

## Shelburne on the Map.

Shelburne as we knew in by gone years a few  
Turning back to the late 70's and early 80's too  
Had its few advantages believed and understood  
To be wisely handled for the common good.  
It was largely agricultural. Yet a varied few  
Took a slant at the perspective with a somewhat different view  
By which to gain a livelihood for less work and better pay  
Than that of tilling of the soil by the month or by the day.

Ordinarily the farm hand had little else to do  
But work cheaper through the winter which invariably was true  
While the prosperous farmer of whom it has been said  
Was wide-awake and figured out the way to keep ahead.  
Dairying was most likely the practical pursuit  
Of the thrifty farmer of long firmly fixed repute.  
He could sell milk by the hundred at a dollar ten  
Or turn product into by-product if he figured that way then.

Stock raising was considered a valuable asset  
Of the enterprising farmer and in general, a safe bet.  
It kept even pace with other moves, summing up amounts  
If the farmer kept a Ledger for the keeping of accounts;  
Or if he never kept a book to show financial standing  
He could show it in his pocket and by other means of handling.  
Farmers sold stock to Fred Hadley who knew the cattle game  
But the systematic farmer knew it just the same.

When farmers grew their corn and oats, barley and Black Sea wheat  
Milling business at the Falls was right at it and replete  
For owners of the Mill plant with competent men in charge  
Which showed profits from the Industry, exceptionally large.  
The other mill (the saw-mill) was of less pressing need  
Than its friend and neighbor milling cereals into feed;  
However, it was on the job and ready to begin  
Its work about the first o'March when logs came rolling in.

There were merchants and mechanics, market and mill men  
With Mead and Tracy in the lead of the merchants then  
Mead having made his so-called pile closed his interest out  
Whereas C. P. VanVliet came in then and there -- about.  
Thus, it was Tracy and Van Vliet several long years after  
In which time some instances diffused a bit o'laughter  
Among which we recall to mind one said to have occurred  
Was all about a brand o'tea of which Van had never heard.

After settling up his interest, Mead became a frequent caller  
At the old familiar corner where he'd made his mighty dollar  
And 'twas on one such occasion a lady came to say:  
"I'll have a pound of Oolong tea!" 'that is all to-day'.  
Van capered 'round the counter to put up the so-called tea  
For which the lady waited, not at all impatiently  
But in overlooking one chest, before it and behind it  
It began to look apparently as though Cyrus couldn't find it.



"In that chest Cyrus"! "that's where that brand is!"  
"That's it exactly! right where your hand is!"  
"I've sold Oolong out o' that chest as it sort o'so appears!"  
Said the facetious Elery Mead; "nine or 'leven years."  
The lady turned to look at Mead and caught a knowing wink  
Who in turn to the jester shot one conclusive blink.  
It is to say the Villagers in both word and deed  
Knew the conspicuous qualities of Mr. Elery Mead.

Getting back now to the story of the Oolong tea  
Van finally dug a package out, label, stamp and guarantee  
Put up by Bennett Sloan & Co. Directors and Importers  
New York and Albany, N. Y., Permanent Headquarters.  
The joke then to be foisted on plain Cyrus Van  
Obviously was side-tracked and switched to the other man  
It being plainly stated and with precision added  
That the whole touth of the matter was: Mead and Tracy never had it.

This was but a recent shipment, trial order given for it  
To prominent Traveling Salesman and farmer A. J. Burritt,  
Thus prior to the 80's Henry Tracy said he found  
The biggest buy was Japan tea at fifty cents the pound.  
A general store did business a little further down,  
George Curry the Proprietor toward the south end of the town.  
His brother - Simon Curry - Black-smith to his trade  
Did the ironing of the wagons Ira Andrews made.

Another Curry (Auctioneer) usually could amuse  
Crowds around an Auction Sale should he so diffuse  
A gust of fluent language which he often did  
To prevail upon his listeners to get busy with the bid.  
"Why man alive!" Curry would say and probably more than that;  
"You couldn't buy one half as good, I'll bet a Harrison hat.  
I doubt Andrews and Sime Curry ever undertook  
To put out a side-bar buggy same as Miller and Dubuc."

When George Miller closed his wheel-wright shop, Mr. David Smith  
Engaged the place for business (meat Business) along with  
Mr. George N. Roberts man of much to do --  
Farmer, Sheriff, Tax Collector, Retail Grocer too  
His part was chiefly helping out with the so-called Stuff  
When it come to buying cattle in those days on the hoof-hoof, huf <  
Trade soon become extended over, up and down;  
Not restricted within limits but largely out of town.

The Old Cheese factory on the spur leading to the Falls  
Was turned into a series of general overhauls: hauling-  
For the special purpose of the Originator  
And Founder of the Baldwin Dry air Refrigerator,  
It being then advisable to find a new location  
For the building so they moved it over toward the railroad station  
Where in the course of little time, Jud Baldwin (Operator)  
Put out in Shelburne Village his first Refrigerator.



Shelburne Harbor's been the scene of close communication  
 With the steamboat business of prolonged duration  
 Under such guidance as Root, White and Rushlow  
 Whose terms of service numbered 80 years or so.  
 It has been the Port of rigging out and to re-condition  
 Line and Ferry steamers to be put into commission  
 When the Lake was clear of ice, announcements then were made  
 That boats were soon to ride the waves to re-open steamboat trade.

Reliable were the Rockwells, William, El and Edwin R.,  
 John Bessette, William Ward and Henry LaBombard,  
 First mate Martin, Victor Smith, Joseph Patnaude, Moses Blow  
 Of the two stack steamer old VERMONT, out o'business long ago.  
 At one time many steamers were plying Lake Champlain,  
 Some put into Shelburne Harbor and put out again.  
 A day line was established up the Lake to Montcalm Landing  
 And one north among the Islands for Island traffic handling.

Every sort of transportation was heavy in those days,  
 Schooners, sloops, tugboats and barges all along the waterways,  
 Was quite a noted feature now a long time passed and gone  
 But probably not forgotten how trade was carried on.  
 Steamers then made all day trips at excursion rates  
 And tourists came from Canada to the United States  
 To enjoy a pleasant day on picturesque Champlain  
 And before the summer season closed usually came again.

The little Steamer (REINDEER) advertised to take  
 Out excursion parties up or down the Lake  
 For a full days outing at a dollar and fifty cents  
 And scheduled for the following day to run up to Vergennes.  
 Another craft ( A. WILLIAMS) smaller'n any then afloat  
 Prior to the (CHATEAUGAY) was the Ferry boat  
 It was ushered into service about the time of the CHAMPLAIN,  
 Weathering many seasons under sun and snow and rain.

The packet (MARIQUITA) made a daily trip  
 Across to Burlington and return from the King Street slip  
 It carried mail and merchandise and Employees who might  
 Be wishing to get over home on a Saturday night.  
 When Queen City Park was new and in a thriving way  
 The little packet (HERALD) made trips across the Bay  
 To get whatever business pleasure minded people might  
 Fall for in a measure much to their delight.

Substantially a dock was built to which boats could be tied  
 To take on board or disembark passengers along side  
 Hourly sailings were the schedule around Redrocks to Marks Bay  
 From there across to Rockpoint several times a day.  
 Another course was down the Bay as far as Allen's hill  
 Thence back to port by Castle lot and Potter's old wind-mill.  
 Fred R. Hart was Captain, Pilot and the crew  
 Save the little space the Engineer was entitled to.