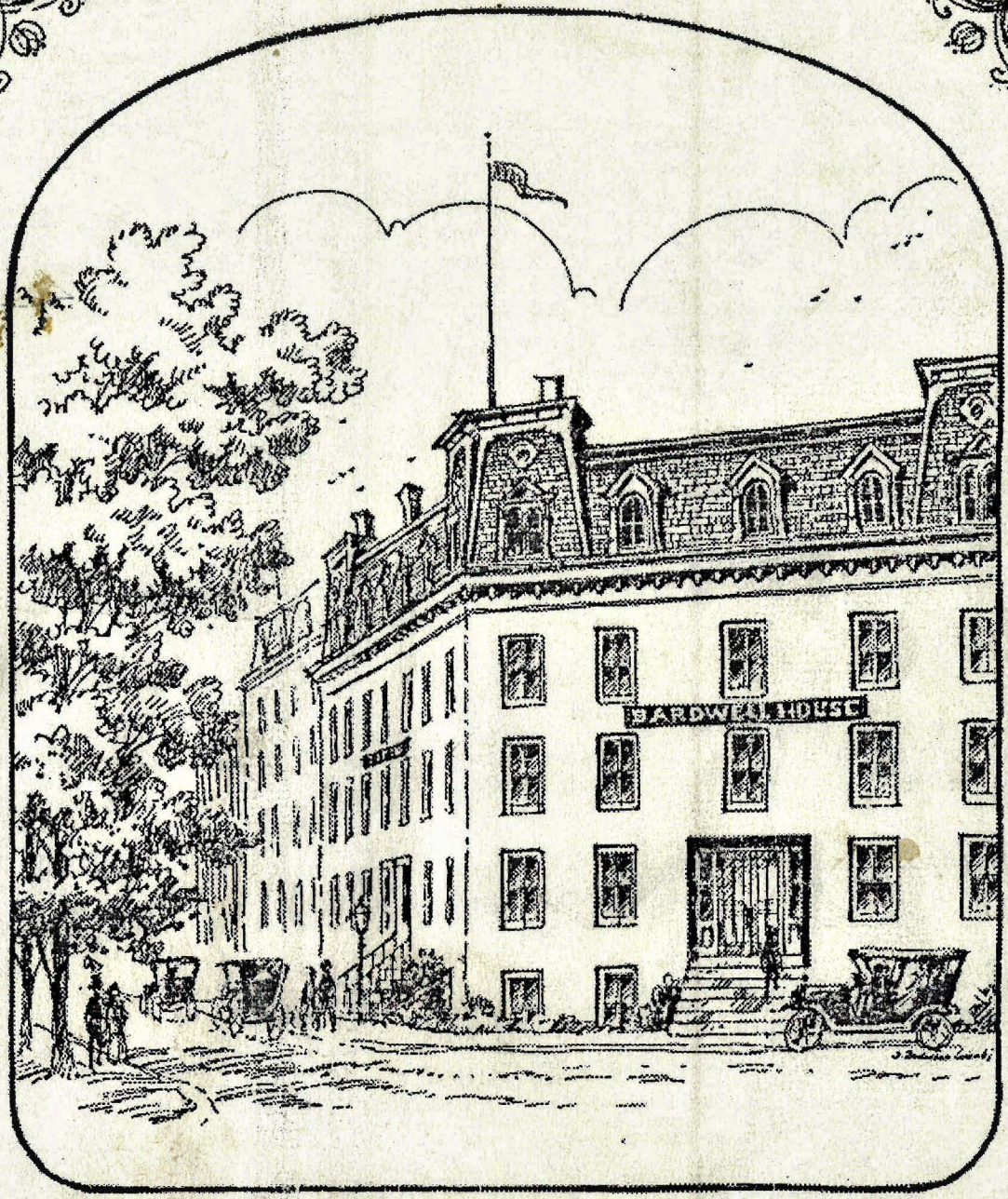


The Bardwell Hotel

as it looked in 1909

PREFACE

My search for an innovative high school project ended when Sally Tobin, Tenant Coordinator of the Bardwell House, contacted me about writing a history of the former hotel. Clearly, a community project of this scope would allow students to apply their skills in many areas, including research, reading, writing and communications. In addition, students would have the opportunity to develop an appreciation for the history of their own community.

Publishing this history required the teamwork of several teachers. Mrs. Betty Ann Laval, an English teacher, and Mr. John Peterson, a social studies teacher, both selected a class to participate in this project. My role included coordinating lesson plans with both teachers and assisting students throughout various stages of the project. This interdisciplinary, team-teaching approach proved to be quite successful because Mrs. Laval and Mr. Peterson were able to share the expertise of their respective fields.

Ms. Luvia Webster, our high school librarian, was another valuable member of our team during the research process. In addition to compiling books, periodicals, and reference materials, Ms. Webster most willingly assisted students with their selected topics.

Two classes were involved in writing this book. Juniors from Mrs. Laval English General class were responsible for research, conducting and transcribing interviews, and utilizing their writing skills to publish their articles. History students were assigned the comprehensive task of scanning the Rutland Herald for articles related to the hotel, from 1852 to the mid 1900's. Jake Sherman, Reference Librarian at the Rutland Free Library, and his staff assisted these students, who contributed valuable information in our research process.

Students published their articles using PageMaker software on a Macintosh SE computer. They used a scanner to import pictures and a laser printer to prepare the final copy. A mini-grant from Chapter II funds and a generous loan of computers from the Apple Computer Company made this publication process possible.

I would like to express my appreciation to the people already mentioned for their dedication and involvement. The success of this project is the result of their team effort. Also, I certainly want to thank the following people for offering their time and/or technical assistance:

Salvatore "Sam" Bellomo
Barrie Byrne
Steve Clark
Tim Davis
Robert Densmore
Eleanor Elwert
Bill Moody
Brenda Roberts
Sally Tobin
Carol Wagner

In addition, a special thank you is extended to the twenty community members who granted us interviews and Jaymie Ploof of the Alternative Education Program who submitted an article. We hope you will enjoy our publication.

Donna Wilson
Chapter I Instructor

THE ARRIVAL OF THE RUTLAND & BURLINGTON RAILROAD

By Tyler Trombley

In 1849 the Rutland and Burlington Railroad arrived in Rutland and "awoke a sleeping giant." The center of town and its businesses moved from Main Street to Merchants Row, so they would be more accessible. With this development the railroad became a vital part of Rutland's growing economy.

As early as 1831 there was discussion of a railroad in Rutland, but the first organized talks began in a meeting held at the Rutland Courthouse in January 1843. The first step was to suggest possible routes for the railroad from Boston to Montreal. The second step began on November 1, 1843, when the Legislature granted a charter for the Champlain-Connecticut River Railroad, which was later named the Rutland-Burlington Railroad. In 1845 a decision was made to take the western route, because it was twenty to twenty-five minutes shorter. This route started in Boston and passed through Fitchburg, Massachusetts; Keene, New Hampshire; Bellows Falls, Vermont; Rutland, Vermont; and Burlington, Vermont; on its way to its final destination, Montreal, Canada. On May 6, 1845 a meeting was held in Rutland where it was decided to start selling stock for the new railroad. Within a matter of two days the stock sellers had sold two thousand shares which made the construction of the railroad possible.

In 1847 many immigrants, mostly Irish, were hired by contractors to begin work at the southern end at Rockingham and the northern terminal of Burlington. While this was happening the sections between were being graded and culverts and bridges were installed.

Building the railroad was not without its problems. Some landowners were unhappy when the railroad was built on their property and ruined large tracts of prime land used for crops. Laborers, angry with the railroad because the minimal wages they earned were being withheld, went on strike, halting progress. However, by the summer of 1849, the construction was "in full swing." Rails were being laid and the grading was almost finished, except for a part near the summit of Mount Holly that was not yet graded. They had approximately nine thousand tons of rails on different sections of the railroad that were waiting to be installed. These rails measured up to twenty-one feet long and weighed sixty pounds a yard. The foreman predicted that seventy-nine miles of rails would be laid by July or

August, and another twenty-seven miles by September.

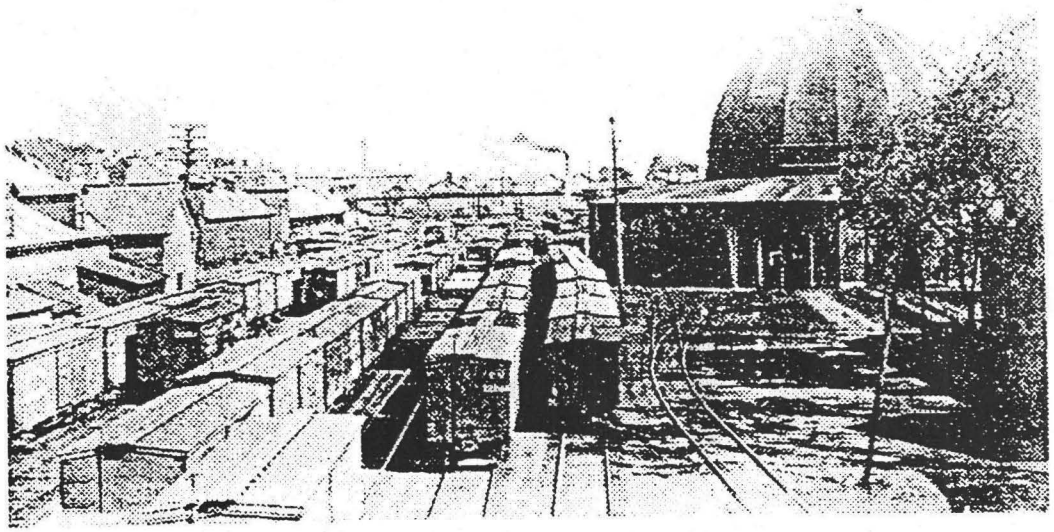
The railway bought eight passenger trains and four freight engines from Taunton Locomotive Works, located in Taunton, Massachusetts. In addition, one hundred and ninety freight cars, eight baggage cars and forty gravel cars were purchased from the Brandon Car Company, located in Brandon, Vermont. The cost of cars, grading, masonry, and bridging came to a grand total of three million dollars.

On December 8, 1849 trains carrying dignitaries from the north and south met at the summit in Mount Holly to witness a ceremony calling attention to this link from Burlington, Vermont to Boston, Massachusetts. The ceremony featured a symbolic mixing of water taken from the Atlantic Ocean and Lake Champlain.

Having a railroad centered in Rutland created numerous jobs for Rutlanders. The company needed staff for its offices, freight house, engine shop, and crews for the cargo, mail and passenger trains.

The offices of the Rutland Railroad were located where Vermont National Bank and McNeil and Reedy are today. Here supervisors would manage train and crew schedules; keep track of cars, their cargo, and their destinations; and complete accounting responsibilities such as payroll and payments.

The freight house was located in the approximate vicinity of Sears in the Plaza. As trains arrived with cargo, the cars would be stacked three deep in the freight house waiting to have their cargo transferred. Crews would remove the cargo, stack it in the corners of the freight house, and then transfer it again later to another car for distribution. For example, a train from Boston would have Rutland as one of its major stops where crews would unload the cargo. If something had to be shipped to Brandon, it would then be loaded on to a local freight car going to Burlington which would stop at Brandon on its way.



The railroad station was a very busy place. Trains were arriving

and departing constantly. During the night, a sweeper from New York would arrive and depart for Montreal about 3:30 in the morning. This was followed by a local sweeper which would stop at every station to deliver the local Herald to communities on the line. A passenger train would leave at 6:00 AM with a stop in Wallingford before continuing its journey south. A second passenger train traveling north to Burlington and Montreal would meet a freight train traveling south to Boston at about 8:00 AM. The oil train would leave about 9:30 in the morning followed by a local freight to Bellows Falls. Also departing at 9:30 AM would be the New York mail train heading for Bennington, Vermont and then Troy before arriving in New York to return twenty-four hours later. Around 10:30 AM the mail train would arrive, while the freight train to Boston prepared to depart at 11:00 AM. In the afternoon a flyer left for Boston at 1:15; a passenger train bound for New York would leave at 1:15; a train would arrive from Boston at 2:30; another passenger train from New York would come in about 3:30, and then about 4:30 the milk train would arrive with as many as forty cars and two engines! At 6:00 PM a passenger train left for Troy, New York and coming in at 9:00 PM would be trains from Boston and New York.

Needless to say, employment was at its peak. Each train would need a crew of at least four to five men. There would be an engineer, fireman, conductor, two brakeman, and possibly a baggage man, depending upon the type of train. With eighty-six trains, this would mean approximately 430 jobs. Since each crew member was limited to the number of miles he could accumulate a month, there would be swing crews to work on days the others had off. Each station along the line also had its own operator, agent, and section crew. Workers were also found in the freight house, at the transfer tables, in the engine house, and at the offices. At one point the freight house alone employed as many as 1700 workers.

Rutland also had a number of industries which utilized the railroad. Businesses such as Howe Scale Company, Rutland Fire and Clay, Lincoln Iron Works, Patch Wagner and the Stewart Tin Can Factory depended on the railroad to get their products to their final destinations. The local logging industry also used the railroad to ship its product to markets throughout New England once loggers were able to get the logs from Shelburne to the train yard where Mintzer Brothers is now. The railroad also created a way for the farmers to ship their goods to other places easier and faster. Local farmers were able to get their milk to creameries before it spoiled and their vegetables to market before they rotted. Even the small merchants benefited from the railroad. Those close to downtown and the station were patronized by visitors and travelers from the trains.

In conclusion, the railroad was instrumental to Rutland's growth and

development well into the next century. The Merchant's Row commercial district, including the Bardwell House, was established as a direct result of the arrival of the railroad. It helped with transportation of slate, granite, milk, and marble, which were Rutland's main exports. It created new jobs, brought in new residents, and attracted more tourists. Without a doubt, Rutland's prosperity was directly linked to the railroad. Its closing in 1953 left Rutland with an employment problem from which it is still trying to recover.

THE IMPORTANCE OF ARCHITECTURE

by Tammy Pratt

Rutland's historic buildings are so important to our community because they reveal a story of the past. By looking at the features of a buildings such as the structural shape, roof styles and windows, one can locate its place in architectural history.

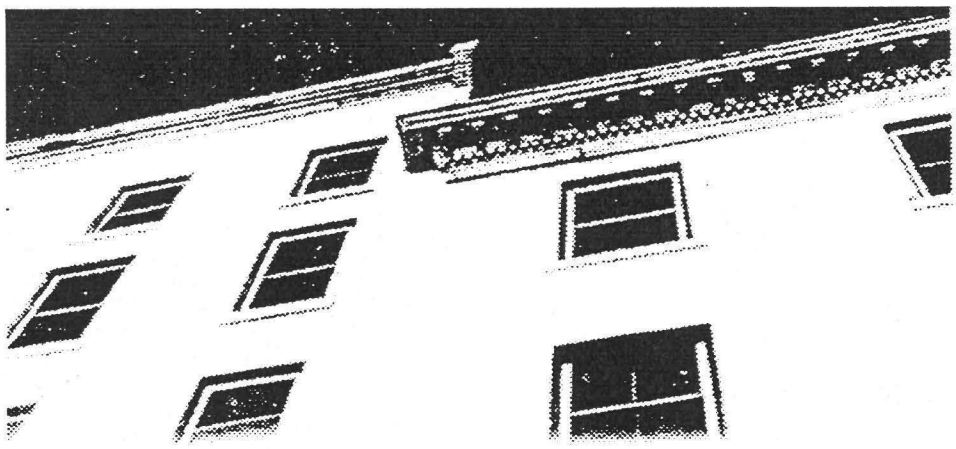
One particularly interesting building located on Merchants Row is the Bardwell House. This prominent brick hotel, built in 1851, was constructed in the Greek Revival style that was popular in 1835-1875. This style is described as "beautiful, yet simplistic and permanent."

The original Bardwell House was a rectangular-shaped, three story brick building with simplified details. The entry of the Bardwell was characterized by an entablature which is a group of horizontal moldings carried by columns or pilasters. The lower group of horizontal moldings known as architrave is separated from the upper group [cornice] by an ornamented flat frieze. The entry way was also decorated with a fan-shaped window above the front portal known as a fanlight. Marble lintels, horizontal members over a door or window opening, were used on the rows of six-over-six window sashes that graced the Bardwell. Windows facing Merchants Row were decorated with shutters. Star-shaped tie rod ends, used to support the bricks, can also be seen on the exterior walls of the Bardwell House. On the corners of the hotel, pilasters were used to support the gable roof whose slope extended from the eaves to the ridge or roof.

Another interesting item about the Bardwell is the debate over the number

of floors the hotel actually has. Some people believe that it is three stories high, while others believe that it is five stories high. The Bardwell is really three stories high, but is often considered to be five stories high because many people call the basement the first floor; the lobby, the second floor; etc., until they get to what is called the fifth floor which is actually the third floor.

When John Cramton took over the Bardwell House in 1869, he renovated the north end in the Second French Empire style. A highly sculptured mansard roof was added which featured circular shaped windows with triangular and rounded hoods over the windows. Transoms, a horizontal row of glass panes, were also located on the hotel windows above the lower level windows and on the sides of the doors. The window ornamentation was designed to feature entablature, cornice, and architraves.



After the 1917 fire, the mansard roof was not rebuilt, although some of the features described here are still part of the Bardwell House today. These features, which include the corner pilasters, the double hung windows, the entablatures, and the marble lintels are the only visible traces of ornamentation remaining from the first building. We are fortunate that this magnificent building can still be seen on Merchants Row. Even with the most recent renovations, some of the features of Greek Revival and the French Second Empire are still present on the Bardwell House today. More importantly, the House is a daily reminder of our architectural and historical heritage.

THE EARLY YEARS OF THE BARDWELL

by Tom Rock

The Bardwell House, owned by Otis Bardwell and E. Foster Cook, was situated at the northeast corner of Merchants Row and Washington Street close to the railroads. It was a very impressive building with dimensions of 100 x 150 feet. The original hotel, built in 1851, was four stories made of red brick, probably from the Mussey brickyard off Allen Street. Decorative star-shaped wall ties supported the brick walls. The Bardwell was topped with a gable roof. The hotel was lighted by gas and heated by steam.

The interior of the Bardwell was also very impressive. Fluted columns, wall trim, moldings and valances were found in many of its rooms. The walls and ceilings of these rooms were hard finished and their pine floors, doors and molding were grained to look like oak, maple, walnut, mahogany and marble. The interior of the rooms were attractive, well-lit, spacious, and rather elegantly furnished to provide many of the comforts of home. For example, a beautiful set of French doors ushered visitors into the Gold Room which also served as a dining room. Although it, too, was large and airy, the owners made an effort to make it as cozy and comfortable as home. Lighted by candlelabrums this room also featured fluted columns whose decorative capital was ornamented with wood-carved grapes.

To create such an elegant place, Otis Bardwell hired only skilled artisans and carpenters to do the work. These men worked under the supervision of Mr. J. W. Hickox who had resided in Rutland for two years. (Mr. Hickox also constructed the Engine House and Machine Shop of the Rutland Burlington Railroad Company and the old Meldon School or Academy on Main Street.) The Bardwell was

compared to the finest hotels found in large cities.

When the building was constructed, arrangements were made for a basement barbershop run by Mr. Patch. A newspaper article said, "He may at all times be found with his keen cutting blade and all the implements of his tonsorial art, ready to wait on such as may require his services."

Periodically the Bardwell was renovated. In 1869, a brick addition was added to the Bardwell about fifty feet square, capped with a French roof. The lower story was divided into two spacious and nicely finished stores, seventeen feet high. In the second and third stories were sixteen large sleeping rooms.

The house passed through many owners and many renovations until it was destroyed by fire in the late 1800's. It was then purchased by the Lalor brothers who rebuilt it adding an extra floor of penthouses and a veranda porch. They succeeded in turning the Bardwell into one of the best inns in New England. Many famous and infamous people made the Bardwell their home.

MR. HARPER'S WOODGRAINING

by Dawn Davis

In 1852 the Bardwell House was described as being the finest hotel in the country. In fact, the Rutland Herald stated that Mr. Bardwell employed only master craftsmen during the construction of the hotel. One of these talented people was Mr. Harper, who practiced the art of woodgraining and helped transform the interior of the hotel into a beautiful establishment.

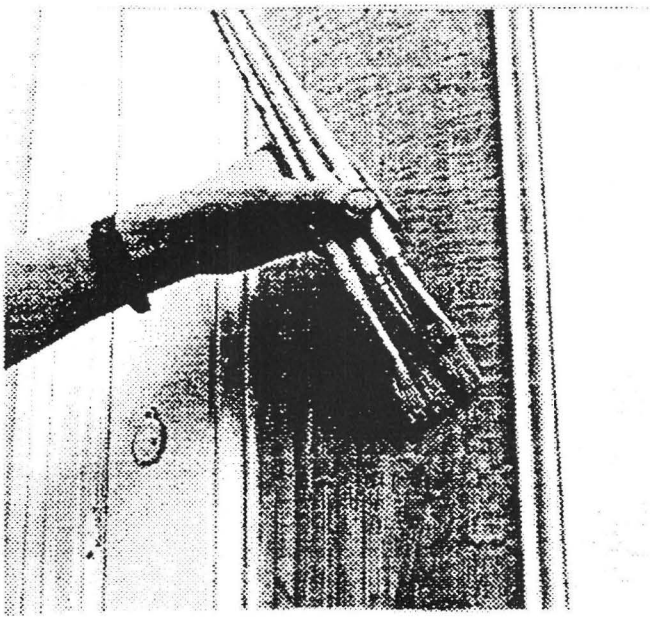
Woodgraining is a process of taking a plain piece of wood and painting it to look like a more expensive type of wood or even polished stone. Mr. Harper could grain wood to look like oak, maple, walnut, mahogany, and marble. When the Bardwell House first opened everyone complimented his work. Every door and all the floors were grained in oak of exquisite style. Many people referred to it as "Harpersized Oak". The Rutland Herald of Feburary 26, 1852 reported that "some very fine imitations of rosewood, mahogany, and marble are quite superior to anything of the kind we have before seen."

A description of the wood that Mr. Harper grained is as follows:

* Oak, a light-colored, rich grained hardwood closely related to the beech and chestnut.
* Mahogany, a rich, deep brown wood which in the early 18th century became very popular.
* Maple, a softly curving grain with small knots or "bird's eyes" that punctuate the golden surface , is one of the prettiest light woods.
* Walnut , a strongly figured wood with a swirling grain, was popular with the 17th and 18th-century furniture makers who used it in veneers and marquerty.
* Rosewood , is a slightly paler and brighter wood than mahogany with a less closely textured grain.

It is unfortunate that we cannot behold Mr. Harper's work because many years ago it was destroyed by fire and numerous renovations. We can only imagine what his work really looked like based on written descriptions.

This picture illustrates the very special technique of woodgraining. A base coat has been applied. Using three brushes, texture is added to the wood to imitate maple.



THE OWNERS OF THE BARDWELL

by Valerie Doty and Heather Mosher

The Bardwell House is situated "on the corners of Washington Street and Merchants Row, so called, in the city of Rutland, and founded in the north by land formerly of Barker and the land formerly of the George Richardson estate, and the 'Baxter National Bank Lot', so called; on the east by the 'Thornton Lot', so called, and the Masonic Temple property; on the south by said Washington Street, and on the west by said Merchants Row." With this deed in hand, the proprietors owned a famous piece of Rutland property "together with all rights, rights of way, privileges, and easements used or in any way connected with the above described piece or parcel of land."

Proprietors of the Bardwell Hotel included the following:

1852 - 1864: Otis Bardwell & E. Foster Cook
1864 - 1882: J. W. Cramton
1883 - 1901: Cramton & Carpenter
1902 - 1904: W. W. Nichols
1905 - 1915: Lalor Brothers
1916 - 1937: Bardwell Association
Howard F. Woodfin
J. A. Flynn
Frank D. White
1938 - 1947: James Brown Jr.
1948 - 1966: William I. Ginsburg
1966 - 1976: Michael Heims
1976 - 1980: Walter Kenney

The first proprietors of this famous piece of land were Mr. Otis Bardwell and E. Foster Cook, his son-in-law, who purchased it from Nathaniel Gould for a thousand dollars. The two men built the hotel in 1851. Mrs. Bardwell sold it to Cooke in January 1863 for three thousand dollars, and he owned it until 1864. Mr. Bardwell was from Walpole, New Hampshire. In his younger years he was a stage driver and later became one of the line's owners. He was also chosen as the first president of the Walpole Savings Bank.

When Mr. Bardwell contracted to have the Bardwell built, he designed it as a five-story, brick building with its front facade facing Merchants Row. It was one hundred by one hundred and fifty feet and contained first class accommodations for two hundred guests.

In 1865 the Bardwell was sold to John W. Cramton. Mr. Cramton was known and honored all over the state. He was born in Tinmouth, Vermont, and moved to Rutland in 1852. He worked in real estate, bank stock, marble mills, mercantile business, and numerous corporations. In addition to owning the Bardwell, Mr. Cramton held a number of executive positions. He was president of the Baxter National Bank and the Steam Stone Cutter Company. Mr. Cramton was also the vice-president of the Howe Scale Company and he was a promoter of other local enterprises. In 1888-89 he was a member of the State Senate and trustee of the Vermont State Prison and House of Correction.

Mr. Cramton made many improvements to the Bardwell. In 1875, he added a new story, and by the time he sold the hotel he had provided the rooms with gas and electric lights, steam heat, and electric call bells communicating with the office. A first class livery, billard hall and a barber shop were also made available to its guests.

In 1882, Mr. Cramton was joined in partnership by Mr. Henry O. Carpenter. Although a native of New Hampshire, Carpenter had been connected with the Bardwell from his boyhood. He was best known for his "polite and courteous attention to his guests," his "invariable good nature," and his wonderful memory for faces and names. During his and Cramton's tenure as owners, the Bardwell continued to offer comfortable "surroundings, modern conveniences, and expert management" unparalleled by any hotel in the state. The Bardwell continued to see a progression of owners. The Lalor brothers purchased the hotel at the turn of the century. These brothers rebuilt the hotel after it had been ravaged by fire in the late 1800's. Their renovations included adding an extra floor of penthouses and a veranda porch. With their efforts, the Bardwell Hotel was turned into the "premier inn of New England."

James T. Brown Jr. owned the Bardwell Hotel from 1938-1947. He received most of his experience at the hands of his father, also named James T. Brown, who spent most of his career in the hotel business.

Mr. William I. Ginsburg purchased the Bardwell from the Brown family in 1938 for 55,000 dollars and maintained proprietorship through 1966. Like many of the previous owners, Ginsburg renovated the Bardwell. He put in a new kitchen and refurbished some of the rooms. He also converted the staff quarters above the kitchen into an owner's apartment sometime in the 1960's.

For the most part, the Ginsburgs enjoyed owning the Bardwell. It gave them the chance to meet famous people such as John F. Kennedy and Hubert Humphrey. They also took a great deal of pride in serving fine continental cuisine in the Pheasant Lounge and providing large rooms for important events such as

weddings. Owning a hotel was not always easy, however. Mrs. Ginsburg recalled having to deal with the time the electricity went off and another time when the manager walked off his job without notice.

In addition to owning the Bardwell, Mr. Ginsburg was a prominent Rutland business man and Democratic National Committeeman from Vermont in 1958. Chief among his holdings were the Economy Department store on Merchants Row, The Towne Shop, Fishmans, a discount store called The Wonder Store on Center Street and Leeds Furniture Store on the corner of Center and Merchants Row. At one time, Ginsburg had also owned the Berwick Hotel, the Rutland Railroad, and the Rutland Plaza.

Ginsburg also had a vision for Rutland. When the railroad discontinued its service, the land was for sale and Ginsburg wanted the city to buy the land and develop a convention center. The complex would have stores on the bottom floor with a convention center on the top floor. The center would also contain a performance hall for concerts, theater, and recitals. Unfortunately, the city's alderman rejected his proposal.

Walter Kenney bought the Bardwell from Michael Heims on December 30, 1976. Heims had purchased the Bardwell from the Ginsburgs and turned the hotel into an establishment primarily catering to the ski traffic. Large tour groups would arrive by the busloads from New York, New Jersey, and southern New England to take advantage of the skiing at our local areas. By this time some of the sleeping quarters resembled dormitory style rooms with bunk beds housing as many as six guests to a room. Foliage tour groups also would often stay at the Bardwell.

Kenney's purchase of the hotel was his first venture into hotel management. After vacationing in Vermont four years in a row, Kenney decided to invest in the Bardwell property. At the time of the sale, his plans included painting the building and constructing a new entrance from the street to the lounge.

In 1980, the Bardwell closed only to be purchased and renovated by the department of Housing and Urban Development. Today the Bardwell is home to many elderly and disabled Rutland residents.

THE BARDWELL FARM

by Holly Howard

The Bardwell House served a large group of business people, visitors, and guests of social events on a daily basis. The success of the hotel created a need for other businesses and buildings to help service the demands of the Bardwell customers. One of these enterprises was the Bardwell Farm which boasted a creamery, roadhouse, and livery.

We can only speculate that Mr. Cramton, the owner of the Bardwell House, bought the farm to make a profitable business more successful. The farm, known today as the Billings Farm, provided food for the hotel and its restaurant. The farm also managed a trout pond stocked with fresh fish used by the Bardwell.

One crop produced by the farm was hay. Another was oats grown to feed the horses at the Bardwell Livery. The Bardwell farm also had a number of gardens where they grew both summer and winter vegetables such as tomatoes, peas, lettuce, and carrots, beets, and potatoes. Once harvested, these vegetables were also stored at the farm to be enjoyed throughout the year.

Mr. Jesse Billings reported that there was also a creamery which processed milk and cream during the early 1900's. Then the creamery contained lights similar to the lighting miners used to see their work. With no electricity, the owners came up with a clever way to use spring water for refrigeration. They piped gravity-fed spring water through the creamery to keep the milk and cream cool. In addition, the room was insulated with a sealed door. This ingenious plan gave the hotel a chance to serve its guests with fresh milk and cream. Mr. Billings also suggested that it may have been one of the first creameries in the state.

There was also another important part

of the farm and that was the roadhouse which also served as part of the farmhouse. A roadhouse is described as a place where travelers who could not otherwise afford the luxuries of a hotel might economically rest for the night, eat, and possibly enjoy entertainment. The back part of the house contained a woodshed and a harness room for the rider's gear. The riders would sleep above this section on bed rolls they carried with them. The front section, which was facing the Creek Road was for entertaining. For example, in the late 1800's, Fred Bishop, Mrs. Joyce Billing's grandfather, played the fiddle for entertainment when he was 18 years old. At one point the floor of this section had to be braced to support additional weight because it would creek and sway when people were dancing.

Across the street from the roadhouse was the Victorian barn, a livery stable connected to the Bardwell House. Customers could go to the barn to rent horses for business purposes or feed and stable their own horses.

With these properties the Bardwell owners were able to meet the needs of their patrons and made the Farm a vital part of the success of the Bardwell House.

THE TROLLEY ERA

by Greg Denton

One mode of transportation in the late 1800's was the trolley car. Certainly, this was more convenient than walking. The idea of laying tracks on the road and having horses pull a trolley car was ingenious. This idea took off and would prove to benefit residents and tourists alike.

The people of Rutland demonstrated much enthusiasm for having trolley cars in their town. In addition, visitors who stayed at the Bardwell House, situated in the center of town, could easily use the trolley for sight-seeing and transportation to social events. For these reasons, appointed commissioners from the Rutland area arranged for the sale of stock and obtained 25,000 dollars. With this the Rutland Street Railway Company was born with E. Pierpont as the elected president of the company.

The company established two trolley lines in Rutland. One was the "Main

Line" that went from the Bardwell House to West Rutland, and in later years traveled south to the fairgrounds. The other trolley line was called the "City Line" which stayed in the village of Rutland and was two and one half miles long. In fact, St. Peter's Church was very anxious to have the trolleys in place because the church was so close to the tracks. Consequently, it would be easier for the people to attend church services.

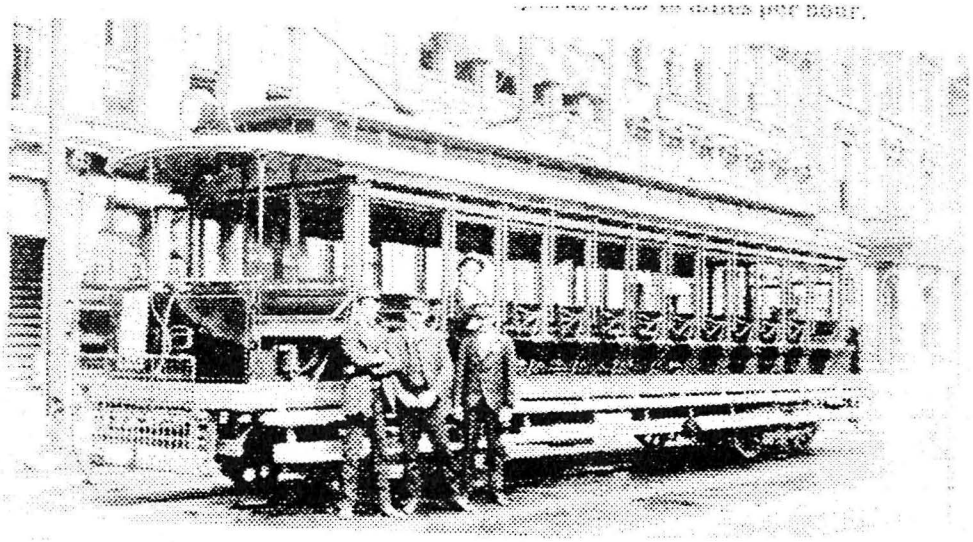
In December of 1885 five cars arrived from Philadelphia. The Main Line cars, eighteen feet long, seated fifteen passengers and were equipped with green marker lights for night traveling. The City Line cars were sixteen feet long and had red marker lights. These cars were christened with the names of prominent business men like John W. Cramton, former owner of the Bardwell House, John A. Sheldon, A.P. Tuttle, John N. Woodfin, a proprietor of the Bardwell House in the early 1900's, Cheney Brothers and Harry M. Bates. An effort was made to make the traveler as comfortable as possible. In the winter coal stoves were used to keep patrons warm. In addition, the trolleys were painted to brighten the decor and the seats upholstered.

On Saturday, December 12, 1885 at 7:00 PM, the cars were drawn up Center St. for a trial run. That Sunday all thirteen cars ran throughout the day. This went more smoothly after the horses became familiar with the tracks. The Main Line ran every hour with the City Line every half hour. That was fun and convenient for about ten years. Later, Rutland Railway Company decided to investigate the use of electric trolleys.

On September 26, 1888, Mr. Edward Blake, a representative of the Sprague Electric Railway and Motor Company of Boston, arrived in Rutland to examine the trolley tracks to make sure they could accommodate electric cars. It would take another six years before the electric trolley would actually come into picture. Finally, on November 19, 1894, five electric cars, manufactured by J.G. Brill Co. of Philadelphia, arrived in Rutland. They were eighteen feet long and could seat twenty-six people. On November 26, 1894, cars started to leave at 6:00AM and departed every twenty minutes. By 1906 there were twenty cars in operation, and by 1913 Rutland trolleys had carried over three million passengers.

As the quality and convenience of the trolleys improved, more and more people used the system for recreational purposes. For example, visitors from the Bardwell House took the trolleys to Lake Bomoseen to enjoy a picnic and swim for the day. On July 4, 1906 the Rutland Street Railway Light and Power Company hosted a festival of athletic events, games, and parties also at Lake Bomoseen. Live music was provided by the Cox's Orchestra and a large crowd enjoyed dancing in the pavilion which was later called the Crystal Ballroom. Trolley

transportation now gave everyone a chance to enjoy the lake.



Pictured is Main Line car number 46 which has eleven reversible benches and could provide seating for almost seventy-five people.

During the early 1920's there was a decline in the trolley because automobiles started to become more popular which did not help the trolley business. After World War I, more cars were made than ever before, and on July 6, 1924 the last trolley ran between West Rutland and Fair Haven. On December 26, 1924 trolley car service in Rutland ceased. Three days later a Rutland Herald reporter wrote, "The automobiles were the downfall of the trolleys."

This Rutland Herald reporter was indeed right. The cars marked the end of the era of trolleys and it is unlikely they will ever make a come back. Although now only a memory for some people, the trolley era represents a time in history between the horse and buggy and the cars of today. For thirty years they offered people an inexpensive and delightful form of public transportation.

SOCIAL EVENTS

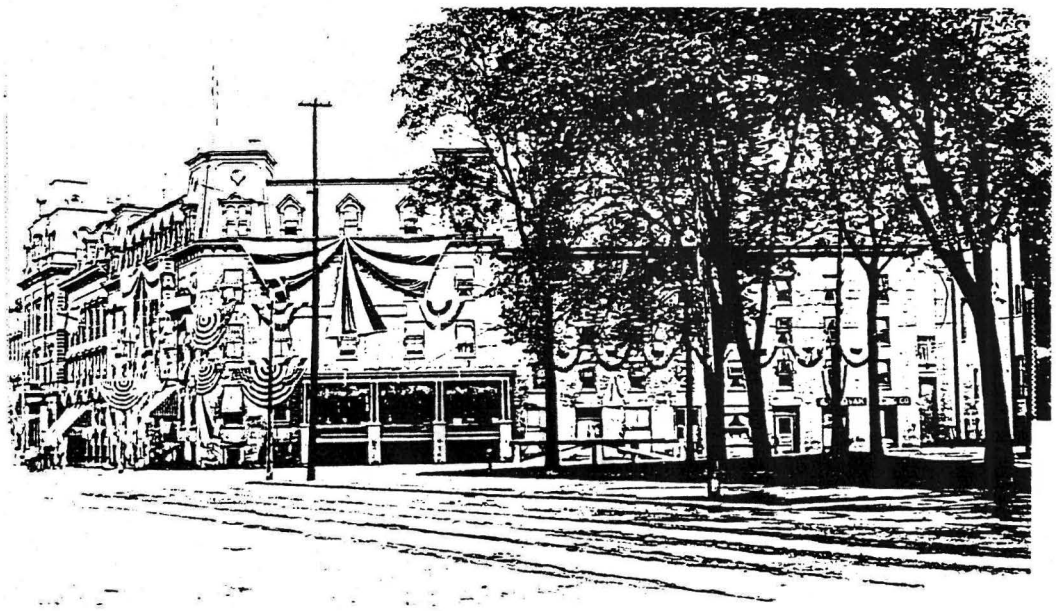
by Debbie Katz

By the 1900's, Rutland, the second largest city in Vermont, was considered one of the most attractive in New England. However, before the turn of the century as well as after, downtown Rutland was recognized as a busy place and held many social events throughout the year for tourists as well as residents. One of its fine hotels, the Bardwell House, hosted many of these festive events.

In 1863, Mr. and Mrs. Cook, owners of the Bardwell Hotel, decided to have a dance and serve refreshments for their staff to show them how much they were appreciated. The dance provided good music and a Rutland Herald reporter stated that those who attended enjoyed themselves.

On June 19, 1883, another fun event at the Bardwell House was an exhibition featuring a stereopticon, a projector arranged to combine two images on a screen so that they gradually become one image having a 3-D effect. People back in the late 1800's who watched this 3-D effect considered it like watching magic. This exhibition was a preview for a show later held at the Rutland Fairgrounds.

In the spring of 1908, the auto manufacturers had a busy season. For example, downtown Rutland, the only scheduled stop in Vermont, hosted a Glidden Tour. This enabled people to see the new models of the year as they were driven down the streets of town. During the tour people could order a car and it would come to Rutland by train in pieces where it would be assembled. When the tour was finished, Rutlanders stopped at the Bardwell Hotel to enjoy the buffet lunch prepared and served by the hotel's staff.



The postcard below illustrates the patriotic decorations

that were used to decorate the Bardwell Hotel for another special event—the Merchants' Carnival. The downtown area was adorned with red, white and blue banners during the week of the carnival held September 6-9, 1910. These festivities were held in conjunction with the Rutland County Fair. Tourists were able to board a trolley in front of the hotel that would take them to the Fairgrounds where they could view a parade during the day and enjoy fireworks at night. The postcard reads, "Rutland is a rather exciting place right now and I am having a corking time."

In addition to summer activities, the Bardwell Hotel held a New Year's Eve party every year. According to an ad in the Rutland Herald of 1910, the Bardwell House held such a party from 7:30 to 10:00PM. Dinner was served at 6:00PM that night for only $1.25 followed by music and dancing. One can refer to the copy of the special menu to get a sense of what was served that evening. Imagine having a wonderful evening for such a low price.

The Bardwell Hotel was also a popular site for wedding receptions. Many people in the area reserved the Gold Room for this special occasion. In fact, Edith Cole, who is now a resident at the Bardwell House, had her wedding reception there. To her it was a great honor because it was considered to be a grand hotel.

One of the most recent recent events held at the Bardwell House was a Silver Tea Party which occurred on June 7, 1968. This party was held each year for the graduating girls from Mount Saint Joseph Academy. Refreshments included finger sandwiches and Kool-Aid. Although there was no entertainment, it sounded like the graduating girls enjoyed themselves.

By the time the hotel closed in the 1980's it no longer held any social events for the general public. Today the Bardwell House is home to many senior citizens and disabled adults.

New Years Dinner
1910

Anchovy Tidbits
Blue Points on Shell

Creme de Stewart — Clear Green Turtle — Consomme a la Kursel

SNOWFLAKE CELERY — ICED RADISHES
QUEEN OLIVES — SWEET CUCUMBER PICKLES — GREEN PICKLES

Broiled Fresh Kennebec Salmon, Sauce Meuniere
PICCALILLI — POMMES PARISIENNE

Grilled Chicken Halibut, Maitre d'Hotel
SLICED CUCUMBERS — POMMES PALIDINO

Boiled Virginia Ham, Demi Glace

Salmis of Native Duckling with Mushrooms
Oyster Bay Asparagus Tips au Beurre Noir
Chocolate Cream Fritters au Benedictine

GOLDEN RUSSET CIDER

Roast Vermont Turkey, Stuffed with Oysters
Roast Prime Ribs of Swift's Beef au Jus
Roast Young Suckling Pig, Shaker Apple Sauce

CREAMED POTATOES — SWEET POTATOES — POTATOES NATURAL
HUBBARD SQUASH — LITTLE GREEN PEAS — YOUNG SPINACH

Roast Haunch of Venison, Orange Marmalade
PONCHE A LA VERT MONT
Waldorf Salad — Chicken Salad en Mayonnaise

New England Plum Pudding, Foamy Sauce
Green Apple Pie — Pumpkin Pie — Hot Mince Pie
COFFEE JELLY
Frozen Pudding — Charlotte Russe

Edam Cheese — Roquefort Cheese — Cream Cheese
Saltines — Bent's Water Crackers — Graham Wafers

DEMI TASSE CAFE NOIR

Snow Apples — Mixed Nuts
Selected Raisins — Bananas — India River Oranges

VISITORS OF THE BARDWELL

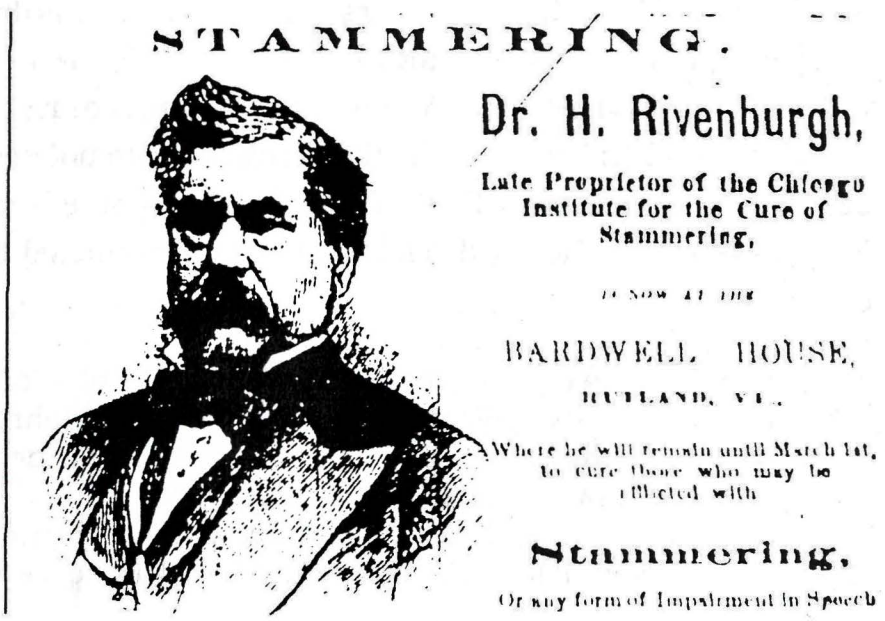
by Kristina Shackett

The Bardwell Hotel possesses a long, rich, history of unique visitors such as traveling doctors, circus people and even former presidents. Some people were more famous than others and some more honorable than others. By the turn of the century the Bardwell was considered the premier hotel of not only Vermont but also New England. Quite often people made the Bardwell their home.

One such visitor arrived in Rutland on February 13, 1863. Dr. Gardner checked himself in at the Bardwell. He had traveled from New York where he lived and claimed to be a professional Oculist and Aurist. He offered his services in his hotel room to people with eye diseases such as cataracts, strabismus, and cross eye. He told people that he could cure deafness, noises in the ear, scales in the ear, and every other disease of the ear and eye. It's hard to imagine any type of medical procedures being performed in a hotel room without sufficient medical equipment and facilities.

Dr. Gardner also said that he could insert false eyes painlessly! Since the use of anesthesia in the 1800's was in its infancy, it would be hard to think of any person being unaffected in the least bit with even minor surgery. It sounds as if our "Dr. Gardner" was your perfect example of a quack!!!

Another character similar to Gardner was a man called Dr. Rivenburgh who arrived at the Bardwell on February 22, 1879. He was the proprietor of the Chicago Institute for the Cure of Stammering and indicated he would remain at the hotel until March 31, 1863 to cure those afflicted with any speech impairment. By the testimonials printed in the Rutland Herald of some of the "cured" clients, Dr. Rivenburgh may have actually been able to cure people like he said he could. For example, Charles W. Allen, the Chief of Police commented, "Several



persons of our acquaintance who were terribly afflicted, so much so that they could at times be scarcely understood, have been perfectly and permanently cured. His system is unlike anything else that has ever been presented here." Although some patients improved with their speech therapy, it sounds as if Dr. Rivenburgh was trying to make an easy buck.

A man who took a more serious approach to business matters was Jay Gould who resided at the Bardwell while conducting business deals with James Fisk. At the time, Fisk was the owner of Erie Railroad and Gould was the owner of the Washington Rutland Railroad. Later Gould purchased the Pacific Railroad and a telegraph company and became one of the most powerful men in the world.

Another businessman who came to the Bardwell was Mr. Sylvanus Sawyer who came to Rutland on January 14,1862 to exhibit his invention of the Sawyer Projectile. The cannon was displayed at the Bardwell.

There were also many prominent people who visited the Bardwell House throughout the years. On August 29, 1912, former President Roosevelt came to the Bardwell to promote the Progressive Party in Vermont. He arrived shortly before 4 o'clock by automobile and entered through the back door from the stable yard in order to avoid being seen by his admirers. He was met in the hotel parlor by a reception committee consisting of J.C. Jones, C.H. Murdick, G.H. Webb, Dr. R.E. Smith, Dr. J.E. Thompson, D.E. Martin, F.R. Serri, G.W. Brown, F.L. Russell, United States Marshall Horace W. Baily, George Jones, and Benjamin Long, a former Rough Rider. He later delivered his speech speaking from the Bardwell Hotel piazza. The crowd, which gathered to hear him on Washington St., Merchants Row and City Hall Park, numbered close to five thousand from all parts of Rutland and from outside the county.

Other United States leaders who visited the Bardwell years later included President John F. Kennedy and Vice President Hubert Humphrey. Both prominent men visited the Bardwell to campaign during the presidential elections.

Through the years came the arrival of automobiles, and with that, people began traveling with families. These vacations were referred to as Auto Tours. People staying at the Bardwell House who participated in these Automobile Parties included:

7/4/1908 Donnelly, a party of two; O.S. Gates of Middletown Springs; F.W. Heywood of Burlington; John Colvin of Salem, New York; Mr. and Mrs. L.E. Warden of Arlington, Massachusetts; W.L. Meade of Rochester; I.P. Stevens of St. Albans; R.J. Wylie of Boston; J.G. Strucker of Greenfield, Massachusetts; G.P. Hitchcock of Pittsford;

E.R. Eastman of Poultney.

7/5/1908 C.W. Emerson and a party of three; M. Spear and a party of three; H.S. Hyde and a party of two; W. Lothrop and a party of hree; Q.H. Sherman and a party of three.

RULAND COUNTY FAIR WEEKEND

9/5/1908 J.E. Buxton and party of five; Mrs. Charles Merrill and party of four; H. Grinnell party of three from New Hampshire; Dempsey and party of four; M.J. Hallinger and party of six; Dr. R.H. Halsey and party of four; F. Kidder of Middlebury; R.B. Smith of Manchester; G.S. Leonard of Ticonderoga; A.C. Manson of Pawlet; John Morrissey of Rosingdale, Massachusetts; W.W. Tracey of Washington, D.C.; F.W. Lovell of Providence, R.I.; L. Murbach of Detroit; J.H. Barnes of Binghamton, New York; J.F. Manning of Buffalo, New York; J.Brown of Troy, New York; Fredrick Mills of Argyle, New York.

9/6/1908 Mrs. A.H. Eaton; E. Bolding of Poultney; Mr. and Mrs. H.R. Bosse of New York; Mrs. Frank Russell of Shrewsbury; Mrs. W.C. Grant; L.M. Grant of Chicago; Mr. and Mrs. J.S. Stonna of Montreal; Mr. and Mrs. C.L. Bouvier of Rochester; Miss Clara Nutting and Miss Georgia Ingraham of Eagle Bridge; Mrs. C.W. Wheeler and two daughters of Newark, New Jersey; F.H. Cargill of Newarksburg, New York; E.E. Luther of Watertown, New York; B.G. Palmer of North Adams, Massachusetts; R.W. Hurlburd of Hyde Park; E.L. Avery of Boston, Massachusetts; H.C. Dexter of Lancaster, New Hampshire; A.C. Baird of Buffalo, New York; R.O. Bachman of Sunbury, Pennsylvania; F. G. Beecher of Woonsocket, Rhode Island; Lyman Ward of Camp Hill; J.S. Clarke of Greenfield, Massachusetts; Frank Widner of Brandon; Frank Clark of Keene; William Wallet of Proctor; Peter McHenry of Granville, New York; N.P. Lee of Burlington; Daniel Edwards of Bellows Falls; P.G. Phalen of Poultney; W.F.Gilner of St. Johnsbury.

As you can see from the preceding information, with the popularity of the automobile, people started traveling more and business for the Bardwell increased. In addition to the auto tours, many of the people who stayed there were men, probably on some type of business trip. For example, salesmen would use the bottom floor of the Bardwell as a showroom for their goods. Local store

owners would then visit these sample rooms and place orders for merchandise.

At the turn of the century, the Bardwell's reputation was rapidly growing and becoming a favorite place to stay. To this day it is still recognized and remembered by the people who worked there and those who visited it.

O.B. CLARK

by Pete Dusablon

When businessmen came to Rutland they would often stay at the Bardwell Hotel; most of these businessmen were legitimate but that was not always the case. In January of 1863, an individual by the name of O.B. Clark made his name known in the Rutland area when he represented himself to be the general agent of "Millard, Singleton & Clark of Quincy, Ill., Importers, Dealers and Growers of Pure Blood and Graded Sheep Stock." As the alleged son of the Clark of that firm, he claimed that he was buying sheep from Vermonters for his company. Clark had managed to get himself introduced to a well-known person in Shelburne, Vermont, who would, in turn, introduce Clark to sheep sellers in the area. Clark succeeded in convincing these people that he was a representative of the above-named firm by examining their flocks and negotiating contracts.

For about four weeks he made his headquarters at the Bardwell House and then traveled for another four weeks to other towns on the line of the Rutland and Burlington Railroad to conduct the first half of his scam. Armed with a showy display of money, Clark cashed small drafts, spent money and displayed prearranged contracts for the purchase of sheep by other buyers. He even went as far as to hire other people to buy for him on commission. By conducting himself in such a business-like fashion he created the illusion that he was a legitimate business man until he put the next part of his plan into action.

On one particular Saturday he hired a livery team and visited Orwell, Brandon, Middlebury, and Vergennes. When Clark returned to Rutland on the following Wednesday, he presented a draft to the Rutland County Bank for $3,600 from the Logansport branch of the State Bank of Indiana that was thought to be legitimately credited by the City Bank of New York City. When the draft was forwarded to New York, a telegram was returned to Rutland stating that the draft had been a forgery. There were other similar drafts cashed by Clark which were

thought to have been drawn by a Toledo, Ohio bank, which were supposedly drawn from the Ocean Bank of New York. These drafts included one in Brandon for $4,700, one in Orwell for $4,300, one in Middlebury for $3,600-$3,700 and one for a similar amount in Vergennes. On Thursday he collected even more money using the same drawing method at a bank in Bellows Falls in the sum of $3,600. After Clark's operation was completed, he had successfully stolen $23,500!

At this point, Clark knew it was time to make his get away and disappeared! Police were alerted and searched for Clark in the north, but apparently he escaped. It was never known if he was captured.

THE BARDWELL INFERNO

by Randy Alger

On Sunday December 1, 1917 the Rutland Fire Department battled an enormous fire at the Bardwell House. The outside temperature read twenty-five degrees below zero making it hard for firefighters to battle the blaze. In addition to withstanding the sub zero weather, the men encountered heavy smoke, ice, and falling debris. Officials claimed it had been the biggest fire since 1906.

It all started shortly after 6:00 AM when the night clerk noticed smoke embracing the halls. Promptly he awakened the guests of the hotel and led them to the outside of the building where they watched the flames destroy their belongings. After the visitors were safe, the fire department was notified and within minutes Assistant Fire Chief Reedy was on the scene along with many other firefighters. In five minutes the fire department had streams of water on the fire. To confine the fire the men concentrated their efforts on the rear of the building where the blaze seemed heaviest.

Within thirty minutes it was believed that the fire was under control. Unfortunately, this was not the case because by 7:30 AM the fire had broken through the Washington Street and Merchants Row sides of the building revealing the menacing flames. After the flames became apparent on the front of the

building, the fire worked its way through the rest of the structure, and within 10 minutes, the back of the hotel was engulfed in flames. Finally, after three hours of grueling work the fire was under control.

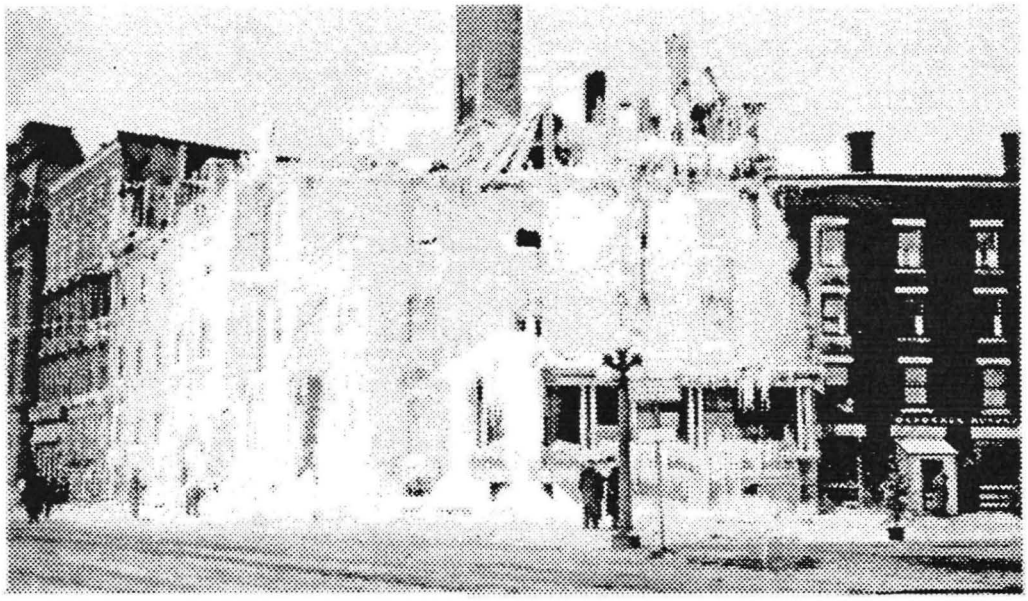
The extreme cold weather made conditions especially difficult to handle. Although firefighters were careful, they still encountered some injuries. D.E. Blanchard was injured when he fell from a ladder and broke both of his legs. It was assumed that Blanchard fell through the rounds of the ice coated ladder. The ice was so heavy that when firemen James Cocklin and Nelson Malgrem tried to hang hoses in the tower after the fire, one of the ice coated hoses became so brittle from the cold weather that it broke and fell hitting the two firemen. The firemen were knocked out for a period of time but did regain consciousness.

During the next day it was reported that an over-heated chimney caused the fire. The entire mansard roof and upper story of the main building were completely burned. The fire also gutted the rear of the hotel which destroyed the office and space above. In addition, most of the furniture and equipment in the offices were lost. The only part of the hotel not damaged by the fire was the cafe which opened for business the next day.

At the time of the disaster, four businesses occupied the building. A.H. Pierce, who had a wine store on the first floor of the Bardwell, was a heavy loser in the fire. A.J. Novak Printing Company's sustained much water damage. Although William Best's barbershop was flooded, fortunately most of his equipment was saved. Francis Welch, who owned the cigar and newspaper stand in the office of the building, was not so lucky because most of his stock was destroyed. The New England Telephone Company also sustained heavy losses because the company had about one hundred and twenty-five instruments in various rooms in the hotel. Employees of the telephone company salvaged through the remains, recovering as much equipment as possible, but in the end, twenty-five instruments were destroyed including the switchboard. Company officials estimated that one hundred to one hundred and twenty-five thousand dollars worth of equipment was in the Bardwell at the time of the blaze.

The owners of the Bardwell at the time of the fire were stockholders of the Bardwell Association. They included Howard F. Woodfin, J.A. Flynn, Frank D. White, N.J. Nicklaw and G.R. Bush. The latter two men served as managers of the hotel. When the stockholders contacted F.A. Field of F.A. Field and Son, who handled the insurance on the hotel, they were told that the severe ice coating prevented them from appraising the fire loss until the next week. It was estimated that 750,000 gallons of water were poured on the Bardwell at the time of the fire transforming the hotel into an ice palace.

The damage suffered by the Bardwell Hotel was permanent. The craftsmanship which was exhibited in the Bardwell was one of a kind. One of the biggest losses in the fire was the ornate mansard roof because it was not replaced in the reconstruction process. It is fortunate that there are pictures of the hotel as it appeared before the fire so that people today can appreciate the historic features of the Bardwell House as it existed in its early years.



THE DEPRESSION

by Hal Derby

The depression was unbearable for many people. It was a time of hardship; many people were without food, money, shelter and jobs. Those who did possess the essential necessities for living certainly had to do with less. As times continued to get worse and worse food became scarce. Those who had jobs at the beginning of the depression were losing them. In addition, their savings were depleted making it harder for some to keep their homes.

In Rutland the situation was no different. The depression cut industrial employment in half. Only 788 people were employed in Rutland City. Income in

Rutland county totaled only $3,133,959 in 1939 and by 1940 the county's industrial income was the lowest it had ever been since 1870.

The agricultural industry also suffered during the depression. Following World War I, the number and size of many farms had decreased. In 1910 there were 2,863 farms in Rutland County while there were only 2,151 by 1930, and the average farm went from 164.8 acres in 1920 to 130.6 acres in 1925. Everything was made worse when the effects of the depression reached Rutland with the large and average farms incurring the most losses. For example, the farmers had plenty of food for people but no one could afford to buy it. As a result, many farms went out of business or failed.

The banking holiday was another big problem during the depression. It was a time when all banks were shut down by the order of Governor Charles M. Smith because there was no money in the banks and people were not investing or getting loans. In fact, the banks closed in Rutland on Monday, March 6, 1933.
Some merchants were very concerned that they would run out of money or not be able to cash small checks because they had no money and little patronage. In addition, merchants were not able to get credit, thus their business suffered.

During these difficult times, many people had to depend on charity organizations that distributed food such as flour, butter, and other commodities. Also, people went to shelters to help them and their families survive. Eventually things deteriorated to the point where government programs were implemented to help people cope with the depression.

One of the many organizations that served Vermonters was the Civilian Conservation Corps in Proctorsville, Vermont. This camp allowed people to learn job skills, find jobs and earn money which would in turn help the economy because now people would have money to spend. In the camps workers built roads, planted trees, constructed trails, helped with fire prevention, and worked to eradicate insects and plant disease. The Civilian Conservation Corps succeeded in giving many people good jobs and money; consequently, they were finally able to afford basic necessities.

The depression was a hard time for everyone and after eleven years circumstances were beginning to improve. Hopefully, a depression will never occur again like it did in 1929.

LIVING THROUGH THE DEPRESSION

by Krista Altrui

Arthur Lamouria, a resident at the Bardwell House, spoke about his life during the Depression. As a young adult he struggled many years to find a good job. It is hard to believe that someone could experience such extraordinary events as a young man.

Arthur's formal education was very limited because he left school after the seventh grade where he learned to read and write. Upon leaving school Arthur had no choice but to work to help his mother; as a result, he went from job to job. At fifteen years of age, he worked for the Rutland Railroad painting engines and cabooses. Next, he worked at the marble mills and quarries in West Rutland. His next job experience was at the Ford Motor Company in Detroit, Michigan, earning five dollars for an eight-hour day. He began this job in 1928 when he was 27 years old, but he was laid off about two months after the stock market crashed, and found himself a victim of the depression.

Millions of men across the country were unemployed; consequently, it was very difficult to find work. Arthur remembers walking the streets looking for a job and not being able to find one anywhere. "It was terrible." In addition, Arthur was homeless. Winter was just around the corner and Arthur had no place to stay and food was hard to come by. As Arthur walked the streets at night, he met other homeless people, saw people standing in the bread lines, and recalled men picking up cigarette butts so they could collect the tobacco to roll their own. "I was lucky I didn't have to get into the bread lines. If you didn't live to see it than you would not have any idea what it was like."

Fortunately, Arthur found a job in March of 1930 at the Grace Hospital in Detroit, Michigan. His duties there required him to do laundry. One day a friend who worked in the kitchen asked Arthur if he wanted to switch jobs. Although his boss had already told him that he was a good worker and that he was going to be promoted, he switched jobs anyway. "It was the worst mistake that I ever made, it would have been a nice life time job". Soon he became very dissatisfied with his job in the kitchen and decided to come home to Vermont.

When he arrived at his mother's he found that she had a boarder living with her to help pay the rent. In addition, he had no money and couldn't find a job; all he had were the clothes on his back. It was a difficult time. There were days when all they had to eat were some berries, bread, and a little bit of hash.

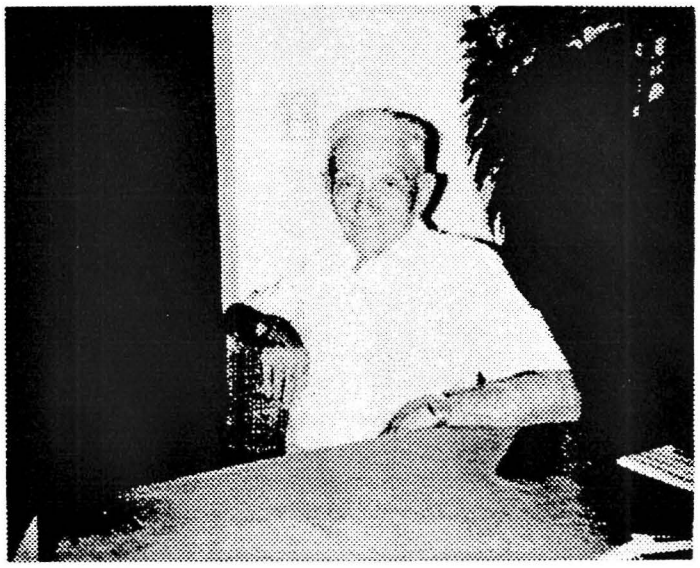
Finally, his mother had to give up the house so his aunt took him in where he had to sleep in the attic.

Eventually Arthur found employment through the Civilian Conservation Corps (CCC). This government program, developed under the Unemployment Relief Act of 1933, was designed to create jobs to ease the crisis facing the country. CCC projects included building roads, planting trees, constructing trails, preventing fires, and eradicating insects and plant disease. Arthur supervised a work crew of twenty-six men whose job it was to build a highway from Proctorsville, Vermont to the Killington mountains. He was paid thirty dollars a week. Arthur worked on this project for two years beginning in 1934.

His next job in the CCC was building barricades for the army. They were fed very well and they had clothes. "If it wasn't for the [CCC] we would have starved to death."

This job was followed by the Gypsy Mountain Job in West Rutland. Here he supervised a crew whose duties included eradicating the Gypsy Moths from the forests. This job lasted from 1936 until 1939. Now without work and no place to go, friends let him stay with them during the winter without paying rent.

From 1939 until he was drafted into the armed services in 1942, he held many part time jobs. Unable to find work in Rutland, Arthur hitched a ride to Springfield, Vermont where he found a job for a couple of months as a painter's helper. When that job ended, he found work in a law firm for another three months. He then went to Connecticut for a year and then back to Detroit until he was drafted into the army and served until March 1943.



Although the depression occurred over fifty years ago, Arthur still has vivid memories. The depression forced him to be on his own for most of his life, and it took him nearly fourteen years before he finally found a steady job. Only those like Arthur, who experienced the hardships of the depression, truly know what it was like.

THE REAL PEOPLE OF THE BARDWELL

PAT BRILEYA

by Bill Sullivan

What were you doing when you were fifteen? Pat Brileya was polishing silver at the Bardwell Hotel. During the two weeks that she worked there, she boarded with a friend she met upon her arrival in Rutland. At the Bardwell House Pat recalls working downstairs with the glass and silver. In other words, she washed the glasses and polished the silver. Although it seems her duties were minimal, Pat assured me it was a full time job that kept her occupied during her shift. This leads me to believe that the restaurant maintained a thriving business. In addition to her work at the Bardwell, she held a position at the Berwick Hotel where she was a chambermaid.

Pat did not work for very long at the Bardwell because her mother became ill; consequently, she had to go home to Springfield, Vermont and take care of her younger brothers and sisters.

Dick Lavictorie

by Bill Sullivan

Dick Lavictorie's relationship with the Bardwell Hotel was quite interesting. From 1954 to 1960 he worked as a chef for Albert Macauley who leased the restaurant from William Ginsburg. Unfortunately, in 1961 Dick was called into service during the Berlin Wall crisis. Upon his completion of military duty in 1968, he went back to work at the Bardwell which was now under the management of William Ginsburg. As the head chef he was in charge of the main kitchen and also supervised cooks in the hotel bakery and salad bar.

On holidays such as Valentine's Day and Mother's Day, Dick was able to prepare approximately 450 to 500 dinners with a small complement of workers. During these special occasions meals were served in the Gold Room and the adjoining Fiesta Room and Mezzanine. The Inland Lobster Pound and Pheasant Lounge Restaurants were also used to accommodate large crowds.

The Bardwell was famous for its Thanksgiving dinner. Dick and his staff thought of a clever idea for this annual fall feast that was quite affordable. They

prepared a complete turkey for each table! Of course, the size of the turkey would vary depending on the size of the party, and whatever was not eaten could be taken home. These guests were able to enjoy those wonderful Thanksgiving leftovers as if they had cooked dinner at home without pots to clean and dishes to wash.

The main dining room of the hotel called the Gold Room held approximately two hundred people. In addition to holidays, this room was utilized for weddings, political functions, and special buffets. This was the perfect setting for such events because the room was very elegant and the tables seated eight to ten people comfortably.

If you were not eating in the Gold Room, you had other choices. One of the restaurants in the Bardwell was the Pheasant Lounge which got its name by the stuffed pheasants decorating the wall behind the bar. A typical Bardwell menu for the Lounge in the 1960's included "Steak au Poivre", Pork "de Resistance," "Wiener Shchnitzel-Scallopini" and, of course, Roast Baby Pheasant served with the chef's own game sauce. Also, a large selection of wines and champagnes was available to complement the meal. Dinner would not be complete without the famous Bardwell Cheese Cakes or for that extra twist, "Kahlua Cheese Cake" in addition to an assortment of Pies and ice cream.

In addition to the Pheasant Lounge Restaurant, The Inland Lobster Pound was a great restaurant known for its fresh Atlantic seafood. Featured in the restaurant was a big fish aquarium with live Maine lobsters of various sizes. The menu of The Inland Lobster Pound consisted of steamed, fried or stuffed clams, scallops, shrimp and much more. Also, the restaurant had a children's menu which offered some of the same foods, but in smaller portions.

Dick was not always behind the kitchen doors or over a hot stove, however. During his employment at the Bardwell he had a very unique experience to meet Hubert Humphrey while Humphrey was campaigning for Kennedy during the presidential race. Mr. Ginsburg, owner of the Bardwell and National Committee Chairman for the Democratic party, hosted the fund raiser where Humphrey was the featured speaker.

In conclusion, Dick was certainly an asset to the Bardwell Hotel staff. For instance, during his employment the restaurant business flourished, due in part, to his success as head chef. His responsibilities included supervising the entire kitchen staff and he was in charge of several restaurants and banquet facilities. Today Dick Lavictorie is the owner of the Trak-In Steak House on Lake Bomoseen.

SAM GORUSSO

by Pete Dusablon

There are people who learn a trade and do just that for a job, and there are people of all trades. I think this is the only way to explain what Sam Gorusso did when he worked at the Bardwell House after graduating from high school.

Sam did not have one specific job; he was responsible for a variety of tasks from taking money at the door when there was entertainment to helping the cooks in the kitchen. Sam's first job at the hotel was as a beer runner. This work required him to keep beer and ice stocked for the bartenders. As he became experienced in the bar Sam also did some bar tending while he worked at the Bardwell. Sometimes Sam's duties involved inspecting the rooms after the tour buses left to check for theft and damages.

During the holidays when there would be many people to serve for dinner, Sam would help Dick Lavictorie in the kitchen. In addition, he would don a tuxedo and bow tie to work as a waiter in the Peasant Lounge.

Sam was a very valuable member of the Bardwell staff because his flexibility and knowledge of many jobs allowed him to fill in when he was needed. Some people would say Sam was like, "the butcher, the baker and the candlestick maker".

SANDY LEE

by Pete Dusablon

Sandy Lee was in her mid-thirties when she worked at the Bardwell House during the 1960's and 1970's. Mike Heims hired her as a hostess in the Pheasant Lounge where she worked a couple of nights a week. In addition, Ms. Lee was also responsible for hiring students from Rutland High School to decorate for New Year's Eve.

During the ten years Ms. Lee worked at the Bardwell, it was a popular place for skiers, businessmen, tourists, and local residents. For example, many people stayed there during the holidays, especially Christmas and New Year's Eve when there would be parties to celebrate the season. Bardwell guests and customers could also expect dinners for special occasions like Mother's Day or Valentine's Day. Specials were also offered year round in the Pheasant Lounge such as "two for the price of one" or a roast beef dinner at a ridiculously low price. On Sundays there would be a buffet where anyone could eat fabulous food at reasonable prices with "something for everyone for under five dollars." With such offerings, the restaurant always "enjoyed a good return."

The Bardwell also offered entertainment for its guests and the community. Usually there was entertainment on the weekends that included musicians, singers, and other performers. Some of the musical entertainment consisted of Rock and Roll bands or Folk music. During the popular days of Rock and Roll, people filled the Mezzanine where bands performed, while the crowd danced in the adjoining Gold Room. These activities represented the prosperous days of the Bardwell, but these "heydays" could not last forever. As the Bardwell's business clientele eroded, so did the Bardwell itself.

Ms. Lee remembers the decline of the Bardwell as starting in the mid 1970's. She thinks that part of the reason for the Bardwell's going out of business was that more motels were being built, and the guests could have more privacy in a motel than in a hotel. Campers and recreational vehicles also became popular around that time; therefore, people were staying in hotels less. Sandy also mentioned that the Bardwell had been somewhat run down over the years and it was getting too expensive to maintain such a large and exquisite hotel. These factors seem to have contributed to the demise of the Bardwell Hotel.

Though the Bardwell had fallen on bad times as a hotel, it was not left to be demolished. In 1983 renovators started to convert the Bardwell into housing for the elderly and the disabled adults and into commercial office space. After one

hundred and forty years, this downtown landmark continues to play an important role in the Rutland community.

THE BARDWELL HOUSE TODAY

by Jaymie Ploof

In 1974 the Bardwell Hotel became the Bardwell House. One of the special features of the Bardwell House is how each apartment has its own unique character and charm. Much time and effort was put into the rehabilitation of the community and sitting rooms in order to preserve part of the history and beauty of the hotel. "The Bardwell House provides contemporary living in a historic setting." The Bardwell House is subsidized housing, designed for the elderly and the handicapped. There are seventy-five apartments: fifty-six one bedroom apartments and nineteen efficiencies. Some units are either modified or fully handicapped accessible. All are equipped with special emergency call pull-cords in the bedrooms and bathrooms.

Special features of the Bardwell House include carpeted living rooms, bedrooms and hallways, electric stoves and refrigerators, an intercom system, vinyl flooring in the bathrooms and kitchens, a laundry room, thermal insulated windows, on-site meal service, and elevator service. There is a public park located in the rear of building for tenant use. This building is also convenient to shopping, banks, and public facilities.

There are many services available in the Rutland community for the tenants of the Bardwell House, but they have difficulty accessing these services. The VHFA recognized this problem and developed the Tenant Education Assistance Model (T.E.A.M.). Sally Tobin, The T.E.A.M. Coordinator, acts as the "eyes" for the

tenants. She helps the tenants meet their needs by reaching out to the community, helping to locate and initiate services. Agencies providing services include the Southwestern Vermont Area Nurse association, the Southwestern Vermont Area on Aging, the Vermont Association for the Blind and Visually Impaired, and local high schools.

The Bardwell House, through its adequate shelter and support services, improves the "quality of life" for its tenants. This enables them to hopefully remain independent in their homes for a much longer period of time.