

THE STORY OF GREENSBORO BEND

In the period from 1830 to 1850 there was large growth in the building of railroads in the eastern United States, with the result that by the time of the Civil War railroads played a major role in the national conflict. In the very first engagement, at Bull Run in 1861, for example, Stonewall Jackson's troops were quickly transported from some distance to the battle site in the nick of time to stop the Union forces from taking the major objective. The war proved the value of transporting men and materials quickly and effectively from one remote part of the country to another.

By the end of the war, railway expansion began anew. Plans were made to connect the east and west coasts as well as all major cities.

Building railroads became almost a national mania and became a part of many commercial schemes to expand America's growing industries.

All of New England was changed economically by the railroad. The prosperity that came to towns served by the rails did not go unnoticed by prominent citizens in nearby areas, so when a group of Maine businessmen proposed a line between Portland, Maine, and Ogdensburg, New York, there was considerable interest in where the line would go. Portland was then competing with Boston as a seaport serving Europe, and the promoters of the line hoped that by connecting the port with the Great Lakes and rail lines west, commerce through the Portland harbor would greatly increase.

After much surveying and discussion, contracts were let in December, 1869, for building the rail line from St. Johnsbury to Hardwick and from Swanton to Cambridge so work could proceed from the ends toward the middle. The section was known as the St. Johnsbury and Lake Champlain Railroad and was to give birth to Greensboro Bend.

The story of Greensboro Bend is so closely tied to the coming of the railroad that the village might never have existed without it. Even its name originated because of the seven-mile loop that resulted when the tracks detoured to include the upper Lamoille Valley instead of going directly from Walden to Hardwick.

The cedar swamp that had previously contained only two houses was transformed into a bustling village in only a few years. Bruce Cuthbertson built the first store in 1873, selling general merchandise, flour, and grain, and across the street from it the first home for the station agent was constructed. That same year Tolman, Simpson and Company built a sawmill and a factory to manufacture boxes and shingles, employing thirty-five to forty men.

Growth mushroomed. By 1883 there were fifteen homes, a blacksmith shop, and three stores. In addition to Cuthbertson, Lathrop Collins was a dealer in groceries, dry goods, hardware, clothing, and millinery. Robert Esdon, Jr., also ran a general store in the 1880's. The Hopkins family operated the Greensboro Bend Hotel, built originally by A.P. Folsom for the millworkers. In 1878 the town built a new school on the road to Stannard. In 1881 the Methodist Church was constructed.

The village fast became a bustling trading center for residents of Greensboro, Stannard, and the western slopes of Walden and Wheelock. In 1884 James Pope, a young tinsmith from England, opened a tin shop and later built a hardware store that marketed, among other things, plumbing and sugaring equipment. His wife Laura operated a millinery shop in the rear. Byron Davis, a farmer from Wheelock, and his teenage son, George, built a general store in 1893, which was to grow and continue in the family for the next three generations.

The village was in its heyday during the first two decades of the 1900's when the railroad was the center of rural activity. Trains provided most of the transportation to and from the outside world, and each day four passenger and two freight trains rumbled through the Bend.

The passenger trains also carried mail, "express" - articles too large to mail - and explosives, such as dynamite and ammunition, while the freight trains brought supplies for the local stores, as well as grain, fertilizer, machinery, furniture, and other goods. Coal, tin, brick, hardware, and similar materials needed by the local factories, builders, and farms also arrived by train. Each week men unloaded various kinds of grain on the sidings, and Amsden's Feed Store and John Barrington's Greensboro grist mill [now Miller's Thumb] mixed the grains according to different formulas. Prepared foods were also beginning to arrive including bread baked in Barton and shipped via St. Johnsbury. Boxcars of shingles, wooden boxes, and lumber from the mill were loaded at

the mill siding, and, for a time, granite from the polishing shed. Much produce was exported from the thriving area. Early trains included "butter freight" since before refrigeration the farmers converted their milk to butter and cheese before shipping it long distances. Cattle, sheep, and pigs awaited their fate in pens near the station. The train also moved maple sugar, hides, lumber, and later pulpwood and Christmas trees [note the painting on the wall to your left]. After the coming to refrigerated cars, fluid milk became an important commodity, and for its large daily shipments to Boston, the line was affectionately known as the "Sour Milk Limited."

The first passenger train tooted through at 8:00 A.M. each day on its way to Cambridge, Vermont, and returned at 11:00 A.M. en route to St. Johnsbury; then repeated the round trip at 5:00 P.M. and 8:00 P.M. It provided frequent mail deliveries (mail was sorted on the train), and allowed people to travel to St. Johnsbury or Hardwick to shop, visit relatives, or go to the dentist or doctor. Before automobiles became too numerous, high school students took the train to neighboring towns for evening baseball and basketball games. They stayed in the homes of their opponents and returned on the morning train. Sometimes adventurous souls changed trains at Cambridge Junction and traveled to Burlington for Sunday excursions, picnics, and boat rides on Lake Champlain.

Often people who summered at Caspian Lake sent large trunks from their city homes ahead to the Greensboro Bend station. Sam Ladd, a local taxi driver, met each train and transported the trunks to his barn in Greensboro [now Harbison's], where they were stored until the went to the station later to pick up the "campers" themselves.

When the first businessmen and others sported new cars, few could have predicted the changes that these horseless carriages would eventually make in the bend. After World War II better highways and larger trucks made the railroad less necessary. Fewer trains came, and every year the Bend became a quieter place. In the 1950's the Boston and Maine Railroad, the principal owner of the "St. J. and L.C." sold the line to a newly formed group of Lamoille County businessmen. A short time later the U.S. Post Office discontinued shipping mail on the trains, and passenger service declined.

Greensboro Bend, though changed, has been able to adjust to the times and is thriving and vigorous as it continues into its second century.

VACATION GUIDE BOOKS

As the railroads achieved a permanent place in American society, criss-crossing the country and transporting people to far away places (like Vermont!), it was natural that they would become a part of what we would refer to today as the recreation or travel "infrastructure." That is, the railroads promoted vacations and summer travels to interesting places like Greensboro and Greensboro Bend, and they published books and pamphlets for travelers. This one, **Summer Saunterings**, was published by the Boston and Lowell Rail Road System. It is subtitled, **A Guide to Pleasant Places Among the Mountains, Lakes and Valleys of New Hampshire, Vermont, and Canada**. (1886 edition). The book abounds with maps, descriptions of famous places like Franconia Notch, tourist attractions like the Flume, famous hotels and resort stops, connecting steamers like the Fall River Line, and so on. It describes side trips to Ausable Chasm, Lake Memphremagog, and Mt. Washington plus a long list of tours in Canada.

As for Greensboro, its list of hotels and inns (p. 143) indicates:

Name of House	Accommodates	Price/day	Price/week
Lake View House	15	—	\$5 - 7
Greensboro' Bend House	12	\$1.25	\$5
Caspian Lake House	10	1.00	\$5
Boarding House	8	—	\$6

(Note: there are four boarding house proprietors listed: W. Goss, C. Baker, N. Kenniston, and A. Goodrich), all charging the same price, \$6 per week.

The paragraph on Greensboro states:

"Greensboro' Vermont. Twenty-eight miles from St. Johnsbury. Population 1,061. The railroad touches only the south-east corner of the town. It is a farming locality. Four miles north of the station is Greensboro' Pond, six miles long and four miles wide [a gross innaccuracy! - ed.], full of speckled trout. This is the highest sheet of water in Vermont. From the station there is a stage line to Craftsbury."

Greensboro Bend: The Town the Railroad Built

A hundred and twenty-five years ago the railroad came to the valley in Greensboro. Before this it was a cedar swamp and two farms by the Lamoille River. The railroad made a sharp bend here. so the new settlement took the name, Greensboro Bend. In a few short years it became a busy community with a railroad station and a coal yard in the center. It also had five stores and two hat shops for ladies to buy new hats! It had a hotel, a granite shop, a box factory, a sawmill, two blacksmiths, a harness shop, a tin factory and a foundry that made stoves and maple sugar arches. It had an ice storage house and a mild creamery.

— Hazen Road Dispatch, 1975

M. E. CHURCH and PARSONAGE, GREENSBORO BEND, VT.



ain St., Greensboro Bend, Vt.

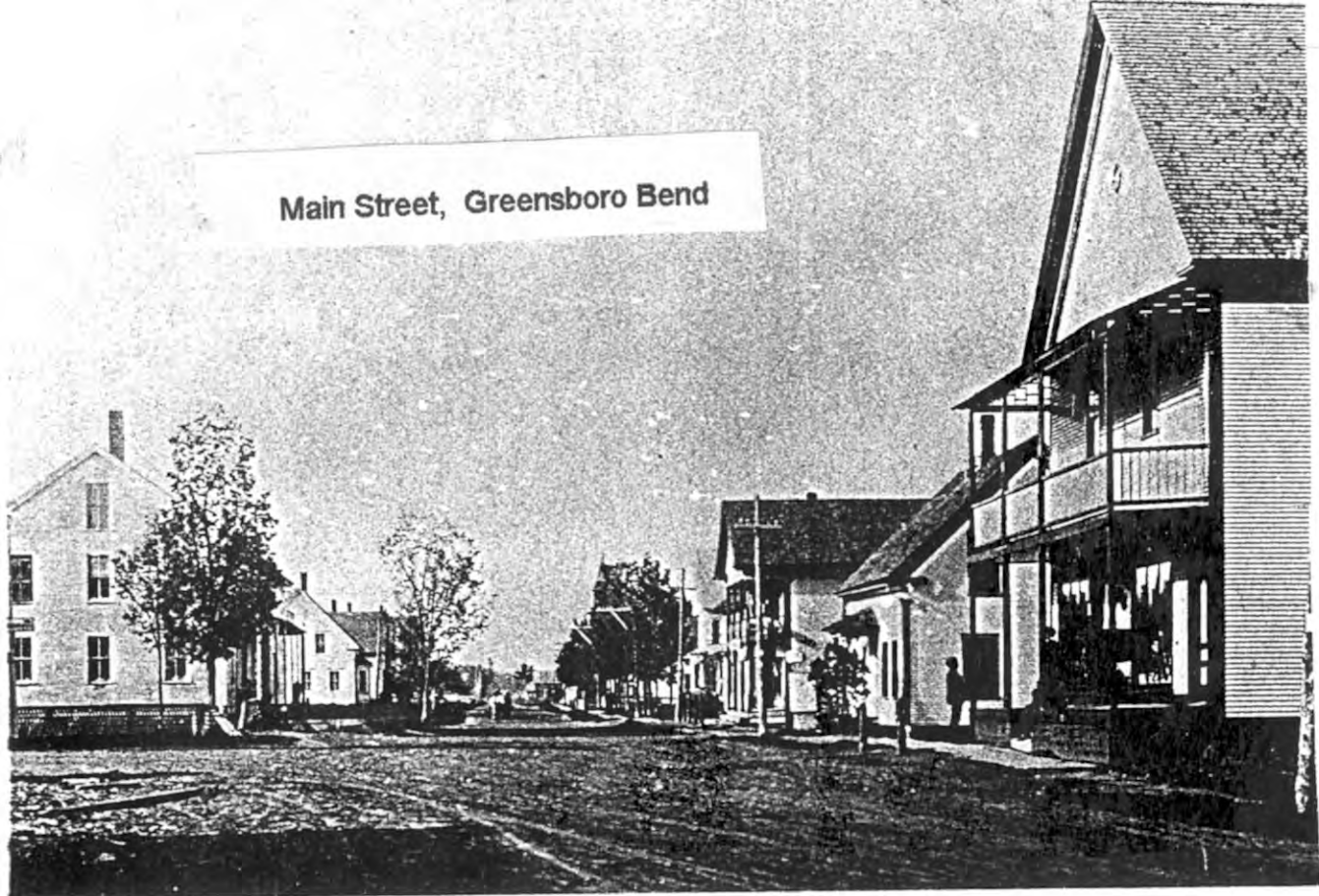
J. H. Pope's Series



Hotel and Church at Greensboro Bend, Vt.



Main Street, Greensboro Bend



Greensboro Bend Hotel



Duncan McFarland ran a hotel and tavern on the road
between Greensboro and Glover.

Please remit when due, without waiting for our salesman's visits.
Interest will be charged on Cash Bills after thirty days.

BOSTON, Jan'y 21 1875

Mr. D. M^c Farland

Bought of DANFORTH, SCUDDER & CO.

WHOLESALE GROCERS,

PAY YOUR EXPRESSMAN.

JAMES H. DANFORTH.
PRENTISS W. SCUDDER.

All Claims for damages or allowance to be made within ten days
after the receipt of goods, to the Firm in Boston.

Nos. 201 & 203 State Street.

Box	1 case Boston Matches 1/4 th				
	10 Gross	185	18 50		
	30 Poles Sugar Ends	37	11 10		
	2 do L M Raisins	37 5	7 50		
	1 Box Extra Soap	75	5 25		
	Cartage	7	38	42	73
	Bid March 16 th				
	Disco				
	per L. Ford				

cash

Please remit when due, without waiting for our salesman's visits.
Interest will be charged on Cash Bills after thirty days.

BOSTON, May 4 1875

Mr. D. M^c Farland

Bought of DANFORTH, SCUDDER & CO.

WHOLESALE GROCERS,

PAY YOUR EXPRESSMAN.

JAMES H. DANFORTH.
PRENTISS W. SCUDDER.

All Claims for damages or allowance to be made within ten days
after the receipt of goods, to the Firm in Boston.

Nos. 201 & 203 State Street.

1/2	Box Navy Tobacco				
	Sailors Delight	210	65	13 65	
	1/2 Bl. Pickled Salmon			9 50	
	Cartg.			25	23 40
	Bid June 9 th				4 57
	Danforth Scudder & Co				27 97
	per L. Ford				50
	"Mr. Greensboro and depot"				27 47
					1 75
					25 72

cash

Please remit when due, without waiting for our salesman's visits.
Interest will be charged on Cash Bills after thirty days.

BOSTON, June 30 1875

M^r. D. M^{rs}. Farland

Bought of DANFORTH, SCUDDER & CO.

PAY YOUR EXPRESSMAN.

WHOLESALE GROCERS,

JAMES H. DANFORTH.
PRENTISS W. SCUDDER.

All Claims for damages or allowance to be made within ten days
after the receipt of goods to the Firm in Boston.

Nos. 201 & 203 State Street.

2 Bolls Navy Tobacco
Sailors Delight 1/2 31
dark.

450 65 27 30

Peril Dep. 1/2 1/2
Danforth Scudder & Co
per L. Ford

Cash

"mrk. for L. B. Collins"

Interest will be charged on Cash Bills after thirty days.

BOSTON, Nov. 30 1875

M^r. D. M^{rs}. Farland

Bought of DANFORTH, SCUDDER & CO.

PAY YOUR EXPRESSMAN.

WHOLESALE GROCERS,

JAMES H. DANFORTH.
PRENTISS W. SCUDDER.

All Claims for damages or allowance to be made within ten days
after the receipt of goods, to the Firm in Boston.

Nos. 201 & 203 State Street.

1/2 Bll. Large #1 Channel Herring
leatg.

430

25

454

Peril from 29th

Danforth Scudder & Co
per L. Ford

Cash

"mrk. Greenboro Benddepot"

STATEMENT.

Folio -----

Greensboro, Ut., Dec 1 1892

M

To *Randall* BABBITT, CRANE & CO., Dr.,

DEALERS IN

GENERAL MERCHANDISE.

Aug 91	Balance Due	20 31
July 92	Indue	4 50
		24 81

Please remit.

DEAR-SIR:-
It is our custom to render a statement of all unpaid accounts on or about the first of each month. Please compare the above account with your books, and advise at once if there be any discrepancy.

Genevieve & Meserve,
Wholesale Liquor Dealers,
No. 12 Board St.

Boston, May 6, 1875
Mr J. W. Farland,
Dear Sir,

Your favor is received,
enclosing check of \$100.00 -

which is placed to your credit in
account,

for which accept our thanks.

Awaiting your further commands,

We are respectfully yours,

Genevieve & Meserve

A. H.

\$100.00

Stamp for Internal Revenue

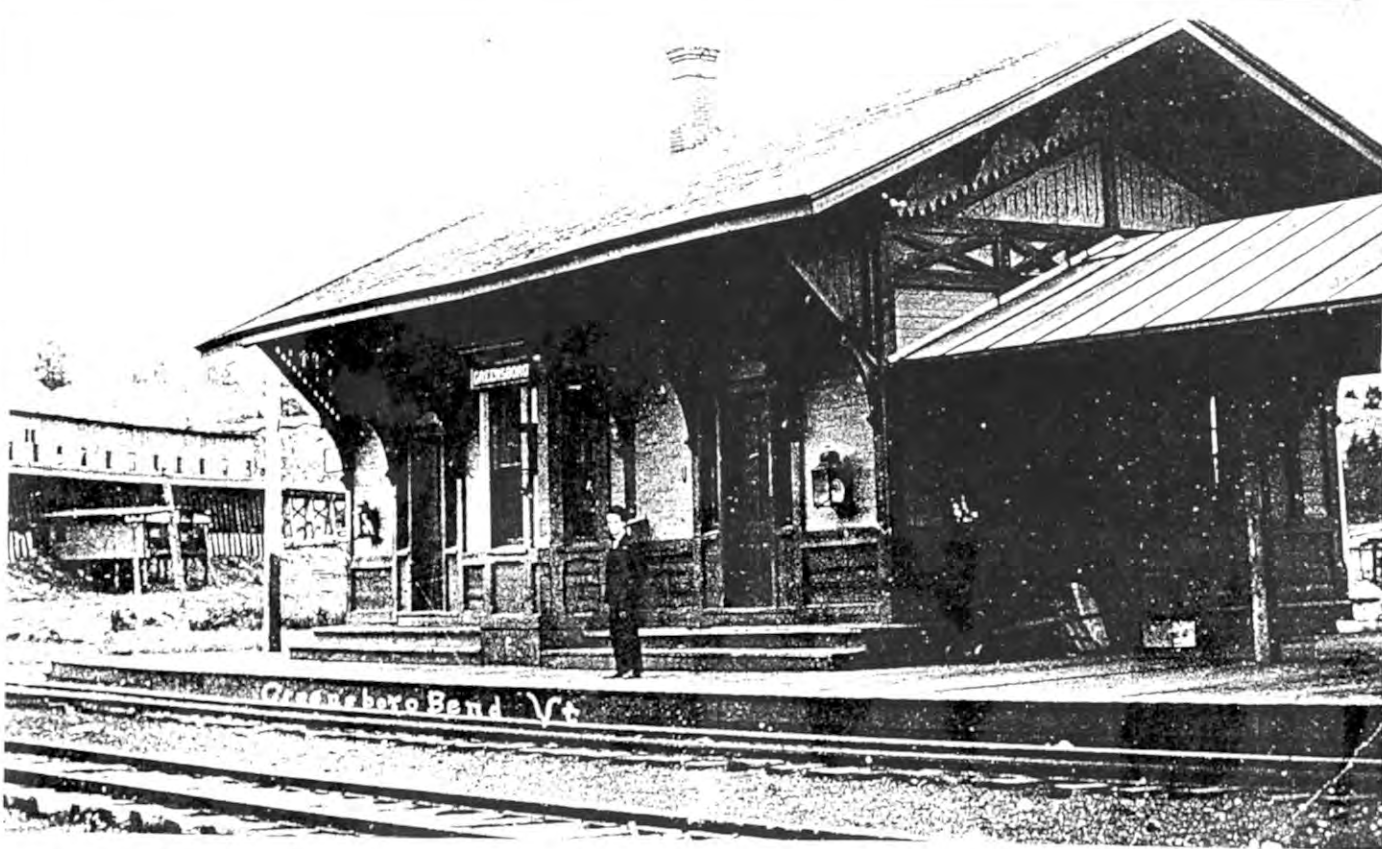
Received from D. W. Farland the sum of Twenty Five ¹⁰⁰ Dollars, for Special Tax on the Business of **Retail Liquor Dealer** to be carried on at East Greenboro State of Vermont for the period represented by the Coupon or Coupons hereto attached.

Dated at Burlington May 27th 1873

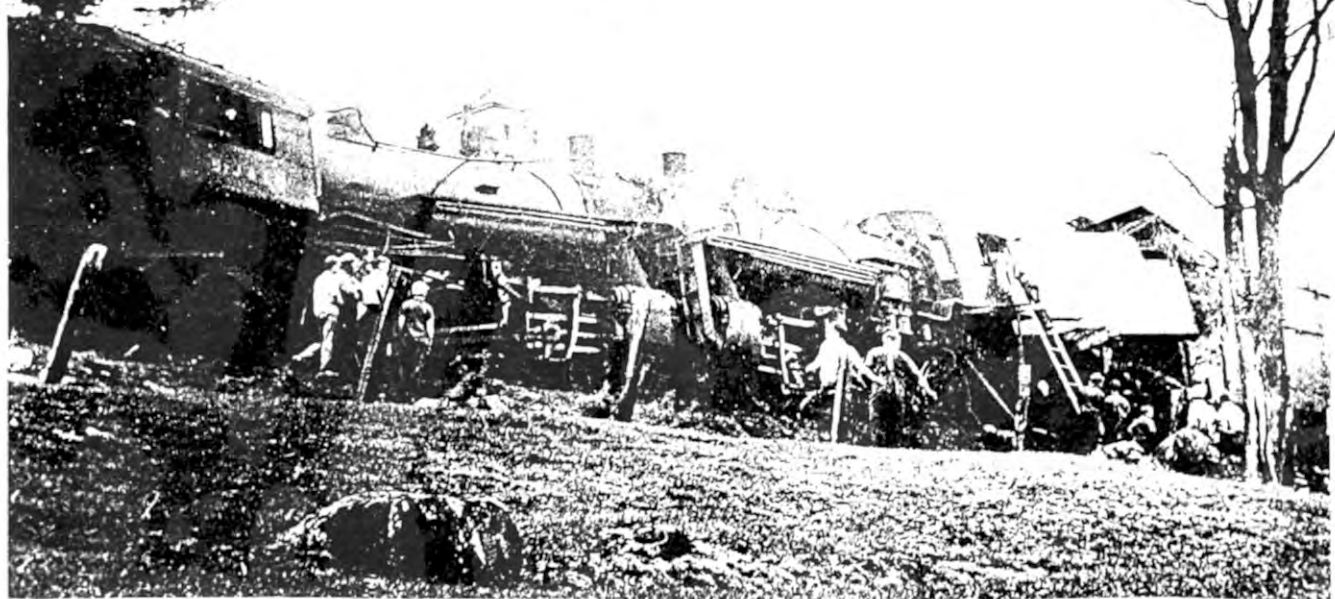
A. J. Cram
Collector, 3d Dist.
State of Vermont

25 DOLLARS PER YEAR

Coupon for Retail Liquor Dealers Special Tax for April 1874.
Coupon for Retail Liquor Dealers Special Tax for March 1874.
Coupon for Retail Liquor Dealers Special Tax for Feb. 1874.
Coupon for Retail Liquor Dealers Special Tax for Jan. 1874.
Coupon for Retail Liquor Dealers Special Tax for Dec. 1873.
Coupon for Retail Liquor Dealers Special Tax for Nov. 1873.
Coupon for Retail Liquor Dealers Special Tax for Oct. 1873.
Coupon for Retail Liquor Dealers Special Tax for Sep. 1873.
Coupon for Retail Liquor Dealers Special Tax for Aug. 1873.
Coupon for Retail Liquor Dealers Special Tax for July 1873.
Coupon for Retail Liquor Dealers Special Tax for June 1873.
Coupon for Retail Liquor Dealers Special Tax for May 1873.



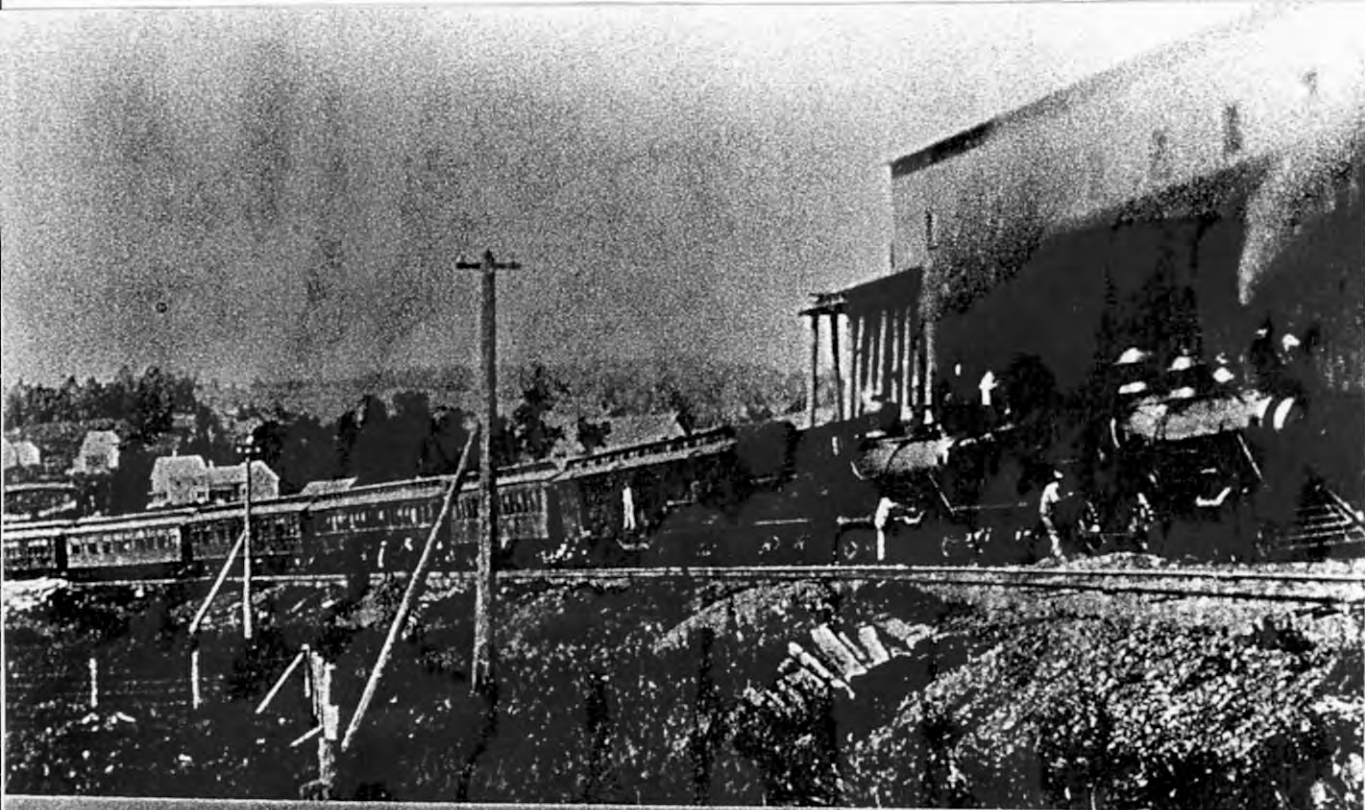
May 5, 1944 Train Wreck





ST LOUIS
SOUTHWESTERN

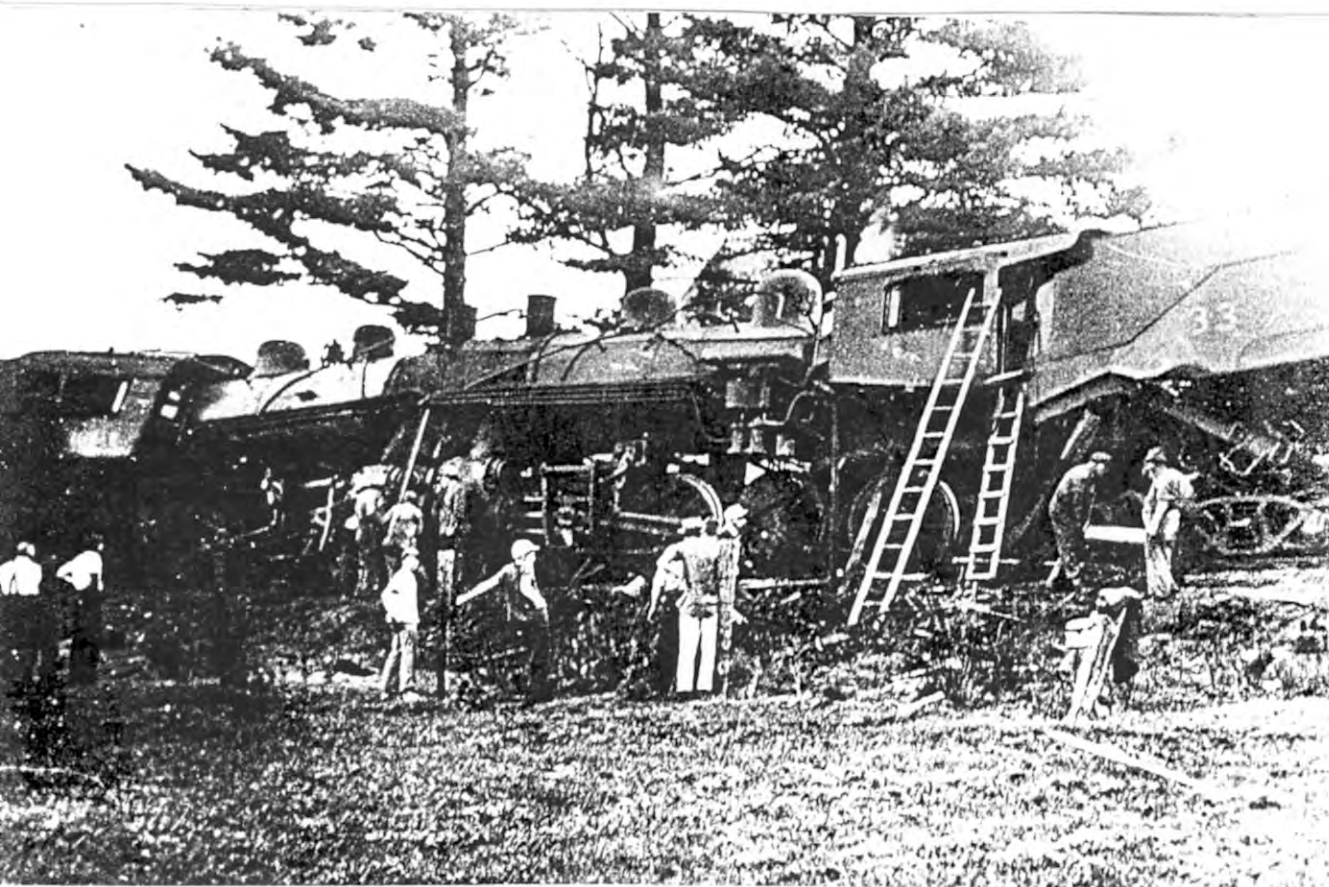
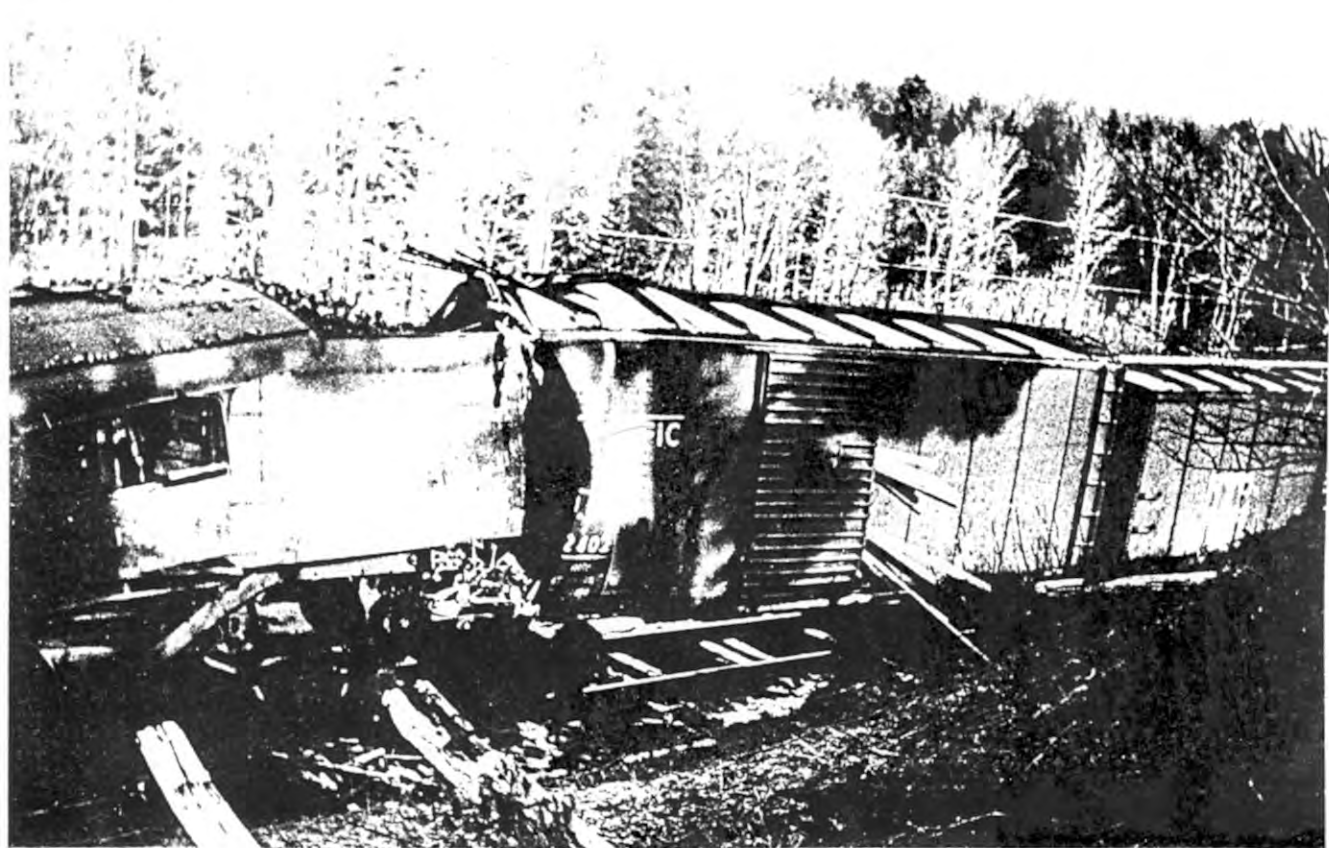
GULF
BELL
ROUTE

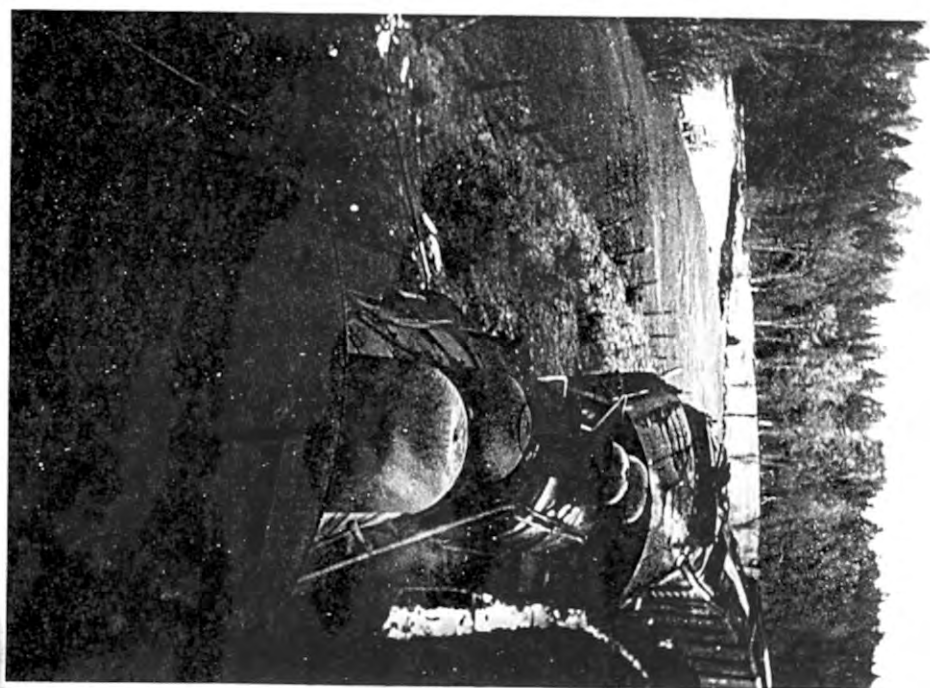
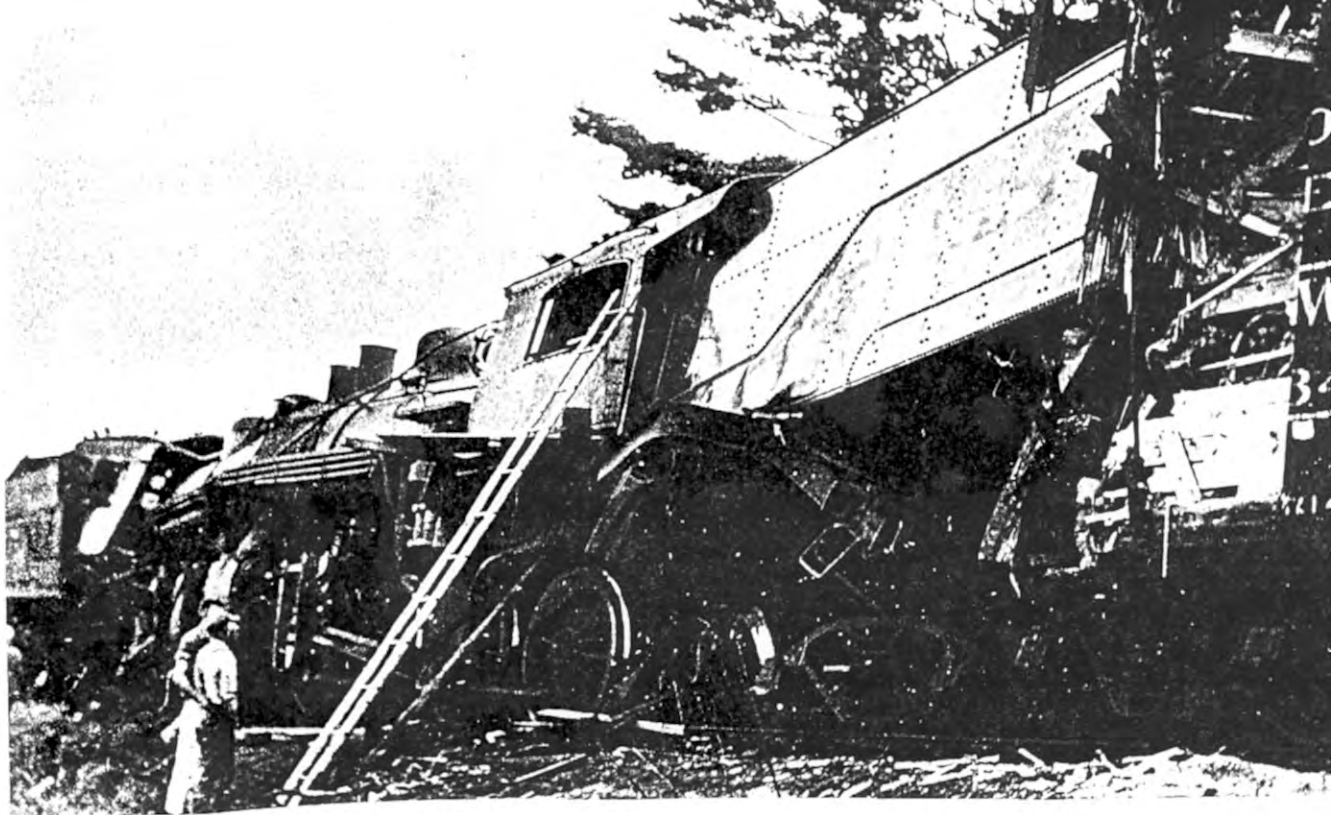


The "Atlantic Express," shown at Greensboro Bend in May 1884, operated with through cars from Minneapolis-St. Paul to Portland and Boston. Pullman accommodations were available.—Warren Fancher collection



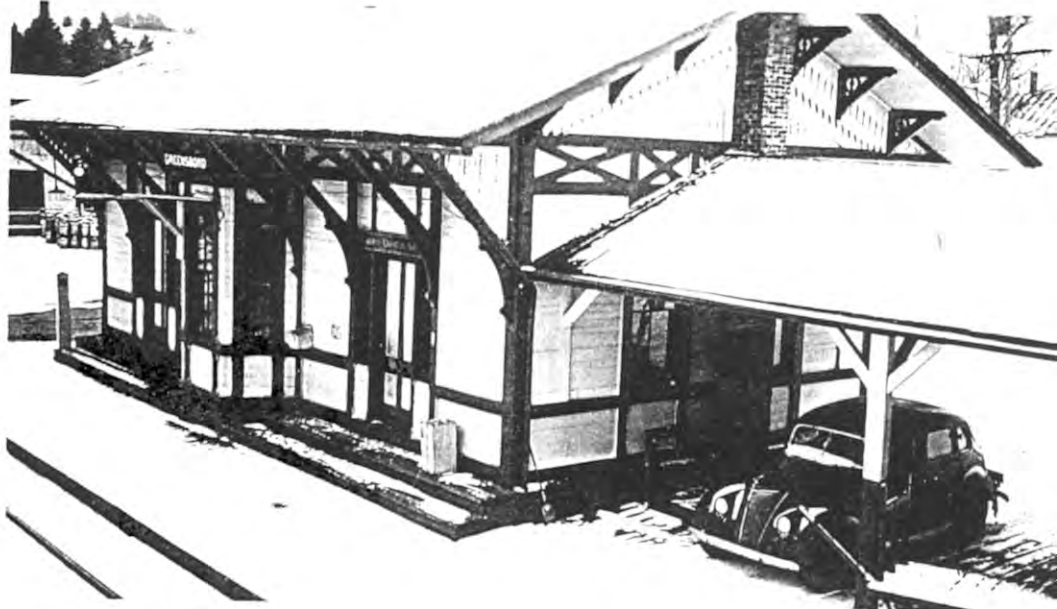








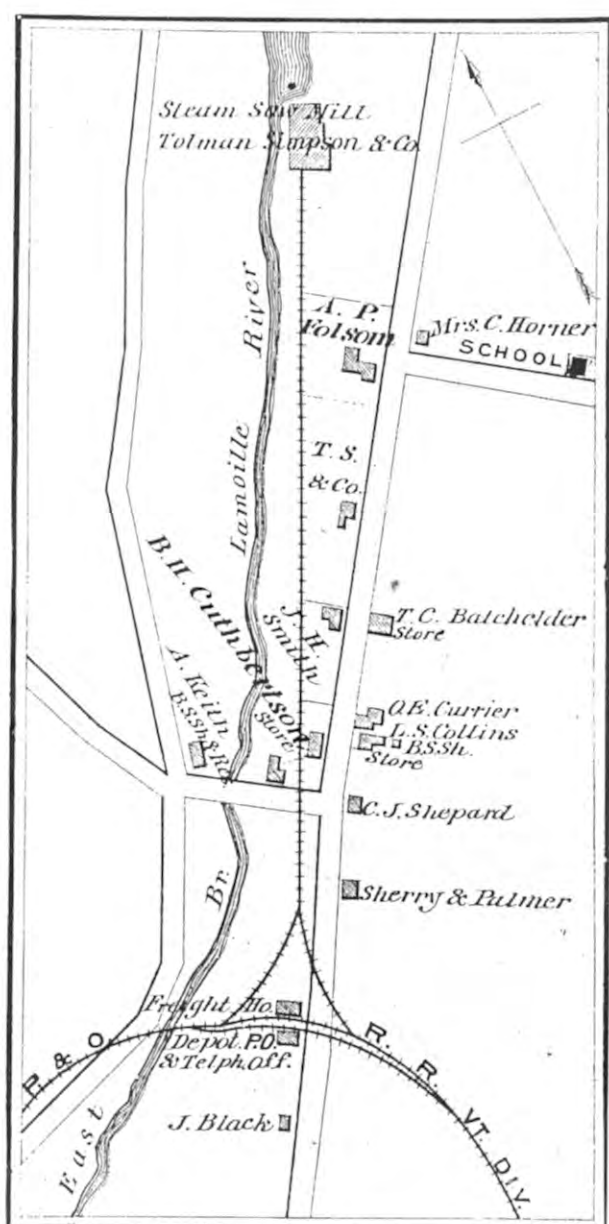
Amos Statney drives an ox
down Main Street in the land
in the early 1900s
L.S. Collins is in light coat;
Edward Collins is leaning
against post, fourth from
left on porch



GREENSBORO BEND

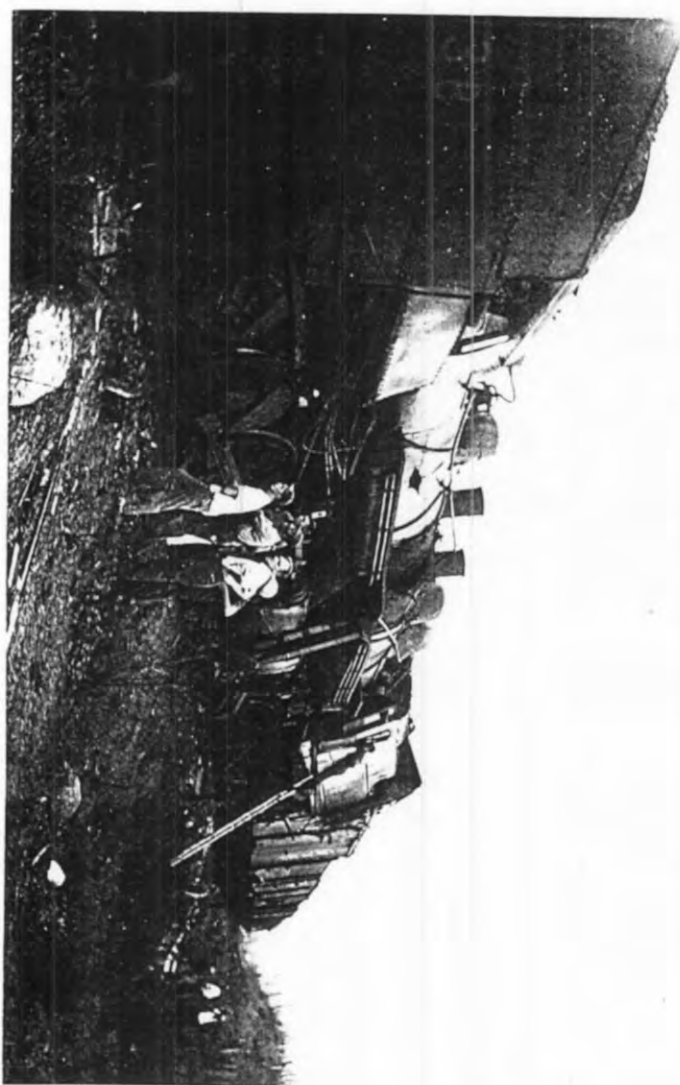
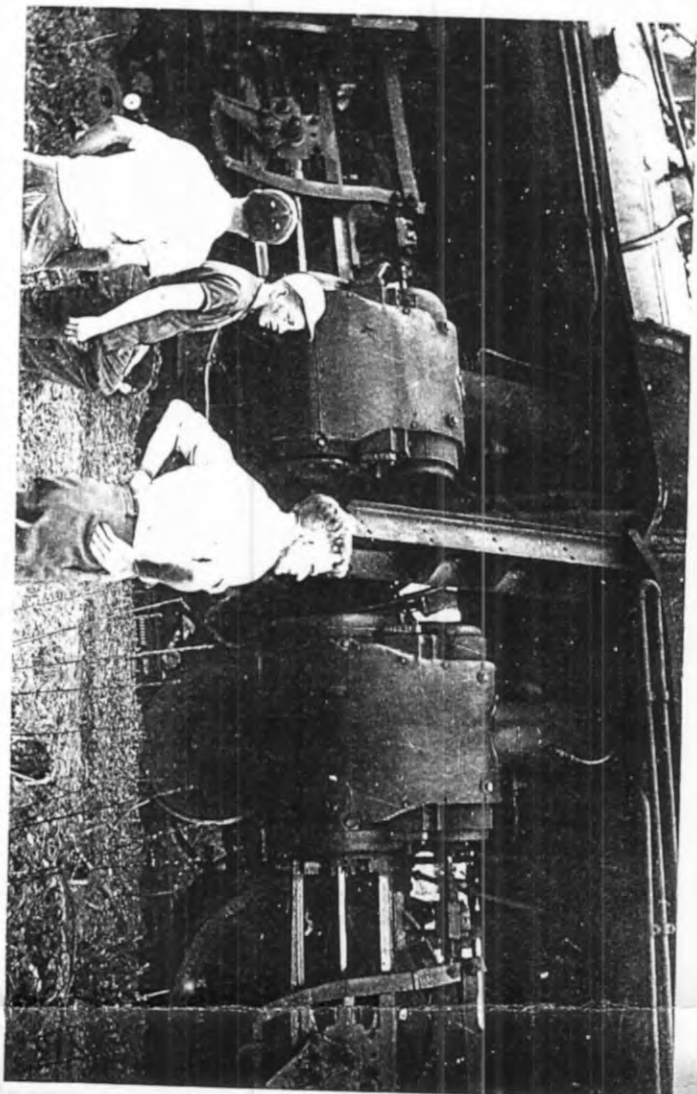
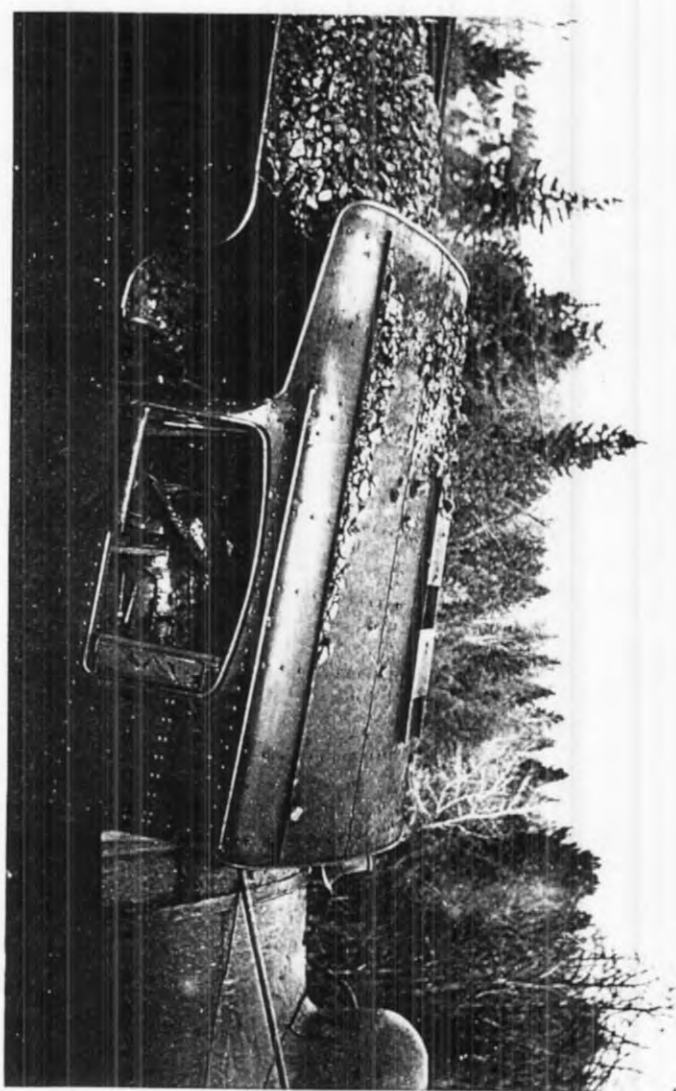
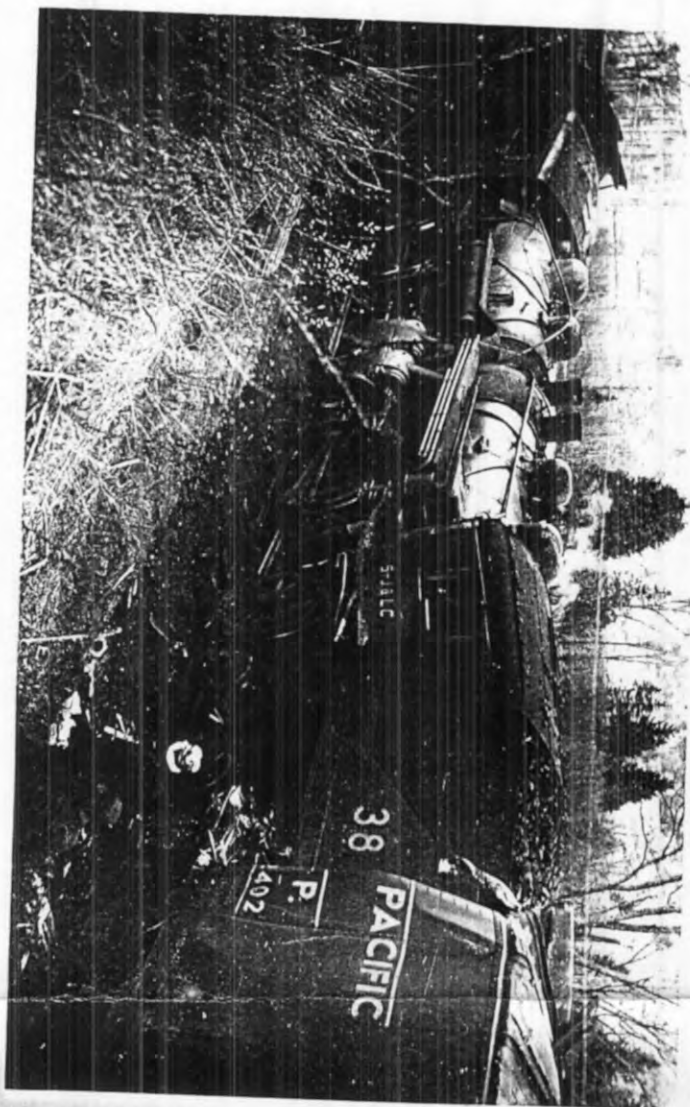
TOWN OF GREENSBORO

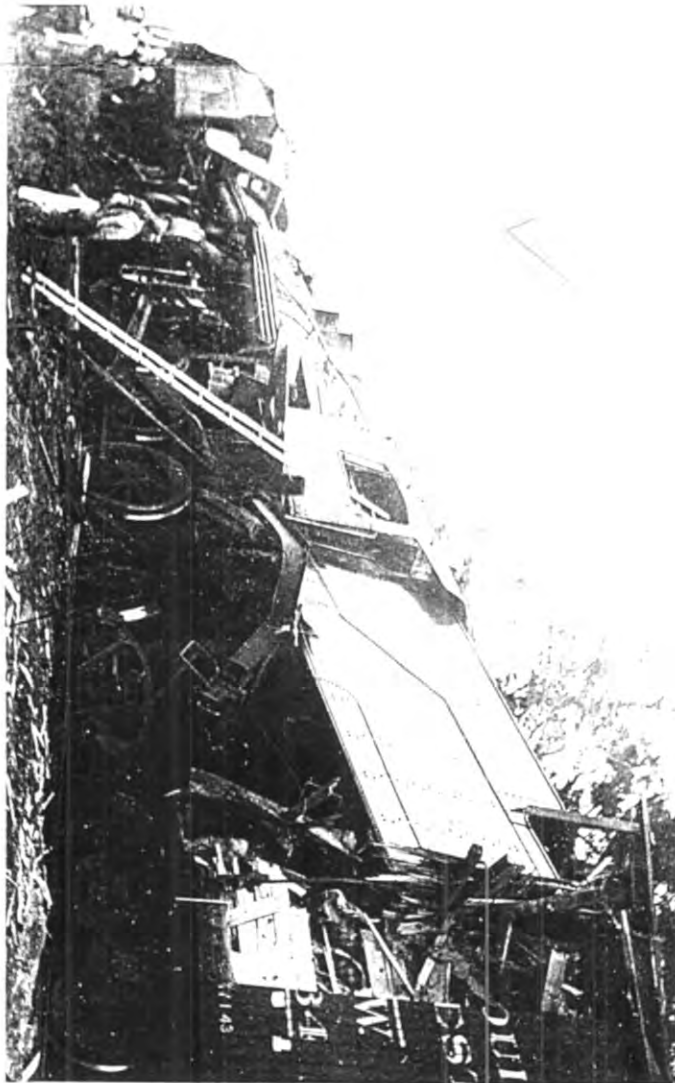
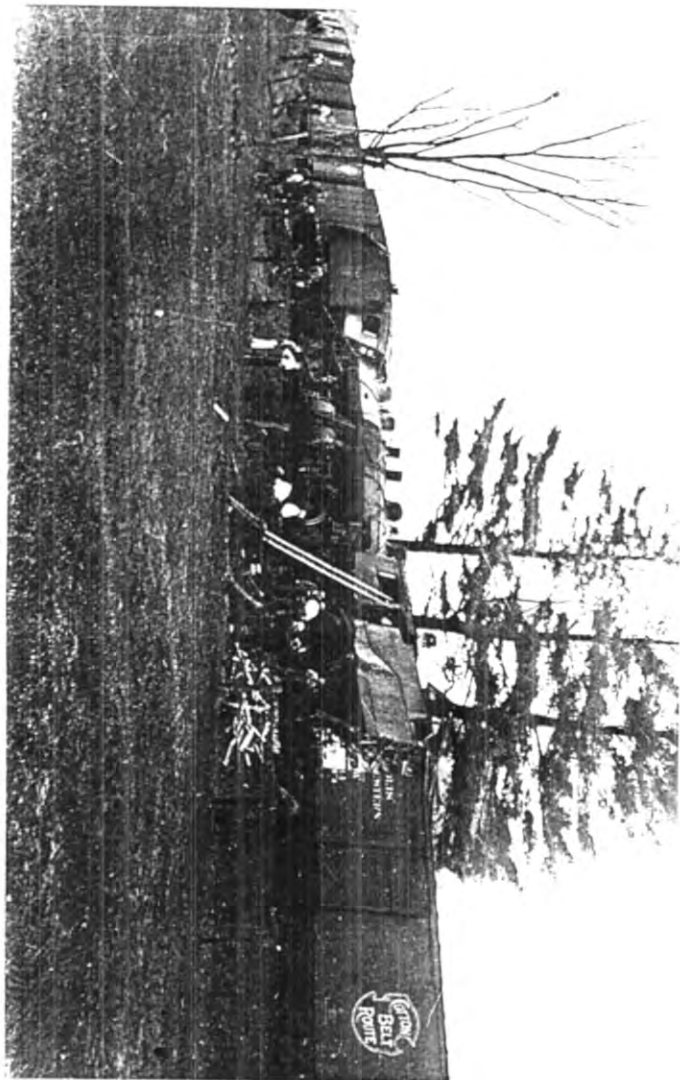
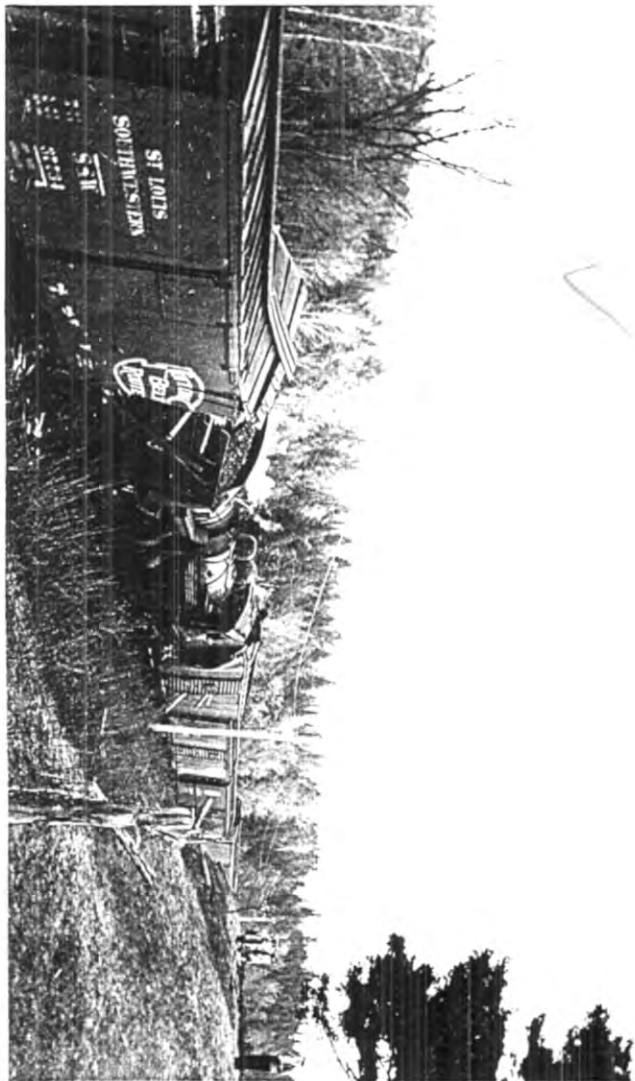
Scale 20 Rods to the inch



MIXED-MEDIA RENDERING OF THE GREENSBORO BEND RAILROAD STATION BY ROLAND ROCHETTE, A RESIDENT OF GREENSBORO BEND FOR MANY YEARS BEFORE HIS DEATH IN 1986. HE BEGAN HIS ARTISTIC CAREER AFTER HIS RETIREMENT AND CONTINUED TO WORK IN VARIOUS MEDIA FOR TWENTY YEARS. HE WAS INSPIRED BY GRANDMA MOSES.

Local stores in Greensboro and Greensboro Bend sold many kinds of liquids in bottles like these.





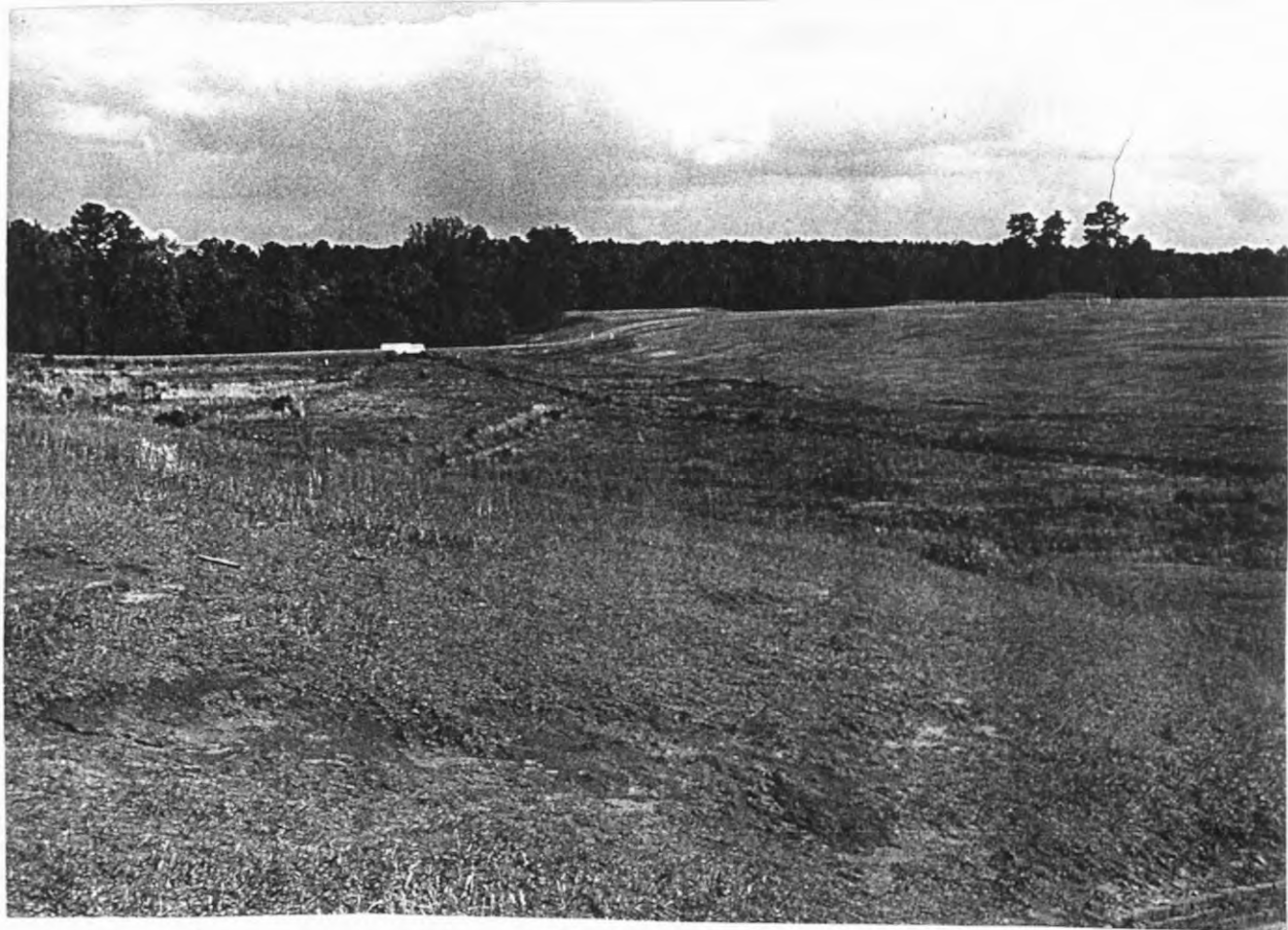
ANDERSONVILLE --

**WHERE EIGHT MEN FROM
GREENSBORO WERE
IMPRISONED AND FIVE ARE
BURIED**

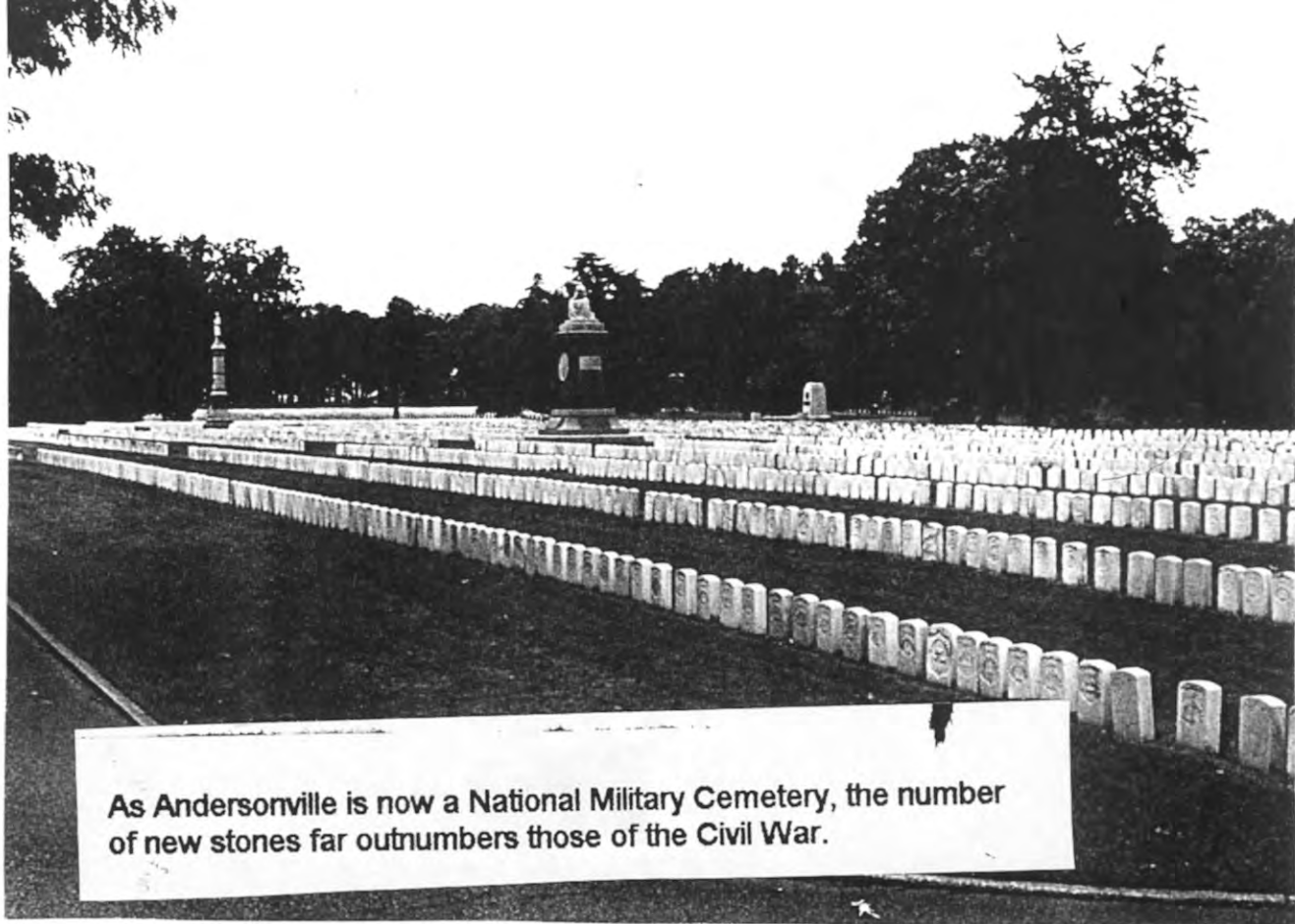
The following is the account of E. E. Rollins of Greensboro in his Memorial Record:

"The most revolting and cruel treatment that any of our citizens were called to endure, was realized by those who were captured and sent to the Andersonville prison. The inhumanity with which they were treated, beggars all description. It has been estimated that there was at one time in that pen, 30,000 of our brave northern soldiers. They were huddled together like so many brutes, without shelter, blankets or proper clothing, compelled to live, or rather starve, on the morsel of corn bread, or other rations that were furnished them, never at one time receiving one-fourth as much as their appetites craved. Imaging them shivering in the cold morning air, after having passed a miserable, sleepless night, on the cold ground, waiting for the pittance dealt out to them by their cruel captors, and perhaps glaring at the corpse of a comrade, who during the night had been relieved from his torment. Some became nearly crazed by their sufferings, and the prisoners were compelled to organize a police force, to protect themselves from a set of desperadoes...

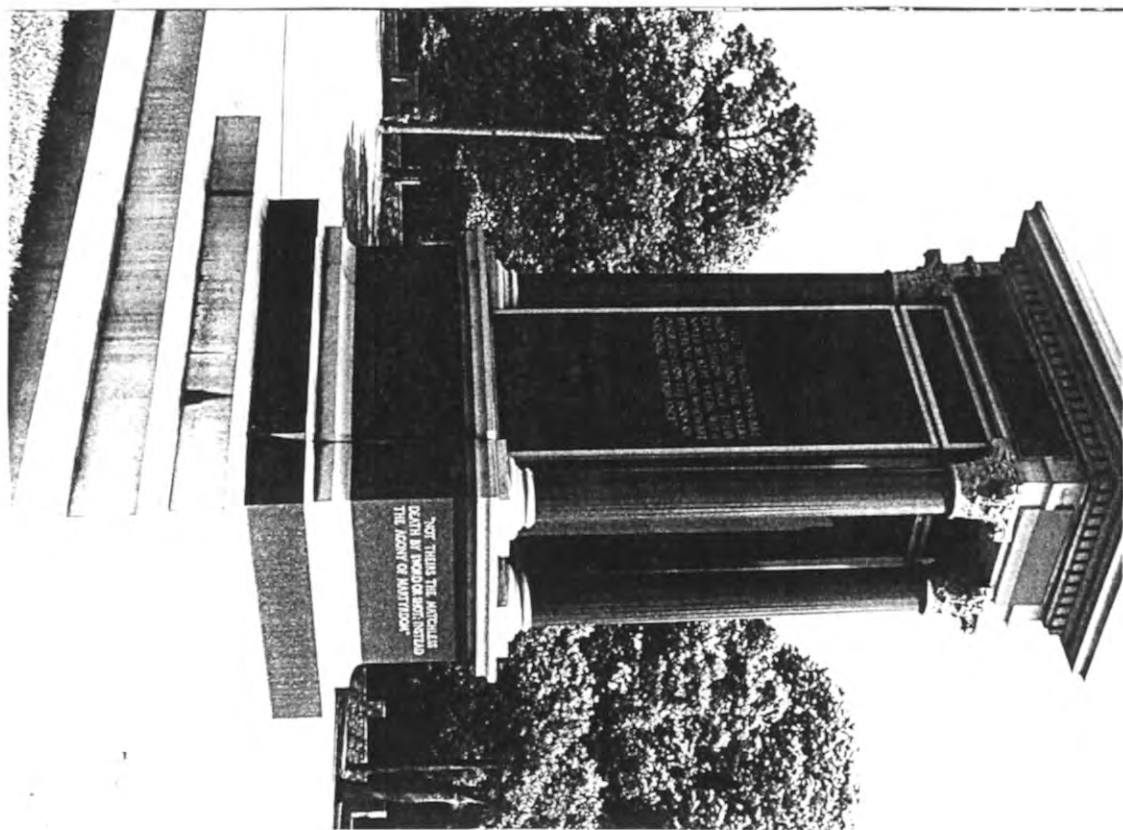
"Those who were sick were left to die in the camp; else, after having become so reduced as to be unable to walk, were carried to a miserable hospital, which they nearly all left for their graves. The water was so extremely filthy that a rush would be made, (when an opportunity was offered for them to get a cupful,) to near where it came into the enclosure, and so eager were they sometimes, that a few would get over or be pushed over the dead line, on such occasions, they were not always shot, but often a bullet came whistling near them... The fact was there demonstrated that soldiers cling to life with the same tenacity as any other class of people, and keenly as they suffered, they did not give up all hope of being ultimately released."



You are looking at the site of the former prison. Imagine a fifteen-foot high wooden stockade around the entire perimeter. Note the stream, Stockade Branch, running down the middle of the prison area and out the back of the photo (the white bridge has been added to accommodate a park road).



As Andersonville is now a National Military Cemetery, the number of new stones far outnumbers those of the Civil War.

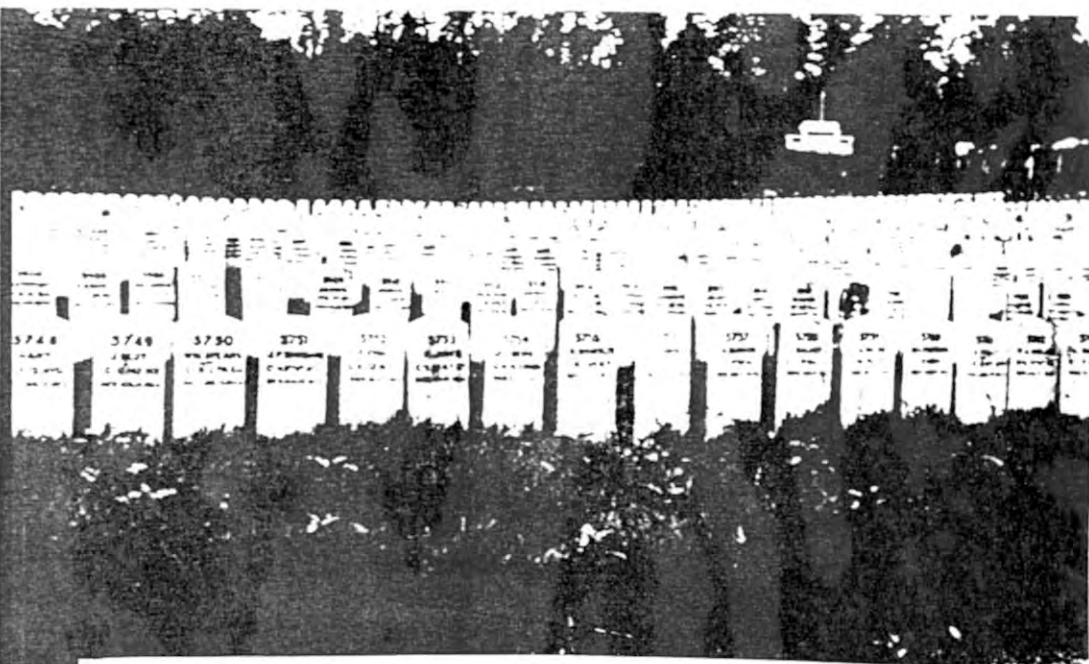


Several states have erected monuments, some representing a soldier in one attitude or another, and some representing a concept through a monument.



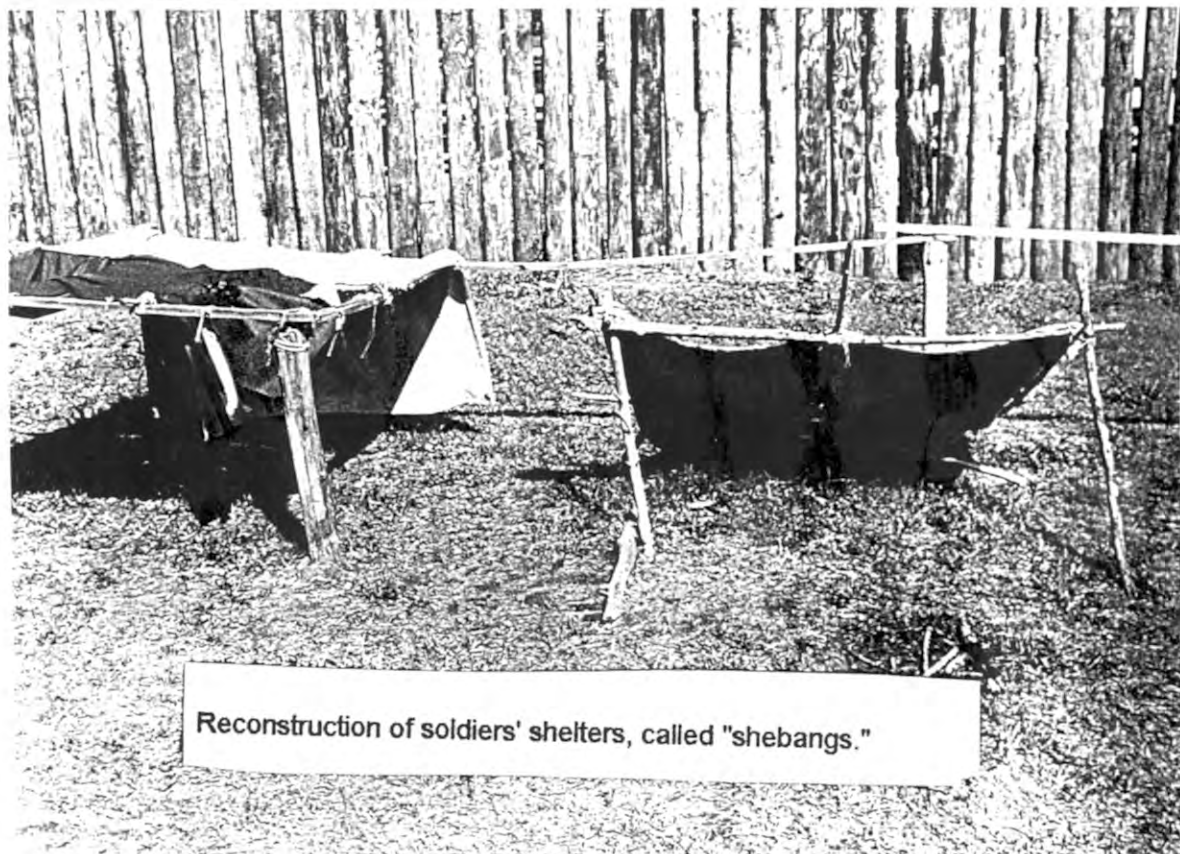


**Photograph Taken from a Pigeon Roost (Guard Post) Looking Northwest
August, 1864**



The first grave markers were wooden, later to be replaced by sandstone markers. Much of the organization of the cemetery was done by Clara Barton in August of 1865.

Andersonville National Cemetery, August, 1865



Reconstruction of soldiers' shelters, called "shebangs."



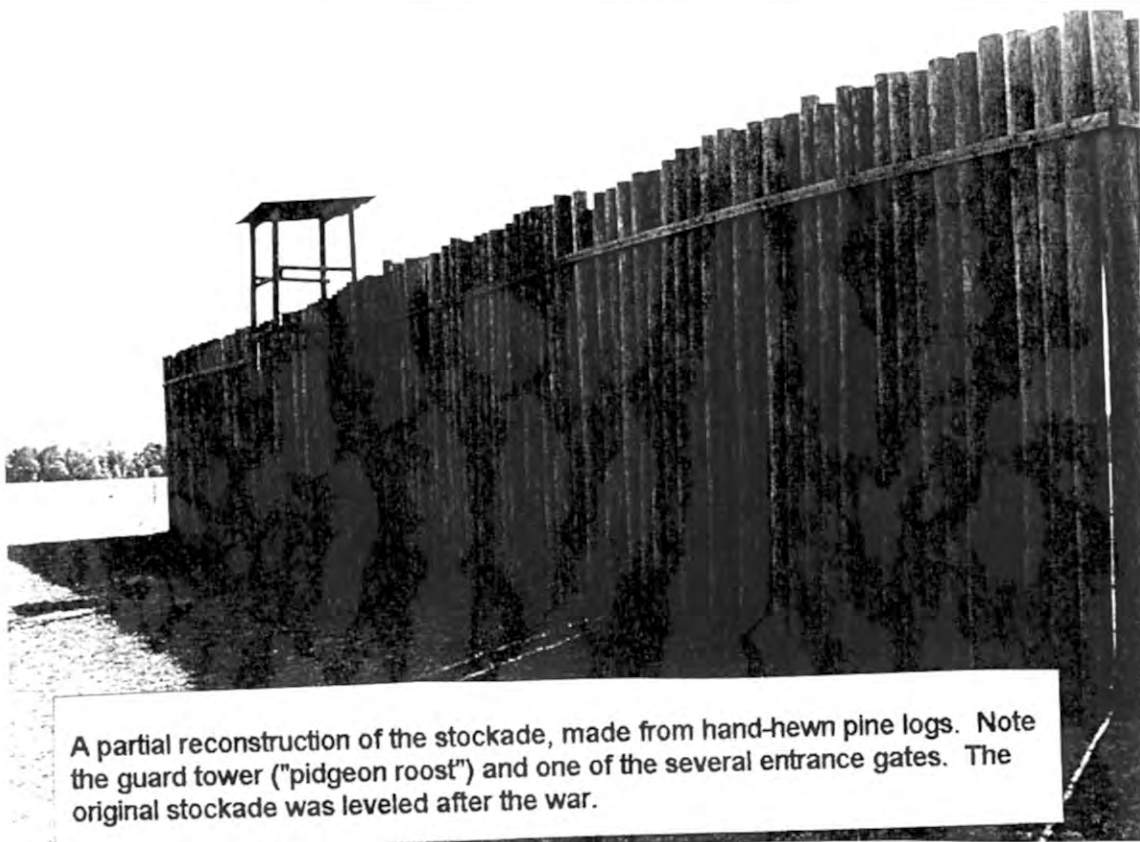
The Deadline was marked by posts and a rail and stood about 18 feet from the inner wall of the stockade. Any man crossing the Deadline (and approaching the stockade wall) was to be shot.

Elnathan Bailey was born in Greensboro and enlisted at the age of 24 in Barton in August of 1861. He was promoted to corporal but was later reduced to the ranks in late 1863. After a furlough of 35 days he reenlisted. Like Lumsden, Bailey was also captured at Weldon Railroad in June of 1864 and taken to Andersonville, where he died of disease February 3, 1865, five days before Calvin Lumsden.





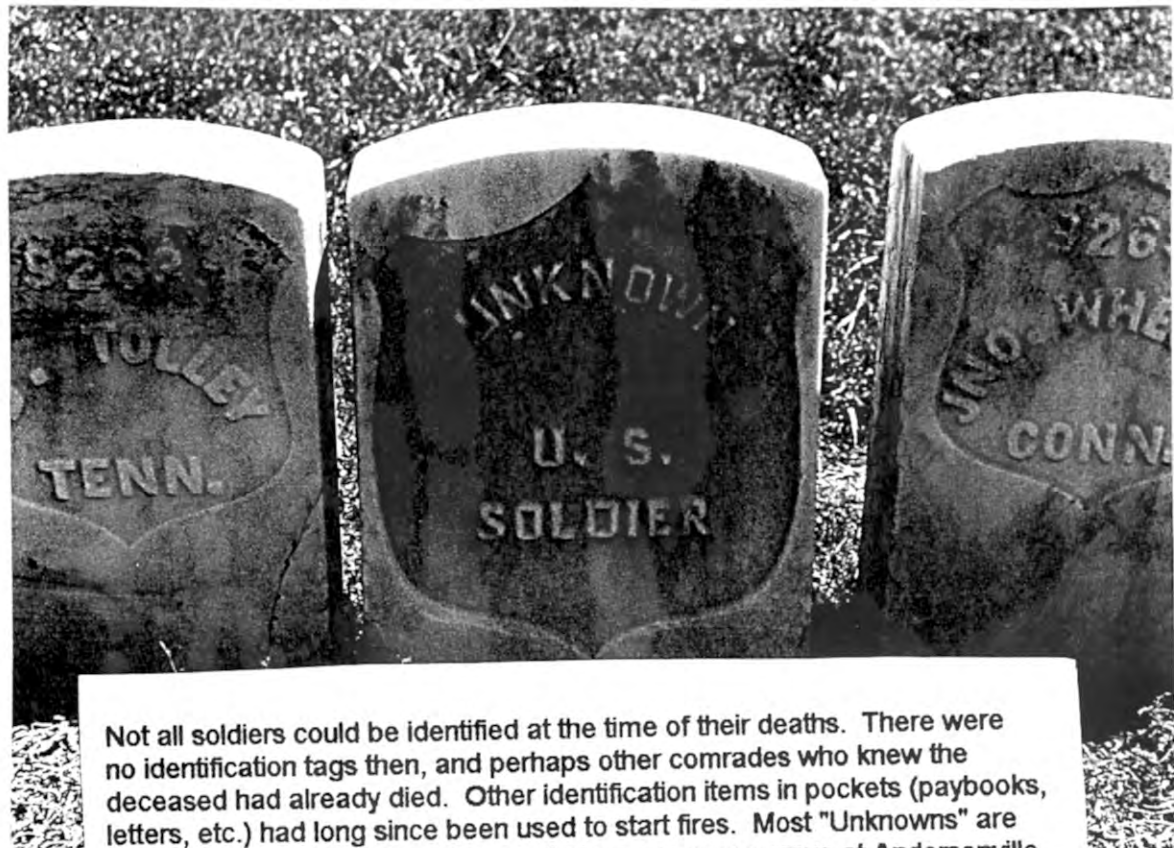
The grave of Calvin Lumsden (ancestor of Lawrence Lumsden, Greensboro Select Board member). Calvin entered the army at the age of 25 in August of 1863 and served with Company I of the 4th Vermont Regiment. He fought at Brandy Station, Virginia, and was taken prisoner at Weldon Railroad in June of 1864. Taken to Andersonville prison, he suffered a severe illness and died February 8, 1865.



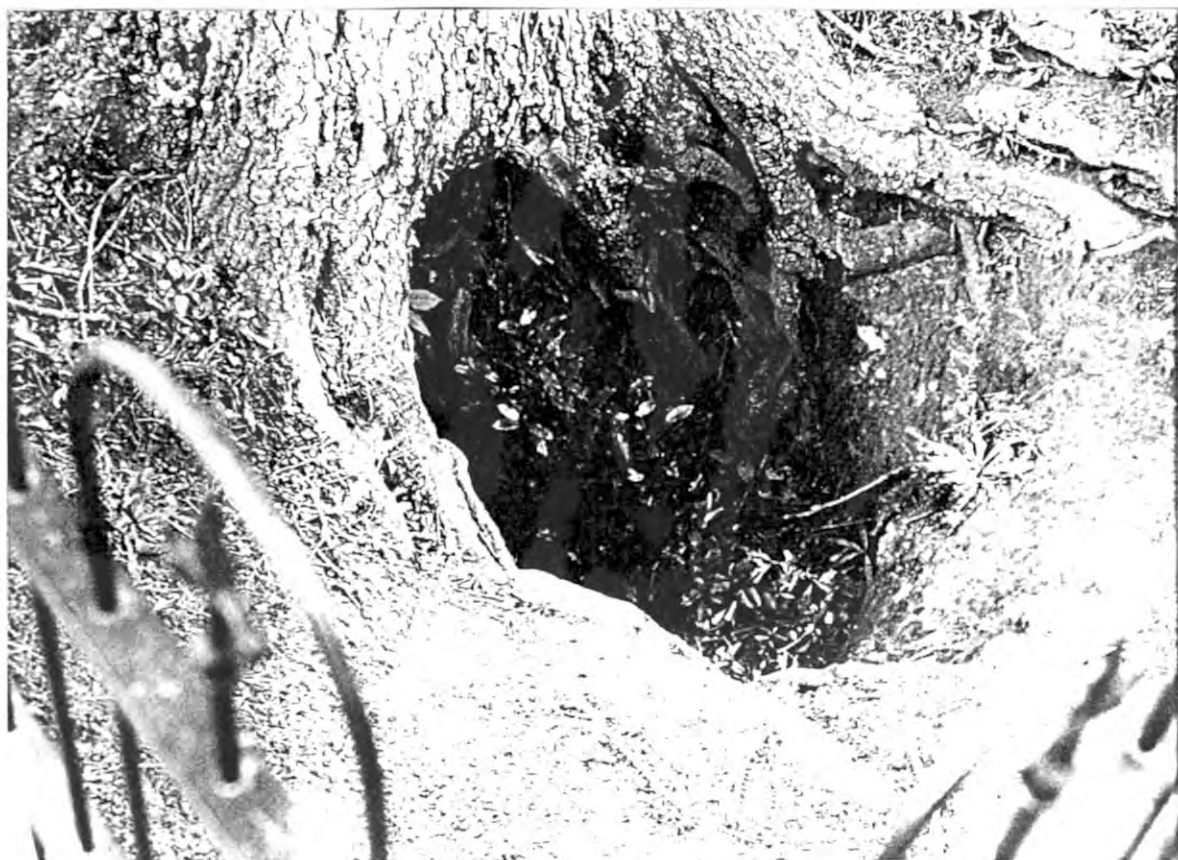
A partial reconstruction of the stockade, made from hand-hewn pine logs. Note the guard tower ("pidgeon roost") and one of the several entrance gates. The original stockade was leveled after the war.



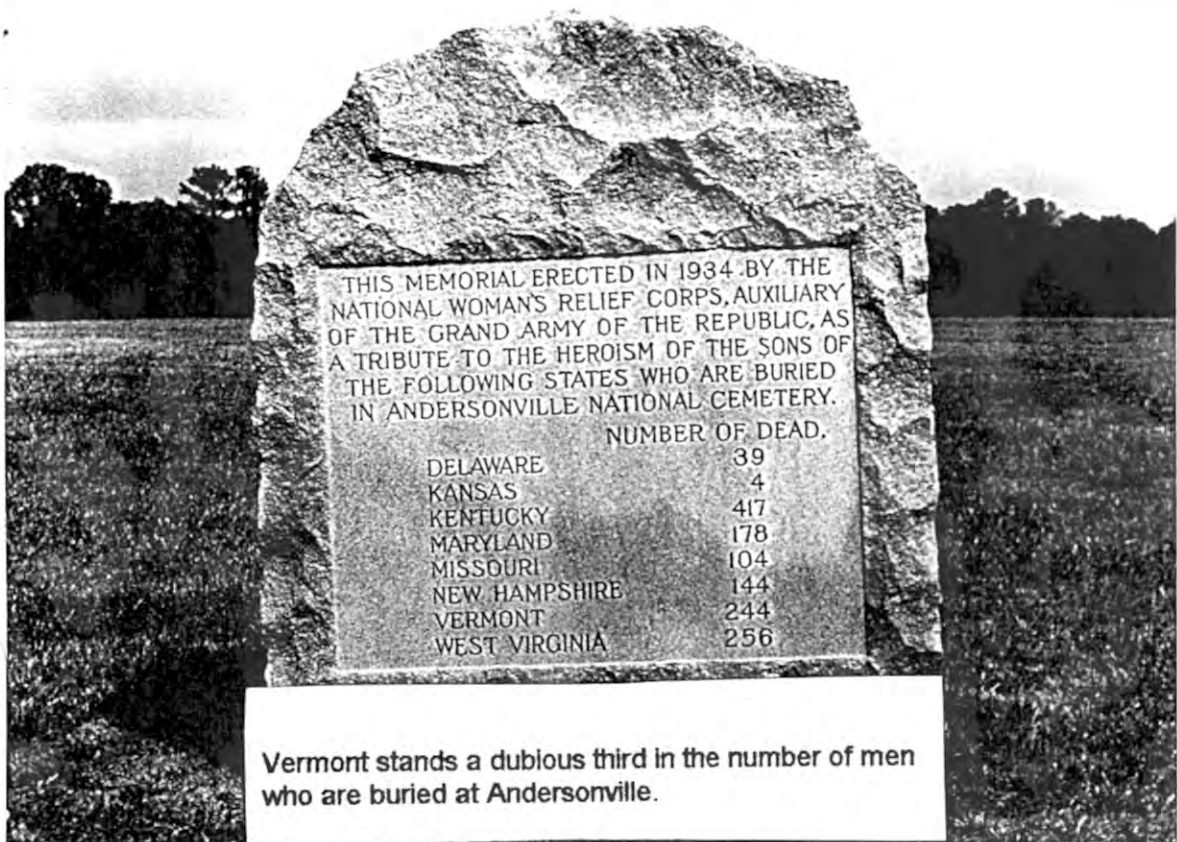
The stream running down the middle, Stockade Branch, quickly became polluted, not only from the overcrowding, but also from the bake house which the Confederates built a half-mile or so above the stream's entrance to the prison; the grease from the cooking of prepared rations were dumped into the stream. The stream was a major source of dysentery.



Not all soldiers could be identified at the time of their deaths. There were no identification tags then, and perhaps other comrades who knew the deceased had already died. Other identification items in pockets (paybooks, letters, etc.) had long since been used to start fires. Most "Unknowns" are buried separately, but there is nonetheless one mass-grave at Andersonville.



An entrance to one of the escape tunnels. Captain Wirtz, the commandant, mentions in a letter that over thirty escape attempts were made by tunnel, and nearly all escapees, save one, were caught. Sometimes the escapees were severely bitten (or torn to pieces) by dogs which were used in tracking down men.



THIS MEMORIAL ERECTED IN 1934 BY THE
NATIONAL WOMAN'S RELIEF CORPS, AUXILIARY
OF THE GRAND ARMY OF THE REPUBLIC, AS
A TRIBUTE TO THE HEROISM OF THE SONS OF
THE FOLLOWING STATES WHO ARE BURIED
IN ANDERSONVILLE NATIONAL CEMETERY.

NUMBER OF DEAD.

DELAWARE	39
KANSAS	4
KENTUCKY	417
MARYLAND	178
MISSOURI	104
NEW HAMPSHIRE	144
VERMONT	244
WEST VIRGINIA	256

Vermont stands a dubious third in the number of men
who are buried at Andersonville.



THE CONFEDERATE STATES OF AMERICA

THIS IS TO CERTIFY THAT
THE SONS OF CONFEDERATE VETERANS, PURSUANT TO
THE ACT OF CONGRESS CSA APPROVED OCTOBER 13, 1862
AND SAID ACT APPROVED ON OCTOBER 13, 1862 BY THE
PRESIDENT OF THE CONFEDERATE STATES OF AMERICA,
HAS AWARDED TO

MAJOR HENRY WIRZ

THE MEDAL OF HONOR
OF THE CONFEDERATE STATES OF AMERICA

FOR
UNCOMMON VALOR AND BRAVERY INVOLVING RISK OF
LIFE ABOVE AND BEYOND THE CALL OF DUTY IN DEFENSE
OF HIS HOMELAND AND ITS NOBLE IDEALS

NOVEMBER 9, 1865, WASHINGTON, D.C.

APPROVED ON THIS 14TH DAY OF AUGUST, 1981

MEDAL OF HONOR COMMITTEE

*Robert Lee Carr Jr.
Wayne Van Gilder
Lee Poll Sr.
Harrison Edridge*

Joseph B. Mitchell
COMMISSIONER
William D. Adams
SECRETARY

After the war, the South was outraged by the treatment of Captain Wirtz, the commandant, who was arrested, taken to Washington, and hanged in November, 1865. Southerners found evidence that Wirtz had been as humane as possible under the circumstances, including soliciting the local populace for contributions of food for the prisoners. Accordingly, he was posthumously awarded the Confederate Medal of Honor, which is displayed in the town's museum.

**THESE ARTICLES
REPRESENT LIFE
IN GREENSBORO
AT THE TIME
OF THE CIVIL WAR**

**THE MEMORIAL RECORD OF THE SOLDIERS WHO ENLISTED FROM
GREENSBORO, VERMONT, TO AID IN SUBDUING THE GREAT REBELLION
OF 1861-5, ACCOMPANIED BY A BRIEF HISTORY OF EACH REGIMENT
THAT LEFT THE STATE.**

- prepared by E.E. ROLLINS and printed in 1868.

This is a remarkable book, particularly because it was printed so soon after the cessation of hostilities, when memories were relatively fresh and most of the participants' families were still living locally. Also, it gives an account of each of the 110 men listed: there is a reference to the man's family, where he was born, the time and term of his enlistment, where he was mustered into the army, his regiment and rank, where he may have fought, where captured, whether he was wounded (and where hospitalized), exchanged, discharged, etc.

This book is a fund of information for historians as much of its accuracy is more dependable than other sources of the day. The book understandably reflects the view of the war from the North's viewpoint and gives a good deal of local color. The book even lists one man, Frederick Atherton, who "deserted to the rebels October 10th 1861, since which time nothing has been heard from him."

The facsimile of the book, which will be available at the close of this summer's exhibit, is well worth reading as a valuable Greensboro document contrasted against the background of the National canvas of events.

MILITARY REGISTER

Many towns and cities in Vermont (and elsewhere) printed official registers after the Civil War to commemorate the participants — suitable for framing. Local military historians were very careful to list all participants of records by their place of enlistment, mustered-out rank, and other details. (Errors of omission were inevitable since men enlisted through towns other than their own, and men occasionally changed units after reenlistment.)

This register describes a Morrisville regiment. Note those who died during the war — and those who deserted! Greensboro men may have gone to war with this unit.

Greensboro has no known register of this type; however, Greensboro's veterans are listed in the Memorial Record: Soldiers who Enlisted from Greensboro, Vermont to Aid in Subduing the Great Rebellion of 1861-5, by E. E. Rollins, a facsimile of which is shown in the case nearby. In some respects, the Greensboro booklet is the more remarkable for its detail about each man.



Alfred Lacey Hough was retired as a Brigadier General at the end of his long army career. At the time of the Civil War he was first a Captain and later rose to the rank of Major.

BELT BUCKLE


- Standard Issue, and made by the thousands. Sometime later in the 19th century the United States Government adopted a policy on official insignia that the American eagle's head will be turned toward the arrows during time of war and toward the olive branch during time of peace. Ironically, the eagle shown on the belt buckle is tilted toward the olive branch at the time of the bloodiest war in our history.

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Spencer bullet - 56-50 calibre

Live rifle cartridge

PERSONAL CIVIL WAR DISPLAY

-This shadow box shows insignia, dress uniform belt buckle, and medal of Herbert Spaulding of Morrisville. Following the Civil War, veterans' groups met regularly for a number of years; some groups even redesigned uniforms and regalia. (GAR stands for Grand Army of the Republic.)



Box of percussion caps

CIVIL WAR FIFE

- Used by Edwin A. Grow, Drummer in Company D. 3rd Vermont Regiment, Vermont Volunteers. He enlisted at Charleston, Vermont April 22, 1861. He lived in Barton and survived the war.

Both northern and southern armies had bands, bagpipes, and fife and drum corps which, during major advances on the enemy, led the troops in the attack formation. Often, members of the band and drummer boys were the first to fall.

Commemorative Set, Minnie and Musket balls

- from Vicksburg

Jew's harp

For singing around the campfire.

Minnie ball - 58 calibre
Musket ball - 58 calibre

- from the Gettysburg battlefield

HAND-TOOLED PERSONAL BOX

Similar to those which might have been used at headquarters, this may have stored plans, copies of messages, and the like.

SOLDIER'S CIVIL WAR BLANKET

Note embroidery and decoration of stars which were done by the soldier's wife.

COPY OF GREENSBORO TOWN MEETING MINUTES OF DECEMBER 12, 1862

- Showing a vote to raise taxes for soldiers' enlistment bounty.

Black powder flask carried by infantrymen

- note how the flask could be opened with the thumb and closed easily with one hand

Grape shot flask carried by infantrymen

- for use at close-range combat

REGIMENTAL HISTORIES

The Civil War touched every corner of America. More Americans died in the Civil War than in any other war in our history. Vermont was particularly involved as it had more men enlisted on a per capita basis than any other state except Wisconsin.

Sometimes, men from Vermont's towns and cities enlisted together and served in the same unit — a point about which captured the attention of authorities later in the war when it was realized that an especially bloody engagement might take the lives of all or nearly all of the men from a single town.

Regiments such as the Eighth Vermont Regiment Vermont Volunteers drew men from all over the State, and one man, Edwin W. Reed, is listed as having come from Greensboro. Others came from Hardwick, Craftsbury, and Wolcott.

The Eighth Regiment had a colorful career, starting with the occupation of New Orleans and ending with a key role in the Battle of Cedar Creek in 1864.

Some twenty years after the war this history was commissioned and written to commemorate the story of this regiment. Though the language is that of a period piece, and considering that books by military historians tend to see events filtered through memory, this book is nonetheless surprisingly stirring and readable.

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BUGGY WHEEL

Except in the winter months, when things were transported by sled, every vehicle in the other seasons had wheels. Wagon makers and wheel-rights were found everywhere as repairs were required constantly. Well-made buggy wheels like this one would last a century or more if properly cared for.

- Loaned by the Robert Wilson family

BAYONET

- The bayonet was locked onto the soldier's musket and was employed both as a defensive and an offensive weapon.

In many battles, the tense moment came (as at Gettysburg on Big Round Top) when an officer reported to the commander, "Sir, we are nearly out of ammunition." To which the commander replied, "Then, sir, we will fix bayonets and charge the enemy."

Model of twelve-pounder field gun

- A type used by Vermont artillery units

**Civil war uniform
of Lacey Smith's
Great Grandfather**

CANTEEN

- Originally covered with canvas. Note the initials "A.F" which the owner scratched into the neck.