



Hartford Historical Society

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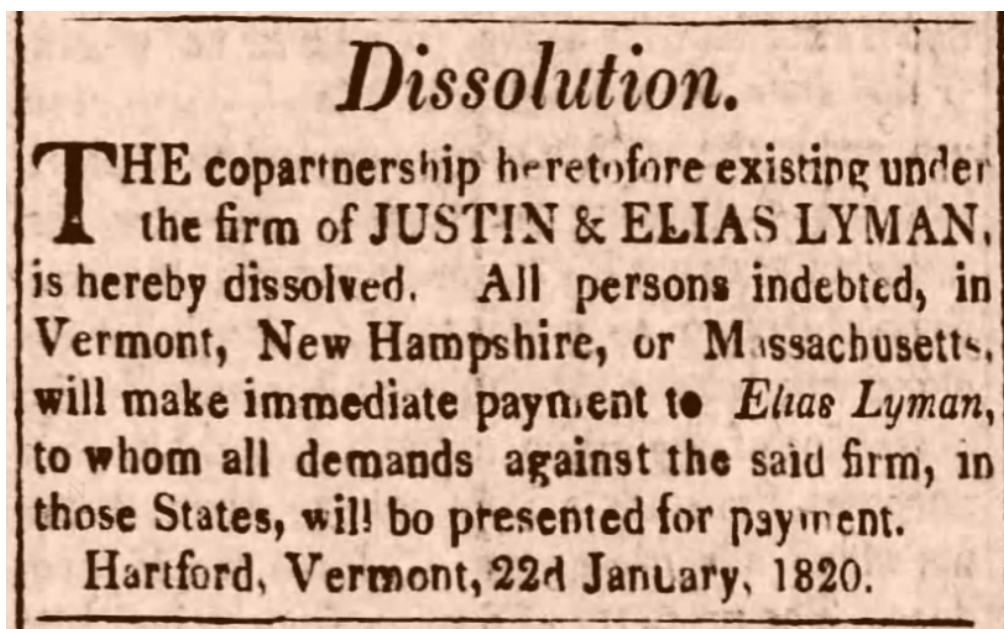
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Volume 38, No. 2

SOCIETY NEWSLETTER

May-June 2025



Lyman Lawsuit Spanned a Decade in Hartford

By Scott Fletcher

When Elias Lyman III turned twenty-one years old in 1789, his father gave him fifty cents, a new suit of clothes, and half ownership of a flat-bottom boat with his older brother Justin. This was the beginning of a lucrative partnership between the brothers that lasted some thirty years before a series of disagreements led to a bitter personal rivalry and, finally, the most epic lawsuit in Hartford history.

The young men formed a partnership with a handshake and called it J. & E. Lyman. The firm was based near Northampton, MA where they had grown up, but they worked separately from nearly the beginning. Justin lived in Rock Ferry near Northampton, where he transported goods up the Connecticut River from Hartford, CT and New York City. Elias, however, married Anna White in 1890 and moved eighty miles up the Connecticut River to Weathersfield, VT where he opened a small store.

On February 4, 1793, Elias placed an ad in the *Vermont Journal* offering a variety of goods shipped

by Justin from New York. This included crockery, glassware, books, paper, window glass, wine and brandy from France, rum and molasses from the West Indies. The ad claimed that these goods were priced as low as anywhere in the state, and could be purchased for, “almost every kind of Farm Produce,” including wheat, corn, potash, pearlash, and lye salts.

On September 19, 1794, a shipping cask addressed to Elias Lyman in Weathersfield went missing. The cask contained, “one piece of blue broad cloth, one piece of striped coating, one or two pieces of forest cloth, one bundle of nankeens (a yellowish cotton cloth from China), and several other pieces of goods.” Elias placed ads in local papers until the following March offering a reward for the missing items, but they were never recovered. Elias advertised a new shipment of items in August 1795.

On January 16, 1796, the Lyman brothers’ store in Weathersfield burned to the ground and much of the inventory was lost. Some rum, brandy, molasses and

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From the Editor . . .

Leo Tucker led off our historical presentations for the year with a lively talk on, "The Navy and the Marines in the Revolutionary War," Leo showed fascinating weapons and relics from the era including weapons, uniforms, and silver Spanish coins. Those were the days when a "quarter" was snipped from a dollar coin. Mary Nadeau describes the evening on page three.

Elias Lyman III came to Hartford in 1796 after his store in Plainfield, VT burned to the ground. It was a fortuitous move and he prospered. He built the Lyman Bridge, a new version of which still connects Hartford with West Lebanon, NH. He also built a wharf, store, warehouses, slaughterhouse, and a dam across the White River that provided power for Hartford's first factories. This issue, we look at the lawsuit between Elias and his brother Justin that lasted nearly a decade and finally brought Elias Lyman nearly to ruin.

This issue we continue to celebrate the 250th anniversary of the American Revolution that began in

1775. We have precious little news from Hartford during the Revolution, but you can read about how George Washington was chosen to lead the United States Army in June 1775 on page eight.

Our next presentation will be a new perspective on the art and history of Revolutionary War reenacting by Israel Provoncha. Please join us on June 11 at 7 p.m. at the Greater Hartford United Church of Christ.

The Annual Meeting of the Hartford Historical Society will be held Saturday June 7, at 2 p.m. at the Greater Hartford United Church of Christ. An ice cream social will follow. A special exhibit will feature the Italian community on South Main Street in White River Junction. We welcome members to learn more about volunteering at the society, support us with a gift, or join our Board. Volunteers are always welcome to keep our society functioning, preserve the history of Hartford, and help maintain our building and grounds. We appreciate your support, particularly, online payment of our modest dues. Thanks.

Scott Fletcher, Editor

Broom Drill

The Landmark, May 27, 1882

A broom drill is very pretty indeed. Our society gave three performances and had a full house each night. It consists of a captain and twelve young ladies, if tall and of one height they look best. The captain (a young lady, of course) had on a black dress and cap, and carried a long-handled feather duster instead of a broom. The young ladies were dressed in white, with sashes across one shoulder. The drill is the same as with arms, using brooms instead of guns. A lieutenant of the guards drilled them. First, a little girl came on with a flag, then one with a drum, then the captain and the young ladies, two by two, with a girl playing a march on an organ. They went through the drill on the stage, sang "Buy a broom," marched down one side, up the other. Then, they marched out into the vestry for cake and ice cream, and at the close they had an auction of the brooms, which brought a good price.

The Mission Statement of the Hartford Historical Society

To acquire, identify and preserve
information and artifacts related to
Hartford's past and communicate knowledge
of local history through programs,
publications, and other interaction with the
community.



Hartford Historical Society

Post Office Box 547, Hartford, VT 05047-0547

<http://www.hartfordvthistory.com>

info@hartfordhistoricalsociety.com

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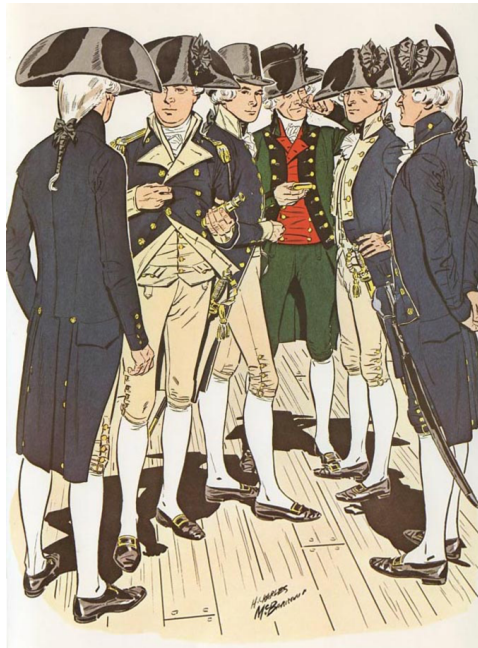
Program Explores the Origin of Navy & Marines

By Mary Nadeau

Our April program speaker was Pomfret resident Leo Tucker, who first became fascinated with history as a child in elementary school. That passion has continued into adulthood. Having served in the U.S. Marine Corps from 1967 to 1972, he maintained over the years a deep interest in America's armed conflicts. For the past 35 plus years, Leo has participated in Revolutionary War Reenactments, and he shared with us his vast knowledge of the Marines and Navy during that period.

The U.S. Marines are the oldest continuing branch of our military, having been founded on November 10, 1775. Among the artifacts in his extensive display was the Naval Fighting Jack flag, which has remained unchanged to this day. Leo explained that the Union Jack in the upper left corner signified that, initially, the goal was not to seek independence from our Mother Country, but to restore the rights of all Englishmen as established by the Magna Carta. It should be noted that most of those who participated in the American Revolution had never seen England. After the war, the name was changed from the Continental Marines to the U.S. Marines, and they were employed to protect the waterways of the fledgling country.

The U.S. Navy was founded on October 16, 1775, with a total of seven ships. That number increased as British ships were seized and pressed into service. Actually, there were three Navies, since every state had its own version, the Continental Navy and the Privateers, who were given Letters of Marque, authorizing them, "to go after the enemy." Enlisted sailors were paid \$7.00 per month and given a pair of shoes. The English practice of a daily ration of rum was adopted, but the daily ration of spirits given to our sailors was known as "grog," made with more or less equal parts of wine, rum and water.



Naval officers had distinctive uniforms in 1797. From left, purser, captain, midshipman, surgeon, lieutenant, sailing master.

The ship's captain was a god-like figure, and his word was law. For infractions, he could punish with fines, taking away the ration of grog, or order lashes with the cat-o'-nine tails (sections of hemp rope bound together with three-quarter-inch musket balls affixed to the ends). Up to 100 lashes could be administered, but that number would be fatal, so the body of the miscreant would then be disposed of into the sea.

Another punishment was keel hauling, which involved being tied with ropes and then dragged across the hull, where barnacles cut deeply into flesh. For crimes such as murder, theft or striking an officer, a sailor could have a rope tied around his neck before being hauled up and hung from the yardarm. There was also the

specter of the gauntlet that allowed the crew to strike the offender with whatever weapons they had at hand and with as much force as they wished. The Navy was disbanded at the end of the Revolutionary War.

Leo appeared in an authentic Marine officer's uniform, hand sewn by his wife, Kathleen, who is a remarkable tailor. Every detail is as accurate as possible. An officer's uniform was made of dark green wool with white facing, worn with white linen clothing underneath and cotton stockings (which were reserved for officers, since cotton was very expensive). A European-style tri-cornered hat, complete with a feather, was worn with the short-pointed edge toward the front. Spatterdashes were worn from the top of his calves down to his shoes.

Uniforms for the enlisted men were similar in design, but the edges were left raw to make them quick and cheap to produce. Their hats were round, rather than tri-cornered, and were anchored to the head with a ribbon under the chin to avoid having them blown off by the wind. Each soldier carried a haversack, containing essentials such as food, ammunition and extra socks.

Continued on page 10.



Soon after moving to Hartford, VT in 1796, Elias Lyman III built a home for his large family on what is now Maple Street. The home was spacious but simple in design like that of his parents in Northampton, NH. This house, and those of his children, were the only properties that Justin Lyman did not purchase after the partnership of J. & E. Lyman was dissolved.

other goods survived. Elias immediately placed an ad in the *Vermont Journal* listing the surviving items and saying, “all of which we wish to sell by the quantity and really will put them at a low price for pay in hand.”

While salvaging what he could from the ashes of the Weathersfield store, Elias purchased a nineteen acre lot on the Connecticut River north of the White River. It had been lot number one in the first division of Hartford and was originally owned by Benjamin Whitney. He immediately started building a home for his family from trees on the property. Pine stumps were discovered under the house when a basement was added years later.

The house was large, but relatively simple in design. Elias modeled it after the home where he was raised in Northampton. The roof was covered with pine shingles dipped in boiling oil. The bathtub was a hollowed out pine log.

Elias also built a small store, a warehouse, and a wharf on the river. On August 2, 1796, Elias advertised, “A very handsome assortment of dry goods!” at the new Hartford location. Low prices were offered, he said, because the company had, “a line of boats that pass up and down the Connecticut River.”

Louise Lyman, Elias’ granddaughter, wrote that the settlers of Hartford, VT, “first required transportation, then the necessities for living, and later the sale of the

product of their toil in exchange for West India goods.” The Lyman brothers provided all of this. Elias wrote to a relative that the store made, “a barrel full of money,” during its first year.

The company also operated vessels sailing from Hartford, CT to Boston and New York City. In addition to bringing goods back for their store, the brothers offered reliable shipping service between those ports. Justin Lyman moved to Hartford, CT and later to New York City.

As the store thrived, Elias began to buy property and eventually owned much of the land north of the White River in Hartford. In 1804, Elias built a toll bridge across the Connecticut River between Hartford and West Lebanon, NH. In 1813, the

company opened a store in Montpelier.

In his *History of Hartford*, Howard Tucker wrote that, “The home life of Mr. Elias Lyman was a happy one.” He had fourteen children, twelve of whom lived to adulthood. Tucker continued, “Mr. Tucker was noted for his kind and liberal dealings with these children. Numerous as they were, he considered each one to be the apple of his eye.”

One who knew Mr. Lyman described him as, “a little above the medium height, squarely and solidly built, of a pale and clear complexion, deep blue eyes, and silvery hair. He was always clean shaven. His features were good being expressive of firmness and decision of character.”

While Elias Lyman was thriving in Vermont, however, Justin Lyman was suffering losses overseas. Simeon Lyman was a younger brother of Justin and Elias who started working for the company after graduating from Dartmouth in 1801. In a deposition given in the lawsuit between his brothers, he recounted that, “About 1812, a difference of opinion arose in the firm as to the best method of conducting its complicated business.”

Elias Lyman confronted his brother about his shipping business and learned that the firm had lost some \$91,113.00 because of Justin’s ventures. Howard Tucker wrote that court records show, “Elias Lyman and his elder sons had vigorously and

Continued on page 9.

Luther Bartholomew Helps Settle Jericho

By Scott Fletcher

In his book, *Record of the Bartholomew Family*, George Wells Bartholomew notes that his ancestor Luther Bartholomew was born in Washington, CT in 1758. He enlisted in the federal army in December 1775 at age seventeen and was assigned to Col. Charles Webb's Connecticut Regiment, which marched to Boston where General George Washington held British troops under siege.

When the British retreated from Boston in March, 1776, Luther Bartholomew's regiment was ordered to New York City where they took part in the battles of Long Island and White Plains, NY. Luther's father Noah Bartholomew also fought in the revolution in the regiment of Col. Roger Enos who resigned from the army in 1780 and moved to Hartland, VT.

In December 1777, Luther Bartholomew's regiment was ordered to join General Washington in Pennsylvania where they may have participated in the historic crossing of the Delaware River leading to surprise victories over the British at Trenton and Princeton, NJ.

The enlistments of many federal troops expired on January 1, 1777, but Luther Bartholomew answered a call from General John Sullivan to stay in the ranks. He was not yet twenty years old. He was present when the British burned Danbury, CT in April 1777, and at New Haven when the British captured that town in July, 1777.

After the revolution, Luther Bartholomew started farming with his father in Litchfield, CT on land that was reportedly rocky and barren. He married Azubah Farnum and started a family. In 1794, Luther moved to Hartford, VT and settled in the Jericho district near his sister Olive who was married to Daniel Hazen. Luther's father, Noah Bartholomew, followed him to Hartford in 1798 when he wrote, "Tired of working rough country, I moved to Vermont."

Luther's grandson recalled, "My grandfather brought



Revolutionary War veteran Luther Bartholomew moved to the Jericho District in 1794 and built two houses that still stand including this one.

his family to Hartford on an ox-sled. It was in the month of March. They stayed in Cornish the last night before they reached Hartford. There were no bridges across the Connecticut River at that time. They went up as far as Hanover and down to the river. Grandfather got men to help him and drove onto the ice. The middle of the river was not frozen over, so they cut off a large cake of ice and,

with the family on it, floated across with long poles to the mouth of Blood Brook in Norwich and there got ashore. They drove up to Jericho that night." (*The Old and the New*, Hartford Congregational Church.)

Howard Tucker mentions Luther Bartholomew twice in his *History of Hartford*. He notes that residents of Jericho designated Philemon Hazen as "cider monger" in 1816 and that Luther was among the local apple growers. In 1819, the one year in which the division of cider is recorded, Luther Bartholomew was allocated an impressive sixty-three barrels of cider.

A second poignant mention concerns Putnam Proctor Wilson who moved his family from Hartford VT to Plainfield, NH and subsequently, "became insane." Known for great physical strength, Luther Bartholomew brought Wilson back to Hartford where he was cared for by a group of citizens including Reuben Hazen, Ben Pixley, and Hezekiah Hazen.

Luther and his family were active in the Methodist Episcopal Church that met for a time in the home of Daniel and Olive Hazen and later in a church building on the corner of Sugartop Road and Jericho Street. Pastor Eleazar Wells was named Deacon of the church in 1811 and vested with power to marry, baptize, and eulogize members. Pastor Wells lived with Luther until a parsonage was completed, and at some point married his daughter Olive.

Luther Bartholomew farmed until the day he died in 1834 after a few hours of illness. He rests in the Christian Street Cemetery with his wife, father, and other family members.

Relics of the Woodstock Railroad

By Richard Grzegorowicz

There are still traces of the Woodstock Railroad along its thirteen-mile route. In White River Junction, passengers boarded the train behind the Smith & Son's Bakery. Some of the tracks and sleepers can still be seen behind what is now the Tip Top Building. Arriving passengers who were continuing on the Central or Northern Railroads had to walk through town and cross the tracks to the station until a pedestrian tunnel was built. Other relics can be found along Route 4 west to Woodstock.



These warehouses once stored raw materials and finished goods for Dewey's Mill. There was formerly a rail siding in the foreground where, in 1889, a runaway coal car crashed through a barrier atop the loading platform and plunged into Quechee Gorge.

“A coal car off the track, down the dump, etc. at Dewey’s coal sheds near Quechee, furnished employment for the Woodstock Railroad wreck force Sunday.” The Landmark, Aug. 9, 1889.

To supply Dewey’s Mill with coal, the Woodstock Railroad did what they called a, “flying switch,” which allowed them to drop a coal car at the Dewey’s Mill depot without stopping the train. They usually did this twice a week. As a westbound train on the Woodstock Railroad approached the Dewey’s Mill station pulling a loaded coal car, a brakeman would kneel down and uncouple the coal car from the end of the train, then he jumped to the ground and threw a switch on the tracks to send the coal car onto a siding that went past the mill’s warehouses and up onto a platform where they would stop the car with hand brakes. Then, the coal was unloaded into wagons and taken down to the mill. Later, an eastbound train would pick up the empty coal car and take it back to White River Junction.

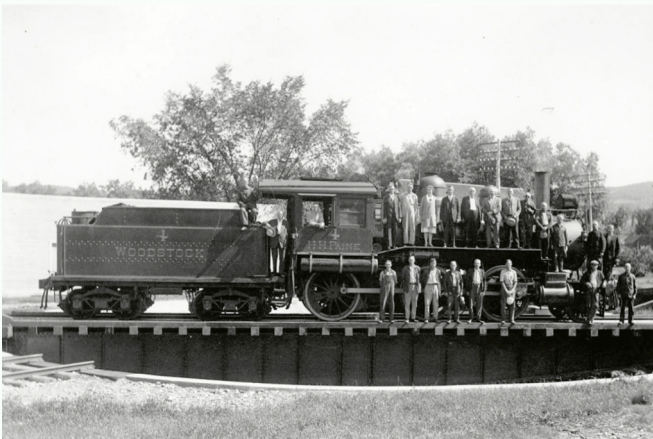
On Sunday, August 4, 1889, the coal car was unhooked as usual, and the brakeman threw the switch sending it onto the siding, but then he fell to the ground and lost control of the coal car, which rolled up the platform, burst through the barricade, and tumbled into the Quechee Gorge. I went down into the gorge awhile back when the water was low and found pieces of coal everywhere. I worked at Dewey’s Mill from 1954 to 1957 and operated a loom among other things. I don’t know anyone else who worked at the mill who is still alive.



The Hartford station on the Woodstock Railroad in 1915. At right, the station currently sits nearby on Route 4 in White River Junction.



When the Woodstock Railroad closed, a Quechee carpenter remodeled the station as a residence. This house is one of several possibilities.



The H.H. Paine locomotive on the turntable in Woodstock and, at right, the scene today.

250 Years Ago: George Washington Takes Command

The Hartford Historical Society is honored to help celebrate the two hundred and fiftieth anniversary of pivotal events in the birth of the United States. Please see our website for a calendar of events.

In his *History of Hartford*, Howard Tucker wrote that Hartford's proprietors met in May 1775 and elected Amos Robinson to serve as clerk, which he did until 1780. This was the beginning of formal recordkeeping in Hartford as the previous clerk, Elijah Strong, left few notes from proprietors' meetings during his ten-year term.

Meanwhile, militia units from across New England gathered outside of Boston in response to the battles of Lexington and Concord on April 19, 1775.

In June 1775, John Adams urged the Continental Congress to adopt the militia surrounding the British Army in Boston to be the Army of the United States, and nominated Colonel George Washington to be its general. Adams described the scene at the Congress in his autobiography.

"... though this was not the proper time to nominate a General, yet as I had reason to believe this was a point of the greatest difficulty, I had no hesitation to declare that I had but one gentleman in my mind for that important command, and that was a gentleman from Virginia who was among us and very well known to all of us, a gentleman whose skill and experience as an officer, whose independent fortune, great talents and excellent universal character, would command the approbation of all America, and unite the cordial exertions of all the colonies better than any other person in the Union.



"Mr. Washington, who happened to sit near the door, as soon as he heard me allude to him, from his usual modesty darted into the library room. The subject came under debate and several gentlemen declared themselves against the appointment of Mr. Washington, not on account of any personal objection against him, but because the Army was all from New England, had a general of their own (Artemas Ward), appeared to be satisfied with him, and had proved themselves able to imprison the British Army in Boston, which was all they expected or desired at that time. The subject was postponed to a future day. In the meantime, pains were taken out of doors to obtain a unanimity, and the voices were generally so clearly in favor of Washington that the dissentient members were persuaded to withdraw their opposition. Mr. Washington was nominated, unanimously elected, and the Army adopted."

George Washington Speaks to the Continental Congress on June 16, 1775

The President informed Colonel Washington that the Congress had unanimously chosen him to be General and Commander in Chief of the American Forces, and requested that he formally accept that appointment, whereupon Colonel Washington, standing in his place, spoke as follows.

"Mr. President, tho' I am truly sensible of the high honour done me in this appointment, yet I feel great distress, from a consciousness that my abilities and military experience may not be equal to the extensive and important trust. However, as the Congress desire it, I will enter upon the momentous duty, and exert every power I possess in their service and for the support of the glorious cause. I beg they will accept my most cordial thanks for this distinguished testimony of their approbation.

"But lest some unlucky event should happen unfavorable to my reputation, I beg it may be remembered by every gentleman in the room, that I this day declare with the utmost sincerity, I do not think myself equal to the command I am honored with.

"As to pay, Sir, I beg leave to assure the Congress that as no pecuniary consideration could have tempted me to have accepted this arduous employment at the expense of my domestic ease and happiness, I do not wish to make any profit from it. I will keep an exact account of my expenses; those I doubt not they will discharge and that is all I desire."

General George Washington immediately prepared to go to Boston where the Battle of Bunker Hill was fought the next day, June 17, 1775. General Washington assumed command of the Continental Army on July 3, 1775.

repeatedly protested against the overseas trade, and that Justin, after severe losses, had promised to abstain from all active business, begging that the firm of which he was proud, should not be dissolved.”

On January 24, 1820, however, Elias Lyman and his sons Lewis and Wyllys published a notice dissolving the J. & E. Lyman partnership in the *Vermont Journal*. They claimed that Justin Lyman incurred great risks to the business such as sending ships to sea uninsured, persisting in the foreign trade, and breaking his promise to refrain from all active business. Justin had also lately used company funds to purchase 4,800 acres of land for himself in Greene County New York.

Justin Lyman countersued on the ground that the published dissolution was a great injury to his business reputation. As an offset to his losses, he charged that the cost of raising and educating Elias’ family was far in excess of his own family expenses. The matter began to crawl through the Windsor County courts.

Lewis Lyman, oldest son of Elias, purchased the company’s inventory in Hartford and took over from his father in a new brick store by the Connecticut River. Meanwhile, Elias continued to buy property and expand his business. Around 1820, he spent two thousand dollars to build an aqueduct to carry water to his home from a spring across the White River. In 1821, he built a brick house for his son and partner Lewis Lyman in White River Village. In 1823, he built a dam and cotton mill on the White River. In 1828, he built a small, brick law office in Hartford Village for his son Wyllys.

When lawyers on the case met privately, they “pledged each other to the continuation of the suit of Lyman vs. Lyman,” and they continued to collect fees until 1829 when the partnership was finally dissolved. The lawsuit had cost Justin and Elias Lyman nearly \$100,000 dollars, which equals roughly \$2,700,000 today.

The settlement resulted in the sale, at public auction, of all properties owned by J. & E. Lyman in order to make a division of assets. Elias was anxious to retain the properties he had built and continue his business, but he learned that Justin was determined to buy all the assets, even to the family residences.

Before the auction, Elias Lyman’s wife Anna told her husband not to bid more for any piece of property than he knew it to be worth, and especially not to overbid Justin for the family residences. She and the family were willing to start over in humbler circumstances rather than have him think they were emotionally attached to the homestead.

When Justin bid fifteen thousand dollars for the cotton mill, Elias said, “It is yours, sir.” This was the equivalent of about four hundred thousand dollars today. The sale included a sawmill, cotton factory, mill privileges, and a dwelling house. Justin Lyman leased the cotton mill, which burned in 1835 and the site remained vacant until purchased by Sylvester Morris in 1853 for two thousand dollars.

When Justin bid twelve thousand dollars for the toll bridge, Elias said, “It is yours, sir.” But Justin did not bid for any of the residences, so they remained with Elias. The family was told later that Justin had been determined to buy the residences, but his lawyers told him he would alienate the community. It was better business to do otherwise.

One of Elias Lyman’s habits was to pace the floor with his hands clasped behind his back. One day he said, “After all, terrible as this legal strain has become, I am most grateful to God that not one of my sons is a drunkard.”

Howard Tucker noted that, “Mr. Elias Lyman, though heavily drained of money and convertible assets, was planning in his usual indomitable way for new enterprises.” Elias Lyman soon made other plans including adding a large dining room to his home for family meals, building a cotton mill at Pompanoosuc, VT, and improving transportation on local waterways, including building a canal and bringing steamboats up the Connecticut River.

Elias was particularly anxious to take care of his wife and children in the wake of the lawsuit. He made plans to remodel his home and add a large dining room to accommodate family events.

In 1830, however, his wife Anna fell ill with a fever and Elias watched her struggle with delirium for two weeks. Two maids and his daughter Hannah also had the fever. As Anna Lyman began to recover, she sensed from those around her that her husband had fallen ill and, on November 22, 1830, he died at age sixty-two.

After a large funeral at the United Church of Christ in Hartford Village, Elias Lyman was buried in the meadow, by what is now Maple Street, that he had given to the town for a cemetery when his son Horace died in 1814.

Louise Lyman wrote of her grandfather, “His loss was keenly felt in the community, for he was public spirited and a good citizen; but his family mourned him with a grief so true, that even a life time could not conquer the quiver of the lip when, in old age, they spoke his honored name.”

The Marines were dubbed “leathernecks” due to a leather stock collar worn around the neck as protection against a bayonet point or the cutting edge of a sword. Made of ox hide, they were wet before being placed around the neck so that they would shrink for a snug fit. However, once in place, they were so restrictive that it was impossible for the wearer to bend his neck to look down at his feet. An officer wore a white stock, while an enlisted man wore a black one.

Buttons were made of silver or pewter (at a time when most civilians had buttons made from horn or wood) and could be used as money. Because of their value, if a button was lost, the officer in charge had to be informed immediately to avoid the accusation of having sold it.

The one-dollar coin in use, known as a “real” was a Spanish coin, marked with lines so that it could be split into eight parts. So, a half real would equal 50 cents. A half could be split into two quarters, and further reduced to bits. Therefore, came the origin of the expression, “Two bits, four bits, six bits, a dollar.” The Spanish gave us the reals in exchange for goods, but eventually we counterfeited them.

Leo brought with him an extensive display of Revolutionary War artifacts. Among them were several swords, including the deadly Lowland Scott sword, which was light, fast, and sharp only at the last foot. We had the opportunity to view close up other weapons, such as a bayonet, pistols, a battle axe, a sea musket, lead balls of various sizes, and a protractor for setting angles on an artillery piece. Artillerists had to be literate to do advanced mathematics in order to figure angles on the gun.

Leo also displayed a replica grenade made of metal, since the original ones used were made of glass or ceramic and could be lit and tossed onto an enemy ship. He pointed out that, unlike battles that took place on land, where combatants could escape the fighting by running away, battles on ships were contained, so fighting became very fierce.

This year marks the two-hundred and fiftieth anniversary of the Marines, beloved by George Washington himself. This program was the first of a series set up by the Hartford Historical Society to mark the two-hundred and fiftieth anniversary of the beginning of the American Revolution.

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Memberships run for a calendar year (Jan-Dec).

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Memberships run for a calendar year (Jan-Dec).

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Hartford Historical Society, Attn: Treasurer, P.O. Box 547, Hartford, VT 05047-0547

THANK YOU!

Yesterday's News

They're Back, *The Landmark*, September 24, 1887

Neal Huntoon has again induced his wife and children to return and live with him, and a united and happy family is the result.

Advice Aplenty, *The Landmark*, July 21, 1888

While the hotel team was getting sawdust at the fork shop Monday, a plank over the canal gave way and the horses went down. The water was shut off causing all hands from the factory to come out and learn what had happened. Advice as to the best means of extricating the horses was plenty, but they were finally got out unhurt.

And Don't Come Back! *The Landmark*, August 9, 1889

Some miserable whelp threw a stone through one of Lyman Gibbs' livery office windows last Sunday night. A shot from a revolver caused the party to take a sudden departure.

Springtime in Hartford, *The Landmark*, August 9, 1889

George Cone has laid a mile of one-inch pipe from his spring in Dothan, thus furnishing a plentiful supply of water for a large number of families.

Something is Going Around, *The Landmark*, April 12, 1884

Mrs. King is sick.

Mrs. Cadier is sick.

Mrs. O'Neill is sick.

Mrs. McCarthy is sick.

Mrs. Frye is making a nice new rug.

Eats Like a Bird, *The Landmark*, July 15, 1882

Our strawberries have been a success, notwithstanding we failed to teach our birds to eat turnips.

Uction for the Junction, *The Landmark*, April 29, 1882

Men of function settle at the Junction.

Shucks! *The Landmark*, August 5, 1882

The tallest corn in this or any other town belongs to H.N. Savage; he has six acres all in one field. Some of it stands eleven feet tall, some ten feet and the whole piece will average fully nine feet high. Safford's corn! Talk about such little trash as that! Nothing but nubbins compared with Savage's! We haven't seen Safford's, nor do we wish to; when we go to see corn we want to see corn!

Longest Train on Earth, *The Landmark*, July 1, 1882

Barnum, who is coming here with his circus in August, has contracted with the railroads to draw 55 cars.

Trumble Junior? *The Landmark*, June 3, 1882

Wonders will never cease. Trumble Hunt has taken a new hand to try on his farm. He likes him and says he shall keep him. He is not very heavy, only seven and one half pounds. He milks and does other chores.

Sailing Back in Time, *The Landmark*, June 17, 1882

A few days ago, a sailboat with a party of ladies and gentlemen on a pleasure excursion came up the Connecticut and passed up the White River. It brought to remembrance old times some fifty or sixty years ago, when Col. Nutt ran a steamboat from old Hartford, CT to this place. At that time there were two steamboats on the river; one running from Hartford, CT to this place, and one running from Hanover, NH to Wells River, VT.

Hartford Historical Society

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HHS Calendar

THE GARIPAY HOUSE MUSEUM will be open Friday mornings, 9:30-11:30 a.m. in June, July, August, and September, or by appointment. Please call 802/296-3132 or email us at info@hartfordhistoricalsociety.org. Phones/email are checked twice a week.

MONTHLY BOARD MEETINGS are open to the public on the second Tuesday of the month at the Garipay House at 12:30 p.m. (Please check for exact date.)

Saturday, June 7, 2025 - Hartford Historical Society Annual Meeting and Ice Cream Social. 2:00 p.m. at the Greater Hartford United Church of Christ; 1721 Maple St., Hartford Village. Free and accessible.

Wednesday, June 11, 2025 - "Interpreting Historical Interpreting: The Evolution of Revolutionary War Reenacting," presented by Israel Provoncha. We will trace the history of the reenacting community and how it has changed over time. 7:00 p.m. at the Greater Hartford United Church of Christ; 1721 Maple St., Hartford Village. Free and accessible.

The **Genealogy Center** on the second floor of the Hartford Library is open Fridays from 3-6 p.m. and by appointment. Please call Carole Haehnel at 802/295-3974 or email her at: chaehnel151@comcast.net. Interested in helping residents explore their family histories? Please contact us at info@hartfordhistoricalsociety.com.

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