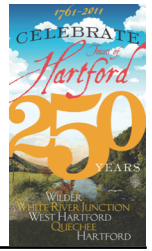




Hartford Historical Society

The Garipay House • 1461 Maple Street
Hartford Village, Vermont 05047

HARTFORD • QUECHEE • WEST HARTFORD • WHITE RIVER JUNCTION • WILDER



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SOCIETY NEWSLETTER

March-April 2023

Know Your Vermont Deweys And Their Family Connections

By Scott Fletcher

The name Dewey has prominent associations in Quechee, Montpelier, and Burlington, VT. The Quechee and Montpelier branches of the Dewey family were linked by the marriage of James French Dewey and Emily Strong Dewey in 1909. What other connections might there be?

The Dewey Family of Quechee, VT

Joshua Dewey was among Hartford's earliest settlers. He arrived from Lebanon, CT sometime before 1768 when Hartford's proprietors gave him permission to build a sawmill at Quechee Falls along with Benjamin Burtch and Abel Marsh. They completed the mill and sold it to Jonathan Burtch in 1771.

When the proprietors met on May 18, 1773, they named Joshua Dewey and David Wright as town collectors. In 1775, they chose Joshua to serve as both a constable and town collector and he continued until at least 1778. Joshua married Mary Buell in Hartford in 1771. They had seven children, including John Dewey in 1774. In 1781, Joshua was among the soldiers mustered for the Battle of Bennington.

Joshua and Mary Dewey's son John married Mary Wright on January 3, 1805. Mary was the granddaughter of Benjamin Wright who was another early settler of Hartford. They had a son named Albert Gallatin Dewey on December 16, 1805. The name Albert Gallatin does not appear elsewhere on the Dewey family tree but it was the name of the Secretary of the United States Treasury at the time.

John Dewey died in 1823 when A.G. Dewey was just eighteen. To support his family, A.G. Dewey worked as a carpenter. In 1831, he was employed in the woolen mill of Reuben Daniel in Woodstock. Daniel developed a tool for breaking woolen rags into fiber

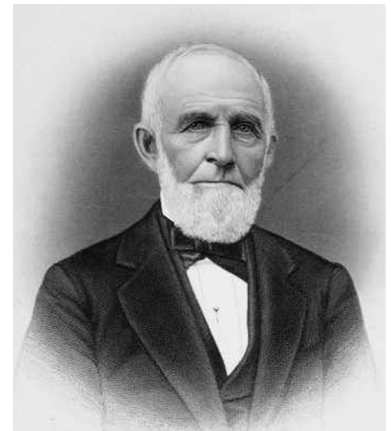
that could be woven into a soft but sturdy fabric. A.G. Dewey spent five years learning how to produce the fabric, which was known as "shoddy."

Howard Tucker wrote that J.P. and C. Strong opened a mill on the waterfall at the head of Quechee Gorge in 1836 but it closed in 1837 due to an economic downturn. Around 1840, however, A.G. Dewey leased the mill and brought it back to life.

Using the technique he learned from Daniel, Dewey was soon a large supplier of recycled woolen fabric known as "Dewey's Grays." The mill struggled to make a profit for many years but the company's creditors remained committed and A.G. Dewey's firm became solvent in 1856.

During the Civil War, Dewey's Mills produced thousands of blankets for the Union Army. In peacetime, the fabric was widely used by all classes of people for clothing and many other things including baseball uniforms.

Dewey's Mills became a thriving community that lasted through four generations of the Dewey family. A.G. Dewey's sons William Strong Dewey and John Jaspar Dewey took over for their father and ran the



Albert Gallatin Dewey, founder of Dewey's Mills in Quechee, represents one of three branches of the Dewey family in Vermont.

Continued on page four.

From the Editor . . .

First, we gratefully thank Joel Breakstone for his generous gift to the society. Thanks also to Jonathan Schechtman for helping us acquire a new refrigerator for the Garipay House.

The society lost a great friend with the passing of Roy Black. Please see our remembrance on page nine. Norwich also lost a beloved resident, Roger Blake, Jr., who was a lifetime member of the Hartford Historical Society. Our thoughts are with his wife Ellen and their family.

In November, Steve Taylor spoke on the Merino sheep boom in the early 1800s. Mary Nadeau provides a great summary on page three. In September, George Miller described dairy farming in the Jericho District. George is a knowledgeable speaker as well as Hartford's last dairy farmer. YouTube links are on our website, along with a link to Jay Barrett's history of Quechee. David Briggs will give a lively inside account of Ol' Engine 494 on April 12.

Quechee is not the only place in Vermont that had famous members of the Dewey family. This issue, we look at the Dewey family tree across our state and explore some surprising links between the branches.

If you want to see how much a few dedicated people can accomplish, make an appointment to stop by the Garipay House where you will find Pat Stark, Judy Barwood, Peggy McDerment, Art Peale, and other volunteers making good things happen. You are welcome to help organize the collection, create historical displays, or check out new artifacts like the old link and pin railroad coupling recently contributed by J.S. Dow. You will also see a charming display of homemade toys from Pat Stark's personal collection.

To make a real difference, consider joining the HHS Board. Another important thing you can do is keep your membership current using the convenient form on our website. Thanks!

Scott Fletcher, Editor

Bogle Employees Enjoy Holiday Cheer

The Landmark, January 12, 1894

The banquet given to their employees and invited guests on the evening of Jan. 3, by Bogle Brothers at the Hotel St. George was a pleasant affair. Landlord Morse was equal to the emergency, providing a menu that would be difficult to excel in a much larger place than the Junction. Eighteen persons were present, each doing ample justice to the elaborate spread arranged for them. After the supper, C.C. Bogle represented the firm in an excellent speech, speaking in his usual happy manner of their appreciation of each one of their employees. The banquet was preceded by a sleigh ride to Hanover by way of Lebanon, which was enjoyed by all and proved a most healthful appetizer. Bogle Brothers are business men and gentlemen who look after the interests of their trade and their employees also.

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

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The Great Sheep Boom and Its Enduring Legacy On the Vermont Landscape

By Mary Nadeau

The Society was fortunate to have local historian and lecturer, Steve Taylor, as the speaker for our November program.

The first settlers arriving in Vermont were lured by the prospect of cheap farmland that was offered by land speculators. However, upon their arrival, they found only vast forests with trees five or six feet thick, and so were forced to work at clearing the land, often in the most brutal way.

With the aid of only handsaws and oxen, these intrepid first residents resorted to girdling the trees, waiting for them to dry and then setting them ablaze. The resulting ashes, rich in potassium, were a valuable commodity to be shipped “down country” for the production of gunpowder, glass and soap. Once the land was cleared and the stumps removed, oats, barley and wheat were planted.

Cows were important to the survival of the farming enterprise as sources of storable fat and protein, meat, leather and manure to be used for fertilizer. Male offspring were castrated to become oxen. Small quantities of sheep were raised mainly for their fleece (which was mediocre in quality) and the manufacture of homespun cloth became a cottage industry.

Then, in 1809, President Thomas Jefferson appointed William Jarvis, a Boston businessman, as ambassador to the Spanish Court. Once there, Jarvis observed vast flocks of sheep with deep, thick fleece. These merino sheep were far superior to anything found in New England at the time. Fearing breeding competition, the Spanish had an embargo on their stock, but at the time of Jarvis’ arrival, the Spanish had a great need for money in order to repel an impending invasion by Napoleon. He and an Englishman struck a deal with the Spaniards and were able to buy 15,000 of the prize animals, which they divvied up.

When the merino sheep arrived at Newburyport, MA, Jarvis had 300 of them driven overland to his farm in Weathersfield, VT. Rams were bought up for breeding stock, and before long, the sheep population exploded in Vermont, Southeastern New Hampshire, south as far as Central Massachusetts and a bit into Southern Maine. Vermont, however, was at the epicenter of the sheep boom. Mr. Taylor noted that this was the only period in New England history when fortunes could be made by farming. The period also



Vermont Historical Society

Merino sheep were introduced to New England from Spain in 1809. This prompted settlers to clear land for grazing and build low stone walls that cows could step over but sheep couldn't.

marked the beginning of the New England mill towns, with local examples in Lebanon and Claremont, New Hampshire and locally in Quechee and Hartford.

A number of problems had to be tackled by the sheep farmers:

1. Confinement – it was essential to find a way to separate the flocks of individual owners. The trees had been cut, so there was no lumber to build fences, and wire fences hadn't been invented, so the solution was to construct stone walls four feet high. Cows could get over them, but the sheep could not. When stone walls area encountered within our wooded areas, we can be certain that they were constructed by sheep farmers.
2. Feed – Harvest and storage of hay were essential chores. Boys over the age of ten were taught how to swing a scythe and rake up the hay for storage in the hay mound.
3. Predators – This was the natural habitat of timber wolves, so farmers hunted them down.
4. Parasites and Disease – Intestinal parasites debilitated the sheep, prompting various remedies. One of the most popular cures was to make a tea out of tobacco juice, which is highly toxic, and feed it to the sheep. Tobacco was readily available, since many people grew it for their own use.

Continued on page four.

Sheep Boom continued from page three.

5. Foot Rot – Under wet conditions, this could be a problem.

6. Ticks – To rid their animals of ticks, sheep would be sheared and then run through a dammed section of a brook that had been laced with arsenic.

7. Malnutrition – Hay was traditionally harvested after the Fourth of July, and by that time, a good deal of the nutrition had been lost.

8. High Mortality – Typically, 80 lambs would survive from 100 ewes. (Today, the average is 200 lambs from 100 ewes.)

In 1835, there were 13,270 sheep in Hartford, 171,000 in Windsor County and 1,099,000 in the State of Vermont. However, the sheep farming era lasted only about 35 years. By 1837, the boom came to a halt when a series of events came together to create a perfect storm.

1. President Jackson dissolved the national banking system, ushering in a period of economic panic and depression.

2. The construction of the Erie Canal and the development of the railroads improved transportation to other parts of the country.

3. There was no commodity produced in Vermont that couldn't be produced bigger, faster and better than somewhere else, notably the Midwest, where the land was more fertile.

4. Competition from Australia and Argentina, offering wool for the mills at lower prices.

5. With the advent of the industrial revolution, more people worked indoors and didn't need heavy woolen clothing. Interior heating of buildings was improved, and cotton clothing became a popular alternative.

6. Vermont's soil was exhausted by so many sheep.



*To deal with ticks, sheep were sheared
and run through a dammed section of a brook
that had been laced with arsenic.*

7. By 1840, the land cleared for sheep farming was reverting back to forests.

The end of the sheep era had a huge social impact on the area as it began hemorrhaging population. Some towns in the area decreased in size from populations of 1,000 to 200 as people abandoned the farms and went to work in the mills or moved westward. Towns lost their tax base, and a period of loss and melancholy took hold.

To counter the trend, in 1898, Governor Rollins of New Hampshire came up with an idea to repopulate communities by holding a festival at the end of July or early August where there would be food, social activities and speeches designed to lure people back. Although it didn't work in the short term, it began the tradition of Old Home Day, which is still featured in many rural New England communities.

Vermont Deweys continued from first page.

firm until leadership passed to James French Dewey and then to his son William Tarbox Dewey.

James French Dewey is notable because he was born into the Montpelier branch of the Dewey family and was not descended from founder A.G. Dewey. In 1909, however, he married Emily Strong Dewey who was the founder's granddaughter. Emily Strong Dewey's father, John Jaspar Dewey, was president of Dewey's Mills from 1890 to 1931. It was John J. Dewey who purchased the steam-powered car called the Gertie Buck that carried the Dewey family along the railroad line to Woodstock and White River Junction. He was also among the first residents of Hartford to have electric lighting in his home.

James French Dewey was president of Dewey's Mills for over twenty years. In 1924, he doubled the size of the mill and expanded the dam and reservoir that powered it. James F. Dewey was a founder of Associated Industries of Vermont and also a founder of the White River Junction Rotary Club. He represented Vermont on the Republican National Committee. His grandfather, Charles Dewey of Montpelier, was a brother of Admiral George Dewey.

James F. Dewey's son, William Tarbox Dewey, was the last of four generations of family leaders. Dewey's Mill closed in 1962 when the Army Corps of Engineers built a flood control dam in North Hartland causing the Ottaquechee River to rise at the mill and upstream to Quechee Village. William T. Dewey

Continued on page six.

Hartford Historical Society Newsletter

Civilian Pilots Trained in White River Junction



In December 1938, President Franklin Roosevelt announced government funding for a trial program that would evolve into the Civil Pilot Training Program, which was designed to train 20,000 college students to become pilots. The program gained bipartisan support after Germany invaded Poland in September, 1939.

Flight training came to Hartford in 1940 when Dartmouth College sponsored a Civil Pilot Training Course for students interested in aviation. Dean Frank Garran of the Tuck School served as flight director.

Twenty Dartmouth students took part in the course. Ground training was given on campus by Dartmouth faculty and flight instruction took place at Twin States Airport in White River Junction.

In 1941, *The Landmark* promoted the training program to young men in Hartford and the Bugbee Flying Service provided instructors. After thirty-five hours of flying time, students were eligible to take the test for a private pilot's license.

In 1942, Dartmouth offered an advanced pilot training program that required fifty hours of flying time and included courses in aerodynamics, meteorology, and radio navigation. The Army and Navy Air Corps accepted this secondary training as part of their instruction. As planned, many graduates of the Civil Pilot Training Program entered military service or joined the Civil Air Patrol.



Top, Members of the Dartmouth-sponsored Civil Pilot Training course at Twin States Airport in White River Junction Airport where flight instruction took place.

Above, George H. Lowden (left), Dartmouth Class of 1943, and his instructor in the Civil Pilot Training Course sponsored by Dartmouth College are shown making ready for a cross-country hop from White River Junction to Keene, NH. The Civil Pilot Training Program eventually included several historically black colleges, which opened the door for the first African-American military pilots.

Vermont Deweys continued from page four.

attempted to move equipment and employees to a new location in Enfield, NH, but the firm could no longer compete with textile firms in the southern United States and overseas.

The Dewey Family of Montpelier

James F. Dewey of Quechee named his son William Tarbox Dewey after his father who was a widely respected businessman in Montpelier. Merchants in the city closed their businesses during his funeral on May 23, 1911. For many years, William T. Dewey was a director of the Vermont Mutual Company and the First National Bank of Montpelier. He also served as president of the Vermont Society of the Sons of the American Revolution.

Charles Dewey, father of William Tarbox Dewey, was also a successful insurance executive. His father, Dr. Julius Yemans Dewey, was a physician who founded the National Life Insurance Company in Montpelier in 1848 and served as president for many years. He is said to have personally delivered payment for the company's first claim.

Dr. Julius Dewey was the father of Admiral George Dewey who is best known for leading American naval forces at the Battle of Manila Bay in 1898. Dewey is credited with sinking the entire Spanish Pacific Fleet with the loss of a single American crewman. He became a national hero and was promoted to Admiral of the Navy in 1903.



Admiral George Dewey represents the Montpelier branch of the Dewey family.

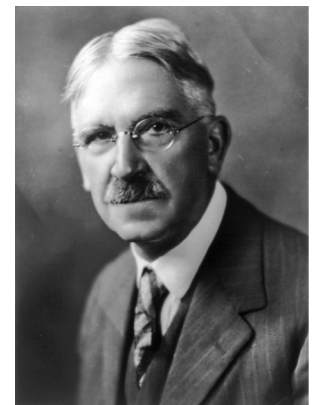
George Dewey studied for two years at Norwich University and completed his training at the U.S. Naval Academy. He served on a steam paddle frigate in the Civil War. He commanded a ship in David Farragut's fleet at the capture of New Orleans.

George Dewey continued in active service after the war and taught at the Naval Academy for two years. He considered running for President in 1900 but instead chose to back eventual winner William McKinley. Admiral Dewey died in 1917 and rests in the National Cathedral in Washington, D.C.

The Dewey Family of Burlington

The first known member of this branch of the Dewey family who lived in Vermont was Archibald Sprague Dewey who was born in 1811 and married Lucina Rich in Shoreham, VT in 1855. In 1859, Lucina Dewey gave birth to a son named John.

Born in Burlington, John Dewey attended the University of Vermont. After graduation, he taught high school for two years before earning a Ph.D. at Johns Hopkins University. In 1884, he accepted a teaching position at the University of Michigan where he was a colleague of George Sylvester Morris who was the brother of Ephraim and Edward Morris of Hartford. John Dewey named his second son after his friend George Morris.



John Dewey represents the Burlington branch of the Dewey family.

In 1894, Dewey started a ten-year teaching stint at the University of Chicago. In 1940, he moved to Columbia University.

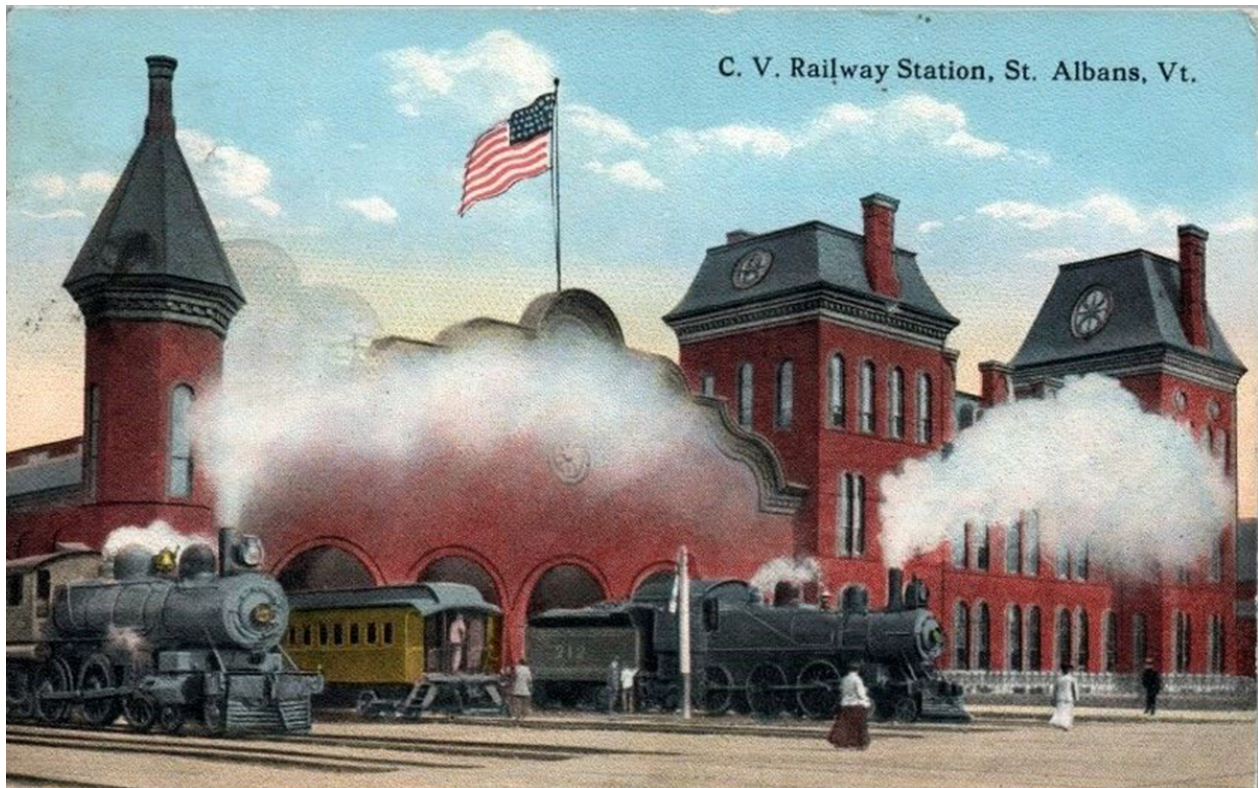
John Dewey is now known as one of the most influential American teachers and writers in philosophy, psychology, and education. He served as president of the American Psychological Association as well as the American Philosophical Association.

Other Notable Dewey Connections

The Dewey family has other notable members including Melvil Dewey who created the Dewey Decimal System that allows books to be organized in a library by subject and is used in some 200,000 libraries. Thomas Edmund Dewey was a lawyer and Republican politician who ran for President of the United States in 1944 and 1948, and served as governor of New York from 1943 to 1954.

Every branch of the Dewey family mentioned in this article is thought to be descended from Thomas and Mary Dewey of Windsor, CT. Thomas became a freeman of Connecticut on May 14, 1634. All branches also descend from their oldest son Thomas Dewey Jr. who lived from 1640-1690. James F. Dewey hosted a fundraiser for Gov. Thomas E. Dewey at his home in Quechee during the governor's 1947 presidential campaign.

George Gates Helps Vermont Trains Run on Time



George W. Gates of Stanstead, P.Q. and Amos Barnes of Lebanon, NH were both conductors on the Passumpsic Railroad when scheduled service from White River Junction to Newport, VT started in 1850. They married the Currier sisters of St. Johnsbury, lived with the Currier family, and became lifelong friends.

By 1860, George Gates had moved to White River Junction and become superintendent of the Vermont and Boston Telegraph Company. He would later become a director of the company.

Drawing on his railroad experience, Gates and his assistant developed a system to monitor the locations of scheduled trains across the state. They presented the plan to the board of the Central Vermont Railroad and it was implemented in 1866 as described by the following newspaper account.

Vermont Trains Managed by Telegraph

“On Monday next, a plan for the direction and movement of all the trains of the Vermont Central Railroad by telegraph goes into effect. The system, though it required much careful study to perfect it, is simple and reliable and, faithfully followed out by the employees of the railroad and telegraph lines, must prevent all accidents by collision and aid greatly in the forwarding of trains when behind time. The invention

is the work of George W. Gates, Superintendent of the Vermont and Boston Telegraph Line and Mr. H.H. Locklin, the Assistant Superintendent of the road, and may be of sufficient interest to warrant a word of explanation.

“A chief operator, with the title of train dispatcher, is to be appointed with headquarters at the superintendent's office in St. Albans (shown above) a position for the present conferred upon Mr. C.F. Randall, long one of the best and most reliable operators on the Vermont and Boston line.

“It is made the duty of every operator on the line to report to him the arrival of each train at their stations, and its departure, and if not on time to state how much late. This report the train dispatcher will enter on a blank prepared for the purpose. Thus, he will be able to show at all times the exact position of every train on the road. By this means, the superintendent or other officer of the road wishing to order trains forward, can do so with a full understanding of the whereabouts of every other train.

“The new regulations prohibit the movement of trains on the order of conductors and engineers and require all orders for such purposes to issue from the headquarters of the road.” *St. Johnsbury Caledonian*, February 2, 1866

Dewey Mansion Gets a Facelift



The Spirit of the Age reported in 1876 that John J. Dewey, president of Dewey's Mills, was building, "a new and elegant dwelling," in Quechee. The entire third floor of the Victorian home was a ballroom. Alarm bells on all the doors and windows protected against intruders. Mr. Dewey added electric lighting to his home in 1882 using a steam generator.

A large barn across the front lawn housed carriages and wagons. In 1920, Mr. Dewey added a Stanley Steamer to his fleet. The house later became home to William T. Dewey, son of James F. Dewey who owned Dewey's Mills.

In 1947, a fire caused extensive damage to the house, woodshed, chicken coop, and garage so the Dewey family asked Hanover architect Ted Hunter for help. Hunter worked with his wife Peg who was also an architect. They removed the third floor and transformed the house into what was called a "modernist" design. The home was featured in *House Beautiful* magazine in February 1950.

The home later underwent further remodeling and was operated as an inn before becoming a private residence again. The original barns still stand but the collection of carriages and other vehicles now resides at the Shelburne Museum.



First built in 1876 by John J. Dewey, the home was originally Victorian in style. The entire third floor was a ballroom. Ted and Peg Hunter gave it a "modernist" look after a fire in 1947.

Longtime HHS Board Member Roy Black Dies at Age 77

Roy S. Black, 77, a lifetime resident of the Upper Valley, died on January 4. He was born in 1945, in Hanover, NH to Henry F. and Beatrice S. (Skinner) Black. Roy enthusiastically participated and volunteered in many local organizations benefitting the community over the years. He served as a member of the Hartford Board of Civil Authority and was a Hartford Justice of the Peace.

Roy was a member of the Hartford Historical Society, Hartford Elks Lodge, Orleans County Historical Society, Lions Club, and St. Paul's Episcopal Church.

He is survived by his wife, Maryann Black, of Wilder; a stepdaughter, Elizabeth Nye; three grandchildren, Jase, Lydia, and Wyatt; his older brother, Harry A. Black; sister-in-law, Leslie Black; and two nephews, Henry Black and Benjamin Black.

Roy will be greatly missed by many. Hartford Town Meeting Day won't be the same. Contributions in his name may be made to St. Paul's Church.

Here are a few of Roy's comments from an interview for this newsletter in 2021.

On His Father

"My father Henry Black was born in 1906. He was a lawyer and my grandfather Harry Black was also a lawyer. In those days you didn't have to go to school to be a lawyer. You studied in a law office, which is what my grandfather did. My father went to George Washington University Law School and, when he finished, he married my mother and they moved to West Lebanon. My mother used to say, 'The only person I knew at my wedding was my husband.' My mother was also a college graduate, which was unusual at the time.

"My father went to work in the office of Raymond Trainor who was a well-known trial attorney in White River Junction. Trainor once had a case against the famous Clarence Darrow and he later told dad he didn't think Darrow was so great after all.

"My father was a superior court judge for nine years and then he got off the bench and went into private practice. He became a fellow of the American College of Trial Lawyers, which is the top of the profession. His most famous case was the Orville Gibson case. Gibson was a farmer in Newbury, VT who went out one morning and never returned. His body was discovered in the Connecticut River.

"Two men were arrested and my father represented one named Ozzie Welch. The evidence wasn't strong enough for a guilty verdict so the judge dismissed the case. The case got tremendous coverage and my father's picture was in *Life Magazine* twice.

"Allard Graves owned the Lyric Theater and the drive-in and he gave my father passes to both places. One day after they went to the drive-in, Allard asked my father how he liked the movie and he said, 'I didn't care much for the movie but there was a great show in the car next to us.'

"When my brother was young, my grandmother was tidying his room when she found a copy of *Playboy Magazine*, and then she found a stash of them under his bed. When my father got home, she told him about it and he wasn't the least bit concerned. Gram said, 'The mothers of those girls must just be sick.'"

On the KKK

"There was a very active Klan in Wilder, VT. One of our neighbors on Passumpsic Avenue was a Klansman, as was his father. When this man's granddaughter inherited the house years later, she discovered a box of Klan material in the attic and she went out into the yard and burned it up. You know there used to be ads in the local newspapers with a post office box in Wilder where you could write for information about the Klan. The ad said, 'Any proper questions will be cheerfully answered.'"

On Principal Grace Brouillette

"I had an experience that was a little bit scary when I was in elementary school. The principal was Mrs. Grace Brouillette and she was no nonsense. I was laughing about something and she wasn't into laughing. She said, 'You will get control of yourself or I'll get control for you.' I'll never forget that. She was no nonsense."



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THANK YOU!

Yesterday's News

Old Musicians (*The Landmark*, June 25, 1887)

The Hartford Cornet Band is again flourishing, with Prof. H.C. Moore at the helm. The band contains eighteen pieces, most all old musicians, plays the best of music, and when you look at the leader (Those who are familiar with him.) know that it is played as it should be. They are now open for all engagements.

No Crowding

Just say NO if you do not want this paper to Jan. 1, 1885, for 15 cents. We shall keep it going if you do not do so NOW. No charge for what you have had it. We are not going to give you a chance to say that we crowded it upon you. If you don't want it we don't want you to have it. We are rich. *The Landmark*, October 18, 1884

BAAA (*The Landmark*, April 24, 1896)

Mr. Marcy has an update on the dog that follows him around the store. It's a lamb.

Musta Been Fun

Three loads of Gypsies visited this place last Monday. *The Landmark*, August 11, 1883

Just a Buck

I will repair any make of radio for one dollar, plus the price of parts, if brought to my store. Trottier's Radio Service, Lebanon, NH. *The Landmark*, July 3, 1941

Hate It When That Happens (*The Landmark*, January 13, 1893)

The Ottaquechee aqueduct that supplies water to the north part of the town was frozen solid last Sunday.

Lock, Stock and Barrel

We hear that Messrs. A.T. & O.F. Barron have sold their property at White River Junction, including the hotel, restaurant, and livery stable, to Mr. Shattuck, formerly conductor on the Northern R.R. and Chas. B. Ballard of Hartford, for \$61,000. *Woodstock Post*, May 24, 1872

Glad That's Over

Mrs. O.W. Humphrey is recovering from her severe illness caused by the inhalation of ether for the purpose of having teeth extracted. *The Landmark*, July 13, 1894

Fifty Tons of Muck

Manager R.W. Wilson of the Hartford Water Company reports that he is having the Wright reservoir, so-called, thoroughly cleaned and repaired, in order to give the users of water the best possible quality. This step was made necessary by the presence of a very distinct and disagreeable taste and odor in the water. Upon investigation, the source of the trouble was found to be in the Wright reservoir. Mr. Wilson immediately took steps to remedy the difficulty by having the pond first drained and then cleaned. This work of cleaning is going on now. It consists in scraping the slate bottom of the reservoir with hoes and scrapers. To further insure the best results the gates, gate house and all screens are new. The old screens of one-half-inch mesh are being replaced by copper screens of one-quarter-inch mesh. The materials removed from the bottom of the reservoir consist largely of limbs, sticks, leaves and various water growths. During the 21 years which have elapsed since this operation was performed before, a great deal of refuse has gathered in the water. Mr. Wilson estimates that there is about 50 tons of it after drying out, the quantity if wet would be vastly more. The Wright reservoir has an area of 15 acres and holds when filled 16,000,000 gallons of water. *The Landmark*, July 9, 1925

Give or Take

Wolfe got hurt again last Saturday, the king bolt came out of his buggy as he was out riding, throwing him, he says, about forty feet, but we will take off thirty-five. *The Landmark*, September 2, 1882

Hartford Historical Society

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HHS Calendar

THE GARIPAY HOUSE MUSEUM is open by appointment only. 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 Monday of the month at the Garipay House at 6 p.m. (Please check for exact date.)

Wednesday, March 15, 2023 - **“Hartford Performing Arts History Project Presentation.”** Presented by Neil Silberman. 6:30 p.m. in Hartford Town Hall Room 2 or attend remotely. mosborn@hartford-vt.org for info.

Wednesday, April 12, 2023 - **“The Story of How Engine 494 Came to Hartford.”** Presented by David Briggs. 7:00 p.m. at the Greater Hartford United Church of Christ; 1721 Maple St., Hartford Village. Masks optional.

The **Genealogy Center** on the second floor of the Hartford Library is open Fridays from 2-6 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.

Websites

Hartford Historical Society: <http://www.hartfordvthistory.com/>

HHS Membership Form: <https://hartfordvthistory.com/contact/membership/>

Hartford VT Historical Society Facebook Group: <https://www.facebook.com/groups/hartfordvthistory>

Hartford History Timeline: <https://www.tiki-toki.com/timeline/entry/1456118/History-of-Hartford-Vermont/>

Very Vermont - Stories from the Green Mountains: <https://veryvermont.exposure.co/very-vermont>