

A HISTORY OF BOLTON, VERMONT

Introduction

Map - Beers

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Exhibits 1-17

Historical Sites and Structures

INTRODUCTION

Bolton, Vermont has always been a small rural community. Even the early Indians who hunted here were only temporary settlers. As the Europeans appeared in the New World, settlements were started north, south, east and west of Bolton. The French and Indian War, the Revolution and the continuing controversy between New York and New Hampshire over land grants kept Bolton in a state of wilderness. It was almost 1800 before the first people came to stay in this community.

I suspect that also the terrain, formed through the years from an inland sea through the glacial periods, left the township of Bolton an undesirable place to settle. There was a redeeming feature of the area - the Onion River. Now called the Winooski, it runs through Bolton valley east to west to divide the more than twenty mountains over 2000 feet in elevation running north and south. The Indians used it for access for hunting and war parties - the famous one being the massacre of the residents of Deerfield, Massachusetts in 1704. The early settlers took advantage of its fertile soil and wildlife for survival. It served as a roadway for the stages from Boston to Montreal, a road bed for the railroad and later for the major throughway which destroyed the valley farms, but opened the "Beckoning Country" to the eager tourists. It served as an airplane route with a beacon on Stimson Mountain, named for an early Bolton pioneer; and finally for telephone and electric transmission lines. This corridor represents a path of progress and technology over the 200 year history of Bolton.

The Bolton cemetery markers, census reports, Town Meeting records, grand lists and school records gave a picture of those early pioneers who came to Bolton in the 1790's, cleared the land, raised their families and stayed here through their lives - the Lavakes, Prestons, Pinneoes, Sabens, Kennedys and Whitcombs fit into this category.

As the Town progressed with a railroad and lumber activity, the Stevens, Tomlinsons, Giles, Coltons and Tracys took an active role.

Later, the Bolton Hotel, operated by the Bishops, was the first step in cultivating the tourist trade in Bolton, and this was climaxed with the arrival of the DesLauriers family and the building of the present Bolton Valley Ski Resort.

Continual land development and speculation played an important part in the history of Bolton.

In the preparation of this History, I appreciate the help given to me by:

Bolton Town Clerk's Office Staff, Ellen Champney, Deborah LaRiviere and Tina Champney.

University of Vermont Wilbur Collection

Vermont Historical Society

Chittenden County Regional Planning Commission

Dorothy Alling Memorial Library

References

History of Chittenden County, William S. Rann

Vermont Historical Gazetteer

October 1989

Chapter 1

Land Grants and Settling the Township of Bolton, Vermont

Probably the first white man to catch a glimpse of Bolton was Samuel D. Champlain, who sailed down the Lake named after him in 1609.

He remarked about the beautiful country and saw and raved about Bolton's famous mountain, Le Lion Couche, now known as Camel's Hump.

Following some early grants made by the French along Lake Champlain, Charles the II of England, in 1664, gave the New York Province the right to grant land in the territory between New York and New Hampshire. There were typical British grants of large blocks of land which were then broken into parcels and rented, following the English feudal system, which was now popular with prospective settlers.

Benning Wentworth, Governor of New Hampshire and close friend of King George the III, persuaded his majesty to give him permission to issue grants in the same territory. The Governor, being an aggressive promoter and speculator, lost no time in making grants, the first being in Bennington, and then followed in rapid succession with 127 more during the period from 1749 to 1764.

The Bolton grant (Exhibits 1 and 2) was issued on June 7, 1763. The grantees were all friends or relatives of the Governor with little interest in settling the land, but with a keen purpose of land speculation for a profit.

The Town Charter of June 7, 1763 is interesting in the fact that it appears (Exhibit 3) in typeset form. This form was used in all the charters in order to simplify the incorporation of the town's name, description, grantees, etc. You will also note the town's description of twelve miles square. This was typical of each town's charter. Thus every town became about a day's walk from the next.

The first reference in the Bolton Town Records of activity in land speculation was a meeting held by Samuel Averill at the home of Samuel Canfield in New Milford, Connecticut on May 10, 1770. (Exhibits 4 and 5) At this meeting a tax of \$3.00 was laid on each right to defray the cost of laying out the township. Another meeting was held at the home of Captain John Robinson in the Province of New Jersey on the 15th day of November 1770. At this meeting lot numbers were drawn for one hundred acre plots for each of the 71 grantees. As required, 500 acres were set

aside for the Governor and lots were assigned for social, schools, roads, church and ministers.

You will note from the records (Exhibit 6) that 100 acres was to be given to anyone who would establish a saw and grist mill at Bolton Falls.

As late as October 9, 1772, Andrew Elliott from Minto, Scotland, and a collector of quit rents in New York, was granted a patent which covered all of Bolton and Richmond. The territory was named Minto. Little or no action was taken to settle the area.

It was obvious that the land had to be surveyed. You will note that at a meeting in April 1773 it was agreed that a tax of \$3.00 would be assessed on each right to defray the costs assumed by Averill and Thacher in laying out the towns. In April 1773 it was reported that \$204.00 had been collected and that a further tax of \$2.50 per 100 acres would be necessary.

In May 1773 Averill and Thacher were authorized to advertise and sell any land belonging to grantees delinquent in taxes and to lay out a second division of lots of one acre each with suitable highways.

You will see from the report of the meeting on the 14th of February 1774 (Exhibit 7) that a public auction was held to sell properties of delinquent taxpayers. Thacher and Averill acquired the land at 1 pound two shillings per 100 acres. Thus began a program of active land speculation.

The famous Allen boys made their appearance in Bolton on several occasions, chasing out surveyors from New York. Allen Rock at Bolton Falls was named for Ethan Allen following one of his visits.

Exhibit 8 is the first reference to Ira Allen's interest in Bolton. It appears that Ira and Issac Hitchcock were making a move to control land in Bolton for speculation. The fact that several meetings were proposed in Pownal, Shaftsbury and Arlington, only to be adjourned, indicated an unsuccessful venture on the part of Ira Allen and his cohort, Issac Hitchcock.

On the 17th of April, 1786, land was sold and Governor Chittenden's name appears for the first time. (Exhibit 9) These transactions occurred right after the third division of land.

On July 23, 1800 a meeting was held in Bolton at Lavake's home. This meeting consisted of Bolton residents. (Exhibit 10) A committee reported that former surveys and proceedings were incorrect and not consistent with the law. It was resolved that former surveys and proceedings were void in law and that a committee would be appointed to survey the town anew. It was voted that the town be divided into three divisions of 100 acres

to each division and that John Johnson and Jabez Jones would be a committee to survey the town. This would appear to be a victory for the early settlers over the speculators.

Attached are samples of Johnson's meticulous survey work and the assignment of lots to the original proprietors. (Exhibit 11)

The town still has in its possession a hand tooled leather map with all the lot numbers as they appear on the Beers Map, and it is still used today in the grand list.

The controversy over New York and New Hampshire land grants continued through this period, but was more predominant in the southern and western portion of Vermont where land was more attractive than in Bolton.

In 1789 New York Province agreed to give up her Vermont claims for \$30,000. This led to Vermont becoming part of the Union in 1791. Dewitt Clinton, later Governor of New York, purchased big blocks of land in Vermont, particularly in Bolton.

With land grants clear and surveys complete, people began to settle in Bolton.

Chapter 2

Early Settlers

In Ira Allen's autobiography, reference is made to his interest in purchasing land along the Onion River owned by people living in Connecticut. In the course of inspecting this territory, he was asked to look for New York surveyors who were reported in the vicinity of the Onion River - the meeting place was at Bolton Falls. The Yorkers were found and dispersed.

Ira observed the fertile land along the River, full of blue joint grass, and promised to become an owner of this land. Actual lots were laid out on that visit.

An interesting quote from Ira's diary follows:

"It may be useful to somebody to hear remark that about 3 miles from Bolton old corner nearly northeast by a small brook that a man can conveniently step across on a ledge of stones forming westerly about 5 feet in height that are excellent rubstones for the use of scythes. By spitting on them they turn greenish, much like Quinetog rubstones in Connecticut."

After negotiating a deal on land Ira owned in Mansfield, he bought 30 rights of land in Bolton, Moretown and Middlesex from Samuel Averill. Later Ira made a deal with Averill and concentrated on development of land closer to Lake Champlain.

The pioneers from Massachusetts, Connecticut and New Jersey came to Bolton by horseback, usually alone, prepared to identify their claims. They cleared the land, built a shelter, plowed and put some crops in and then returned to pick up their families.

Bolton was truly a wilderness, described as a land of boulders and bears, with twenty mountains over 2000 feet in height.

The early settlers made their homes along each side of the Onion River. The land was fertile and fish and game were abundant.

The land had to be cleared of trees, usually burned, and logs were cut to build a cabin. It was a primitive shelter with dirt floor, fireplace and bunks or a loft for sleeping. Furniture, utensils and tools were all made of wood.

It was essential that on the initial trip firearms, tools, some utensils, seeds (corn, peas, potatoes, tubers, beans, wheat and oats - all of which were not native to Vermont) were transported.

Maple trees were available for syrup, wild onions, Jerusalem artichokes, sunflowers, wild buckwheat, and many other edible plants were available for food. Medical plants were abundant - willow shoots (aspirin), witch hazel bark, colts foot - for tea or sore throats.

Medical doctors were virtually unavailable. An herb doctor resided in Jericho and a bleeder in Waterbury.

Residue from wood burning was used to make soap and some was used to make potash, which was sold in Waterbury, or used for barter.

Everyone lived off the land by consuming only food they raised, using tools, utensils and furniture which they made or bartered for. No one crop dominated and they never bought anything which could be produced at home. Every member of the family contributed.

The 1790 census report showed 21 families in Bolton, and by 1800 the number had increased to 33.

John Barnet is reported as the first white man to visit Bolton on an exploration trip from the Connecticut River to Lake Champlain. He followed the Onion River corridor, where his party was attacked by Indians and Tories and he was killed.

Francis Joyner was the first Selectman of Bolton. The brook that drains the Bolton Valley was named after him.

The first town meeting was held at the home of James Moore on the 17th day of March 1795 (Exhibit 12) and lists the fourteen people elected to manage the town affairs.

Augustin Lavake (Leveake, Levaque, Lavaque (X) his mark) was born in Quebec Province. He served seven years in the Continental Army as a French Canadian volunteer. He was twice wounded and discharged from the army in Morristown, New Jersey, in December 1782. Lavake purchased property in Hanover, New Hampshire in November 1785. It was impossible for him to go back to Canada because he was excommunicated from the Catholic Church by the Bishop of Quebec along with all other Canadians who participated in the American Revolution. He was also subject to trial and imprisonment by the Canadian Government. In 1783 he married Lucy Clark and by 1790 had two boys - John and Thomas - and two girls - Betsey and Fanny.

On April 30, 1798 Augustin purchased 70 acres of land from Nath Cogswill, an original grantee. (Copy of deed attached as Exhibit 13)

Lavake wasted no time enlarging his holdings. Records show he bought lots 13, 16, 17, 18, 19 and 20, thus increasing his holdings to 600 acres. (see Beers map)

The 1800 census (Exhibits 14-15) showed 16 families in Bolton, including Lavake's, listed as follows:

Unidentified boarders - 2

Augustin 26-45

Lucy 26-45

John 16-26

Augustin, Jr. 10-16

Henry, under 10

Fanny 16-26

Betsy, under 10

However, only five families who were residing in Bolton in 1790 (census report) were still living in the Township in 1800. Pioneering took its toll. (Exhibits 14- 15)

The fact that Lavake took in boarders supports the fact that he was the first tavern keeper in Bolton. He is also reported as an innkeeper on the road from Boston to Montreal in the 1811 Almanac. (Exhibit 16)

John Bone is reported to have stayed at Lavake's at the time he was killed in a fall off the mountain, now named after him.

During the war of 1812, Lavake put up troops in his field and his four sons served, along with Captain Pinneo of the "Silver Grays", in Peck's 4th Vermont Regiment. They all volunteered to fight at Plattsburgh in September 1814.

Augustin was always active in town affairs, serving in almost every phase of town business.

His daughter, Fanny, was married in Bolton in January 1812, and for some unknown reason, she and her husband were asked to "depart out of the Town forthwith" in February 1817. Apparently they were unable to pay taxes and the Town was unwilling to provide them with support. (Exhibit 17)

In 1815-19 Lavake was having a difficult time financially and sold much of his property. He also applied for a pension from the government for his service in the Revolution, which was finally approved shortly before he died at age 69 in 1822. He is buried in the cemetery that he authorized as a Selectman.

John Preston bought 400 acres - lot 139 - in 1792. He built a log cabin on the south side of the river and raised a family. The 1800 census showed the family to consist of one male 25-45, 1 male under 10, 1 male 10-15, 2 females 10 to 15, 1 female 25 to 45 years.

He built the still-existing home in 1820 along Preston Brook. (see historical records)

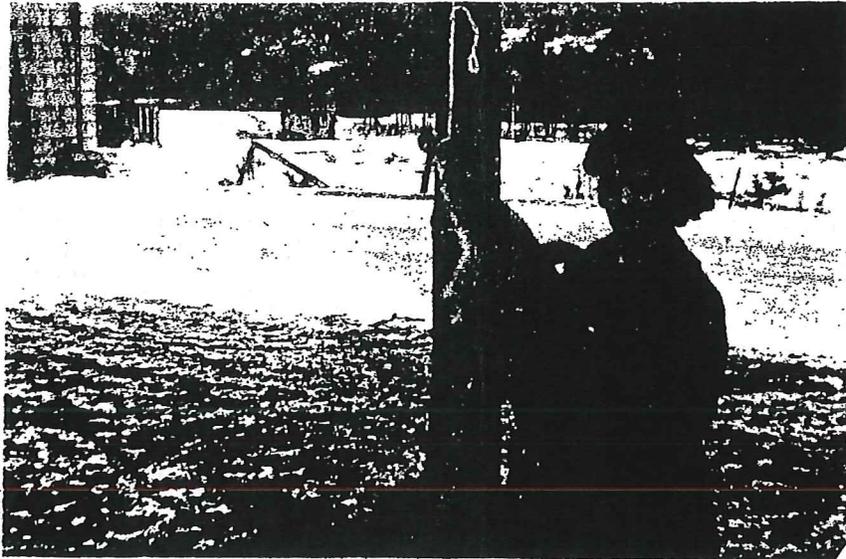
In 1843 the Bolton grand list showed Noah - John's son - living on the property of 400 acres, with 2 oxen, 18 cattle, 3 horses, 3 swine and 60 sheep. He died in 1869 and is buried in the Bolton cemetery.

Noah, Jr. took over the property until his death in 1899 at 80 years. The 1900 records show William inherited the estate. He married Jessie Flurry, an Indian, and operated the farm.

Richmond Preston, William's brother, was an adventurer who went west, made money, and returned off and on to buy property in Bolton and help his relatives. Grand list records show the purchase of large blocks of land and payment of liens on family members. Preston Pond is named for Richmond.

Bertha Mina Preston was born in the house in 1904, married Leo Lafreniere and lived there until her death. Leo continues to live in the home.

The attached picture of Bertha shows her just after she shot a lynx in her back yard. She refused the bounty of \$10.00 because she would not give up the ears of the animal. Leo has the preserved animal.



Several of the Preston family are buried in the Bolton cemetery.

Daniel Pinneo was one of the first settlers, living in the area of the brook named after him. He served the town in many

capacities. He built one of the first sawmills and provided land for the Pinneo School in district 1. (see historical records)

Samuel Barnet of Newbury, one of the early settlers of Bolton, was one of Washington's guards during the War of the Revolution. At the close of that struggle he came to Bolton, built a little log cabin, and began to make a clearing. Soon after his arrival crops suffered greatly from frosts, and it was with difficulty that he raised sufficient corn and turnips for his sustenance. He was present at the battle of Plattsburgh and died about four weeks afterward, aged sixty-eight years.

John Kennedy, one of the first settlers in town, was born in Massachusetts and when a young man, moved to Newbury. He was with Ethan Allen at the bloodless reduction of Ticonderoga and received \$80 as his share of the prize money. During his twelve-month service in the continental army he became personally acquainted with General Washington. After "the wars were all over", he returned to Newbury, but soon purchased lands in Waterbury, where he worked one summer, harvesting his corn and putting it in a crib. He then returned to Newbury, and on coming back in the spring found that his corn had been stolen, and the title to his lands claimed by others. Upon this he came to Bolton, where he continued to reside until his death in 1820.

The pioneer life in the early 1800's was one of survival as portrayed by the following excerpt from a diary describing life on a small farm in the neighboring town of Ricker Mountain.

Spring

Gathered and boiled sap - 70 pails
Cut browse for cattle, hay all gone in bay, snow being plump 12"
Sugared off 50 pounds
Picked stone and harrowed to old house
Finished planting potatoes and washed sheep
Mended fence and plowed in west field
Sunday - Lowery day, stayed home
Cut school wood - Hewed timber

Summer

Framed and raised shed
Chopped wood in the swamp
Worked on the town road - Dug stumps
Finished haying in the upper field - 5 loads
Reaped rye - Hunted for old mare
Corded up hemlock bark
Fixed candle rods and dipped candles
Sunday - To Stowe to quarterly meeting

Fall

Bound oats and peas and drew them in
Drove sheep home
Drew in and threshed and cleaned 20 bushels India

wheat
Dug potatoes on the ridge - total of 265 bushels
Swapped cattle - Repaired wagon
Lathed buttery - Killed the old cow
Shingled shed - Shaved shingles
Sunday - Attended prayer meeting to hear the woman
preach

Winter

Drawed wood
Thrashed oats and peas
Shod the horse, made broom
Drawed logs
Unwell with a bile
Made horse sled - Altered bull
Butchered the hogs
To Waterbury with ashes, 11 1/2 bushel
Broke open roads
Sunday - To schoolhouse to meeting
Built traverse sleds, made yoke

Although most of life's necessities were provided by the home farm, the means of life were occasionally supplemented by outside income. It might be part-time labor on local logging operations, or at one of the small sawmills down in the valley, or on one of the larger farms along the River. The river offered a few good will privileges for the establishment of small water-powered sawmills, and the farmer might cut a few logs to sell or hire out his team when not needed on the farm. The only grist mill in the area was at Hiram Gale's mill, and when that wasn't operating it meant a trip to either Waterbury or Moscow to get meal ground from their home-grown corn, wheat or oats.

The early settler's dependence on wood and his reverence for its qualities is a fact that's almost incomprehensible to the resident of the computer age. A way could be found to fashion almost any needed item from the wood resource so abundant around him; a tool could be fashioned from wood that could serve as an extension of his hand to deftly accomplish his will, to quietly perform extraordinary feats of strength or the gentle touch of a feather. His reliance on wood was astounding.

The farmer knew just what kind of wood he needed to make a particular tool and how best to fashion this valuable resource. Such knowledge comes with reliance coupled with respect for what nature provides. Museums are filled today with the myriads of implements our forefathers fashioned from wood.

It appeared that one way to keep every male in the town occupied was by giving him a responsibility. The Town Records show the following elected officers: 1) Representative to the Legislature; 2) Selectman (there were three); 3) Town Clerk; 4) Treasurer; 5) Constable; 6) Lister (there were three); 7) Auditor (three); 8) Fence Viewer (three); 9) Grand Juror

(three); 10) Petit Juror (three); 11) Sealer of Weights and Measures; 12) Inspector of Leather; 13) Pound Keeper (two); 14) Trustee of Public Money; 15) Supervisor of Highways (eight); 16) Superintendent of Schools; 17) Inspector of Wood and Lumber; 18) Overseer of the Poor; 19) Marker of Cattle; 20) Log Haywards; 21) Tythingman; and 22) Moderator. A total of 42 people were required to fulfill these responsibilities. The Selectmen also served as a local board of health.

Great responsibility rested with the Town Clerk, and the Selectmen. The Town Clerk made the day-to-day decisions, with all the major items subject to the approval of the Selectmen. The Town Clerk remained in office for a much longer period than the Selectmen.

Records show that as early as 1795 a tax of one penny per acre was assessed for building roads and bridges from logs. Fifteen dollars was raised to establish a burying ground and five English pounds to make a school in the center of town. The property is now lease land.

As the Town grew, so did the responsibilities of the appointees, particularly the Town Clerk. He married people, arranged for abandoned people to be boarded, took care of the poor, certified teachers and approved books, established taxes and budgets, built roads, served people to leave the town, declared people insane and arranged for their support. (See attached copies from Town Records.)

interior with the overseers of the poor
 answer

Whitcomb's accounts

'821	paid A. Smith	21.00
	to one pair of Shoes	1.50
	1 Cotton Shirt	0.60
	1 bushel Corn	0.62
	cash paid Miss Green	3.50
	1 qt rum to widow Green	0.50
	cash paid Asa Stockwell	0.75
	3 half pints rum to widow Green	0.37
	Boarding miss Green 4 days	2.00
	Betty Wheeler's arbitration	0.75
	paid the widow King	8.00
	paid Mrs. Covert's order dated 1822	2.50
	Laid J. Bennett's order do 1822	3.00
	paid for 3 meals from Doct. Cole	7.00
	paid Asa Stockwell Tax	1.39
	interest	1.81
		<hr/> 55.29

tax Bills off 54.27
 abatements
 on tax Bill 1.65
 the widow King 8.00
 do - - - 1.39

Everts 1.25

 44.29

25
State of Vermont } June 1st 1845 Miss
Christiana Coffey } Adeline Lewis has this day
been examined and is found qualified to instruct
in Spelling Reading Writing, Geography and
Arithmetic and Grammar to some extent
and Satisfactory evidence being given that she
sustains a good Moral Character she is hereby
licensed to teach School in the Town of Bottom
in the term of one year from this date

R. J. Moore } Superintendent of Common
Schools for the town of Bottom

Be it this Sustuffment for record
in Bottom town Clerks Office January the
27th 1847 at four o'clock P.M. and the
same was recorded by me

J. H. Whitman
Town Clerk

State of Vermont
 To the Hon Probate Court in and for the District
 of Chittenden - your petitioners friends and
 neighbours of Sally Pines & Wealthy Pines both
 of Bolton in said District respectfully represent
 that the said Sally Pines and ~~Healthy~~
 Wealthy Pines - are insane and incapable
 of taking care of themselves. that the said
 Sally & Wealthy are maiden sisters and
 being owners of a farm & other property
 in said Bolton are tenants in common
 and joint owners of the same. and your
 petitioners pray that a guardian be by your
 Hon. Court appointed over the
 Sally & Wealthy

R. J. Morse

State of Vermont
 District of Chittenden } J. J. E. Wales Judge of
 Probate for said District hereby certify
 the foregoing to be a true copy of an applica-
 -tion for the appointment of guardian
 of over Sally Pines & Wealthy Pines filed in the
 office of the Probate Court of said District
 Nov 23rd 1870. In testimony whereof witness my
 hand & the seal of said Court this 5th
 day of December - A. D. 1870

J. J. E. Wales Judge

Received and recorded by me this 7th day of
 December - A. D. 1870

Samuel Deavitt Town Clerk of R Bolton

Chapter 3

Bolton Schools

The Selectmen, were aware of the provisions in the 1763 Charter to set aside land for schools, and in the survey of 1800, four separate acreages were allocated for this purpose.

No schools were built at this time, the best people could do was to make available books on reading, writing and arithmetic, necessary for common business dealings, and exchanged these books among the residents.

Many of the parents were illiterate so it was necessary to find teachers who would come to the homes to help the children.

The Vermont Constitution did not forget education as Section XL set forth that schools and instruction should be provided at low prices. There were no blackboards, chalk, slates nor paper. Pebbles were used for number work, birch bark for writing, and ink was made from the inner bark of the red maple tree.

As the Town grew, residents provided log structures to serve as schools and teachers were brought in on a barter basis, usually for grain, and boarded by various families. Attendance at school was poor and interest was low, but it was a start.

With the boom in the lumber business and the building of the railroad, the population of Bolton was growing so fast that a town school became an important state requirement and a necessity. In the March 24, 1855 meeting at the railroad depot, a school to be built on the Turnpike (where the Fire Station now stands) was approved. (See attached.) A record of this school's activity from 1855 to 1877 is in the Town Clerk's Office. The bell from the school is on display at the Smilie Memorial School.

Great care was used to keep costs at a minimum. This assignment was given to the most prominent members of the Town - Bates and Whitcomb. Teachers were to be boarded and wood supplied by the families of the scholars.

The estimated expenses were to be about \$600.00 for the school building, to be raised from the grand list, with all other expenses to be paid by the scholars.

As the population grew, it became necessary to pay the teachers and to provide boarding. Thus expenses for schooling started to expand at a rapid rate, as the March 27, 1877 Report shows. (Attached.)

In addition to the District 5 school, several others were constructed as shown in the school superintendent's report of April 1, 1875:

Bottom Board the 24th 1855

Met in pursuant to the Warming and
Chas Ezra Bartholomew Moderator to give
said meeting
voted to pass over the 2nd article & 4th article
set up in the Warming until an adjourned
meeting,

voted that we build a School House in
School District No 5th in Bottom the ensuing
Season

voted that there shall be three building comm-
-ities to build or superintend the building
of a School House

voted E. W. Bates first building Committee

voted J. H. Whitcomb 2nd building Committee

voted C. E. Whitcomb 3rd building Committee

voted to build said House 26 foot wide by

34 foot long & eleven foot between joints
and subject to alterations at the discretion
of the building Committee

voted to adjourn this meeting to Thursday
the 29th inst at six o'clock P.M. at this place

J. H. Whitcomb

Dis. Clerk

See next Page

Board met March 29th then met
according to the adjournment
and meeting opened by the same
Moderator and voted to adjourn
to time without date

J. H. Whitcomb

Dis Clerk

the copy of the Warnings and
the doings of the meeting annexed

J. H. Whitcomb

Dis Clerk

Boston March 27th 1877

Met in pursuance to the foregoing notice and
 Electd. H. V. Gill Moderator, J. C. McQuinn
 District Clerk, Auditor John Phillips, Truman
 John Ryan, Prudential Committee J. S. McQuinn
 S. N. Pease, Collector, voted to have five months
 school. Said school to commence the first Monday
 in May, the hiring and boarding to be left with
 the Prudential Committee. The wood is to be
 furnished by Fred Summers is to get six
 cords of twenty inch wood good hard wood
 to be split and put in the wood shed - for one
 dollar and thirty five cents per cord.

The reports of the District officer was then read, and
 the following ^{the} results

First Prudential Committee Report, then the Truman
 and lastly the Auditor's Report. Each Report, except
 and adapted -

1876 Orders drawn examined and accepted

Aug 5 th	To Sarah Kennedy for teaching 14 weeks		
	at three Dollars pr week	paid	42.00
" "	To H. N. Gill for board 14 weeks	paid	21.75
" 30 th	To Michael Tobin for wood	paid	14.40
" "	To Mrs. Gill for cleaning school room	paid	3.00
			<hr/> 80.75

Families in town - 146 (population 700)
Children between ages 5 and 20 - 186
Attending school - 108
Length of term - 23 weeks
Tax raised - \$791.82
Teachers' wages - \$655.20 (10 schools)
Board
Fuel cost - \$60.00
Repair - \$22.00
Cost per pupil per week - \$.22

With the rapid exodus of families from Bolton after 1900, many of the schools were closed and dismantled.

The school that received nationwide acclaim was the Pinneo Flats Schoolhouse. Just before Nellie Canning, a teacher and resident on the Nebraska Notch Road, died she wrote the following story.

"Bolton Memorial School

"The 1927 flood was particularly devastating to the town of Bolton. Included among the 20 deaths were three families with 6 children swept away in their homes in the night. The Pinneo Flats Schoolhouse was also washed away.

"The story of the Pinneo Flats School begun 18 months before, tells of hard, unceasing labor against all odds. Vacant for 15 years, now that it was needed again, it was too small, too close to U.S. 2. and in extremely dilapidated conditions. Under the guidance of Supt. Edward L. Clark, parents H.E. Hovey and Frank Atwood went to work to make the school acceptable. Together, the three men worked two summers, Saturdays and holidays, assisted in some portions of the work by George Pearson, Chester Champney, Ernest Hausman, William Agan, Frank Phillips, George Thompson, and S.U. Tomlinson. By Sept. 12, 1927, the school had begun its second year and had been completely repaired for standardization, and was attended by 17 pupils. Then came the flood of Nov. 4 and all evidence of the heart-breaking toil of the Bolton men was wiped out.

"The inspiring story of the new Pinneo Flats School began on Friday, Nov. 18, on the editorial page of the Burlington Free Press. Supt. Clark had written an account of Bolton's loss to John L. Southwick, editor, and said that with \$1,000 a new school could be ready for occupancy by Jan. 2. From November 18 to December 30, the Free Press encouraged public participation and printed news of results. Mrs. Samuel Cannon, Chairman, Supt. Lyman C. Hunt, Treasurer, and Mrs. F.G. Carpenter constituted a committee 'to do what they could.' Burlington children were invited to help. Appeals were made to teachers, mothers' clubs, and PTA's. UVM alumni contributed through organizations in which they were active, such as AAUW. The American Legion Post of

Waterbury, Conn., was reached through the instrumentality of William M. Brown '21; numerous 4-H Clubs about the state, of which E.L. Ingalls '96 was leader and other graduates were local agents also contributed. Plays and special programs were presented to raise money. Children in nearly every school in Vermont brought their pennies and shared their birthday money for the children of Pinneo Flats. Vermonters, friends, and schools as far away as Paris, Chicago, Florida, Alabama, Ohio, New Jersey, and Washington, D.C. sent contributions.

"The Pinneo Flats School Project was the theme of Mr. Southwick's Thanksgiving editorial. On Nov. 30, a letter from Clarence H. Dempsey, Commissioner of Education, earnestly recommended the project as one worthy of generous support. On that date the Fund reached \$650. George Pearson offered land, from which the school would command a glorious view. The State Department of Education stood ready to render substantial help. The plans for the new building were such that it should prove an inspiration to the pupils and a credit to those giving toward it, yet not be too expensive. It would be a worthy memorial to those who lost their lives in that district.

"Ground was broken on Dec. 1, 1927, and it was hoped to have the school ready by Jan. 2, 1928. The work of excavation and construction was under the direction of Alexander Terrien of Burlington. Two teams worked, hauling gravel and lumber, and scraping and grading. One team was Frank Atwood's. 'Though the thermometer might go below 0, neither weather nor hard work held terrors for the people of Bolton engaged in their labor of reconstruction.'

"F.W. Bauder of Fort Plain, N.Y., contributed the use of two buildings on the school site, to be torn down and used in construction; a playground for the children; the school library; the teacher's desk, and the pupils' desks. Swanton Lumber Co. gave 6 doors and hardware. Mr. Caswell's BHS classes in manual training offered aid in construction. G.S. Blodgett Co. donated paint. The Mabel Southwick Memorial Fund gave an outdoor American flag, and the Case Street School, Middlebury, an indoor flag. C.H. Domina donated a 50 pound bell, 12" high, with a skirt of 18". Mrs. P.E. Kingsley, Middlebury, gave an organ. The Lucy Wheelock School for Kindergarten Teachers gave a stained glass window. The MacMillan Company of Boston sent books to replace MacMillan books used by the school at the time of the flood. Ginn & Company gave a reading chart. J.L. Hammett Company furnished all the equipment not donated by others - 20 different articles of furniture, maps, globe, clock, water cooler - through the effort of their Vermont representative, P.R. Harmon, who spent summers at Caspian Lake, Greensboro. The sign placed over the front was furnished partly by the Carhart Advertising Corporation, partly by the town. At a special town meeting in December it was voted to appropriate \$300 for the Pinneo Flats School.

"On December 12 the foundation was nearly done and the Fund had reached \$2,226.30. Contributors included Home Dem Clubs; children in flooded Springfield, Mass., sending aid to flooded neighbors; Mrs Lettie Palmer of Monkton, who wrote that 'it was in remembrance of the time when she taught in the Pinneo School over 50 years ago;' Mrs. Jesse Sturtevant of St. Albans, whose old home was nearby and who had been a student and teacher in the school; C.F. Eddy, Hyde Park, who had attended the school 'a number of years ago;' Charles Scribner's Sons, N.Y.; Washington, D.C., schools; Boys' and Girls' Clubs; social and religious organizations.

"On Dec. 27 Commissioner Dempsey and Supt. Clark announced the fund was completed. A Free Press editorial on Dec. 22 read, 'We do not recall another such outpouring of sentiment and generous impulses as has greeted the Pinneo Flats Memorial School Project.' Over \$2,900 had been given.

"Wednesday, January 25, 1928, the Bolton Memorial School, which many had helped to build, was ready for occupancy. The name was changed from Pinneo Flats, but Ellen Pinneo Smilie remembered and contributed 'modestly' during her lifetime. The new school was 33' by 28' with an 8' by 18' woodshed in the rear. It had a hardwood floor, a 20' by 25' classroom, a stage with dressing rooms, 2 chemical toilet rooms, gasoline lights and spring water.

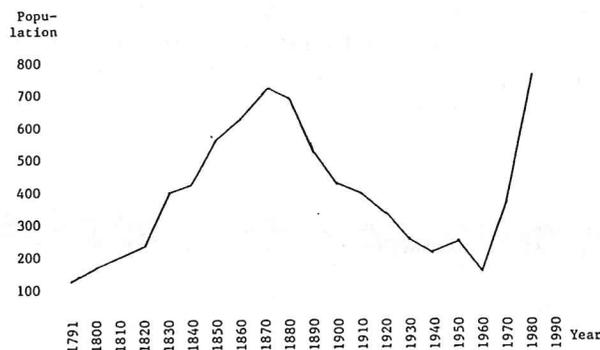
"The teacher was Clara B. Thompson, age 20, whose account of her experiences is recorded in 'When the Water Came to Waterbury.' She says, '...We now have a fine, well-equipped building, situated on a high land and we all do appreciate the gift and generous interest that made it possible more than words can express.'

Researched and written by
Nellie Canning
Barre"

Today we have a population in Bolton of approximately 700 - 119 are students. The present Smilie Memorial Elementary School has 30 students with about 90 tuitioned to three central schools, and a budget of \$363,249.00, or about \$85.00 per student per week of school.

Chapter 4

Rapid Growth - Railroads - Lumbering



The success of the Champlain Canal to the Hudson prompted the lumber interests to form the Onion River Navigation and Tow Path Company to develop a one-hundred-mile waterway which would extend from Lake Champlain along the Onion River to the Connecticut River. This project was abandoned in 1840 because it appeared a railroad was planned to cover this route.

Young Vermonters were leaving Vermont to settle on the inexpensive lands in the west. Vermont lands had risen in price to \$15.00 an acre as compared with \$1.25 an acre for western land. Canadians were moving into Vermont to farm, and the Irish potato famine resulted in many Irish coming to Vermont to work in the quarries and on the railroads.

Everything was going well with the railroad until they ran into the rocky narrows in Bolton Falls. Expenses increased and the Vermont Central ran into financial problems.

In 1847 about 300 Irish laborers were brought to Bolton to work on the railroad and housed in two camps - "Dublin" and "Cork" located near Pinneo Brook and the Pinneo home. They lived in quickly-constructed shanties and were paid barely survival wages. On one occasion wages were held up and the workers laid siege to the Bolton (Bishop) Hotel. The Burlington militia was called to stop the disturbance. The camps were finally broken up with the completion of the railroad in 1849.

Townsfolk were not pleased when Catherine Dillon, a beauty in her early 20's, appeared in town and opened a boarding house and grog shop near the railroad. There were many drunken brawls.

The independent Bolton farmers had little respect for people who worked for wages, so they were pleased to see the workers leave.

The Bolton Hotel, with thirty rooms (see photo), was built in 1849 next to the railroad. It was interesting to all of the hard-working people to see the city folk arrive by rail to enjoy the mountains. It was the beginning of tourism in Bolton. The Hotel also served as the post office. The proprietor had a dog that would pick up the mailbag when thrown off the train as it passed through Bolton, and would deliver it to the Hotel.



While farming was the predominant occupation, many farmers used their oxen to haul logs in the winter. Gradually individuals developed their own sawmills - some with water power and others portable and steam operated. The portable mills could be moved on log rails and, fired by wood, they could follow the source.

Because of the terrain, lumbering activity was most prevalent in West Bolton as outlined below in the accounts from an 1890's publication.

"J.G. Tomlinson's butter-tub and cheese-box factory, at West Bolton, was established eight years ago by Mr. Tomlinson. He

employs five hands, doing a business of \$2,000 per annum, and some years manufacturing as many as 12,000 butter-tubs. He saws also large quantities of rough lumber, for which his market is Burlington. He cuts in all from 75,000 to 100,000 feet per annum.

"G.W. Giles' circular saw-mill at West Bolton was put in operation by himself seventeen years ago. He employs four men and cuts 500,000 feet of lumber a year. He also manufactures boxes, cuts chair stock, and does planing.

"Nathan Giles' estate's saw and shingle-mill, located at West Bolton, cuts 100,000 feet of lumber every year, the market being Burlington and Winooski. Basswood furniture stock and shingles are also cut. The business was founded six years ago. G.A. Pease is manager.

"E.N. Colton & Son's circular saw and shingle-mill at West Bolton cuts 300,000 feet of lumber a year, turning out from 800,000 to 1,200,000 shingles. In 1824 the business was established by Mr. Colton's father, and continued by him until 1847, when he was succeeded by the present senior proprietor. His son, H.J., assumed an interest in the concern in 1882. From six to twelve hands are employed."

In 1852 John Stone, who lived on Nebraska Road, reported a giant storm which washed boulders and trees down Joyner Brook - the greatest fall of water for its length of any stream in Vermont. This storm opened the area surrounding the brook and made timber available for harvest. Nebraska Plankroad was

extended and soon the area became spotted with sawmills and related converting plants.

By 1870 Bolton population had risen to 711, with 16 sawmills and 10 school districts. (See Beers Map)

In 1870 C.P. & G.W. Stevens' lumber mills at Bolton Station were doing a business of \$15,000 per annum, employing twenty-five hands and cutting 1,000,000 feet of lumber. Packing-boxes, spruce clapboards and winding-boards were also manufactured and shipped to all parts of New England, and the company also had a large retail trade.

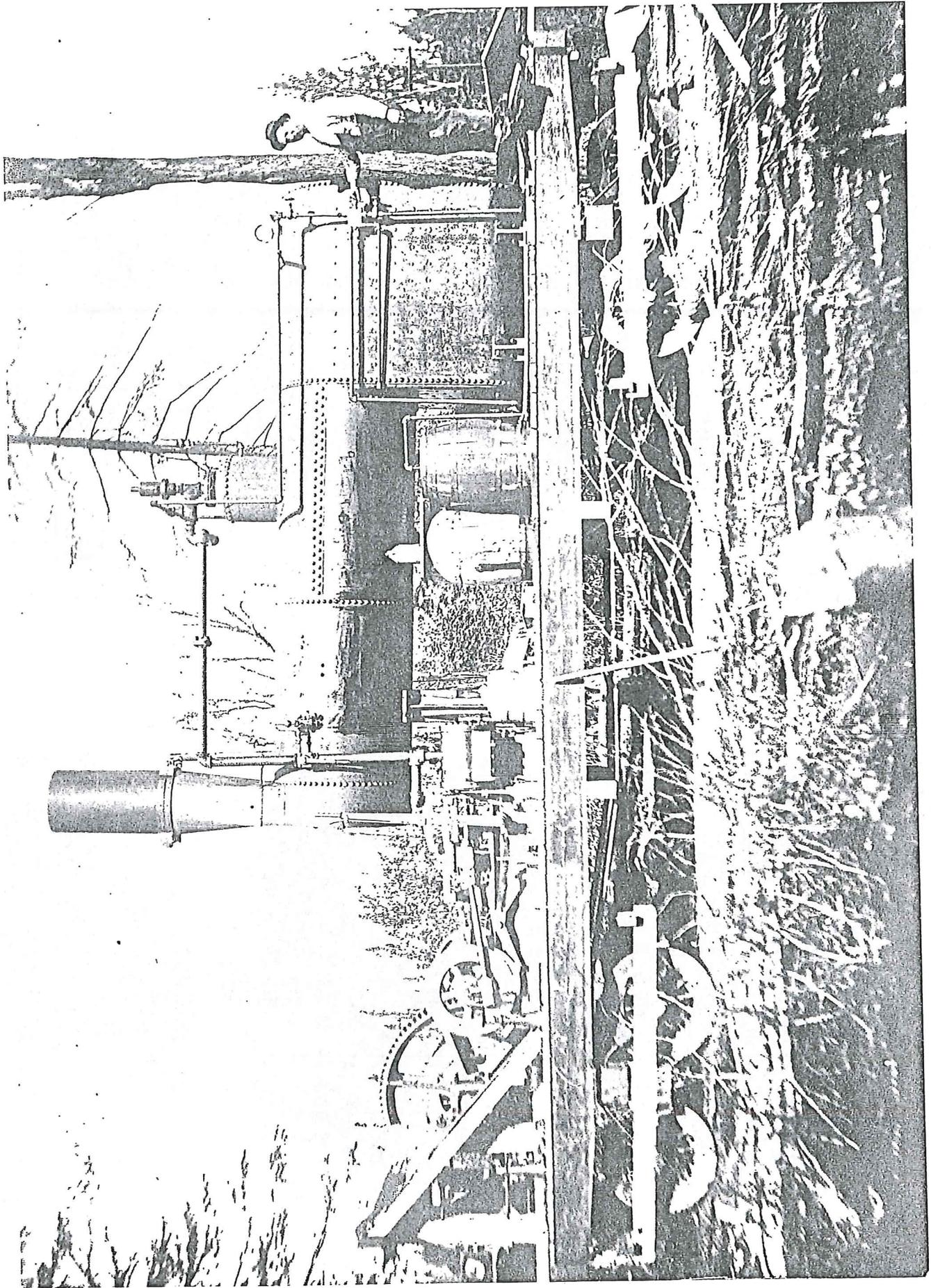
D.W. Tracy's circular sawmill on Joyner Brook cut 200,000 feet of lumber annually. Whitcomb & Willard built the first mill and operated it for many years.

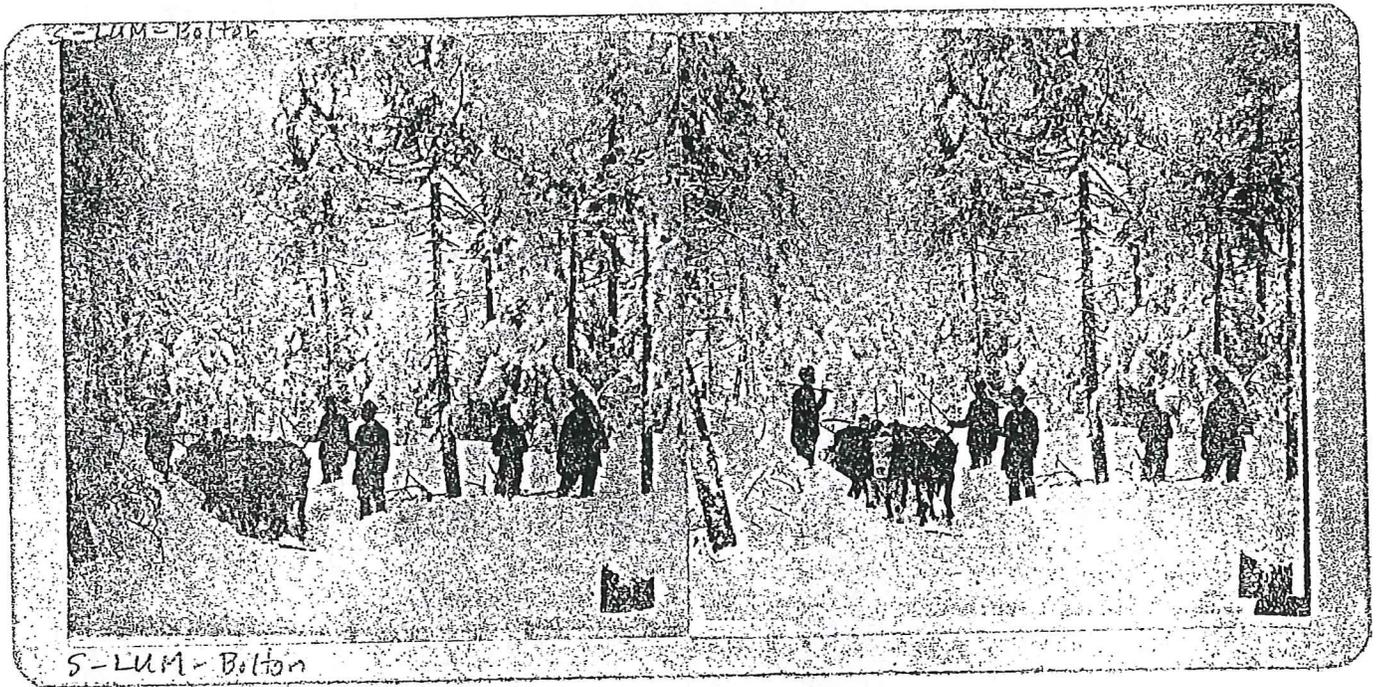
About 1890 Coe Brass Company began buying land in Bolton Valley and established a mill midway up Nebraska Road. Later, American Brass bought 10,000 acres of land and began moving logs to their mill in Waterbury for the manufacture of boxes for shipping brass products.

In addition to the use of trees for a variety of wood products, thousands of board feet were used for roads, fuel for the railroads, and for making charcoal. Excessive cutting took place, and by 1920, all the marketable wood had been removed from Bolton Valley.

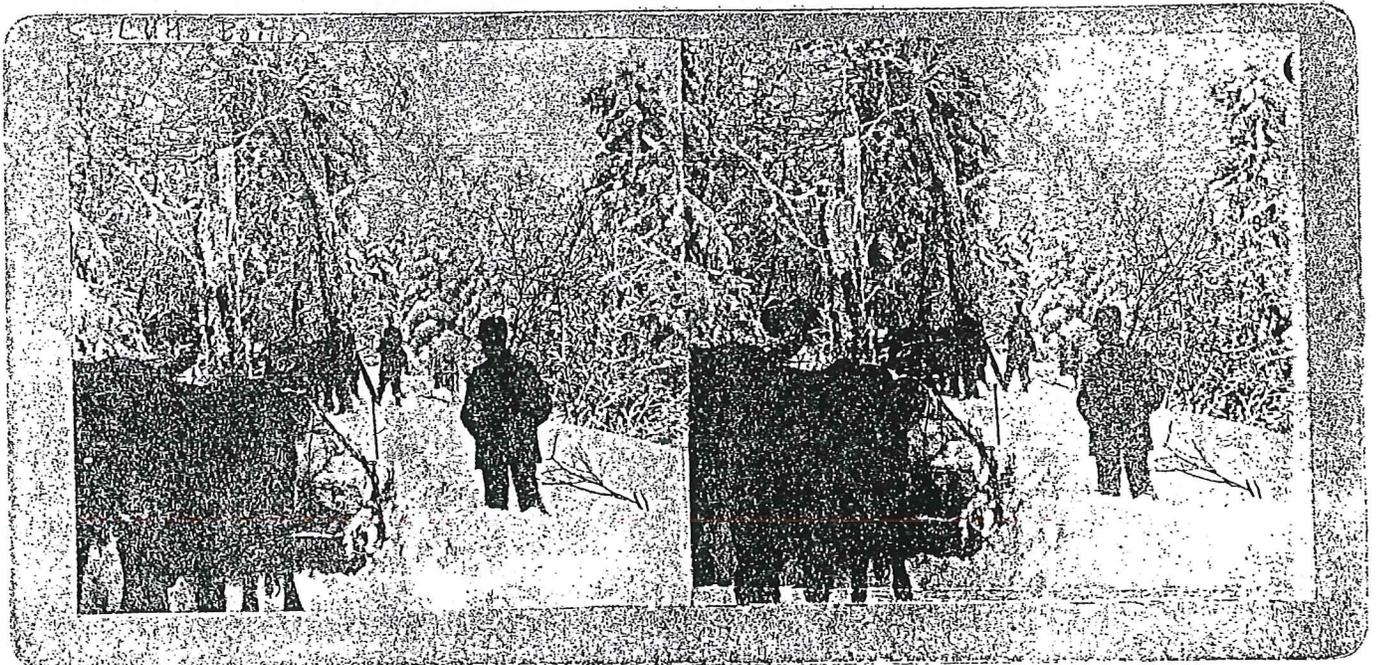
This was a difficult time for Bolton. Sawmills were abandoned and people left Bolton at a rapid rate. The population fell by fifty percent - to 350. Young people were moving out for better opportunities.

With all the wood cut and knowing it would take at least thirty years for a regeneration of good timber, the 10,000 acre block of land in Bolton Valley was sold to a newcomer to Bolton, Edwin Bryant.





Logging Summit Bolton
Mt 1890



Logging Bone Mt.
1890

Chapter 5

Civil War

Vermont's Constitution of 1777 prohibited slavery, thus set the state's commitment to participate in the Civil War.

On November 23, 1863, Bolton received the call of the President of the United States for volunteers. An agreement was made to pay each man a sum not to exceed \$200 for mustering into the United States service before January 5, 1864. This helped to meet the quota of men needed. A tax was established to collect the money requested, not to exceed \$2400.00.

By July 1864 the call for volunteers had increased and the pay for volunteers was raised: for one year - \$500, two years - \$700, and 3 years - \$800. Twenty-nine volunteers, listed below, served. Five men were drafted but instead of serving paid \$300 to provide for a substitute.

Fifth Regiment

George V. Hatch - 2nd Lt.

James Carr

John Smith - 1st Lt - Killed in action April 2, 1865 in the assault upon the enemy's works at Petersburg, VA.

Henry Beeman

Charles E. Benway - Taken prisoner September 1864 and joined the Confederate army December 13, 1864

Marcus Bennett

Cassius Chase

George Cunningham

Robert Cunningham - Died of disease

Franklin Guyette - Taken prisoner

Samuel S. Vachman

Eben Johnson

John Lewis

Harlow Sanders

Harrison H. Smith - Died of disease

Albert Tomlinson

Philo Tomlinson - Killed in action June 3, 1864

Russell Tomlinson

Milo Williams - Died January 19, 1863 of wounds

First Regiment Cavalry

Henry Deavitt

Silas Farnsworth

Edwin F. Hinkson - Taken prisoner October 7, 1864

Thirteenth Regiment

Royal C. Ward

Wilbur F. Ward

Fredrich A. Southwick

Harman L. Hall

Joseph Smith

Hollis Tomlinson

You will note that most served in the Fifth Regiment, the record of which is outlined below.

"Fifth Regiment
"(Three Years)

"By Hon. Lewis A. Grant, (Assistant Secretary of War, Brigadier and Brevet Major-General U.S. Vols.;
John R. Lewis, Colonel Fifth Regiment and Brevet Brigadier-General U.S. Vols.; and
Charles G. Gould, Captain and Brevet Major, Fifth Regiment

"The Fifth Regiment Vermont Volunteer Infantry, was composed of companies organized at the following towns, the men composing them being enlisted from these and adjoining towns: company A. St. Albans; B, Middlebury; C. Swanton; D. Hyde Park; E. Manchester; F. Cornwall; G. Rutland; H. Brandon; I. detachments from Burlington, Poultney and Timmouth; K. Richmond.

"The regiment was mustered into the United States service for three years at St. Albans, Vt., Sept. 16, 1861, and in a few days went to Washington and camped on Meridian Hill, then crossed Chain Bridge into Virginia and joined other Vermont regiments at Camp Advance, when the Old Vermont Brigade was organized.

"The regiment spent most of the fall and winter of 1861-62 at Camp Griffin, near Langley, Va., going to Fortress Monroe in the spring of 1862 and taking part in the Peninsula Campaign. At Savage's Station, June 29, 1862, it suffered the greatest loss, in killed and wounded, of any Vermont regiment in any one engagement. In this battle, with not over four hundred muskets, it lost 188 officers and men in half an hour - company E losing 44 men killed and wounded out of fifty-nine, 25 of whom were killed or mortally wounded. It was here that five Cummings brothers, and one cousin, of company E, were all killed or wounded, only one of the six recovering from his wounds. Returning in August, the regiment marched out across Cub Run, near the second Bull Run battlefield. It then joined in the Maryland Campaign. Returning to Virginia, it encamped during the winter of 1862-63 near Fredericksburg, taking part in the campaign near that place in 1863 and in the Gettysburg campaign. From Gettysburg it went into Virginia, and thence to New York at the time of the draft riot. Returning to the Army of the Potomac it took part in the fall campaign in Virginia. It encamped during the winter of 1863-64 near Brandy Station, where it re-enlisted, December 13, 1863, being the first regiment to re-enlist and go home on a veteran furlough. In 1864 it took an active part in the terrible campaign from the Rapidan to Petersburg, and reached the line in front of Petersburg June 17. It went into this campaign with about five hundred muskets, and

in one month lost 349 men in killed, wounded and missing, including two field officers, six captains and five lieutenants.

"In July the regiment returned and assisted in driving Early from Washington, following him into the valley and becoming a part of the Army of the Shenandoah.

"Sept. 15, 1864, the term of the original members of the regiment who had not re-enlisted expired, and they were mustered out at Clifton, Va., leaving present for duty with the regiment one assistant surgeon, a quartermaster, three first lieutenants and about three hundred men. This fragment of a regiment participated in Sheridan's campaign in the Shenandoah Valley, from Winchester to Mount Crawford and return. Dec. 9 the regiment left the valley and returned to Petersburg, going into winter quarters, Dec. 13, near the Squirrel Level Road, in the line south of Petersburg. It led the Sixth Corps in its assault upon the enemy's works at Petersburg, April 2, 1865, and was the first regiment in the corps to plant its flag upon the enemy's works. It took part in the pursuit and capture of Lee's army, and after his surrender it marched to Danville, Va., to aid in preventing the escape of Johnston's army. It then went to Munson's Hill, near Washington, where it was mustered out of the service of the United States, June 29, 1865, and returned to Vermont to be finally discharged. At its muster-out but 24 officers and 288 men were borne upon its rolls - an aggregate of 312 men out of a total enrollment of 1,618 during its entire term of service.

"During its four years of service the regiment sustained the following losses: killed and died of wounds received in action, 11 officers, 202 men, a total of 213, or 13.8 per cent of its total enrollment. Its total of killed and wounded in battle during the war was 685. The deaths from disease and accident, in rebel prisons and from other causes, were 1 officer, 124 men. The total number of known deaths from all causes was 338. The Fifth was one of the forty-five infantry regiments, out of all the regiments of the Union armies, that lost over 200 men, killed or mortally wounded in battle during the War of the Rebellion. It bore an honorable and active part in the battles of Lee's Mills, Williamsburg, Golding's Farm, Savage's Station, White Oak Swamp, South Mountain, Antietam, Fredericksburg, Dec., '62; Fredericksburg, May, '63; Fredericksburg, June '63; Salem Heights, Gettysburg, Funkstown, Rappahannock Station, The Wilderness, Spottsylvania, Bloody Angle, Anderson's Farm, Jericho Ford, Cold Harbor, Petersburg, June, '64; Fort Stevens, Charlestown, Winchester, Fisher's Hill, Cedar Creek, Petersburg, March 25, 1865; Petersburg, April 2, 1865; Sailor's Creek, and other skirmishes and reconnoissances.

"Engagements.

Lee's Mills, VA., April 16, 1862

Williamsburg, Va., May 5, 1862

Golding's Farm, Va., June 26, 1862

Savage's Station, Va., June 29, 1862
White Oak Swamp, Va., June 30, 1862
Crampton's Gap, Md., Sept. 14, 1862
Antietam, Md., Sept. 17, 1862
Fredericksburg, Va., Dec. 13, 1862
Marye's Heights, Va., May 3, 1863
Salem Heights, Va., May 4, 1863
Fredericksburg, Va., June 5, 1863
Gettysburg, Pa., July 3, 1863
Funkstown, Md., July 10, 1863
Rappahannock Station, Va., Nov. 7, 1863
Wilderness, Va., May 5 to 10, 1864
Spottsylvania, Va., May 10 to 18, 1864
Cold Harbor, Va., June 1 to 12, 1864
Petersburg, Va., June 18, 1864
Charlestown, W. Va., August 21, 1864
Opequan, Va., Sept. 13, 1864
Winchester, Va., Sept. 19, 1864
Fisher's Hill, Va., Sept 21 and 22, 1864
Cedar Creek, Va., Oct. 19, 1864
Petersburg, Va., March 25 and 27, 1865
Petersburg, Va., April 2, 1865

The following excerpts were taken from a history written about the 13th Regiment, Company F.

Joseph H. Smith

Son of Nathan and Lucy (Hall) Smith, was born in Jericho, Vt., September 12, 1822. Educated in the common schools. Married Mary Hall December 8, 1842. Enlisted from Bolton, Vt., September 10, 1862, in Company F, 13th Vol. Inf., and mustered into the service as a sergeant October 10, 1862. Sergeant Smith's first night on picket, which was also the company's first picket duty, after an all day's march, leaving Hunting Creek Bay soon after sundown, the last of the company, a sergeant, two corps, and one private reached their post on the corner of a road crossing the Telegraph road at the Mason farm, southeast of Vermontdale, Va., about 2 o'clock a.m. November 2nd, 1862. A sharp fight was on southwest of us, and the roar, rattle and smoke, caused us some anxiety. The experienced orderly from General Casey's staff who placed us on duty, staid with us a short time, soon after he left the corporals rolled up in their blankets; this made the private anxious of course. The sergeant says go and get some of the dry brush and throw it down here and then smnash it down and cover it with dry leaves, while I cut some green boughs and soon the private was rolled up in his rubber sheet, enjoying his bed of brush, leaves and boughs, while the sergeant did picket duty, sitting on a root at the foot of a tree, smoking his pipe as happy as any soldier could be. Soon the sergeant and private changed jobs, the officer having learned that soldiers who wore stripes on their arms were exempt from guard duty. Sergeant Smith knew how to live a soldier's life on the tented field in active service. Mustered out of the service

July 21, 1863. Occupation a farmer. Died at his home in Bolton, Vt., November 21, 1891; burial in West Bolton, Vt.

Hollis P. Tomlinson

Son of Eliphlet and Mary Streeter Tomlinson. Enlisted October 10, 1862 with regiment all actions, out July 21, 1863, married Vennie Wade 1866, six children, West Bolton.

Harman Hall

Son of Asher and Hope Lyman Hall. Born Bolton March 24, 1830, married Anna Selly March 5, 1851, 4 sons one daughter enlisted 1862, Private, out 1863. Died 1875, buried West Bolton.

Royall Ward, in September 10, 1862, out July 1863

Wilbur Ward, in September 10, 1862, out July 1863

Frederick Southwick, enlisted September 10, 1862, out 1865

George W. Tomlinson - Company D.

Drummer, 18 years old, assisted in removal and burying of the dead at Gettysburg, that being part of the drum and fife corps duty.

Fourteen Bolton residents enlisted in World War I, and 42 in World War II. The names of those who served appear on the monument at the Town Clerk's Office.

Chapter 6

Edward Bryant

Edward Bryant's appearance in 1922 in Bolton and his purchase of the 10,000 acres from American Brass Company was a surprise to all Bolton residents. They wondered who would want unproductive land that had been literally clearcut.

Bryant was a conservationist and pioneer ski enthusiast. His plan called for building three cabins - lower, middle and upper - along Nebraska Road, with a skiing area at the top of the mountain. Otto Sneibs, a friend of Bryant, was brought in to help cut some trails.

Bryant was a precise engineer who knew exactly what he wanted for a road and his shelters. Local people were hired and soon found out that he was a perfectionist and rather difficult to work for at times.

As soon as the project was complete, Mr. Bryant began inviting his friends from New York - where he lived in the Union League Club. They would come by train to Bolton and then by carriage to the first camp, second camp, and finally to the upper camp and ski area. Many good times were had by all visitors, but no Bolton residents were interested in sliding downhill on two pieces of wood.

A foundation was laid for a sizable ski lodge near the top of Bolton Mountain, but construction was never completed.

Local hunters were allowed to use the property. It was one of the best hunting grounds in the whole area, with bear, moose and deer in abundance. An unfortunate incident changed all rules - a hunter took a pot shot at Bryant, who became so angry that he immediately prevented any further hunting on his property. This was a shock to the remaining struggling inhabitants of Bolton and Bryant became a hated man in Bolton.

Mr. Bryant allowed no cutting on the mountain during the twenty years he owned the property. However, he did allow the Green Mountain Club to use his trails in their effort to extend the Long Trail from Massachusetts to the Canadian border. Working with Dr. E.G. Twitchell and Ernest T. Smith, the Bolton Lodge on the Long Trail was completed in 1928. Every effort was made to make the shelter resemble a rural English cottage, with a thatched roof. This shelter still stands.

Before he died, Bryant offered to donate all his 10,000 acres to the Town, which refused the gift, fearing loss of taxes. The State had already purchased thousands of acres for Mt. Mansfield State Forest and Camel's Hump Preserve and the Federal Government had acquired land for a firing range.

In 1945 Mr. Bryant died and the property was sold to Plant and Giffith Lumber Company in Jonesville. For the next twenty years wood was again cut from the 10,000 acres and converted into lumber. At the end of their cutting, the land was sold to the Deslauriers family.

The upper camp (see photo) is in good condition and used for summer and winter camping.



Chapter 7

The Flood At Pinneo Flats and Bolton

The world is a mystery. Life, time, death, doubt, good and evil, and the uncertainties which hang about our eternal lot are all mysteries.

It is difficult to conceive how four homes, along with 29 occupants were completely destroyed, but the answer to this, the greatest single catastrophe of the November flood in Vermont lies in the geographical formation of the valley at this point, where the little town of Bolton nestles close to the Winooski under Camels Hump. The Long Trail that hikers love dips down here but climbs into the clouds again, almost at once, after crossing the river.

To one standing high on the Hump, just off the trail, the whole vista of the valley spreads out, looking like a queer, odd-shaped bottle with Bolton at its neck. Even one with an imaginative turn of mind, knowing of the flood, would find it hard to visualize the gigantic volume of water that had to pass through this narrow valley. High rocks and promontories on either side form a water gap for the Winooski only 100 to 150 yards wide and all of the water collected from a watershed of over 1000 square miles had to pass through this narrow neck.

Here the river through countless decades has cut its way through the Green Mountains. The two highest peaks of the range lie on either side. While it is well eroded, its way is tortuous and winding, with jutting promontories of solid rock turning the current first one way and then another. Naturally the railroad and the highway must follow the course of the river through what almost approximates a mountain pass. Deep cuts and fills mark the construction of the railroad for several miles and in many cases the built-up railroad embankment shelters little basin-like valleys from the river as would a levee built for the purpose. And each jutting promontory marks a new stage in the progressive work of the ancient river in breaking through the mountain.

One of these promontories is locally known as Pierson's Ledge, through which the railroad has made its deepest cut. Here the rocky scarp of Camels Hump crowd the three great highways almost one upon the other, and during the flood they were, in truth, one. Pierson's Ledge is thus the southern extremity of Pinneo Flats, one of the most widely heralded localities of the Vermont flood area.

Dropping down along the highway from Pierson's Ledge one enters a little crescent-shaped valley surrounded by very rugged hills. Situated at either end of the Flats are small culverts, deep down in the levee-like railroad embankment, sufficiently large to take care of the natural drainage from the river to the

hills. When water rose above the level of these culverts floodwood from the river partially clogged the entrances, and comparatively little water backed into the valley through them.

By early evening the water on the river side was eight or ten feet higher than on the valley side of the railroad and it was not until it rose over the "levee" that the valley filled. When the river did break through the embankment, which crumbled under the impact of a building borne against it by the current, the valley filled like a bucket immersed in a well, so quickly as to cut off all hope of escape for almost every soul living on the Flats.

One of the most descriptive episodes of this hour was the trip of section foreman H. Curtis and two companions, Thomas Arnold and C.A. Champney, who received telephoned orders from St. Albans at seven o'clock to patrol the track from Bolton to North Duxbury.

Leaving Duxbury in a power car they went as far as Pierson's Ledge, where they were held up by a slide that covered the tracks in the cut. Here Champney was sent back to flag a possible train. Leaving their car, Curtis and Arnold went to Duxbury on foot, over track and bridges that the violent action of the water in the next four or five hours so tore to pieces that it took one of the greatest railroad systems in the world 93 days to restore. Curtis reported from Duxbury to St. Albans at nine o'clock, the last wire through.

Curtis and Arnold did not get back over the four miles to Bolton until Saturday morning, having to go by a most roundabout way, bridging small brooks that were then raging torrents and sometimes even chopping their way through a tangle of wood and underbrush on the mountain slopes. It was not until this time that Curtis knew what had transpired at his own home, where his wife and family were in the flood area but happily escaped with a wetting.

As Champney started back across Pinneo Flats with a lantern, the water began to break over the railroad embankment, washing the ballast from beneath the ties, and in a short time making it almost impossible for him to keep his footing. This was when the valley began to fill, and it was quickly done. A mis-step into a hole and Champney lost his lantern in the water surrounding him. Soon the current of the water pouring over the embankment into the basin-like valley was so strong that he could no longer walk, and for one hundred rail lengths he crawled on his hands and knees, clinging to the rails with his head cocked up over the surface of the flood. In several places the track was unsupported except by water and swaying as it was strained by the current, Champney was ducked under more than once. Cold, wet, almost exhausted, but with plenty of fight left he came through. Unlike many of the other incidents of the flood his near tragedy was met in line of duty, which, although unavailing, was as

significant as though he had flagged the Limited by his efforts. Among railroad men, to receive an order is to execute it, and Champney is a railroad man.

As Champney passed by he could see lights in the Minckler house which stood almost under a cliff at the northern edge of Pinneo Flats.

Mr. and Mrs. Fairfield Minckler and two children and Mr. and Mrs. Morrow were not alarmed until about nine o'clock when they heard an awful crash. Water came with such violence that it forced the front door in and quickly flooded the kitchen. Mr. Minckler took the children out of a bedroom window to the hill but a step away, and coming back had to wade. In ten minutes from the first crash water was up to their armpits. Stopping for nothing but to make sure that all were out, the Minckler family scrambled to the top of the hill just in time to see their barn disappear, then their house rise up from its foundations and plunge over into the flood on its side.

From this hilltop, the Mincklers were the only ones to record the happenings of the whole area of Pinneo Flats. They saw the Pinneo Flats schoolhouse come downstream first, and sweeping out into the river, disappear into the rainy night.

Water had dug a great outlet from the valley at the northern and lower end, back to the river proper, and buildings were carried out into the stream and away, unimpeded. The next was a barn from the Morrow property, and cries for help came to them distinctly from the Morrow house. The last building to go out was the house of Ernest Hausman. The Mincklers heard a grinding noise and saw a light in the house as it disappeared. It held imprisoned, both Mr. and Mrs. Hausman, and this was the last that anyone on earth has ever seen of the property or Mr. Hausman. Mrs. Hausman's body was found in Jonesville, six miles downstream.

At the southern extremity of Pinneo Flats Mr. and Mrs. H.E. Hovey and children hurriedly abandoned their home to the encroaching water and piling into an open Ford car drove it across lots and up a hill, where they remained until the next day. Although not over dressed, none of the Hoveys suffered from the exposure and seventeen days later Mrs. Hovey gave birth to an infant which will probably always be known as the flood baby of Pinneo Flats.

The Story of Pinneo Flats

At the Champney place (this house still stands, see list of historical houses) occupied by Nelson Morrow and family, Miss Clara Thompson, 20, teacher of the now world-famous Pinneo Flats school, was one of the occupants of the only house to withstand the flood in this section. It stayed on its foundation due to

its late construction and the fact that it was bolted into the cement foundation under it. Miss Thompson writes:

"It rained harder Thursday, November 3, than I had ever seen it rain before. All day I was busy in the rural school at Pinneo Flats, intermittently sweeping rain water out with a broom and then teaching a class. When school was dismissed the pupils plodded through mud to their homes, and I, going home, noticed the height of the river across the railroad embankment, but without alarm.

"After supper, however, the water rose over the top of the embankment and covered the valley in front of us, and we, curious, watched it. Before we realized it, we were cut off. The meadow at the front of the house was covered to a depth which made it impossible to get out that way, and a brook at the back of the house, swollen to a roaring torrent, effectually cut off our only chance of getting to the hills. The cattle, however, were freed from the stables to enable them to find safety if they could.

"The rapidly rising waters filled us with a sudden overmastering terror. It all happened with such an incredible swiftness. With a roar the rushing, raging water filled the cellar and hurriedly we worked with confused minds, gathering as many things as possible and retreated to the second floor, a temporary respite from what looked like a watery fate.

"Steadily the water advanced up the stairway with a certain, grim sureness and rapidity that was awful to contemplate, for there was nothing left for us but the roof. Rain was beating a continuous tattoo upon the house and ocean waves seemed to be driving against it. Struggling sounds of choking cattle perishing in the tide came plainly to our ears, and it is not a sound to lend encouragement to one who is forced to believe he will soon be in the same position.

"An object passing within arms length of the window added to our bewilderment. With a shudder I recognized it as my "other home;" the Pinneo Flats Schoolhouse. Destiny dawned upon me with more force than ever. From the west windows the scene was further altered. The barn was no longer in sight, having been lifted from its foundations and borne into the night.

"And then - the stairs were no more. Water covered the topmost step and flowed over the floor about our feet. As it rose about our ankles an old trunk was drawn out into the room and we clambered upon it, hanging with all the strength we possessed to the beams of the roof, through which a hole was hurriedly cut to enable us to climb to the ridgepole, if no further. The sensation was that of being in a small boat upon an angry ocean, and expecting, as we did, to meet our doom at any moment, it seemed like a miracle that we saw day begin to dawn.

"Light disclosed a now unfamiliar valley. Not a sign of a neighbor's house remained. We were absolutely alone in a vast waste of water. What would become of us, next?

"But listen! Voices! Never in my life had I heard a sound more welcome than the sound of voices the cold, bleak, dismal, watery day of November 4th. From the shore distant neighbors who had escaped gathered and told us of the fate of those we had missed, and others, many others. But they could not reach the house all that day and we spent another day and night there.

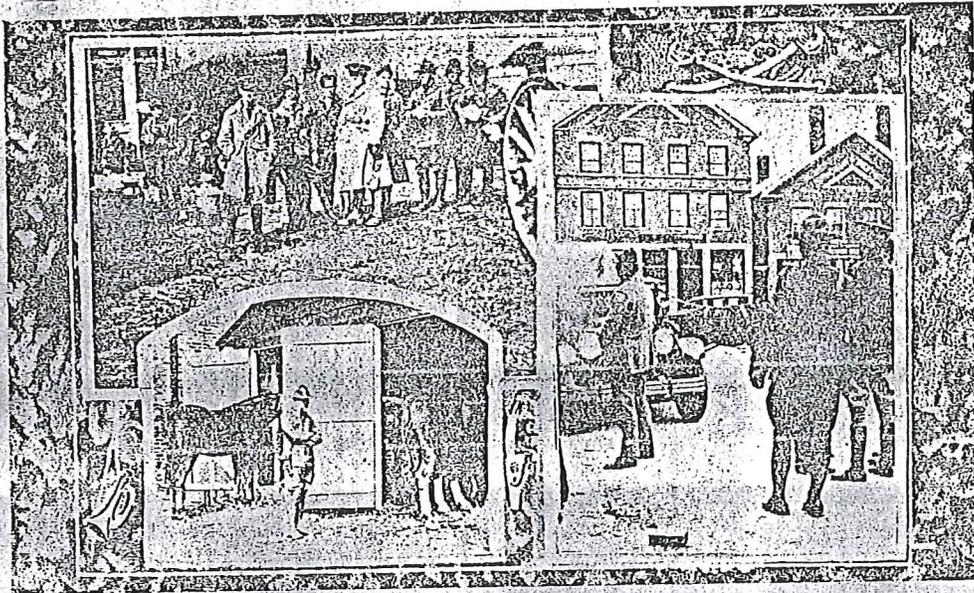
"When day broke November 5th the faithful workers came to our rescue again. By this time the water had receded enough so that with the aid of a raft we were taken to land that had merely been rained upon, theoretically, land comparatively dry.

"Sponsored by educational leaders a movement was immediately begun for the construction of a new sch. Contributions were received from all over the world to build and equip it, until the fund was oversubscribed. We now have a fine, well equipped building, situated on high land and we all appreciate the gift and the generous interest that made it possible more than words can express."

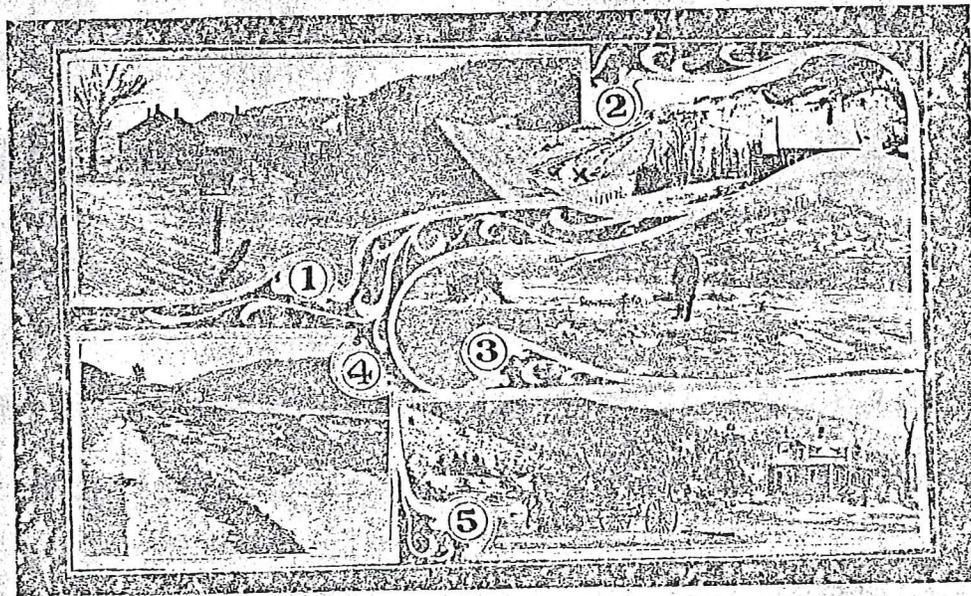
The Greatest Tragedy of the Flood

The next flat north is the scene of the greatest loss of life in any one community in Vermont. Just south of Bolton village the home of Mr. and Mrs. Will Hayes was used as a boarding and rooming house for a large number of workmen employed in building the new state highway through the valley. The night was a stormy one following a stormy day and the men, not thinking of danger were all inside, with one exception. Frank Hannaford was in a temporary bunk house shack nearby. When the water broke through the railroad embankment on this flat, soon after Champney has passed by, both the boarding house and the shack were torn from the ground and whirled downstream. Nothing has ever been found of these buildings, and only Hannaford escaped. Caught in a back wash, and swimming from one piece of floating wreckage to another he finally made the shore, an eighth of a mile upstream and joined the Mincklers on their hilltop. Caught between mountain torrents neither the Mincklers nor Hannaford, clad only in underwear and a raincoat, had food for nearly three days. But no one of the fifteen or more occupants of the Hayes boarding house has ever been seen alive since that night.

One of the most spectacular tragedies of the flood was the disaster that befell the family of John J. May. Nothing is known of the circumstances here as their home was swirled away by the current. At about 2:10 the family of a near neighbor, Mr. and Mrs. Will Agan, heard the May house come bumping along and going to the window saw it pass downstream a short way and crash to pieces against the nearby railroad bridge.



SCENES OF THE ARMY IN WATERBURY
Town Was Under Martial Law For Weeks



SCENES IN FLOOD RAVAGED BOLTON

(1) Home Of Ernest Poulout Where Thirty People Were Trapped Until Saturday November 5, And 87 Head Of Stock Perished. (2) The New Pinneo Flats Built By Contributions From The Country's Children. (3) Alden Olmstead Standing On Door Step Of Hayes Boarding House Where Seventeen Men Were Drowned. (4) Where The J. May House Stood. (5) Showing Water Line On The Only Building Left On Pinneo Flats, Home Of Nelson Morrow, Where Teacher Of Pinneo Flats School Survived

As it passed the Agan house, Mr. May stood in a window of the second floor with a lantern. He saw the light in the Agan house and shouted:

"Where are we?"

Mr. Agan answered, "You're at Will Agan's."

Then Mr. May shouted back, "Well, we're gone. Goodbye!" And the next minute the house crashed into the bridge, no one escaping.

Very soon the Fortune house was seen to come by the Agan place. No sound was heard nor lights seen. In fact no one knows whether the house was even right side up or not. It contained three people, perhaps already drowned, Miss Maud Lovell, 18, housekeeper and Bernice and Edith Fortune, aged ten and eight respectively. Mr. Fortune was in Barre. This house also crashed into the railroad bridge and broke up at once. Their bodies were all recovered.

Water rose around the Agan house so quickly as to cut them off from all help for about twenty hours. It came at about nine o'clock Thursday night, down the road, from a different direction than they had been watching for it. In twenty minutes it was four feet deep with a current which made escape impossible. But the Agans were trapped between the river and a brook behind their house. When the water poured into the kitchen so fast that it got into the front room ahead of them, they ran upstairs. Agan had not even a chance to turn his cattle loose. Thirteen cows and one of his horses were drowned in the barn. With one exception all stayed in the house until Friday afternoon when clambering over a pile of driftwood over several feet of water, they reached a raft put out to them and were taken ashore. Clyde Moultroup, a road man became alarmed after the May and Fortune houses had crashed into the bridge and attempted to swim ashore. He was not successful in the attempt and landed in the top of a tree where he stayed the rest of the night, getting back to the Agan house Friday afternoon. Miss Kathrien Phillips, a semi-invalid for fifteen years, was the first one out, walking with the rest up the mountain for about a mile to the nearest house and crossing Joyner Brook, then a roaring mountain torrent, on a log. She had not walked half that distance in fifteen years.

Mr. Agan had two horses, Molly and Bess. "They were mighty fond of each other and I was fond of both of 'em," he said, as he told the story by the hot stove that was drying them out again.

Bess lived through the night when for six hours the water stood eight feet deep in the barn. "Bess was a shade taller than Molly. She must have stretched her neck and just kept her nose above it," said her owner. "When the water went down, I didn't look in the barn. One of the others went in and said they were

all dead, as I'd expected. There wasn't a sound. Then Bess heard my voice - and such a whinny as you never heard."

In Bolton village, Joyner Brook was running swift and rising fast at four in the afternoon. Cement forms for the new bridge over this brook were just ready to be poured. Loose plank were being used as a temporary floor. Alden Olmstead, construction foreman for this bridge, had steel girders placed on these loose plank to enable traffic from Waterbury direction to get out. The Yellow Bus and other cars from Burlington were advised to return. By 5:30 traffic either way was impossible. The girders and plank were removed.

After supper a counsel was held and Olmstead with Superintendent Perkins and others rooted out and started for higher ground all in the flooded area of Bolton village. The general store and post office, out of the reach of the water was a welcome port in time of storm. A motley array of bewildered men, women and children gathered there out of a storm-drenched night, bringing with them an incongruous collection of pigs, horses, cattle, dogs and cats. All were fed and made welcome.

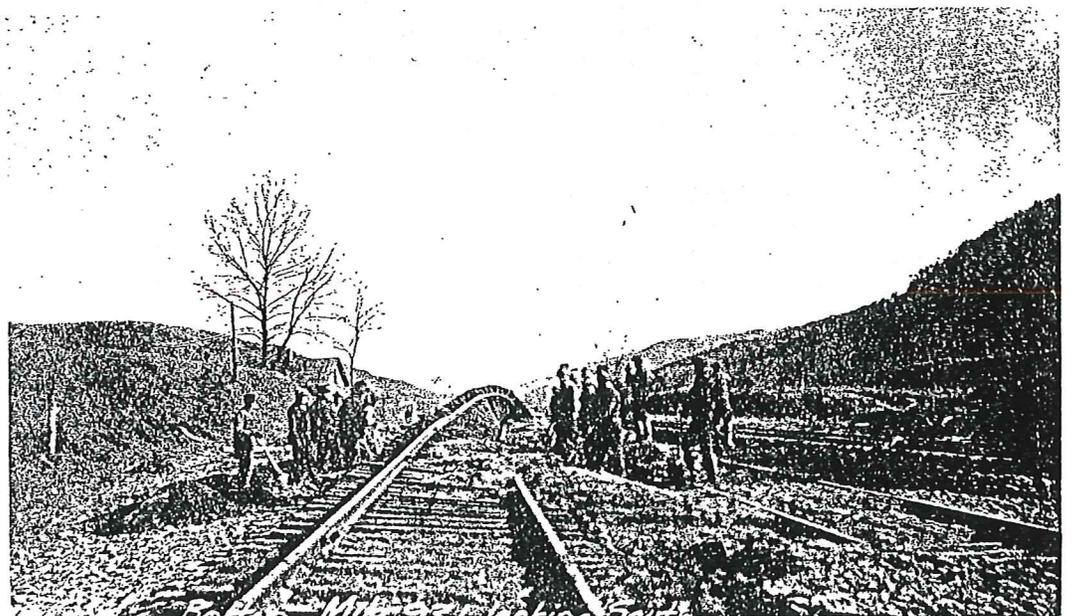
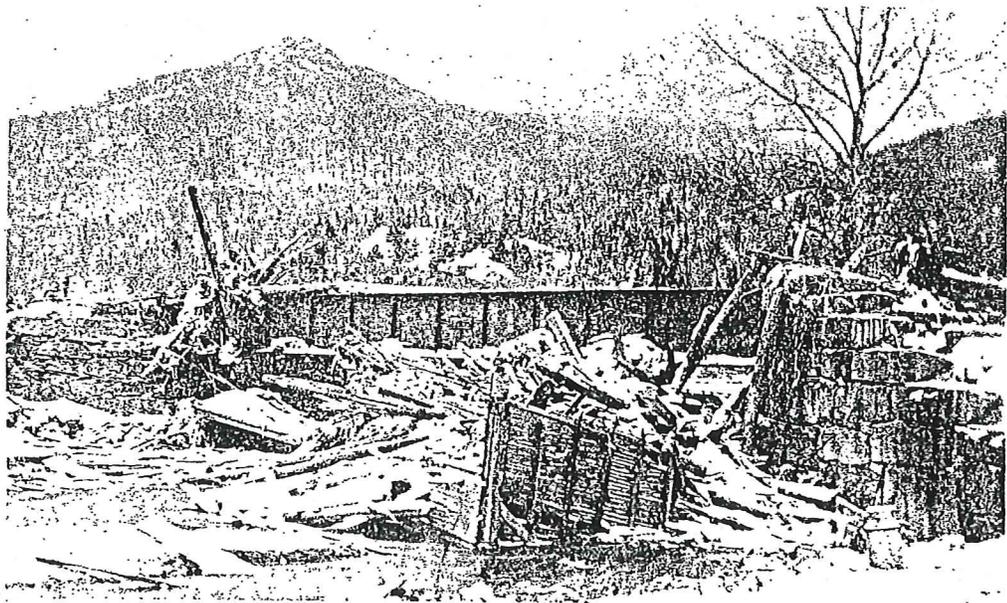
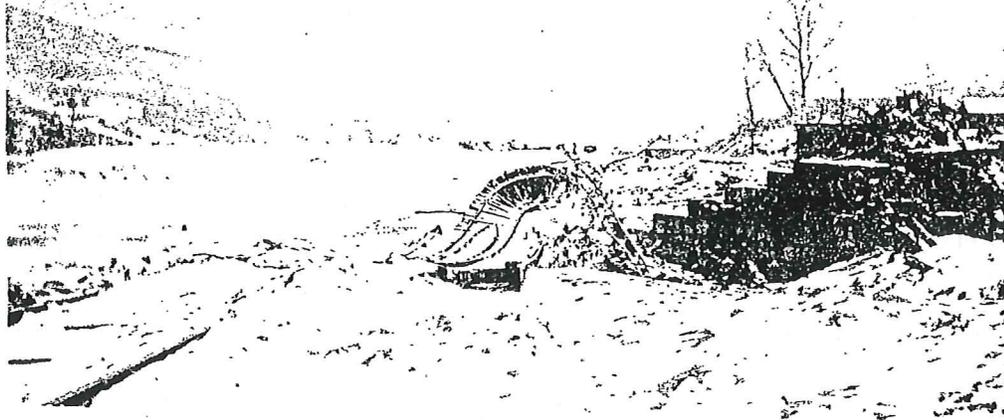
Relief work was begun in Bolton at once and at about eleven o'clock Mrs. C.A. Tomlinson and Mrs. Nellie Muzzy began frying doughnuts. They fried doughnuts and made bread and sandwiches until morning. Hot coffee and lunches were served all night, and in the morning Mrs. Tomlinson had fifty for breakfast. Mrs. Tomlinson is of the salt of the earth. She knew that there would be need of food and lots of it, and lost no time in supplying it that the work could go on.

While Mrs. Tomlinson and Mrs. Muzzy were preparing food the men were busy also. It is significant that first a team was found and loaded with provisions, ready for the mountain trail. Then a raft was constructed in the barn back of the post office, built of oil barrels and plank. It was never used for its original purpose, that of starting for Mt. Mansfield, but served, later, to rescue the Agans and others from isolated homes when the water had begun to recede.

The Western Union train with a full crew stood on the tracks at Bolton and these men greatly facilitated the rescue and relief work. The water rose several inches in their cars standing in the railroad yard before they abandoned it.

North of Bolton village the rising river caused no alarm among the valley residents. The railroad embankment had always protected them.

Suddenly, near eleven o'clock, it gave away, and a muddy, gray-black tidal wave roared and surged around the homes of the valley, its unsuspecting victims. North of Bolton, however, there were no lives lost.



It was in this section, though, that the greatest loss in stock was felt. At the Frank Phillips farm twenty-seven cattle were trapped in the barn and all but one were drowned. One animal, the sire of the herd, a large, powerful beast succeeded in keeping his nose above the water. He was the only animal alive when the barn was opened the following Saturday.

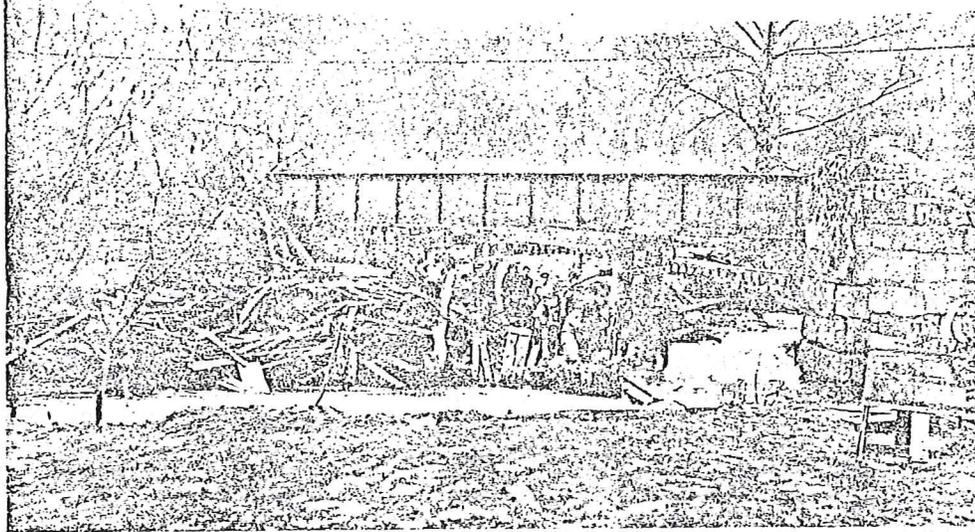
One of the heaviest losers of this much devastated section was Evaraste Pouliot. At his two farms eighty-seven head of stock perished. His big barn was wrecked and his meadows covered with an unknown depth of sand, silt and stones. In the Pouliot home there were thirty trapped upstairs until the following Saturday morning. Not thinking of water, all members of this family had retired for the night. In recounting the events of the night Pouliot said, "First I hear boy yell, 'Water in house.' Then I light lamp and see glistening lake in my home. Jumping out of bed I landed in water up to my knees." The family resorted immediately to the upper floors of their home, not having time to dress before they were forced to abandon the ground floor.

Across the river at the B.H. May farm where the hikers from the Long Trail were ferried across the river, the barn was carried away, but the livestock was saved.

The next place below was the home of "Grandma" May, aged eighty-four years. She was cut off from all hope of assistance from neighbors, and when the water invaded her home made her way to the hilltop back of the house and built a fire. "Grandma" May was the only one we have heard of among those spending the night in the hills, while the capricious river played with their homes, who had the presence of mind to build a fire to keep warm by, or to take the necessary materials for a fire.

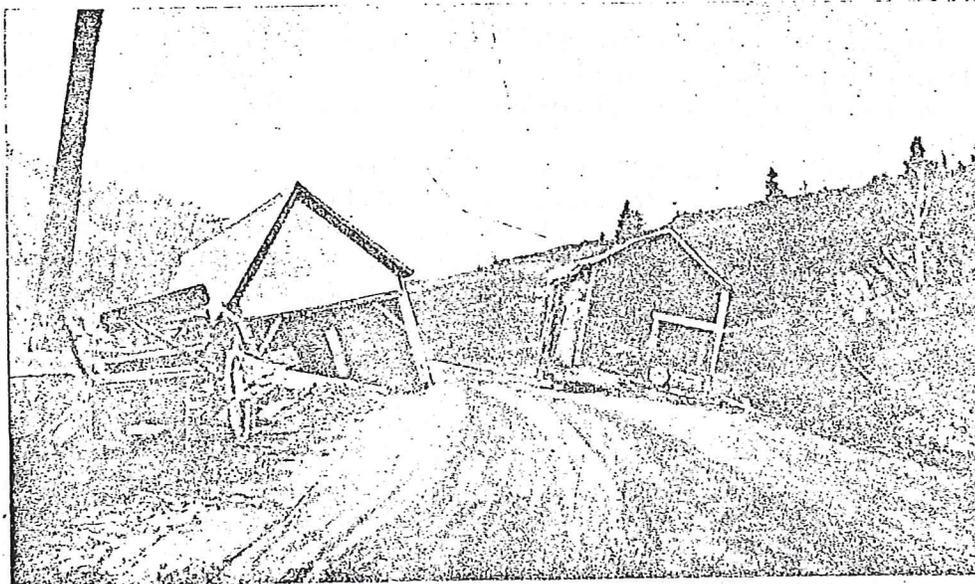
Ernest Gregware of Barre, a steam shovel operator at Bolton, who, with his wife and four months old baby, had quarters on the ground floor of the lower Pouliot house, was first awakened by something tipping over in the room. Other members of the household, numbering ten, hurriedly got together a few things from upper drawers and went upstairs and dressed. Wading in water to his neck he secured a hammer. With this he tore off boards to build a raft. His material was not sufficiently strong, however, to make the raft stable, so, using a pole, he picked and sorted from the wreckage floating by the house until he had what he wanted and built a raft which later ferried the whole household to shore and safety, 200 feet away. Using a rope made of torn bedding Gregware first swam to shore and made one end fast to a tree. Even the dog was saved, Gregware making a special trip to take him off. The rest of the night, Friday and Friday night was passed in a camp.

The flood caused massive damage and loss of life in Bolton as well as the rest of the state. Farms were lost, roads washed out and bridges destroyed.



WHERE LIVES WERE LOST

Railroad Bridge At Bolton Where May And Fortune Houses Crashed And Broke Up

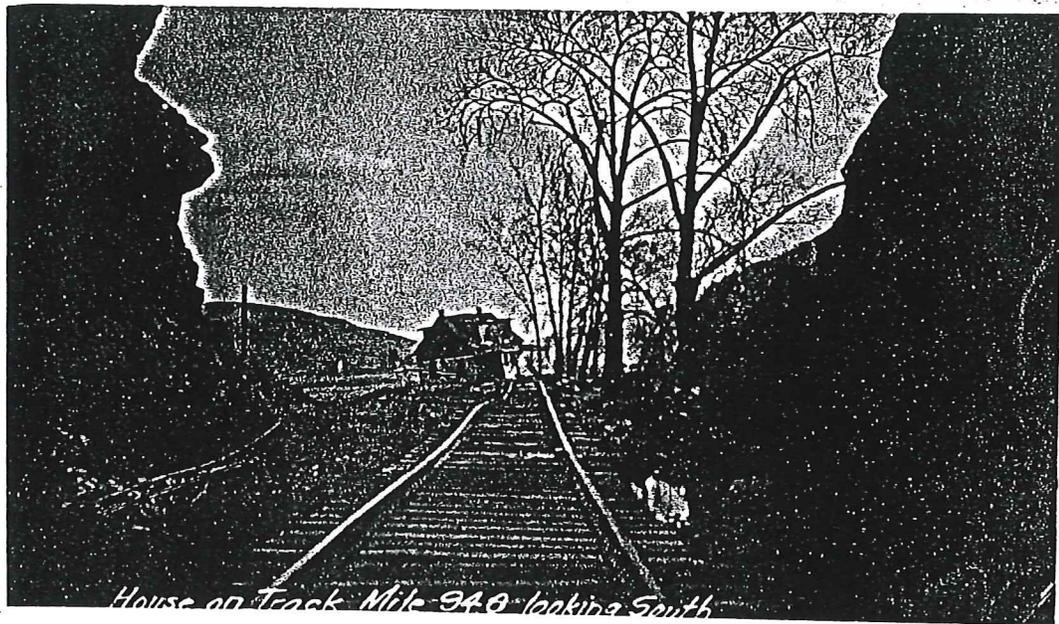
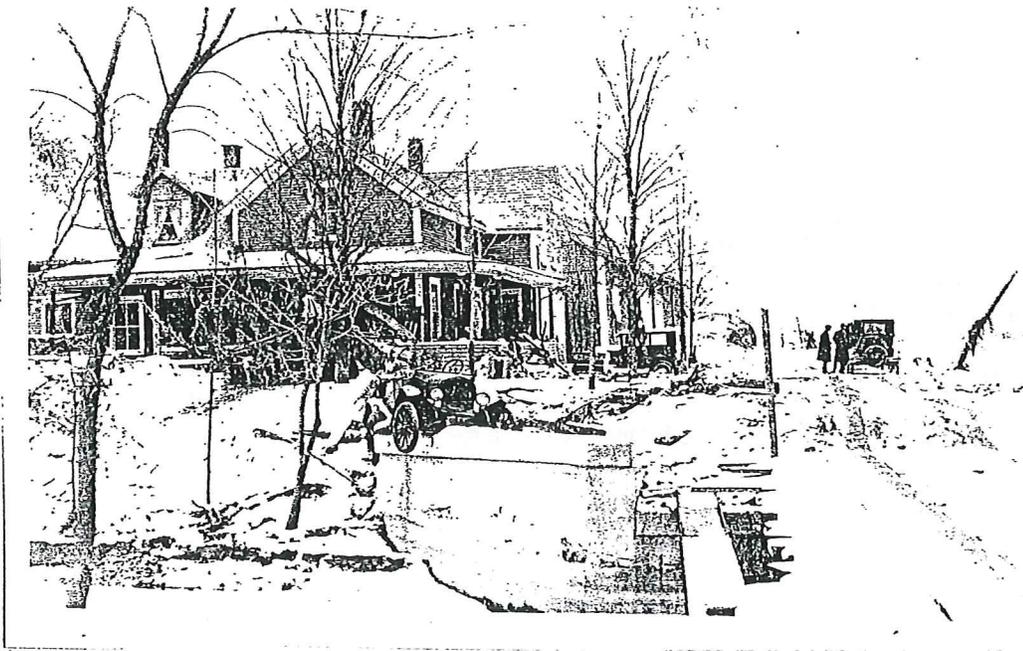


HEADED FOR BURLINGTON

Store Of T. J. Flannery, North Main Street. Blocked Road One Half Mile From Home

Individual towns were responsible for road and bridge repair. When the estimates of damages were tabulated the costs were so extreme that first the state and then the Federal Governemnt came to the rescue of the town.

Because the railroads were privately financed, federal and state money was not available for repairs so money was spent for roads and led right into the automobile age.



House on Tracks Mile 94.0 looking South



Chapter 8

World War I - Depression - World War II Route 89 - Beckoning Country

For several years before entering World War I, American soldiers guarded railroads and bridges near the Canadian border in Vermont, for Canada was at war with Germany.

However, in 1917 when America entered the war, some 16,000 Vermonters served their country. The population of Bolton had dwindled to 400 and many young people had left town.

Following the war Bolton suffered from the 1927 flood, with farms destroyed and railroads demolished, and then the depression of 1930 struck America. Farms provided food, but jobs and money were scarce.

Chester "Tink" Champney, who experienced the flood of 1927, was one of those who could find no work. Realizing this problem the government started the Civilian Conservation Corps for young men between the ages of 18 and 23, unmarried without jobs, of good health and character. Most of the pay was sent home. Tink joined the CCC and was housed in one of the camps in Stowe where the Corps constructed the Waterbury Reservoir, Little River Dam and Park.

Tink returned from this experience to take over his father's farm and served the town for 35 years as Lister, Selectman, Constable, Road Commissioner and Representative of the town in the Legislature from 1957 to 1959.

In another federal effort to help Vermont in 1936, a proposal was made to construct the Green Mountain Parkway over the summits of the Green Mountains from Massachusetts to Canada. The project would have a paved road over Camel's Hump across the Winooski River, through Bolton, up Joyner Brook, across Bolton Mountain and on to Stowe. It would follow about the same path as the Green Mountain Club's Long Trail. In spite of the attractiveness of bringing great prosperity to Vermont, referendums were held on Town Meeting Day and the project was rejected.

The population of Bolton was still falling and by the time America entered World War II it had dwindled to under 300. Few young people from Bolton enlisted.

With population going down rapidly, the State was promoting tourism and the Federal Government was making plans for Route 89. Bolton residents knew that highway had to go through the Winooski River corridor, but they were left in the dark about the plans through the town. Even when construction was underway in the southern part of the state in 1954, we had not been told what was to happen in Bolton. By 1957, when surveying was started, the

ideal route became one that divided all of the farms in the valley. Everyone was up in arms, litigation was started to stop the taking of land, but it proved to be too expensive. Ultimately there were 20 farms and houses that were taken for the highway. Fighting in the Legislature and with litigators was to no avail, and Tink Champney and his cohorts gave in. The government took twenty acres of prime meadow land in the middle of Tink's farm and compensated him only \$10,000.

With Route 89 complete, the State was trying to build its economy, thus tourism. The slogan "The Beckoning Country" was pushed and every effort was made to bring people from out of state to Vermont.

Chapter 9

DesLauriers Family - Bolton Valley Corporation

Like the early pioneers the DesLauriers, who were making a comfortable living in Brockton, Massachusetts, had a desire to find land in a peaceful and quiet environment and start a new life. In the early 50's an opportunity came when they met Fred Fiske, who owned a 280 acre 140-year old farm in Burlington. He wanted to sell the property and retire from farming. The property, adjacent to the large University of Vermont farm and on Route 2, was acquired by the DesLauriers in 1952.

With a true pioneering spirit, Roland, Evangeline, with children Ralph 17, Nancy 14, Paul 12, Sue 8, and Roly 1, traveled to Burlington to start a new venture. Never having farmed, the shock of coming face to face with 90 head of dairy cattle, 51 hogs and 200 chickens presented a real challenge. In addition, they had to learn to handle two draft horses, two tractors, two doodle bugs, two trucks and a sawmill. No easy task.

The farm consisted of a house, outbuildings and carriage barn and were all built around 1800, with eight cupolas - one for each of the children of the original owner.

The DesLauriers found farming a difficult chore and were handicapped by the fact that they had to drive cattle over Route 2 from the barns to the fields. When Route 2 was widened to four lanes in 1955, and with the decline of dairy farming in Vermont, it was time to change course. They gave up farming and decided that with Burlington growing, they would convert the farm buildings into a motel to be called the "Cupola".

The first project was the carriage house conversion to eleven motel units, which were only open in the summer for tourists. With the whole family participating, the project was a great success. Over the next five years the outbuildings were converted into 100 units with restaurant, lounge, swimming pool - the largest in Burlington.

In the 1960's the construction of Interstate 89 destroyed many farms in Vermont and the open land of the Deslauriers farm was acquired by the government and an exit built. So this location, while good for the Cupola business, left the Deslauriers with federal money restricted to only be reinvested in other open land.

In the late 1800's the Coe Brass Company and American Brass Company in Waterbury bought many blocks of land from Bolton residents on the road up to Bolton Mountain. This parcel consisted of approximately 8000 acres. After being clearcut by 1920 it was sold to Edward Bryant, who allowed no cutting. After Bryant's death in 1945, the 8000 acres was acquired by Plant and

Griffith Lumber Company of Jonesville and for the next eighteen years was again timbered heavily.

In 1963 this land became available and suited the DesLauriers' need. Ralph, by this time, was very interested in skiing and saw an opportunity to develop a ski area at this location.

A study was made by the E.H. Lord-Wood Associates (Exhibit 18) and construction was started in 1966, with cement trucks being pulled up the mountain by cats. Finally a road was built and with the cooperation of the Town, paid for by the state.

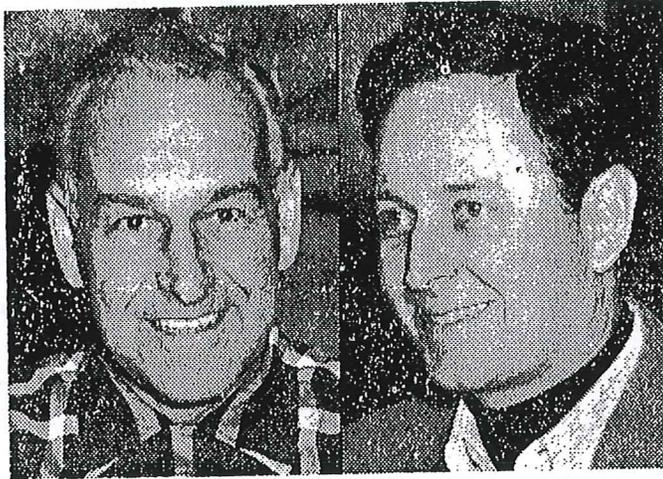
The Bolton Valley Ski Area continued to grow under its master plan.

In 1969 the Cupola Hotel was sold and ultimately was purchased by the Sheraton chain.

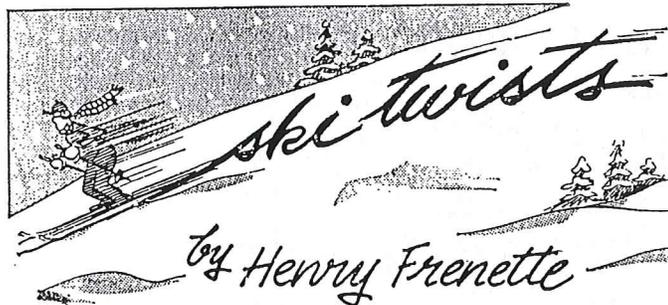
It is interesting to look at the chart of census figures (page 24) over the last 200 years to see clearly the effect of the railroads, the lumber business of the 1870's, the depression of the 1930's and the impact of Bolton Valley Ski Area in the 1970's on the population of Bolton and the fact that the community has one of the lowest tax rates in the county.

The DesLauriers family continued to grow with the addition of Charles and John, 17 grandchildren and one great grandchild, all living in Vermont.

Our exit off Interstate 89 at Bolton, which is planned for completion in 1991, will have an effect on the future of the town. Will the town continue to grow as a summer and winter mountain recreational area for non-residents, or will it become a busy bedroom community for the growing population of the county?



ALL SMILES! Brockton Native Roland DesLauriers, left, and son Ralph are chairman of the board and president of the new \$1.6 million Bolton Valley ski resort near Burlington, Vermont.



SOUTH BURLINGTON, Vermont, may be only a dot on the map for most people, but to Brocktonians it should have more meaning.

This quaint town in the Green Mountains is the home of Bolton Valley ski resort; one of the new born resort areas of this year and of particular importance because it was established by Roland and Ralph DesLauriers, formerly of Brockton.

IN 1952 THE DesLauriers moved to a 280 acre farm in South Burlington in search of the peace and quiet of a Vermont farm.

The father, Roland, is a graduate of Brockton High School, Class of 1929, and was employed by A&P for 22 years in Brockton. Ralph, the son, is now President of Bolton Valley Corp., and attended Brockton schools before moving North with his family.

IRONICALLY, the DesLauriers now find themselves in the midst of the hustle and bustle of big city life, a circumstance of their own making.

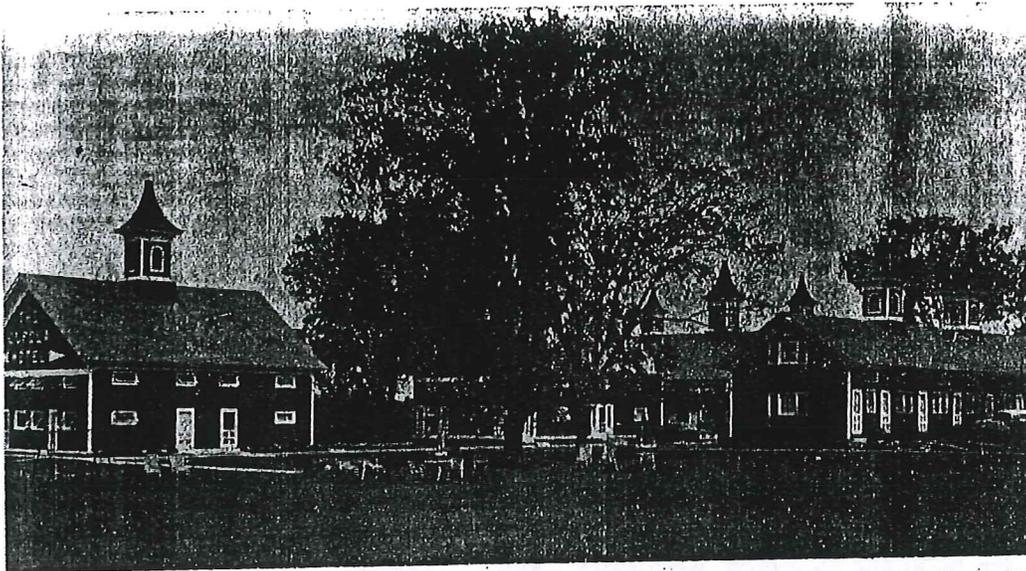
THE CATTLE FARM was transformed into a Motel when the need for lodging developed to accommodate tourists using expanded Route 2.

THEN CAME the restaurant and soon after came the 18-hole par three golf course and tennis club.

IN THE FALL of 1964, the DesLauriers purchased 8,000 acres Bolton Valley and began planning the ski resort.

WITH THE HELP of the Vermont Legislature that approved a bill providing for a 4½ mile access road to the base lodge the project got off the drawing board.

THE AREA HAS been designed for year-round recreation with three double chairlifts servicing skiers by day and gourmet dining, discotheque, saunas and night activities provided for evenings. It is also one of the few major resort areas offering night



Six of eight cupolas on renovated farm buildings of Cupola Motel are apparent in picture. Buildings, 100 years old, have been converted to present day motels by Roland DesLauriers. Two hay barns and carriage house are now converted to new life, with other buildings to follow.

100-Year-Old Farm Buildings Find New Life as Cupola Motel

By BETTY SPROSTON

About 100 persons at the International Radiation Congress this week slept in 100-year-old farm buildings, converted to pleasant motel units by Roland DesLauriers.

The Cupola Motel on Williston road is a series of former farm buildings, highlighted by eight distinctive cupolas which, legend says, were built to satisfy the aes-

thetic tastes of the wife of an early owner.

Operation and construction of the units is a family affair, with the parents aided by son Paul, a Burlington High School graduate in June, and Nancy, a University of Vermont senior.

This is the third summer the converted buildings have housed tourists.

A carriage shed was the first to be reconstructed. Next came two hay barns.

The rooms are on the first and second floors. This was easy in the hay barns where the large openings for the hay trailers to enter are now hallways and stairwells.

Today the hay is supplanted by bright paints, Vermont paintings, and colorful floors.

DesLauriers designed the units to fit into the existing handhewn beams, sidewalls, and roof lines.

"We tore up plenty of paper, I can tell you," he declared in telling of drawings made before starting work on the structures.

The angles of the original construction have provided interesting features to many rooms, but "fortunately, most structural features were well placed and well spaced."

The barns have slate roofs, the slate placed over handsplit shingles.

All outbuildings have been removed. Material from them goes into the reconstruction of the liv-

ing units. Beams 12 inches square line the blacktopped driveways.

A coordinating factor in the attractiveness of the layout is the color scheme of barn red with white trim on all barns and the homestead.

DesLauriers said the house was originally a one-story, plank board house, with four-inch solid plank-

ing. The roof was raised and the eels added. The house and 280 acres were purchased by DesLauriers from Fred Fiske in 1950.

The present owner came from Brockton, Mass. Farming was unprofitable so he went back to Brockton to work to hold on to the property.

The converted carriage house was an immediate success as a motel. Each year there has been another barn converted to a new life.

To Work on Dairy Barn

This winter DesLaurier will work on the dairy barn, largest of them all. Here he plans living quarters for the family as well as motel units on two floors.

Also, he is working on the small farm toolshop. This will be a recreation hall, with terrace to the east, and garages beneath.

The wall beams will support benches around the sides, and the supports will be covered.

"Nothing will remove the odor of whitewash from this old wood," said DesLauriers.

When the family moves into the upper floor of the dairy barn, the enterprising owner has plans for a restaurant and coffee shop, and maybe a gift shop in the homestead.

Swimming Pool Considered

The place will be further landscaped and more of the bright border flowers added. A swimming pool may be in the offing.

The Cupola Motel closes the end of October, although in the carriage house there are electric wall panel units to take off the chilly fall and spring air.

Between now and then the Chicago Symphony Orchestra and the Danish Symphony Orchestra will occupy the rooms, after this week, no strangers to visitors from foreign countries.

THE CUPOLA HOUSE LUNCHEON MENU

Shrimp Cocktail .55 .85

Chilled Juice .20

Consomme .25

Soup du Jour .25

Fruit Cup with Sherbet .35

PRIME SIRLOIN STEAK
(10 oz.)
French Fries—Vegetable
Onion Rings—Rolls and
Butter
\$2.75

HAMBURG SPECIAL
Large Hamburger on
Toasted Bun with Lettuce,
Tomato and French Fries
.75

**HOT ROAST BEEF
SANDWICH**
French Fries
Lettuce and Tomato
\$1.25

**HAM & EGGS
COUNTRY STYLE**
Two Large Eggs
Fried Baked Ham
Home Fried Potatoes—Toast
.95

OPEN STEAK SANDWICH (Made from Choice Tenderloin)
French Fries, Lettuce and Tomato \$1.85
HOT HAMBURG SANDWICH, with French Fries and
Brown Gravy, Lettuce and Tomato85
BROILED SWORDFISH STEAK, Lettuce and Tomato
French Fries, Rolls and Butter 1.55

SALADS

CHEF'S SALAD PLATE, including Tossed Salad,
Sliced Ham, Turkey and Anchovies on Lettuce \$1.25
SHRIMP SALAD PLATE, with Whole Shrimp, Hard
Boiled Eggs, Lettuce and Tomato 1.25
INDIVIDUAL TOSSED SALAD BOWL
with French, Russian or Roquefort Dressing 35, .50

SANDWICHES

All sandwiches include Pickle Slice & Potato Chips

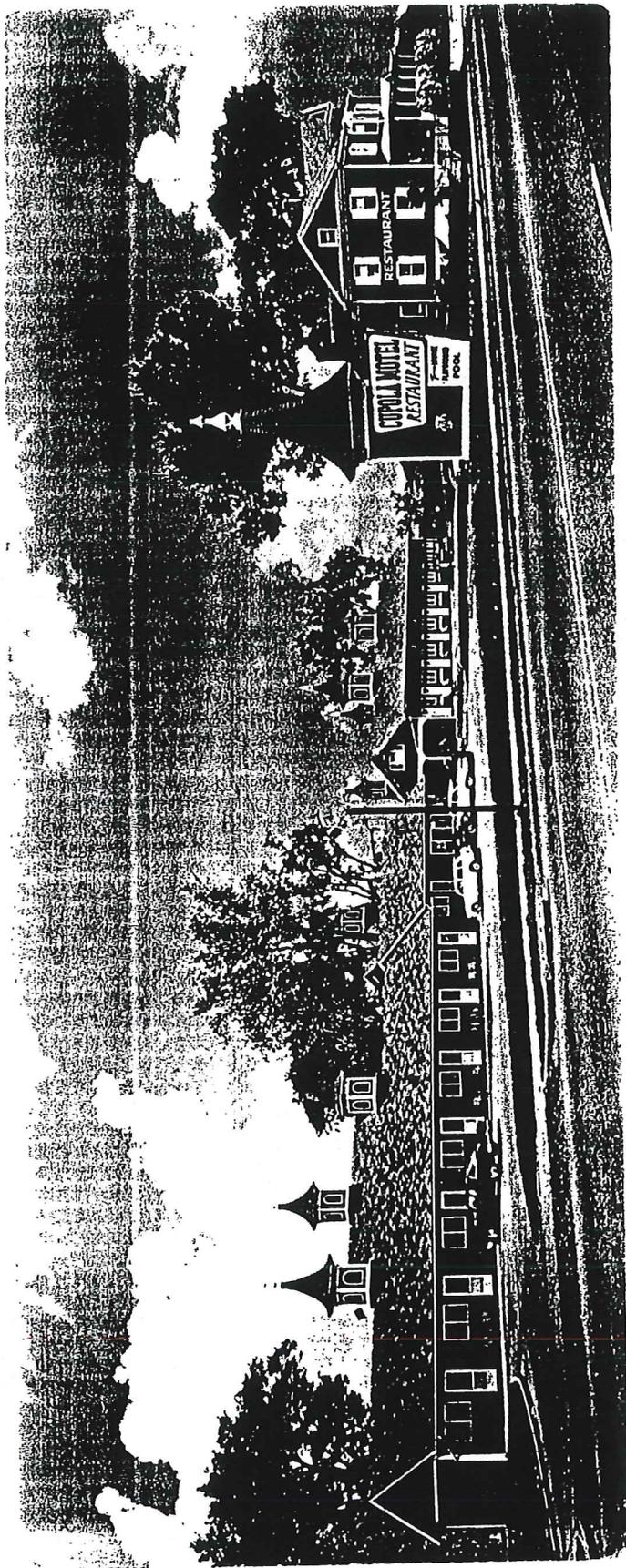
CUPOLA CLUB SPECIAL—Sliced Turkey, Bacon,
Lettuce and Tomato \$1.25
TOASTED LOBSTER ROLL 1.15
ROAST BEEF SANDWICH85
SLICED TURKEY SANDWICH85
CHICKEN SALAD SANDWICH65
BAKED HAM SANDWICH65
BACON, LETTUCE AND TOMATO SANDWICH65
TUNA SALAD SANDWICH55
JUMBO 1/4 LB. HAMBURGER55
HAMBURGER40
CHEESEBURGER50
GRILLED CHEESE SANDWICH35

DESSERTS

Home Made Pie .30
Pie ala Mode .40
Parfaits (Chocolate, Strawberry, Butterscotch)45
Home Made Cake .25
Ice Cream or Sherbet .25
Peach Melba .35

BEVERAGES

Coffee15
Tea15
Milk15
Iced Tea20
Iced Coffee20
Hot Chocolate20

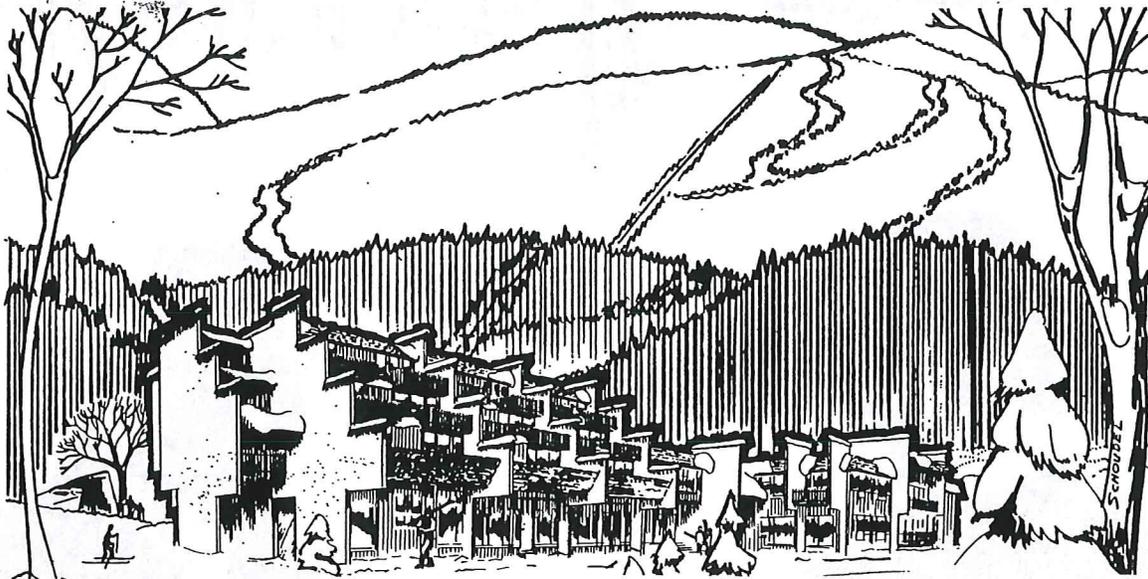






VERMONT

8,000 Acre \$5 Million Ski Area To Open In Winter With Hotel



BOLTON, VT.--Construction of the Base Lodge-Hotel for the new Bolton Valley ski area is ahead of schedule according to Ralph DesLauriers, president of the Bolton Valley Corp., who added he is confident the Dec. 15 target date for opening will be met.

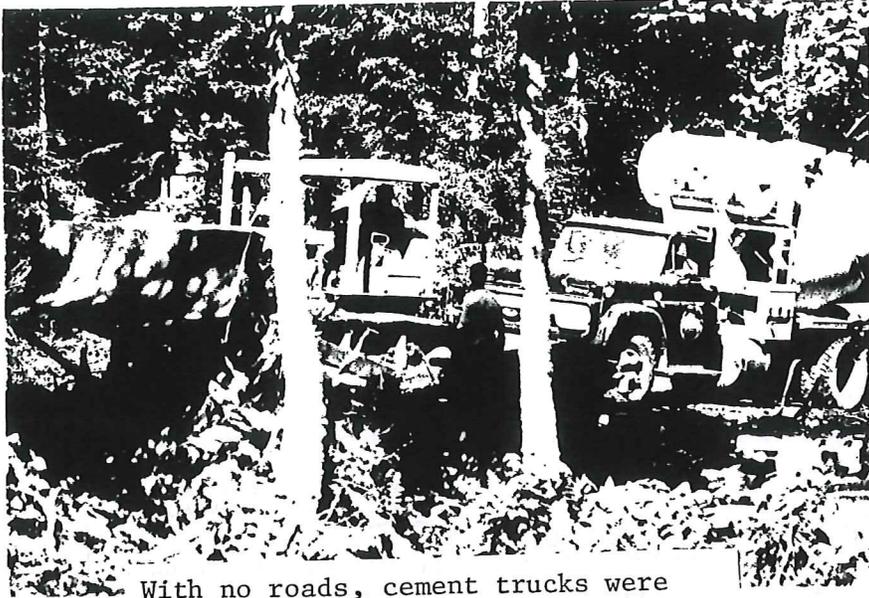
The \$5 million, 10-year plan covers 8,000 acres to be developed into a year-round recreation environment. Nearly half of the 19 home sites in the first phase were sold by Labor Day. The second phase is being developed now and 20 more home sites will be available shortly.

One section of the Lodge will include hotel accommodations for nearly 100, a Peter Gunn Ski Shop, day nursery, skier's lounge and offices. Another wing houses a large cafeteria, dining and banquet rooms, cocktail lounge, sauna baths and a discotheque. A golf course is being planned for an area near the valley's entrance.

A more specific four-year plan includes construction of the two-mile aerial tram to the summit of Bolton Mt., several more chairlifts and swimming, riding, fish-

ing and tennis facilities. The valley contains the entire watershed of a mountain trout stream.

Opening day will mark more than three years of planning and engineering. Preliminary construction began in June, 1965. Heavy construction began last Spring on the nearly \$1 million worth of ski facilities and on a \$400,000 access road.



With no roads, cement trucks were pulled up the mountain with tractors.



Construction of Access Road



Pipe at S Curve

June 8, 1965

Up to Ricker Mountain

House Okays Ski Access For Bolton

MONTPELIER — Rep. Bertha Lafreniere, R - Bolton, doesn't do much talking from the floor of the House, but she softened some fiscal hard hearts Monday night in a plea for final House passage of a bill to build an access road to a proposed ski area.

Moved by her plea, the House voted better than 12-1 with a 159-13 roll call vote for final approval on the bill which



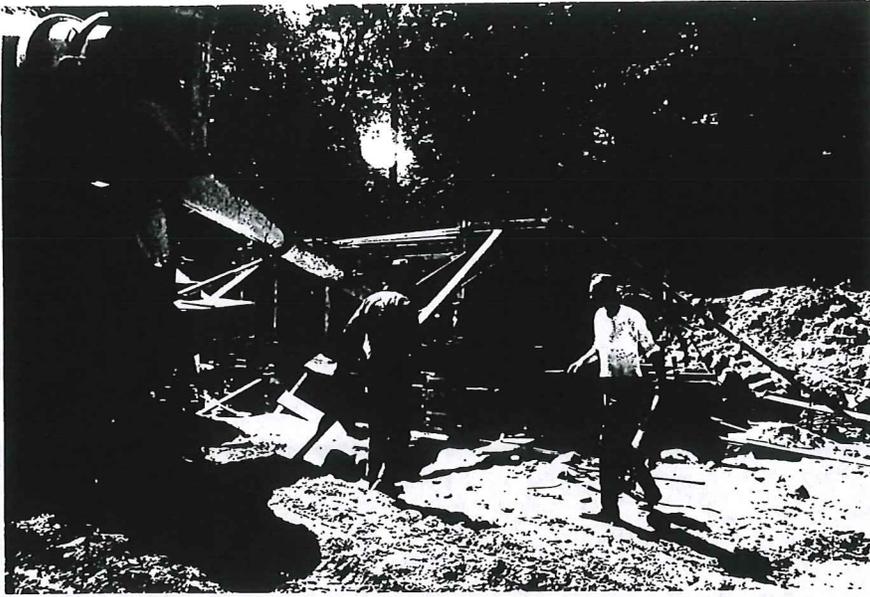
Burlington Free Press
CAPITOL BUREAU

would reimburse Bolton for estimated costs of \$370,000 in building an access road to Ricker Mountain in Bolton.

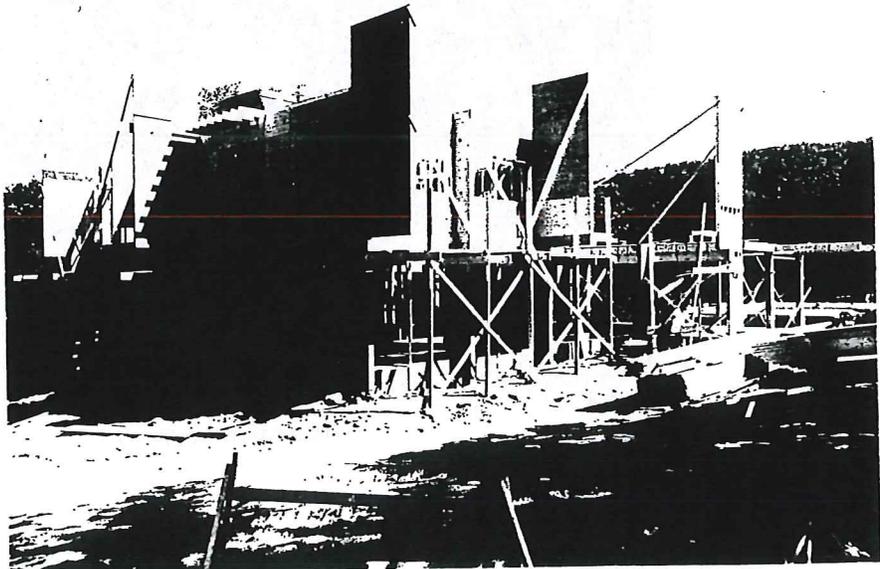
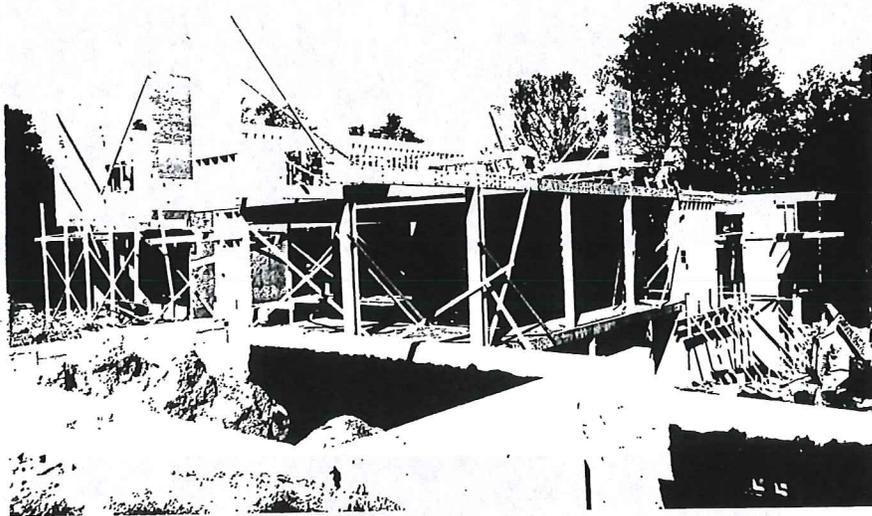
In a moving address, Mrs. Lafreniere traced the problems that have plagued her town since the interstate highway was built right through the middle of Bolton.

"We think a ski development will help our little town," she said.

Ways and Means chairman Byron C. Hathorn, R-Hartford, supported her position. He agreed with opponents who said the state should establish a workable policy with respect to building access roads into ski areas, but he said the state "should continue" as it has for the last eight years until a firm policy has been established.



Hotel Construction



**All the Skiing
Without All the Lift Lines.**

"Voted best ski area in Vermont"—Vanguard Press Readers Poll



Clearing a Trail

Master