish  
CB-PR/TA

enclosure

Proposed revision to marker text:

#### CORNISH-WINDSOR BRIDGE

Built in 1866 at a cost of \$9,000, this is the longest wooden bridge in the United States and the longest two-span covered bridge in the world. The fourth bridge at this site, the 460-foot structure was built by Bela J. Fletcher (1811-1877) of Claremont and James F. Tasker (1826-1903) of Cornish, using a lattice truss patented by architect Ithiel Town in 1820 and 1835. Built as a toll bridge by a private corporation, the span was purchased by the State of New Hampshire in 1936 and made toll-free in 1943.

~~DATA~~ Jim, Ph edit!  
Virginia Colby  
White Swan Farm  
Saint-Gaudens Road  
RR #2, Box 100  
Cornish, New Hampshire 03745

Dear Mrs. Colby:

I'm very happy to report that we are at last able to spend more time on the state highway historical marker program--and that the Cornish-Windsor Bridge is our #1 priority. I'm enclosing a copy of the proposed text (modified slightly, based on in-house recommendations, from the original ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ submission), for your consideration.

The use of "Cornish-Windsor Bridge" for the title is to conform with the "historic name" designation in the National Register listing, and with the standard NH DOT bridge classification system.

After you've had a chance to study the revised text, call us to let us know if it's satisfactory; if it is, we will ask DOT to order the marker.

With best wishes,

lrw  
DSHPO

cc: R. Stuart Wallace, Director/SHPO  
Markers: Cornish  
CB-PR/TA

Linda - This is elegant and diplomatic, as usual. I fear that Mrs. Colby may be hurt by the degree of revisions, but Stu asked me to re-write. Maybe her "pride of authorship" will have been tempered by the passage of three years!

Jim

P.S. - See memo on bridge length, attached.

15 May 1989

To: Linda  
From: Jim  
Re: Length of Cornish-Windsor Bridge

I checked a number of sources on this point and discovered that several lengths have been cited over the years (although, oddly, Virginia Colby's 466-foot measurement appears to be unique to her).

Among the lengths given are abutment-to-abutment length, length along the ridge (used in the NRN, I believe), length of floor, and length of the top chords. I chose the latter, as given in Richard T. Dana, The Bridge at Windsor, Vermont, and Its Economic Implications (N.Y.: Codex Book Co., 1926). I settled on this not only because it has been published as the official length, but also because Richard Sanders Allen uses it in his Covered Bridges of the Northeast (rev. ed.), as does Donald C. Jackson, in his Great American Bridges and Dams (Washington: Preservation Press, 1988). I thought that if anyone should visit the bridge with a reference in hand, it might be disconcerting for them to find a marker giving a different "official" length from their book!

Oddly enough, the construction drawings being used for renovation give only inexact length measurements.



Proposed revision to marker text:

CORNISH-WINDSOR BRIDGE

Built in 1866 at a cost of \$9,000, this is the longest wooden bridge in the United States and the longest two-span covered bridge in the world. The fourth bridge at this site, the 460-foot structure was built by Bela J. Fletcher (1811-1877) of Claremont and James F. Tasker (1826-1903) of Cornish, using a lattice truss patented by architect Ithiel Town in 1820 and 1835. Built as a toll bridge by a private corporation, the span was purchased by the State of New Hampshire in 1936 and made toll-free in 1943.

The elegant text you prepared calls it a "460-foot structure" -- which I assume is based on DOT data (The MR-N says it's "about 465' long").

Proposed Marker Text

If someone asks me  
The source of the #s,  
what do I reply? ☺

Cornish-Windsor Covered Bridge - Built 1866

The longest covered bridge in the U.S.A. spans the Connecticut River from Cornish, N.H. to Windsor, Vt. It is 466 feet long, of Towne lattice timber truss design, built by James F. Tasker of Cornish and Bela Fletcher of Claremont, N.H. It was purchased by the state in 1935 and made "toll-free" in 1943.

National Historic Civil Engineering Landmark 1970.

National Register of Historic Places 1976.

Longest two-span covered bridge in the world.

3/20/86

Dear Linda,

I just wrote an article on the Cornish-Windsor bridge and in so doing discovered an error I made on this marker text, it is written many places that the state purchased the bridge in 1935. However, I find the legislation was proposed in 1935 but the actual purchase was made in 1936.

If this comes to be a don't want any errors -- particularly

on my part. Thanks for your note, and your concern for absolute accuracy (and congratulations on your historical sleuthing achievements)! I'll change "1935" to "1936" as you requested. Best wishes to you, and the bridge, and its friends... Linda 3/27



MAR 24 1986

Revised by  
5/15/89

Proposed Marker Text

Cornish-Windsor Covered Bridge - Built 1866

The longest covered bridge in the U.S.A. spans the Connecticut River from Cornish, N.H. to Windsor, Vt. It is 466 feet long, of Towne lattice timber truss design, built by James F. Tasker of Cornish and Bela Fletcher of Claremont, N.H. It was purchased by the state in 1935 and made "toll-free" in 1943.

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If this comes to be I don't want any errors -- particularly on my part.

State of New Hampshire  
Department of Libraries, Arts & Historical Resources  
DIVISION OF HISTORICAL RESOURCES  
Prescott Park (105 Loudon Road), Building 2  
Box 856  
Concord, New Hampshire 03301  
603-271-3483

Shirley Gray Adamovich, Commissioner  
State Historic Preservation Officer

X CB  
X HMAC /<  
> CWCB/NR-N PROP.  
X CWCB R&C

March 3, 1986

Virginia Colby  
White Swan Farm  
Saint-Gaudens Road  
RFD #2, Box 100  
Cornish, New Hampshire 03745

Dear Mrs. Colby:

I am pleased to acknowledge your submission of a proposed text (with bibliography and background material) for a state highway historical marker to honor the "Cornish-Windsor Covered Bridge," which links Cornish, New Hampshire and Windsor, Vermont.

Because the bridge joins New Hampshire Route 12-A in Cornish with Bridge Street in Windsor, it is likely that the marker, if approved by the State Historical Markers Advisory Committee and the State Historic Preservation Officer, could qualify for the "regular" marker program, at no cost to the sponsoring organization or community ("regular" markers are limited to ten per year, on the state-maintained highway system).

The text which you have prepared will be considered by the State Historical Markers Advisory Committee at its next meeting, which is now scheduled for late April; I'll notify you of the committee's action on your proposal.

I want to take this opportunity, too, to thank you for the opportunity to study your collection of postal cards depicting the Cornish-Windsor Covered Bridge. As you know, for several years Gary Hume and I have hoped that clear and unequivocal pictorial evidence would materialize, to show what the bridge looked like at the end of the 19th and the beginning of the 20th centuries--particularly with respect to roofing materials and placement, and sidewall sheathing and openings, as well as to other better-documented features such as piers and portals. Your postal cards are the precise, measurable (and in some cases even datable) evidence that we needed to "see" back in time before the mid-1920s photographs that were already in circulation among the various highway and historical agencies on both sides of the river. Gary and I are grateful, and are eager to share the good news with Eric Gilbertson.

With appreciation and best wishes,



Linda Ray Wilson, Director  
Historic Preservation Office

LRW:g

FEB 3 1986

VIRGINIA COLBY  
WHITE SWAN FARM  
SAINT-GAUDENS ROAD, RR #2, BOX 100  
CORNISH, NEW HAMPSHIRE 03745

603-675-2209

February 1, 1986

LW plz rt asap 2/5

CF

GH

OTHER

Linda Wilson, Director  
State Historic Preservation Office  
NH Division of Historical Resources  
105 Loudon Road Box 856  
Concord, New Hampshire 03301

Dear Linda,

Enclosed is my text for the Cornish-Windsor Covered  
Bridge "State Highway Historical Marker Program."

I do hope it meets with favor with the committees  
involved.

It has state, national and world significance and I  
feel it is worthy of a marker.

Sincerely,

Virginia Colby

Letter also to Mr. Heald

## Bibliography

American Society of Civil Engineers Annual Report 1975  
National Historic Civil Engineering Landmarks  
1970  
American Society of Civil Engineers  
345 East 47th Street  
New York, New York 10017

Citation by American Society of Civil Engineers of Cornish-Windsor  
Bridge as National Historic Civil Engineering Landmark.  
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Richard Sanders Allen, Covered Bridges of the Northeast (Brattleboro, Vt.  
The Stephen Greene Press, )1974, p. 45

W. Edward White, Covered Bridges of New Hampshire (Littleton, N.H.  
Courier Printing Company, 1942) p. 17

Richard T. Donovan, World Guide to Covered Bridges, p. 61  
Published by The National Society for the Preservation of Covered Bridges,  
Inc. 1980

A History of The Proprietors of Cornish Bridge and the Cornish, N.H.  
Windsor, Vt. Covered Toll Bridge (1796-1943)

Prepared by the New Hampshire Department of Public Works and Highways,  
Concord, N.H. 1984, pp. 20-22

Covered Bridges in New Hampshire Brochure issued by New Hampshire  
Division of Economic Development, Concord, NH 1963, 1968, 1969

# Cornish-Windsor Bridge Enters National Register

CONCORD — Seven more New Hampshire covered bridges, including the Cornish-Windsor bridge, longest in the United States, have been entered in the National Register of Historic Places.

State Historic Preservation Officer George Gilman listed in the other six as the Bement, in Bradford; the Waterloo, in Warner; the Dalton, in Warner; the Rowell, in West Hopkinton; the Coombs, in Winchester; and the Swiftwater, in Bath. New Hampshire now has 17 covered bridges on the National Register.

The 450-foot long Cornish-Windsor, Vermont covered bridge was built in 1866 by James F. Takser of Cornish, and Bela J. Fletcher of Claremont.

Though unable to read or write, Tasker was an intuitive engineer and built many covered bridges including the

span over the Connecticut River which served as a toll bridge between Cornish and Windsor. The bridge was purchased by the State of New Hampshire in 1935, and tolls continued to be charged until 1943. It has survived several major floods.



# AE HUNT FOUND DEAD AT CONCORD

## Chief Warden of Game Department Takes Own Life with Rifle

Special to The Union.  
CONCORD, Dec. 27.—Raeburn Stanley Hunt, 33 years old, was found dead early this afternoon at his home, 34 North State street, in the West Concord district, under circumstances that led to a verdict of suicide.

Mr. Hunt, chief warden of the state Fish and Game Department, was said by friends to have been considerably depressed, particularly in the last few days. He had been under medical treatment, and though he was not confined to bed, he possibly had been somewhat depressed by treatment that was given to his eyes. Physicians said, however, there was no reason why this should have caused him serious concern.

The body was found by his wife, Mrs. Irene Williams Hunt, who entered a sleeping chamber and found Mr. Hunt lying, apparently lifeless, on the bed. She summoned Dr. Duncan G. McIvor, who at once determined there was nothing he could do and called for Dr. Loren A. Sanders, medical referee for Merrimack county. It was decided immediately that Mr. Hunt had taken his own life.

### Rifle Found Nearby.

Lying beside the body was a rifle of 30-30 calibre, from which a shot had been fired, directly through the heart.

The body was thickly covered with blankets and there so deadened the report of the rifle that the sound was not heard by Mrs. Hunt, who was in another part of the house.

Mrs. Hunt was almost completely overcome by the tragic death of her husband and was herself given medical treatment.

For about three years, Mr. Hunt had been connected with the state Fish and Game Department, and for most of that time held the post of chief warden. He was deeply interested in problems involving preservation and propagation of wild life and in matters connected with law enforcement, and for a long time had given much effort to his work.

Mr. Hunt's family home is in Cornish, where his father and mother, Edmund B. and Maude (Soule) Hunt, still live. He went to the University of New Hampshire, where he received a recommendation for a Rhodes scholarship, but he decided not to go abroad and studied at Harvard university, where he received the degree of master of arts. For a time he was engaged in newspaper work in Boston, and then came to this city as a writer for the state Department of Publicity. He wrote the booklet, "New Hampshire by Motor," which has been reprinted by the department and has been called one of the best of recent travel works dealing with this state. For a time, he was instructor at Tufts college and also held a similar position at the University of Maine.

After a period of advertising work and of general writing, Mr. Hunt was appointed to the staff of the Fish and Game Department, under Commissioner John H. Finley, and he was retained in his post as chief warden when the department was reorganized last summer.

### Came Home Very Tired

News of his death came as a stunning shock to officials of the department. It was said her husband came

# Cornish Bridge Has been Sold To State Of New Hampshire

## Will Be Operated on Same Plan as Formerly — First Bridge Built in 1796 — Present Structure Erected in 1866

WINDSOR — Final negotiations for the sale of the Cornish Toll Bridge to the State of New Hampshire were made Monday by the former owners, the proprietors of the Cornish bridge. It is understood that this ancient landmark will continue to be operated after the same plan as has prevailed for many years. However, it is expected that some day this bridge will be made free for travel.

A bridge at this point has spanned the Connecticut river since the year 1796 when the first structure was erected. In the year 1824 another bridge was built, the first one having been lost by flood. A third bridge came into being in 1849 after another flood demolished its predecessor. The present bridge was constructed in 1866 and has managed to withstand all the onslaughts of the elements up to now.

Landmarks of this kind have considerable history attached to them. This writer was told once that when the last bridge was built in 1866, the process of its construction obstructed the course of travel of a circus. Hence all the animals of the show were either ferried across the river or else swam the distance. This caused several elephants to accept the resourcefulness of their jungle ancestry. They may not have been graceful swimmers but they managed to make the journey without any losses.

### Grange Celebrates Anniversary

A social event of much interest occurred on Saturday evening when the members of Blow-Me-Down Grange celebrated the fortieth anniversary of their organization with 125 patrons and friends present. The guests of honor were the Charter members and Past Masters. Of the 21 Charter members 8 survive. Six were present, namely: Daniel C. Westgate, Clara Westgate, Jennie V. Spaulding, Philip Hadley, Alfred B. Chadbourne and Georgia Chadbourne. Five Past Masters were present as follows: Daniel C. Westgate, J. Daniel Porter, W. B. Tracy, Harold Stone and Mrs. Nellie Saunders. A fine program was presented by the Master George Northrop consisting of vocal and instrumental selections by musical talent from Windsor and the Frost family from Hartland, Vt. Little Miss Frost gave a specialty dance and she and her brother sang a duet. Herbert Wood of Cornish gave two fine piano selections as did also the Grange Pianist Mrs. Priscilla Hodgman. There were remarks by Deputy Kiely, D. C. Westgate, Daniel Porter and others. A short play

### FUNERAL SERVICES OF MRS. CARRIE E. COLE

Funeral services for Mrs. Carrie E. Cole who died Sunday, Dec. 1, were held from the Stoughton Funeral Parlors at 2 p. m., Wednesday afternoon, Dec. 4th, Rev. C. B. Etsler officiating. Bearers were Thomas A. Bailey, Frank M. Bailey, Elmer E. Cole, George Gardner, Juny Cole and E. B. Monta. A large delegation of members from Woodbury Rebekah Lodge, No. 61 and of Claremont Grange, with which the deceased

was affiliated were present at the services. Interment was in Mountainview cemetery.

From out of town were noted Mr. and Mrs. Thomas A. Bailey of Derry, N. H.; Mr. and Mrs. Clarence Bailey of North Charlestown; Mrs. H. M. Cook and Mrs. C. G. Staples of Brattleboro, Vt.; Mr. and Mrs. Clayton Bartlett and Mr. and Mrs. Juny Cole of Cornish; Mrs. L. A. Westgate of Plainfield; Mr. and Mrs. George Gardner of Sunapee and Mrs. Lydie Walker of Cornish.

## Lebanon

### MRS. KATHERINE R. SMITH.

Special to The Union.

LEBANON, Dec. 19.—Funeral services for Mrs. Katherine Rossiter Smith, widow of the late Wilbur F. Smith, were held at the chapel of the Methodist Episcopal church at 1:30 this afternoon, Rev. Edgar Bruce Wilson officiating. Burial was in the family lot in Glenwood cemetery and the bearers included her nephew, Converse Chellis of Meriden, and three cousins, Charles T. Edward J. and Robert C. Rossiter, all of Claremont.

Mrs. Smith was 82 years old and was born in Windsor, Vt., May 1, 1853. After her marriage to Mr. Smith 28 years ago, she came to Lebanon where she has since made her home. She was a member of the local Methodist church, Kimball chapter of E. S., and of the Monday club.

Her nearest surviving relative is Converse Chellis of Meriden, who is her nephew.

Mrs. Wilbur Smith, sister of the late Mrs. Alvah B. Chellis, died at her home in Lebanon Tuesday night, after a shock which she sustained several weeks ago. Her nephew, Converse A. Chellis, and Mrs. Chellis had been in attendance during her illness. Funeral services were held at the Methodist Church in Lebanon with Dr. Edgar B. Wilson as officiating clergyman on Thursday at 1:30 p. m.

Word has been received of the death, December 6, of Mrs. Etta Hart Joslin at the home of her daughter, Mrs. Lee Noyes, in Haverhill, Mass. Mrs. Joslin, 73, was the daughter of the late Mr. and Mrs. Will C. Hart of Cornish, N. H. Funeral services were held at Haverhill Tuesday, Dec. 10.

# ALDEN F. SANBORN DIES AT FREMONT

## Chairman of Board of S. men, Prominent Grange, Masons

Special to The Union.  
FREMONT, Jan. 5.—Forn Alden F. Sanborn, for many prominent in local and state circles, died here tonight of a short illness.

Mr. Sanborn represented the district in the state Legislature the 1925 term and was a delegate to the constitutional convention. He had served as town moderator for 20 years and was chairman of the Fremont Board of Selectors for several years. He was a member of the state Board of Agriculture. Mr. Sanborn was a member of the Fremont and Pomona grand worshipping master of the lodge of Masons of Haytown, member of the Queen Esther Order of Eastern Star, of the Survivors include a brother George D. Sanborn, and a son, Sanborn, both of Fremont.

Masonic funeral services, conducted by members of the lodge, will be held Wednesday noon at 1 o'clock at the church. The body will lie in state at the church from 11 a. m. to 1 p. m., Wednesday. Friends are

## The Passing of George V

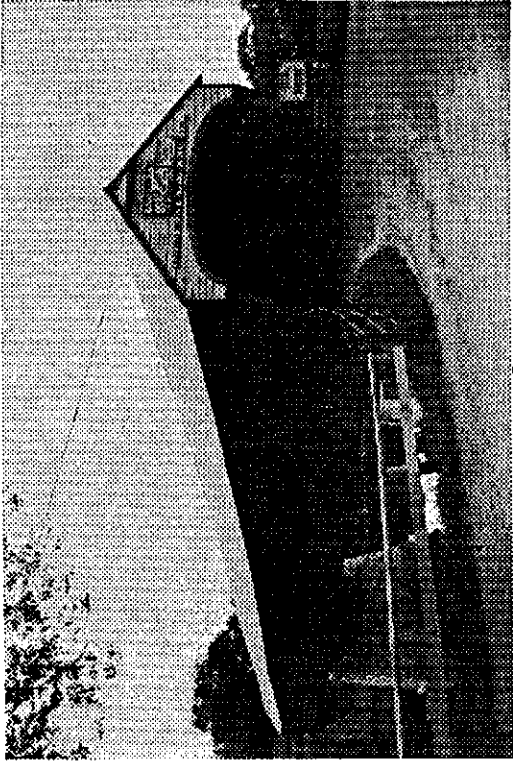
The reign of George V, with his death January 20, 59th Sovereign Edward VIII of the British Commonwealth—486,000,000 people.

The history of England began with its conquest by Saxons and Jutes in the A. D. The conquest about 150 years. The those early times to the of romance and thrill a man effort. English his the most interesting story for schoolboys of all but the long period covered, happenings, and the interesting character of the people found in its fruitful man plays.

In this long line of history other was so loved by his family respected by the world as George V, who celebrated the silver jubilee whose voice was last heard in friendly a broadcast on Christmas the Sailor Prince who was head of the empire, shipboard, intimate confidants and that more human qualities were at job which fell on his shoulders handled ably with tact.

At five this morning heard by radio from London, and the herald's ment of the accession of Edward VIII. In the

over



CORNISH BRIDGE

*Frederic Jones, 1943.*

### AN ACT

Freeing the Cornish Bridge from Tolls

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1. CESSATION OF TOLLS. The collection of tolls for the use of Cornish toll bridge and approaches thereto, as provided by chapter 94 of the Laws of 1935, shall cease upon the passage of this act. Any balance remaining in the separate account from the toll collection, after payment of any outstanding expenses for operating or maintenance of said bridge, shall be turned into the highway fund of the state.
2. MAINTENANCE. On and after the passage of this act the Cornish bridge, heretofore known as the Cornish toll bridge, shall be maintained by the state and the expense thereof shall be a charge upon the highway fund.
3. TAKES EFFECT. This act shall take effect June 1, 1943.

Valley News

Monday, January 27, 1985

## Save The Cornish Bridge

To the Editor:

The latest report on the restoration of the Cornish-Windsor covered bridge is that it "may not be feasible."

What is the state trying to do, rid itself of one of its most precious assets?

The Cornish-Windsor covered bridge is the longest covered bridge in the nation and the longest two-span covered bridge in the world.

Cornish

VIRGINIA COLBY

X CB  
>HMACK  
X CWCB/NR-N PROPERTY  
X CWCB R&C File

March 3, 1986

Virginia Colby  
White Swan Farm  
Saint-Gaudens Road  
RFD #2, Box 100  
Cornish, New Hampshire 03745

Dear Mrs. Colby:

I am pleased to acknowledge your submission of a proposed text (with bibliography and background material) for a state highway historical marker to honor the "Cornish-Windsor Covered Bridge," which links Cornish, New Hampshire and Windsor, Vermont.

Because the bridge joins New Hampshire Route 12-A in Cornish with Bridge Street in Windsor, it is likely that the marker, if approved by the State Historical Markers Advisory Committee and the State Historic Preservation Officer, could qualify for the "regular" marker program, at no cost to the sponsoring organization or community ("regular" markers are limited to ten per year, on the state-maintained highway system).

The text which you have prepared will be considered by the State Historical Markers Advisory Committee at its next meeting, which is now scheduled for late April; I'll notify you of the committee's action on your proposal.

I want to take this opportunity, too, to thank you for the opportunity to study your collection of postal cards depicting the Cornish-Windsor Covered Bridge. As you know, for several years Gary Hume and I have hoped that clear and unequivocal pictorial evidence would materialize, to show what the bridge looked like at the end of the 19th and the beginning of the 20th centuries--particularly with respect to roofing materials and placement, and sidewall sheathing and openings, as well as to other better-documented features such as piers and portals. Your postal cards are the precise, measurable (and in some cases even datable) evidence that we needed to "see" back in time before the mid-1920s photographs that were already in circulation among the various highway and historical agencies on both sides of the river. Gary and I are grateful, and are eager to share the good news with Eric Gilbertson.

With appreciation and best wishes,

Linda Ray Wilson, Director  
Historic Preservation Office

LRW:g

Proposed Marker Text

Cornish-Windsor Covered Bridge - Built 1866

The longest covered bridge in the U.S.A. spans the Connecticut River from Cornish, N.H. to Windsor, Vt. It is 466 feet long, of Towne lattice timber truss design, built by James F. Tasker of Cornish and Bela Fletcher of Claremont, N.H. It was purchased by the state in 1935 and made "toll-free" in 1943.

National Historic Civil Engineering Landmark 1970.

National Register of Historic Places 1976.

Longest two-span covered bridge in the world.