Up and Down the Slope and Along the Ridge of the GREEN MOUNTAINS

By Bennett Chapple

VERMONT is almost equally divided by the Green Mountains into the eastern and western sections, and the Connecticut River, which lies along its eastern boundary, is one of the chief waterways of the state. Technically there is some dispute as to whether Vermont owns any of the Connecticut River, for New Hampshire, its sister state, claims the boundary to be the line of vegetation on the Vermont side of the river. The case is now in the courts owing to the attempt of New Hampshire to tax property and mills that had for years been in Vermont and recently found that the broadening of the river had excluded them from the line of vegetation—and they now "don't know where they are at." In the early days, during the fourteen years when Vermont was an independent republic, several of the New Hampshire towns seceded to Vermont, thus throwing the banks of the river within the Vermont line. Later these towns rejoined the state of New Hampshire, and as a natural consequence of these "periods of uncertainty," the dividing line became hypothetical.

Before the days of railroads, the river furnished a valuable highway of commerce, and by the use of canals and locks was navigable for a considerable distance up the state line. The railroads in building through this territory found many thriving villages which were ready for the coming industrial development.

At the village of Vernon, Vermont, just below Brattleboro, the Connecticut River Power Company, now a part of the New England Power Company, recently completed a dam thirty-two feet high across the Connecticut River, giving twenty-seven thousand horse power for electrical transmission. The dam backs up the water of the river for a distance of twenty miles. This tremendous power is in turn harnessed to all the other powers of the New England Power Company, which has four plants on the Deerfield River at Shelburne Falls, just below the state line.

Although these plants are technically without the borders of the state, Vermont may lay claim to their efficiency, for the storage dam at Somerset, Vermont, containing twenty-three billion gallons of water, is the key to the power situation on the Deerfield and insures an equalized flow of water the year round. The dam built to conserve this immense reservoir of water is two thousand feet long, six hundred feet thick at the base and more than one hundred feet high at the center. Another big storage project contemplated in this region will impound thirty-two billion gallons when the work has been completed. Several other water power plants on the Deerfield will be added
before the New England Power Company turns its attention to its long-promised development of the Connecticut River at Bellows Falls, and at what is known as Fifteen Mile Falls, toward the lakes that are the source of the river. When these developments are made, and the plants are linked together, there will be a total capacity of something like two hundred thousand horse power. This power—that is, the portion that has already been developed, amounting to sixty-nine thou-

sand horse power—is already being carried in high tension wires to Fitchburg and Lowell, in the neighboring state of Massachusetts, and will soon be extended to Providence, Rhode Island, and adjoining towns.

What this means to the industrial growth of New England in its offering of cheap power is little realized. The struggle against the unfair advantage of inexpensive power will be over, for the New England Power Company carries its high tension
wires over a vast area covering a radius of eighty or one hundred miles.

Brattleboro, on the banks of the Connecticut, is the southern gateway from New England into Vermont. With a population that today exceeds nine thousand, it has shown a substantial gain which however did not manifest itself until the last two or three years. The reason for the sudden awakening undoubtedly lies in the utilization of cheap power which is now afforded to Brattleboro's new industries.

For its size, Brattleboro is one of the best known cities in the country. The eyes of the whole English speaking and literary world were focussed upon the town when Rudyard Kipling built a home in the outskirts and made it his American residence for many years. The English writer married a Brattleboro lady, and has been a frequent visitor to his wife's home. William Morris Hunt, a noted artist in his
day, was a native of Brattleboro, and the town has long been noted as an art and literary center. Mr. Arthur Wallace Peach, whose poems and stories have delighted readers of the National and other magazines, is a native of Brattleboro. It was in Brattleboro, his boyhood’s home, that Larkin G. Mead, the famous sculptor, conceived the idea of moulding a snow angel one New Year’s eve, and when the people awoke to the chimes of “Ring Out, Wild Bells,” in the morning, they found the beautiful ice figure in their streets, where it stood for several days until the sun melted it away. A replica in marble of this famous snow angel is now in the Unitarian Church at Brattleboro. The only institute for the blind and deaf in Vermont is the Austine Institution at Brattleboro, which was established about a year ago, partially by bequest and partially by state aid. The town has splendid churches and schools, and many neat, well-kept homes are silent testimonials to the wholesome Brattleboro atmosphere. The stores and all the public streets are modern and up-to-date, and serve the large farming community lying up the West River Valley, which has grown to be one of the most conspicuous vacation sections in Vermont.

Perhaps the name of Brattleboro is most familiar to many people as the home of the Estey Organ Company. Who can forget the Estey Organ, beloved of childhood days? And from what a small beginning did the great Estey industry spring! In a Brattleboro building which was used mainly as a grist mill, Jacob Estey, founder of the Estey Organ Company, laid the humble foundation for the largest organ factory in the world.

As the traveler today winds his way up the hill that overlooks Brattleboro and comes upon the clean, slate-covered buildings of this great institution, he realizes that no more ideal spot for the making of instruments could be imagined. Five hundred men are employed here, some of whom have been at work in
the Estey factory for more than fifty years, putting into their work all the skill that has come to them as they have learned how to make “the sweet-toned Estey” an organ of world renown. The final touch that comes from skilled fingers and the judgment of minds which have been years in the training are incorporated in every Estey organ that leaves the great works on the hill. From father to son the work has passed down, and today the third generation of the Estey family is building the Estey organ. While the present factory and output far surpass the fondest dreams of its founder, yet the influence of his life and character has been made a watchword in the conduct of the business.

Today the Estey organ is known from Iceland to Tasmania. It has literally followed the missionaries around the world, its charm helping to “soothe the savage breast” wherever it has gone. Not only in remote regions but in the musical centers of Europe the Estey organ is favorably known. Two Estey organs grace the palace of the German Emperor, where the finest music of the continent is rendered. Although the Estey organ is generally regarded as an organ for the home and associated with “the good old songs” sung by the fireside, yet it is an Estey that sounds the strains of the most difficult opera in the Metropolitan Opera House at New York. Probably no name is more intimately associated with the town of Brattleboro than that of Estey, and there can be no doubt that the Estey Organ Company has made the name of Brattleboro worldwide. The House of Estey is promoting an industry whose value cannot be measured in dollars and cents, because the influence of good music has from the beginning shaped the character of individuals and nations.

“Other lively industries in Brattleboro are the Fort Dummer Cotton Mills, which manufacture high-grade lawns; the Hooker Corser Mitchell Company, makers of overalls; the S. A. Smith Company, manufacturers of dies, and the Carpenter Organ Company, Brattleboro, also does a large amount of commercial printing for concerns located outside the state.

This in a measure constitutes the industrial life of Brattleboro, and as some of these institutions have been established within the past year, the future industrial development holds forth rich promises. The completion of the new line of the Boston & Maine Railroad, and the building of a new union station and yards will greatly facilitate its already rapid growth.

Along up the river in a narrow gorge at Bellows Falls is the paper-making center of Vermont. Five or six great paper factories, employing nearly fifteen hundred men and representing an investment of
Here, nestling together under the green foliage on the mountain side, are twenty-five buildings which constitute the Estey Organ Factory, the largest institution of its kind in the world.
three or four millions of dollars, are crowded together in one little narrow gulch below the falls.

Some fifty years ago the magnificent water power attracted ambitious manufacturers, and today twenty thousand horse power is utilized by the paper-making industry. When the power plant at the Falls is remodelled, at least forty thousand horse power is promised, which means that Bellows Falls is capable of great industrial development. Valuable mill sites are still available and can be had at low cost, and an abundance of power can be furnished to operate mills running the year round.

Here are located the mills of the Robertson Paper Co., one of the largest manufacturers of waxed paper in the world, and who send out a larger tonnage and make a greater variety of waxed papers than any other concern in the business.

All through the country the use of waxed paper is greatly increasing, due principally to modern sanitary laws as to drinking cups, also in the wrapping of meat, fish, spices, dairy products and confectionery.

Another unique and interesting article manufactured at Bellows Falls is the old style scythe snath or curved handle of the scythe used in cutting grass and grain. The firm of Derby & Ball at Bellows Falls is one of the largest of the four now operating in the entire country. The demand for scythe snaths seems to remain about the same as it was forty years ago—Bellows Falls is sending out from fifty to sixty thousand dozen snaths every year. The largest individual buyers are railroads who use the scythes along the “rights of way,” especially on the broad prairies of the West. Then there is a considerable export trade, the largest shipments being sent to Australia and other newly-developed countries.

Snath-making is an intricate process,
though amateur carpenters might not believe it. Only the choicest of ash and cherry can be used, and the wood is in turn steamed, bent and dried so as to make its durability unquestioned. The scythe snath is often a family heirloom among the farmers, being handed down from generation to generation, and the old Yankee farmer is as particular about the curve and “set” of his snath as about any other implement on the farm. As someone happily put it, he is as jealous of the swing of the scythe as the enthusiastic golfer with his club.

One of the oldest institutions at Bellows Falls is the Vermont Farm Machine Company, which upwards of forty years ago began to make evaporators for maple syrup. Five thousand dollars was spent for the original patent, the principle of which is found in nearly all maple syrup evaporators of today. Later the company turned its attention to the making of the “Cooley Creamer,” an invention which utilized the gravity system and cold water in separating cream from milk. This was a decided improvement upon ordinary methods of skimming cream from pans, but the modern United States Centrifugal Cream Separator has now succeeded the creamer, and has won many prizes at expositions and fairs throughout the country. Nearly a thousand employees represent this concern, which was the pioneer in the movement for the co-operative cream-gathering system of dairying. Up to the time of the invention of the cream separator, farmers delivered their milk to creameries, but today they deliver only the cream, retaining the skimmed milk for feed. The machines and appliances of the Vermont Farm Machine Company are sold in all parts of the world, and the business has shared in the general prosperity of the great dairying interests of this and other countries. It is one of the solid institutions of Vermont.

The population of Bellows Falls is about seven thousand, and throughout the village are many beautiful residential streets lined with attractive homes. On the corner, just off from a business street is a large yellow house which belongs to Hetty Green, the world-famous woman financier, who was born just across the river.

As a railroad center, Bellows Falls is favored with lines leading in four direc-
tions, operated by the Rutland Railroad and the Boston & Maine. In addition to this the Bellows Falls & Saxton’s River Traction Company have a six mile inter-urban trolley road connecting the two villages.

At Saxton’s River is located the Vermont Academy, another of the splendid educational institutions for which Vermont has a national reputation. The Academy is the only school in Vermont which is not co-educational—which speaks volumes for the ambitious young ladies of the Green Mountain State—and is also the only educational institution in the state, apart from Vermont University, bearing the state name. The Academy is conducted on a very broad basis, and has the hearty support of leading Vermont citizens.

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Journeying up the Connecticut River valley, it would be easy enough to overlook one of the most thriving little villages in the Green Mountain State unless the traveler should chance to meet a ubiquitous traveling man engaged in “working the trade” of Vermont. Then would the stranger be advised not to miss Springfield, the liveliest hustling center for its size in the whole state.

Springfield, Vermont, lies back from the river, six miles from the steam road, with which it connects by the Springfield Electric Railway, a standard gauge road that not only serves to convey passengers but also hauls freight cars to and from the village.

The population of Springfield today is around five thousand, and it has a reputation of being the fastest growing village in the state. Industrially it is one long, low hum, for it is the home of the famous Jones & Lamson Machine Company, among the world’s largest manufacturers of turret lathes; the Fellows Gear Shaper Company, manufacturers of gear-cutting machinery; Gilman & Son, manufacturers of last-turning lathes; the Bryant Chucking Grinder Company, manufacturers of chucking grinders; and Parks & Woolson Company, manufacturers of cloth-finishing machinery. Machine shops make up the principal industry, and the necessity of skilled workmen makes the caliber of Springfield young men very high. By a recent vote of the selectmen, the high school is to include in its curriculum machine-shop training, with a special instructor. The practical work is done in the various machine shops, the students working in pairs, one week in school and the next in machine shops. In this way the young men can secure training that will enable them to step into good paying
positions. Springfield also has one of the largest shoddy manufacturing plants in the world, the John T. Slack Corporation. Contrary to general opinion, shoddy is usually wool, reduced from woolen rags into woolen fibres simply by a process. There are three hundred different grades of shoddy, many of which cost more than raw wool, although on the whole it is the free use of shoddy in the manufacture of woolen garments that keeps the price of wool from being exorbitant.

The Adnabrown Hotel at Springfield is one of the finest in the state. It was built up by the late Adna Brown, who for years was the moving spirit in the upbuilding of Springfield. His son, Colonel W. W. Brown, aide to the present Governor of Vermont, is now identified with the interests of Springfield, and is also the manager of the Parks & Woolson Company. An interesting observation of the industrial life of Springfield lies in the fact that every business there is owned by local capital. For many years the village struggled with adversity in carrying on its fight, but with the fortitude and hardihood of its early pioneers it has become a great center of machine shops.

Mr. James Hartness of Jones & Lamson is a member of the board of Governors of the American Society of Mechanical Engineers, and his knowledge of turret machinery has given him an international reputation. He has also recently added to his fame by the invention of a telescope by which observations may be made in a protected room.

The Colonial Light & Power Company of Springfield is ready to furnish power in any quantity desired by the growth of industry. Within the village limits, a distance of less than a half mile, there is a drop of one hundred and fifty feet on the Black River on which seven dams have been located, giving excellent water power for the section, and these in turn have been supplemented by auxiliary plants of steam, so that there may be no period of shut-down because of low water in the industrial life of Springfield.

The next stop up the Connecticut River is Windsor, which this summer enjoyed the distinction of being the Post Office and working headquarters of the President; in other words, it is the summer capital of America. The summer White House lies
just across the river in New Hampshire, about five miles distant. Windsor has taken on a new life with this distinction. A large flag floats across the narrow way that leads up from the station to the main street of the town to welcome the visitor. Granite pavements are being put in to take care of the increasing traffic, and there is an air of hustle and bustle to the little village which must in a measure surprise itself.

The Windsor Club is a newly organized social community, which has made over one of the old factory buildings into a very desirable meeting-place with restaurant, dance hall, bowling alleys and shower baths, and a membership of over five hundred. At Windsor also is located the famous Kennedy Arena, larger in area than the Madison Square Garden in New York City, being 300 x 80 feet, and built by Kennedy, the cracker magnate. It is here that Vermont has held its State Corn Show, and this year it will be occupied by the New England Corn Show.

Windsor, chartered in 1761, was at one time the capital of Vermont. In fact the Constitution of the Republic of Vermont was drawn up at Windsor on the second day of July, 1777, and for fourteen years Vermont was an independent state. Ira Allen, one of the heroes of Vermont history, was active in the drafting of this Constitution, and it was the first Constitution in the western hemisphere which forbade human slavery. In 1801 the Vermont State Prison was established at Windsor. So much for history.

The principal business at Windsor, that of the Windsor Machine Company, is one of the biggest industries of the state. This concern was started in 1888, at which time they commenced to manu-
manufacture a line of lathes and turret machines, but since 1903 they have given their entire attention to the manufacture of Gridley Automatics—both single and multiple spindle. The factory has a floor area of about two acres and employs about 500 skilled mechanics. Shipments of Gridley Automatics are sent out from Windsor to nearly every country on the globe.

The principal difficulty at Windsor today lies in finding houses for its workmen, and for this reason the Windsor Associates is organized to build houses for workmen, putting them up in blocks, six at a time. In this and other work of a semi-public character looking to the advance of the city, Windsor finds a loyal friend and worker in Maxwell Evarts, General Counsel of the Southern Pacific Railroad in New York City, who makes his home at Windsor. He has liberally supported every project to bring Windsor to the front, and with its location it should become one of the leading towns in Vermont.

The growth of the village during the last three years shows what can be done when the spirit of push and energy is really awakened. The three banks of Windsor have added to their deposits during the past ten years nearly one million dollars, while the population increased a good deal over the last six years, today numbering about twenty-five hundred people, with a fine public library and excellent schools.

An important railroad center is found at White River Junction, where the Vermont
State Fair is held every year in September. Just beyond is Wells River, in the center of a prosperous agricultural community.

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St. Johnsbury, sometimes referred to as the "scale city," is one of the principal portals of the state. Situated at the junction of the Passumpsic, Moose and Sleeper Rivers, it is 320 miles from New York, 186 miles from Boston and 149 miles from Montreal, and is the main distributing point for northern Vermont and New Hampshire.

The E. & T. Fairbanks & Company Scale Works, located at St. Johnsbury, are universally known as one of the largest scale-making concerns in the world, employing fourteen hundred men, mostly in the higher branches of the trade. The business, established by Thaddeus Fairbanks in 1830, came about in a peculiar way. In those early days the hemp industry was thriving in St. Johnsbury and the weighing of the hemp was one of the duties which devolved upon Thaddeus Fairbanks. To facilitate his work he devised an application of a lever under a platform connected to an old-fashioned steelyard. He made two or three of these crude scales for his neighbors and soon engaged regularly in making up the scales during the winter months and selling them during the summer. While working on these scales, Mr. Fairbanks made inventions which were fifty years ahead of his time but proved to be practical years after the business was in the hands of his successors, for the same type of railroad scale invented fifty years ago is in use today. This Fairbanks type of track scale, used on many of the railroads throughout the country, consists of transverse levers supporting a load connected to a series of longitudinal levers under the scale plat-
form, and these in turn attached to connecting levers, transmitting the load to the beam or steelyard. Tremendous weights are handled in this way and the Fairbanks system has been endorsed in all parts of the world. The increase of the scale business throughout the past three years has been due in a large measure to the rigid agitation for correct weighing. This has eliminated many makes of inferior weighing machines. In this day when there is a special scale for weighing almost everything, the Fairbanks Scale Works at St. Johnsbury make a great variety of scales and all of them of a high order of merit.

In addition to the great scale factory, St. Johnsbury has many other substantial industries. The O. V. Hooker Machine Shop and the American Fork & Hoe Company have for many years been leading industries in the community. Grain from Western Canada is shipped into St. Johnsbury to large grain mills operated by A. H. McLeod Milling Company and Griswold & Mackinnon, and it is the largest grain centre in the state. A large coal and grain business is conducted at St. Johnsbury by E. T. & H. K. Ide, and no small part of the busy industrial life of the town is given over to saw mills and granite finish-

THE NEW MASONIC HALL AT ST. JOHNSBURY

ing works. St. Johnsbury also lies in the center of the principal Vermont sugar belt, and the Carey Maple Sugar Company is one of the world's largest purchasers and wholesalers of maple sugar. The Towe Maple Products Company, makers of the well-known Log Cabin product, has its plant at St. Johnsbury.

With a population of something more than nine thousand the village has shown substantial gains during the past decade. One of the difficult problems of St. Johnsbury is to house its workmen and to meet this problem the St. Johnsbury Realty Company is engaged now in building small houses for working men in different parts of the city.

As a banking centre, St. Johnsbury's four banks have aggregate deposits of about $8,000,000 and are rated among the strong financial institutions of the state.

The high standard of the social life of St. Johnsbury is indicated by the fact that no town of its size in New England has more valuable or attractive public buildings. There are ten magnificent churches, two hospitals, a free public library with an art gallery of rare paintings, Y. M. C. A. building, theatre, women's club house, a new Masonic Temple, and excellent schoo|
buildings; also the St. Johnsbury Academy, one of the state's best schools. One of the most beautiful buildings of the state is the Museum of Natural Science at St. Johnsbury, a gift from Colonel Franklin Fairbanks. Long an enthusiastic collector, the Colonel had filled his home with many rare specimens, and in 1890 decided to erect a Museum which should be endowed with a substantial sum for maintenance. No city, except perhaps the great metropolises, assuring the erection of a new and modern hotel. A fine garage is operated by the C. H. Goss Company, and many automobile tourists cross Vermont at this section of the state and find it a charming part of their journey. As I stood on the curb I saw a car go by, flying the pennant of far-off Iowa in the beautiful town of St. Johnsbury. Every road leading in and out of the city gives a panorama that is only possible in a country of hills.

![A VIEW OF NEWPORT ON LAKE MEMPHEMAGOG, THE GATEWAY TO VERMONT FROM CANADA](image)

New York and Boston, can exhibit such a wonderful collection in natural history. Birds of all countries, native flowers, rocks and minerals are on exhibition, and the hall of science is used much by the children of the public schools in connection with their studies and research work. Part of the hall is given over to a local historical room, containing relics of early settlers. Among these is a wagon built by Thaddeus Fairbanks in 1816, some years before he began the manufacture of scales.

The Commercial Club of St. Johnsbury is one of the live organizations of the state. It is largely composed of young business men of the city, and just succeeded in and mountains embellished in the emerald green of northern summer foliage.

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On beautiful Lake Memphremagog, which lies seven miles within the boundary line of the United States and nearly twenty miles within the Dominion of Canada, the village of Newport forms the terminus of the Boston & Maine and the Canadian Pacific railroads. Over in the distance, across the lake from this city of beautiful scenery, Jay Peak rears a towering head amid the morning mists and from Prospect Hill one may see twenty miles down the lake, far into the Canadian country. Built on a point of land projecting far
into the lake, Newport is almost wholly surrounded by water. From the heights, the village is seen below under a curtain of shady trees that blend with the blue of the waters of the surrounding lake.

Throughout Orleans County, of which Newport is a part, are some of the finest roads to be found in the state. I had reason to test them in an automobile spin with ex-Governor G. H. Prouty, and wish it were possible to convey to the reader the finest in the state and has all the modern attractions and conveniences. The fine wharfage and dockage for boats on the lake brings much trade to Newport from the summer cottagers on the lake. The principal industry of Newport is lumbering. Since 1876 the Prouty-Miller Company has been sawing lumber in the vicinity and now operates three large mills. The Frost Veneer Seating Company is one of the largest concerns of its kind in the state.

impression that comes from the beautiful picture presented by the view of the lake from Shattuck Hill. All about the lake are shore line roads, and every new point of vantage commands new scenes, each seemingly more beautiful than the first. The neat, well-kept homes at Newport indicate that it is a town where everybody enjoys life and makes surroundings to suit. Honorable C. A. Prouty, Chairman of the Interstate Commerce Commission of the United States, born and raised in Newport, has a beautiful home in the city. A new eight thousand dollar club house, built by the Memphremagog Club, is one of the and makes all sorts of veneered furniture, desk-tops, table-tops, mostly out of birchwood. In addition to this there is the B. F. Moore Company, manufacturers of overalls.

While the population of the village of Newport is only about twenty-five hundred, yet within a mile of the post office more than four thousand people have their homes. It is a beautiful home town in which to live and a delightful place to spend the summer.

Newport is the gateway to eastern Vermont from Canada, and occupies a conspicuous place among the towns and villages of Vermont.