

**BURLINGTON-WINOOSKI BRIDGE BF RAIZ(2)
ARCHAEOLOGICAL RESOURCES ASSESSMENT
CITY OF BURLINGTON AND CITY OF WINOOSKI,
CHITTENDEN COUNTY, VERMONT**



**Submitted to:
Jeannine Russell
Vermont Agency of Transportation
National Life Building, Drawer 33
Montpelier, VT 05633-5001**

**Submitted by:
Kathleen Kenny and John G. Crock, Ph.D.**

**Consulting Archaeology Program
University of Vermont
180 Colchester Ave
111 Delehanty Hall
Burlington, Vermont 05405**

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INTRODUCTION

The Vermont Agency of Transportation (VTrans) proposes the Burlington-Winooski Bridge BF RAIZ(2) project between the City of Burlington and the City of Winooski, Chittenden County Vermont (Figure 1). The proposed project will replace the existing bridge, dating to 1928, which carries U.S. Route 2 and U.S. Route 7 over the Winooski River. The nearly 100 year old bridge is one of the most heavily used in Vermont. The proposed replacement bridge will be placed in the same general location but will be wider to accommodate the heavy traffic and a pedestrian and bicycle path along its western side. The undertaking also includes a 60 foot wide area on the west side and a 100 foot area on the east side of the existing bridge alignment for construction staging and access, as well non-contiguous areas that will be used for staging. Previous reviews for the proposed project include an Archaeological Resources Assessment (ARA) prepared by Hartgen Archaeological Associates (Jamison 2017) a more recent resource identification by VTrans (Honsinger 2023); and an archaeological site evaluation and assessment conducted by the University of Vermont Consulting Archaeology Program earlier this year (Kenny and Crock 2024). Following consultation between VTrans and the Vermont Division for Historic Preservation (VDHP), the Archaeological Resources Assessment (ARA) presented here builds on this earlier work and broadens the scope of the review to match the finalized boundaries of the project's APE inclusive of potential direct and indirect impacts (Figure 2). This work is designed to assist VTrans with the project's review under Section 106 of the National Historic Preservation Act of 1966, as amended, and support an overall determination of effect for the federally funded undertaking.

A portion of the project area, including the bridge itself, falls within the Winooski Falls Historic District which was first listed on the National Register of Historic Places (NR) in 1978. The District's boundary was later increased in 1979 (VDHP ORC 2024)(Figure 3). Several standing structures, and two archaeological sites are listed as contributing properties within the NR District. This Archaeological Resources Assessment includes the geolocation and evaluation of the recorded and potentially present archaeological properties within the district and broader project's APE, defined as inclusive of the project's potential indirect effects and the possible location of yet-to-be-defined staging areas (see Figure 3).

A variety of archival records were used in the preparation of this report including historic maps, newspapers, town histories, postcards, city directories, photographs, city reports, and aerial imagery. Several on-line databases were used to access historical information including: [www.https://findagrave.com](https://findagrave.com); <https://www.newspapers.com>; <https://www.readex.com>, and <https://www.ancestry.com>. Aerial imagery was accessed through the Vermont Center for Geographic Information's website at <https://vcgi.vermont.gov/>, through the Burlington Geographic site at <https://www.uvm.edu/place/burlingtongeographic> at the Vermont Archives and Records Administration Center in Middlesex, at the University of Vermont's Howe Library Map Room in Burlington, Vermont; and on Google Earth (2024). Manuscript land records were viewed at the Burlington City Clerk's Office, the Colchester Town Clerk's Office, and at the Winooski City Clerk's Office. The files of the Vermont Division for Historic Preservation (VDHP) were accessed through the Vermont Agency of Commerce and Community Development's Online Resources Center (ORC) at www.https://orc.vermont.gov. Images, maps, and secondary sources were checked at the University of Vermont's Silver Special Collections,

Billings Library Annex, in Burlington, Vermont, and at the Vermont Historical Society's Leahy Library in Barre, Vermont. Additional maps and the Historic American Engineering Record for the Winooski Dam were accessed through the U.S. Library of Congress website at <https://www.loc.gov/>. Other secondary sources were found on-line at [www.http://books.google.com/](http://www.books.google.com/) and at <https://www.hathitrust.org>. Environmental information was drawn from the Vermont Center for Geographic Information's website; the USDA's Natural Resources Conservation Service's Web Soil Survey website at [www.http://websoilsurvey.nrcs.usda.gov](http://websoilsurvey.nrcs.usda.gov).

The following report is organized by sections. First the project area's sensitivity (lack thereof) is discussed, followed by a historic background for the bridge crossing. These contexts are followed by more detailed assessments of presently open areas. Due to the large footprint of standing historic structures, presently undeveloped portions of the project APE formed the focus of background research and field inspection due to the higher likelihood of preserved significant archaeological resources in these areas..

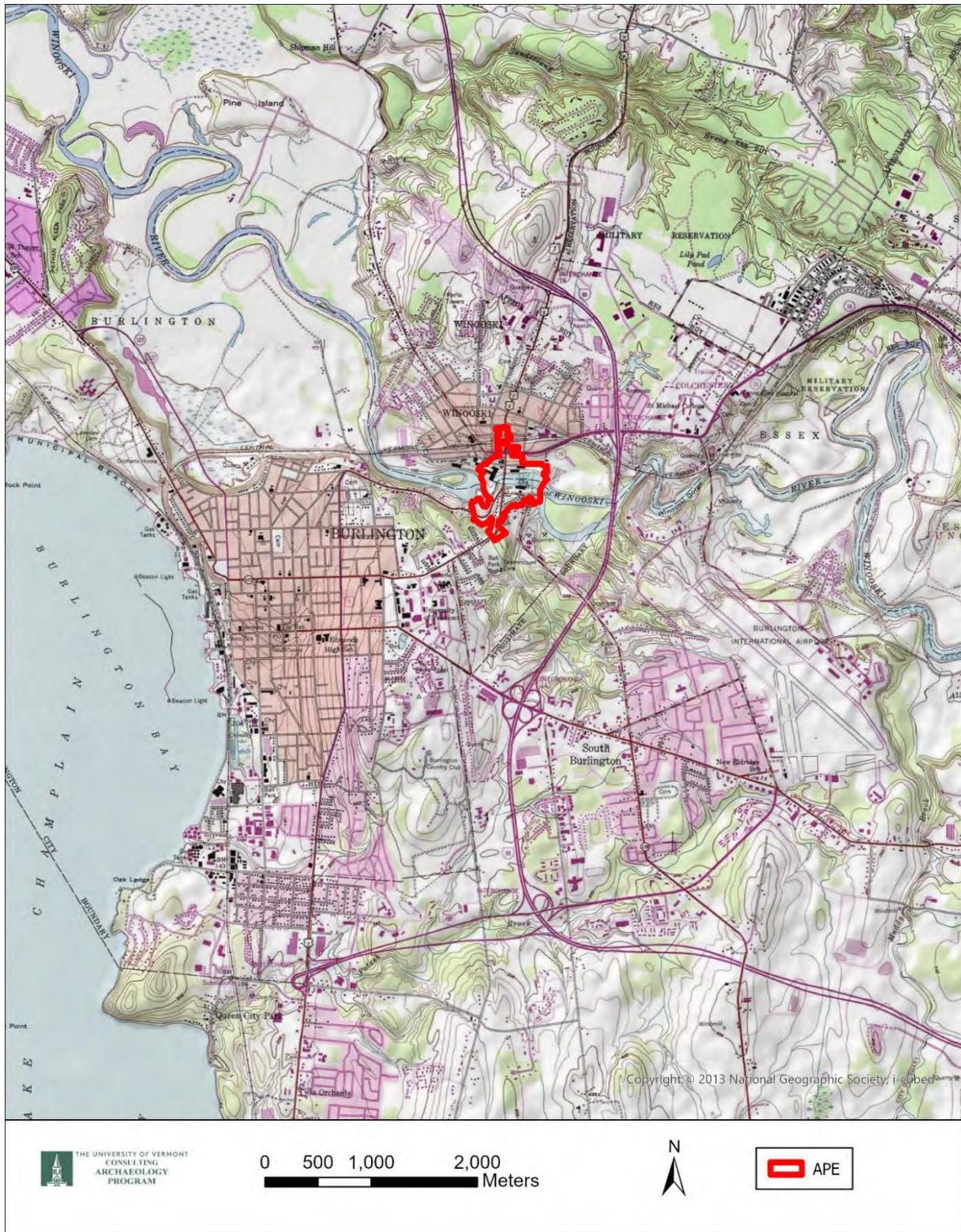


Figure 1. USGS topographic map showing the location of the Burlington-Winooski Bridge Project BF RAIZ(2) in the City of Burlington and the City of Winooski, Chittenden County, Vermont.



Figure 2. Aerial image showing the Area of Potential Effect for the Burlington-Winooski Bridge Project BF RAIZ(2) in the City of Burlington and the City of Winooski, Chittenden County, Vermont

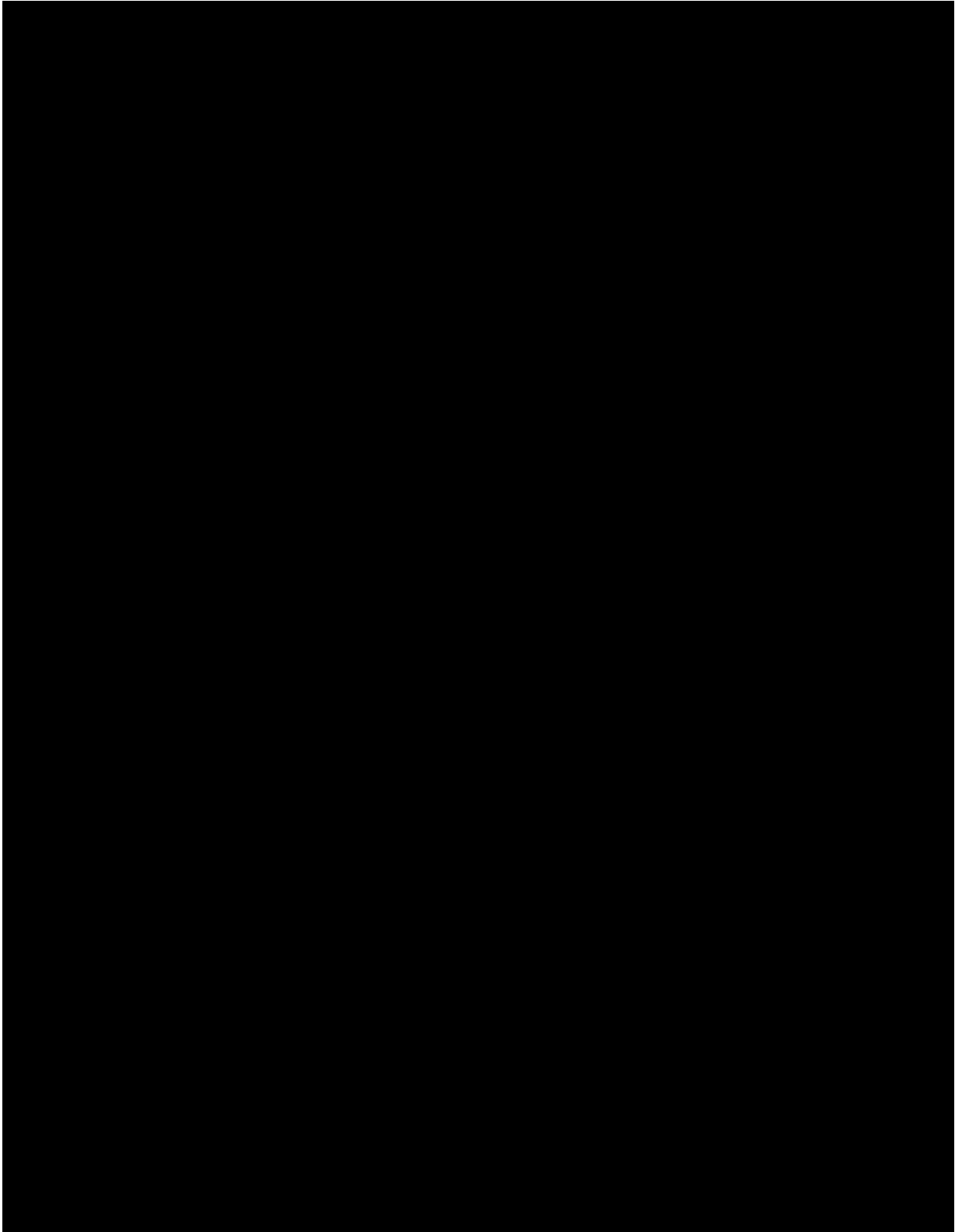


Figure 3. Aerial image showing the Area of Potential Effect for the Burlington-Winooski Bridge Project BF RAIZ(2) in the City of Burlington and the City of Winooski, Chittenden County, Vermont. Note the boundary of the Winooski Falls Historic District listed on the National Register of Historic Places and location of previously recorded archaeological sites.

PRECONTACT NATIVE AMERICAN SENSITIVITY

The Winooski Falls were unquestionably significant to indigenous people throughout the precontact era. The environmental context of the project area and recorded sites above and below the falls serve as testimony to its importance to Native Americans as soon as people entered what is now Vermont 12,500 years ago. Unfortunately, as a result of the extensive history of industrial and transportation-related development within the project's APE at Winooski Falls, no portions of the project APE are considered sensitive for precontact era Native American archaeological sites. Two previously recorded precontact era Native American archaeological sites are located within or just outside the project area, however, with one upstream (VT-CH-0900) and one downstream (VT-CH-0127) of the Falls and the bridge (see Figure 3). Site VT-CH-900, is located just upstream from the project area on the north bank of the river. The site was identified during surveys in advance of the Winooski Redevelopment project and further studied as part of the Winooski Hotel project. It contains buried deposits that potentially date as early as the Late Paleoindian period, ca. 10,000 years B.P., as well as more recent evidence of occupation into the Late Woodland period, ca. 1,000 B.P (Frink 2005; Mandel and Crock 2024). Site VT-CH-0127 located within the indirect impact portion of the present project's APE was identified during surveys for the Chace Mill Hydroelectric project and contains mainly evidence of occupation during the Middle Woodland period, ca, 2000-1000 years B.P. (Thomas and Bayruether 1979).

The two recorded precontact Native American sites located within and just outside the project APE are situated just outside of the topographic downcut the Winooski River makes to create the Falls. In these locations upstream and downstream, flood deposits retain stratigraphic integrity in areas due to the lower elevation of the riverbank relative to the main channel. Due to the topographic change and exposed bedrock, the river section within the direct impact portion of the project APE, this area not only is not expected to retain any deeply buried archaeological deposits, the area also has been extensively disturbed by historic development which has undoubtedly destroyed any precontact era sites that were once present in shallow (or any) contexts.

HISTORIC BACKGROUND

The Burlington-Winooski Bridge

Records indicate that the first bridge at the lower falls was built around 1803 (Feeney 2002:30).¹ Reportedly, this “was a ‘trussell bridge,’ the trestle work beginning at low watermark, and built up like a cob house to the necessary height” (*Burlington Free Press* May 13, 1871). In April of 1819 an advertisement was placed in a local newspaper looking for “any person wishing to undertake the building a bridge across Onion River at the lower falls” (*Sentinel and Democrat* April 30, 1819). In July of 1819, the “new bridge” that was under construction at this place was “entirely swept away” (Figure 4) (*Vermont Watchman and State Journal* July 27, 1819). This bridge appears to have been eventually completed but it or a portion of it was said to have been “swept away by the high water about the year 1824 or five” (*Burlington Free Press* May 13, 1871).²

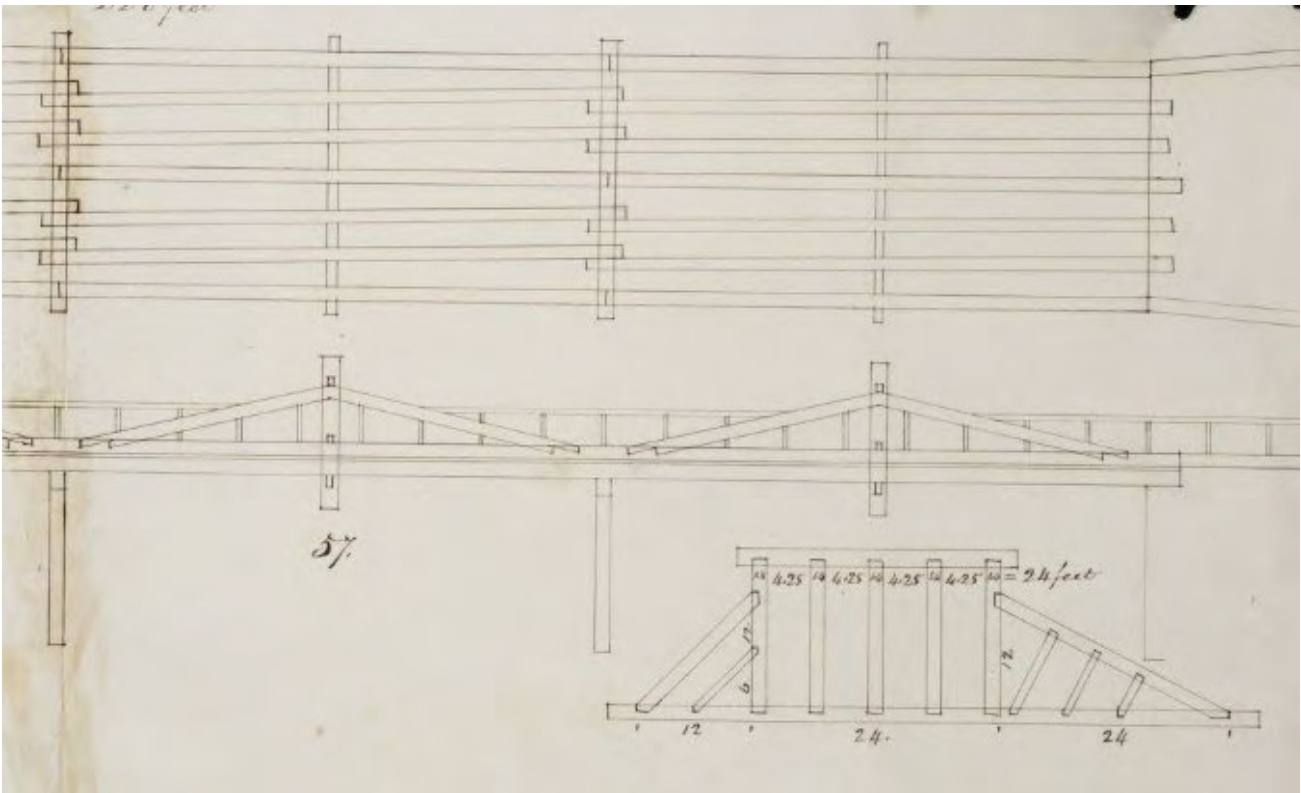


Figure 4. Detail of a plan for bridge at the Burlington-Winooski crossing prepared by John Johnson in 1816 (Johnson 1816). This may or may not be related to the 1819 construction activity.

¹ The “bridge over said river at the head of the lower falls” is mentioned in a deed dated August 3, 1805 (BTLR 3:33).

² In the early part of 1824, a high-water event damaged Guy Catlin’s grist mill at Burlington (*Sentinel and Democrat* February 27, 1824).

In 1829, John Johnson oversaw the construction of a \$3,000 covered arch bridge at the head of the lower falls (Figure 4) (*Burlington Free Press* May 13, 1871).³ This bridge was later described as “substantially built and well covered and consists of three arches of about 80-foot span” (Figure 5) (Thompson 1853:39). This bridge was funded jointly by the towns of Burlington and Colchester and “stood the test of repeated freshets with but one exception” (*Burlington Free Press* May 13, 1871). During the great flood of 1830,⁴ the north end of the bridge was swept away damaging the structure “not less than \$1,000” (*Burlington Free Press* May 13, 1871; *Burlington Weekly Free Press* July 30, 1830).⁵

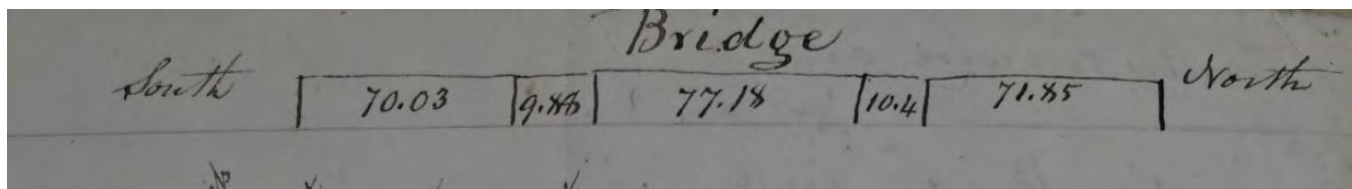


Figure 5. A rough sketch plan for the 1829 Burlington-Winooski bridge by John Johnson (Johnson 1829).

In the late summer and fall of 1871, the Burlington-Winooski Bridge was heavily modified. The deck of the bridge was raised “some six or eight feet in the center, and some five feet at each end, “the covering” was “dispensed with,” and extensions were built on either side to support pedestrian walkways that were separated from the divided carriageway (Figure 6) (*Burlington Democrat* September 14, 1871; *Burlington Free Press* October 24, 1871, August 4, 1928).⁶ The whole structure was painted yellow (*Burlington Free Press* October 24, 1871; August 4, 1928). At the time a local newspaper noted that the bridge, “presents a very tasty appearance. It is now well adapted to the wants of the community, and no longer suggests to the beholder the entrance to a dark alley. If the authorities will only fill up the highway and each end of the bridge to a suitable grade, the whole affair will be about perfect” (*Burlington Free Press* October 24, 1871).⁷ This wooden bridge was replaced in 1885 by an iron bridge that was built in the same

³ In February of 1828, “the late rains and warm weather have cleared the ice from Onion River and produced a freshet by which several mill dams have been swept off and other property destroyed” (*Burlington Weekly Free Press* February 22, 1828). This event could have damaged the Burlington Winooski Bridge.

⁴ During 1830, The Winooski “was from 8 to 23 feet higher” than previous known events “according to the width or narrowness of the channel” (*Middlebury People's Press* August 4, 1830).

⁵ In August 1830, the selectmen Burlington and Colchester called for bids “for repairing Onion River bridge at lower falls” (*Sentinel and Democrat* August 13, 1830).

⁶ The pace of this renovation was, apparently, quite slow. In August of 1871, one local newspaper commented “the Winooski Bridge goes bravely on and almost any time of day, a solitary workman may be seen laboriously engaged chinking up a hole in the wall, while overseers, inspectors, bosses, sub bosses, workmen and spectators stand around and look on approvingly and encouragingly” (*Burlington Free Press* August 2, 1871). In October, the same newspaper quipped, “two men and a boy are still rushing the Winooski Bridge. There is no truth in the report that the side supports for the side-walks will decay before they are planked. The side-walks will be finished at a future day, and that day is sure to come—some time during the present century. The boy now at work there may not live to see it, but it will be done” (*Burlington Free Press* October 16, 1871).

⁷ In ca. 1871 Colchester purchased 37 perch of stone for “addition on the wings” and the grading for the Winooski Bridge (Selectmen Colchester 1872:31).

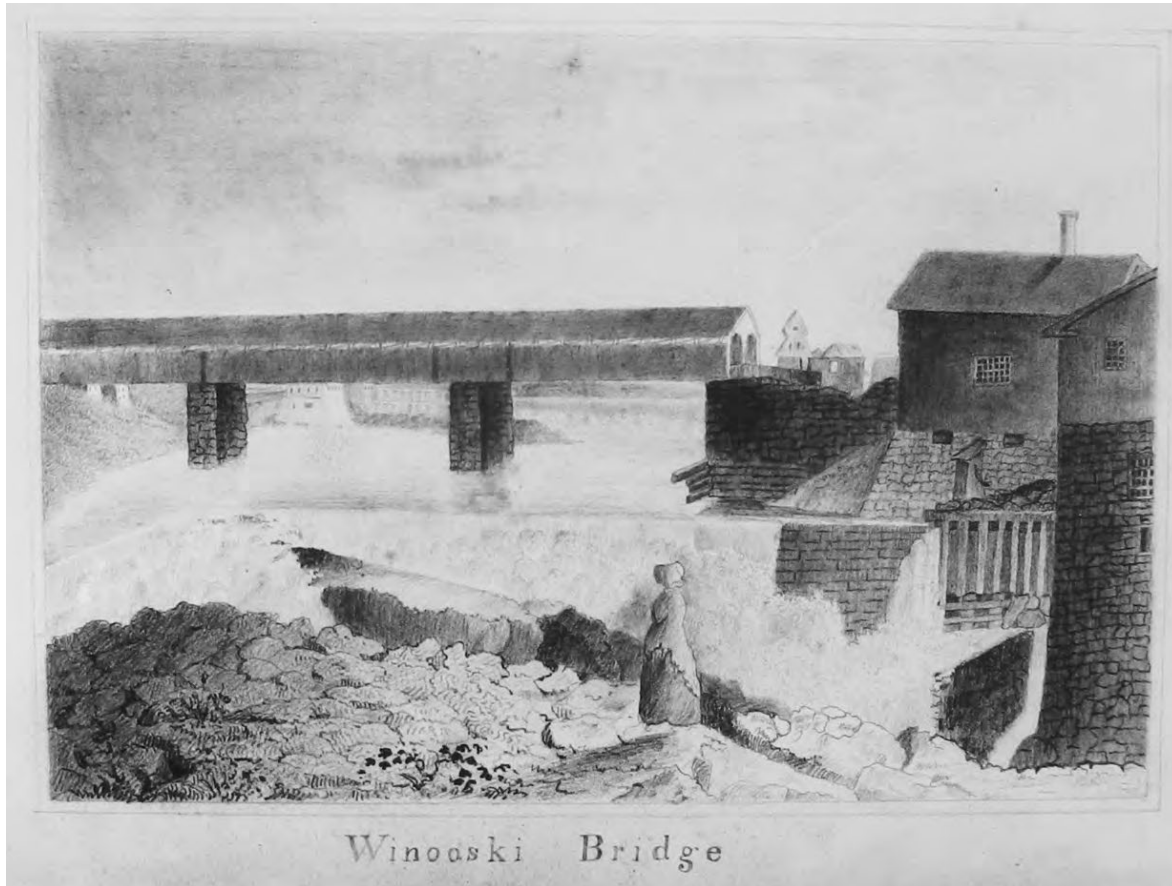


Figure 6. Sketch view of the 1829-1871 Burlington-Winooski Bridge, looking east (upstream) (Artist and date unknown. Burlington Image File, University of Vermont Special Collections, Billings Library Annex, Burlington, Vermont).

location and alignment by the R.F. Hawkins Bridge Company of Springfield, Massachusetts (*Burlington Free Press* October 26, 1885).⁸ The iron bridge was two span bridge and required a new central pier and improved abutments (*Burlington Free Press* July 9, 1885). This construction project experienced many setbacks, mostly related to the unusually high water most of that summer, which washed out the temporary bridge and flooded or otherwise damaged coffer dams (e.g., *Burlington Independent* October 2, 1885; October 16, 1885; October 30, 1885; December 11, 1885). According to one local newspaper, “there is seldom, if ever, have been a summer when high water has so generally prevailed in the Winooski River as it has this summer. The contractors have added hundreds, if not thousands of additional expense” (*Burlington Independent* September 18, 1885).

⁸ The construction of this bridge required “the tearing down the old bridge and the construction just above it of a pontoon or trestle bridge” (*Burlington Free Press* July 9, 1885). For technical details about this bridge see Charles W. Baker, “The Winooski Bridge.” *Engineering News and American Contract Journal*. Vol XV, March 6, 1866. p. 166.

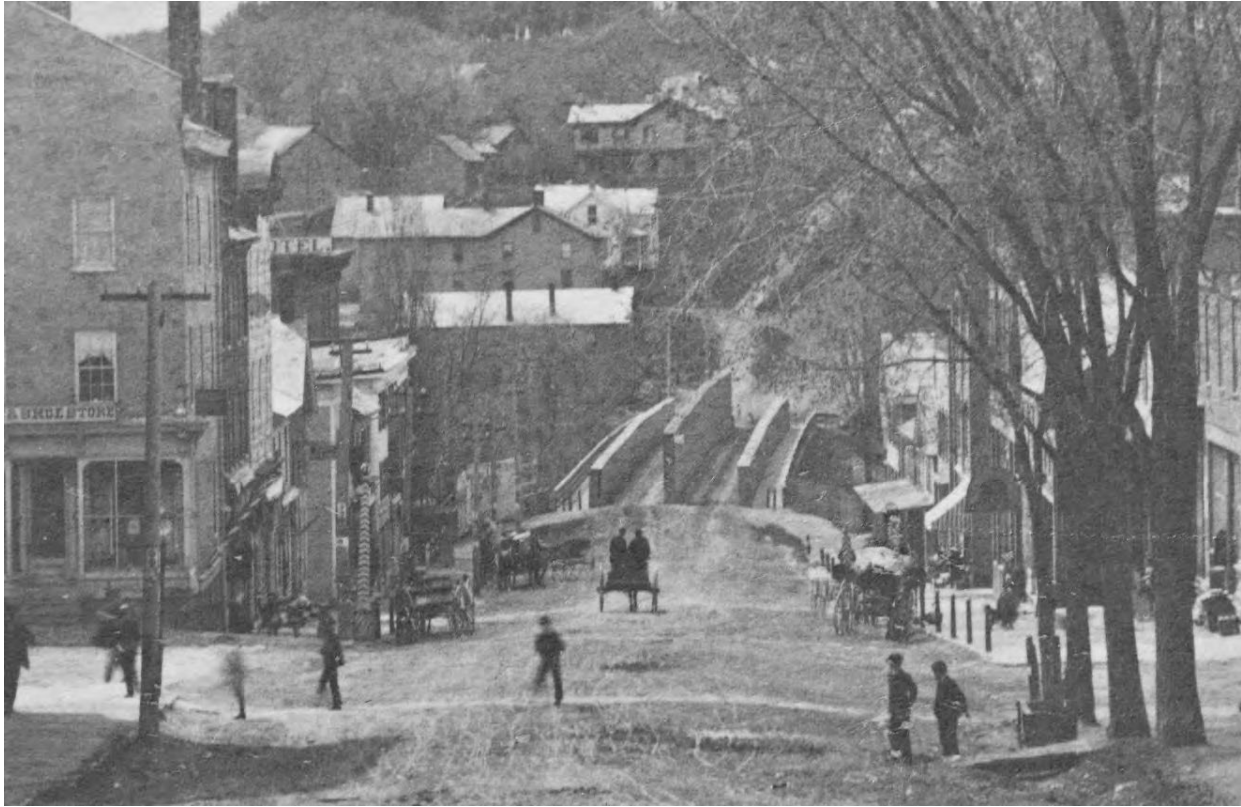


Figure 7. Detail of a stereoview showing the 1871-1885 Burlington-Winooski Bridge, looking south along Main Street from a point a little north of Allen Street in Winooski.

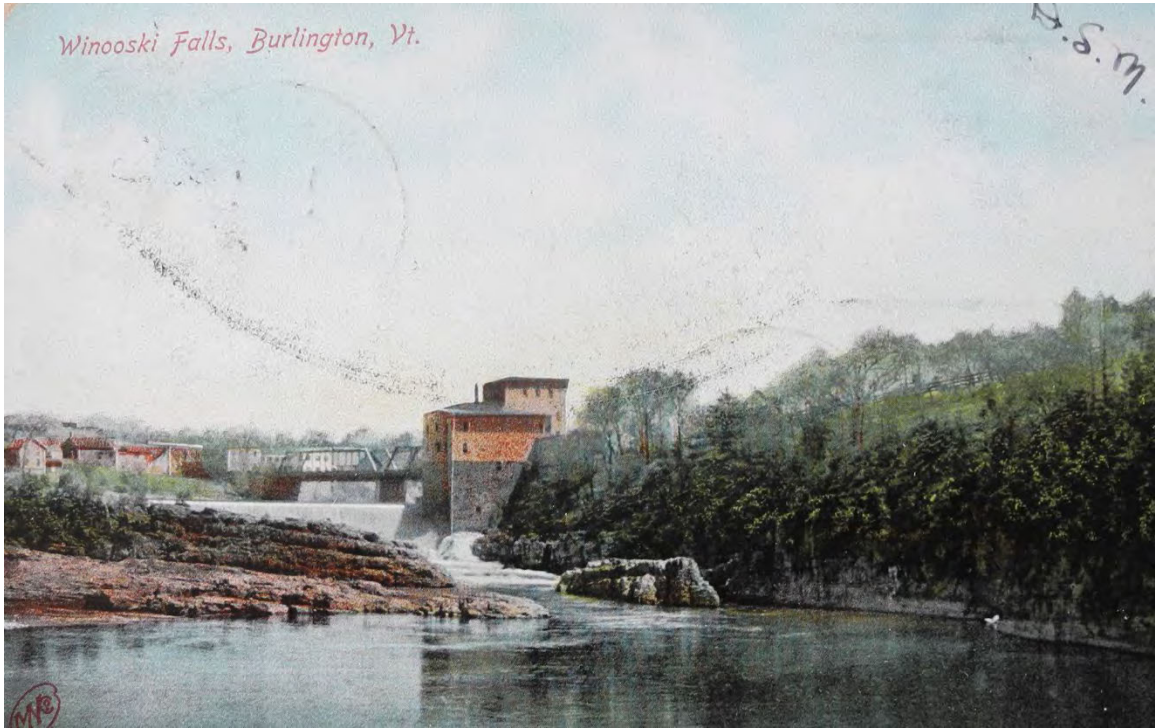


Figure 8. Postcard view showing the 1885-1927 Burlington-Winooski Bridge (Vermont Historical Society).

In subsequent years, there were some minor changes made around the bridge. For example, in 1888, “the Superintendent of streets sold the unused pier under the south side of the Winooski bridge . . . to Edwards & Stevens for \$25. In case of high water, the pier was quite an obstruction” (*Burlington Independent* January 27, 1888). In 1889, the “Winooski Road from the Burlington Flouring Mill about 600 feet south was filled to a depth of 12 to 15 inches, with broken stone and dressed with gravel” (*Burlington Free Press* January 25, 1889). In 1919, “the Winooski bridge was briefly declared unsafe for a load of more than two or three tons” as its wooden decking had deteriorated, and the steel trusses had rusted (*Burlington Free Press* June 23, 1919). At the time a local newspaper declared that the bridge “was not built to stand the heavy loads of modern times” but noted that “the streetcar portion is much stronger, being reinforced with iron girders” (*Burlington Free Press* June 23, 1919). By September of 1919, the bridge was being repaired but it was noted that, “the two-inch planks which are used on the bridge do not last more than a few years because of heavy travel on them” (*Burlington Daily News* September 15, 1919).

BURLINGTON-WINOOSKI BRIDGE: NORTH BANK

Head Race and Wheelhouses Winooski Mill Complex (VT-CH-1298)

Brief Background

In ca. 1835, “a company of capitalists living mainly in Burlington” bought about 21 acres on the north bank of the Winooski River (including most of the land between Allen Street and the river) along with “all the water privileges on the Colchester side of the river at both the upper and lower dams” from Mortimer, Charles, and George Catlin, heirs of Lynde Catlin, for \$13,000 and formed the Burlington Mill Company (Figure 9) (*Burlington Clipper* April 23, 1904; *Burlington Free Press* September 12, 1853; May 11, 1872). In ca. 1836, the company began the construction of a textile mill (Mill No. 1) 150 ft long and seven stories high designed to house 15 sets of machinery to produce broadcloths and cassimeres (Figure 10) (*Burlington Free Press* May 11, 1872; January 1, 1954).⁹ The company, however, struggled financially and was forced to sell “at a heavy loss” to “Boston men” in ca. 1840, but they too failed in 1848 (*Burlington Free Press* September 12, 1853; May 11, 1872). In 1852, the property, representing an estimated \$300,000 in investments, was sold at a U.S. Marshal’s sale for \$49,500 to the Harding Brothers of Oxford, Massachusetts (*Burlington Free Press* September 12, 1853; May 11, 1872; January 1, 1954). They reportedly turned the business around by inventing a burr crusher that enabled the factory to process cheaper South American wool (*Burlington Free Press* May 11, 1872).

⁹ So impressive were the works under construction that it became a tourist attraction. For example, the Winooski House ran carriages to the site “three times a day (and oftener if required) through the season” (*Sentinel and Democrat* August 11, 1837).



Figure 9. Pencil sketch view of Winooski Falls ca. 1840, unknown artist (Vermont Historical Society, Leahy Library, Barre, Vermont).



Figure 10. Stereoview of the ca. 1835 Woolen Mill (Stereoview Collection, Vermont Historical Society, Leahy Library, Barre, Vermont).

In 1862, the mill complex was purchased by the newly created Burlington Woolen Company (*Burlington Free Press* January 1, 1954). In the spring of 1866, the Burlington Woolen Company built a new carpenter and machine shop, likely near where the west end of Mill No 2 is today (*Burlington Times* March 24, 1866). In 1872, the company built an extension onto the east end of Mill No. 1, one hundred feet long and four stories high (Barlow Insurance Surveys 1874; *Burlington Free Press* January 23, 1871; December 20, 1871).¹⁰ The Colchester Merino Mill (meaning the north part of Mill No. 3), measuring 235 ft long, 100 ft wide, and three stories high, was built in 1880 (*Burlington Clipper* April 23, 1904). In the spring of 1890, extensive additions were made to the east wing of Mill No. 1 with “that portion being raised two stories, while the adjoining portion is being brought down to its level” (*Burlington Independent* May 16, 1890). In 1895, the west end of the Winooski Worsted Mill (Mill No 2) was built on the site of the old carpenter and machine shop (*Burlington Clipper* April 23, 1904; Sanborn Mapping and Publishing Company 1894, 1899).

In 1901, the American Woolen Company purchased the entire complex (Figure 11) (*Burlington Free Press* December 14, 1901). In 1902, the American Woolen Company built the eastern part of (Mill No. 2), 150 ft long, 60 ft wide, and two stories high (with basement) on the site formerly occupied by the earlier (possibly ca. 1857-1869) No. 2 mill (*Burlington Clipper* April 26, 1902; Sanborn Mapping and Publishing Company 1899). In 1905, the company built the southerly addition to the No. 3 mill “at the east end of the yard” *Burlington Free Press* August 30, 1905). At the time, it was observed that “the foundation of this building will rest on solid rock and this rock at present is being graded so that the mill can rest level. Grading to the depth of eight feet in many places will take place and over 1,000 yards rock will be graded” (*Burlington Free Press* August 30, 1905).

The company ceased operations in 1956 and in January of 1957, the main mill (Mill No. 1), then owned by Winooski Realty Co., was destroyed by fire (*Burlington Free Press* January 5, 1957; April 19, 1958; *Rutland Daily Herald* January 7, 1957). Mill No. 1 was largely replaced by the existing structure in 1984-1985 although the new structure does not extend as far east as the older structure’s ca. 1872 addition did (Google Earth 2024).

Specific to this project area, however, are some of the wheelhouses, penstocks, head race, gates, and tail race located in a depressed area south of Mill No. 2 and north of the Winooski River between the Colchester Merino Mill (Mill No. 3) and the west end of the site of Mill No. 1 on 4.28-acre parcel now owned by the City of Burlington. This area has been designated an industrial archaeological site and recorded as site VT-CH-1298 in the Vermont Archaeological Inventory (see Figure 3). The original headrace from the Winooski River was developed along with Mill No. 1 in the 1830s. This appears to have been a channel cut into the rock ledge at the sharp bend of the Winooski River west of the bridge and leading to a covered race.

¹⁰ In 1873, the Burlington Woolen Company made “an excavation for a large reservoir near their factory, came down upon the surface of a projecting ledge of red sand rock, . . . that had been ground, scratched and highly polished by glacial agency . . . about 30 feet above the water level of Winooski River . . . about twelve feet of stratified clay lay over this rock” (*Burlington Democrat* November 1, 1873).

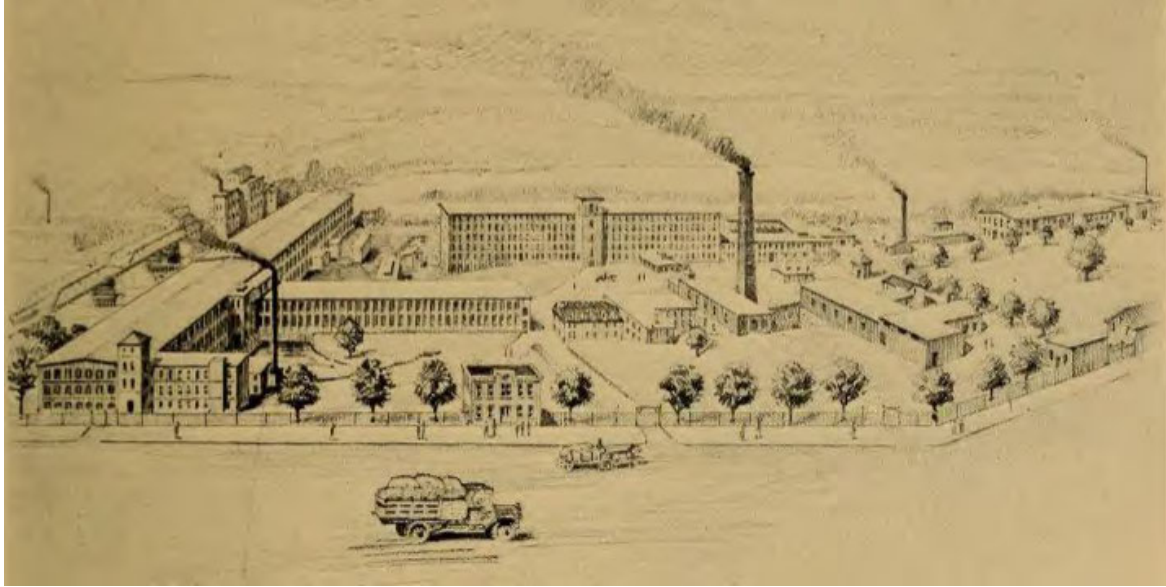


Figure 11. Sketch of the Winooski Mill ca. 1920 (American Woolen Company 1920:111).

This cut was apparently protected by a substantial double masonry wall (probably earth filled) with one culvert in it (Figure 12). Early on, it seems that the water was let into an open canal leading to a covered race near Mill No. 1 passing along its northern side then discharging to the wheel or wheels in the basement (Barlow Insurance Surveys 1874).¹¹ As the complex grew, more power was needed. Although the company installed a 275 hp steam engine in March of 1866, it was noted that they “do not propose to use it constantly, as their waterpower is abundant” and it was reported as “seldom used” as late as 1874 (Barlow Insurance Surveys 1874; *Burlington Times* March 24, 1866). By the late 1860s / early 1870s, water was being diverted from a dam/bulkhead structure into ‘trunks’ (penstocks) to the low area south of Mill No. 2 and the machine / carpenter shop (see Figure 12).¹² The stone wheelhouse located east of Mill No. 1 was probably built before 1869, possibly as auxiliary power for that mill (see Figure 12)(Boyd and Brevoort 1979:2; *St. Albans Daily Messenger* November 18, 1927; Sanborn Mapping and Publishing Company 1884). The second wheelhouse in this area was built east of the first between 1884 and 1889 (Sanborn Mapping and Publishing Company 1884, 1889)(Figures 13 and 14). This building was enlarged in 1889. At the time it was reported that, “the extension to the wheelhouse of the Merino mill is completed and the new wheels are expected soon. They will be a pair of 44-inch horizontal Leffel twin wheels” (*Burlington Free Press* December 10, 1889; Sanborn Mapping and Publishing Company 1894, 1899).

¹¹ In 1874, the complex was powered by three turbines and there was also ‘one wheel and pump’ in the sub-basement of carpenter and repair shop (Barlow Insurance Surveys 1874).

¹² In the spring of 1862, it was reported that, “the Winooski is running high. The river is but five feet below the bridge, though but little alarm is felt over its safety. The bulkhead above C.L. Harding’s factory is also threatened with demolition by the freshet, but if no more dams give way up the river, it will probably escape destruction” (*Burlington Times* April 26, 1862).

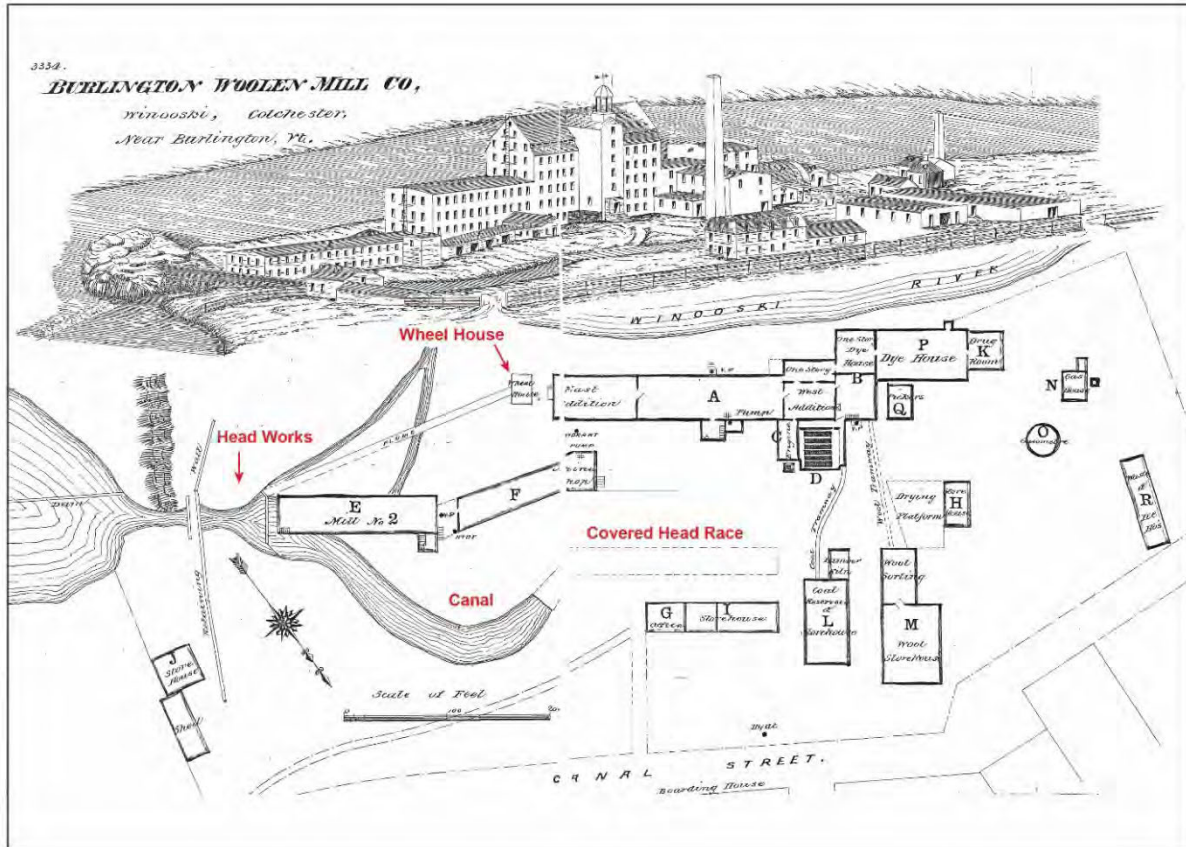


Figure 12. Detail of an isometric illustration of the southern aspect of the mill, accompanying an insurance document entitled *No. 3334 Burlington Woolen Mill Co., Winooski, Colchester, Near Burlington, VT*, showing the entrance to head race from river (Barlow Insurance Surveys 1874).



Figure 13. A post-1927 flood oblique aerial view of the project area (Photograph Collection, Vermont Historical Society, Leahy Library, Barre, Vermont). Note the addition of southern “Mill 3” next to the falls and location of the two wheelhouses comprising site VT-CH-1298 .

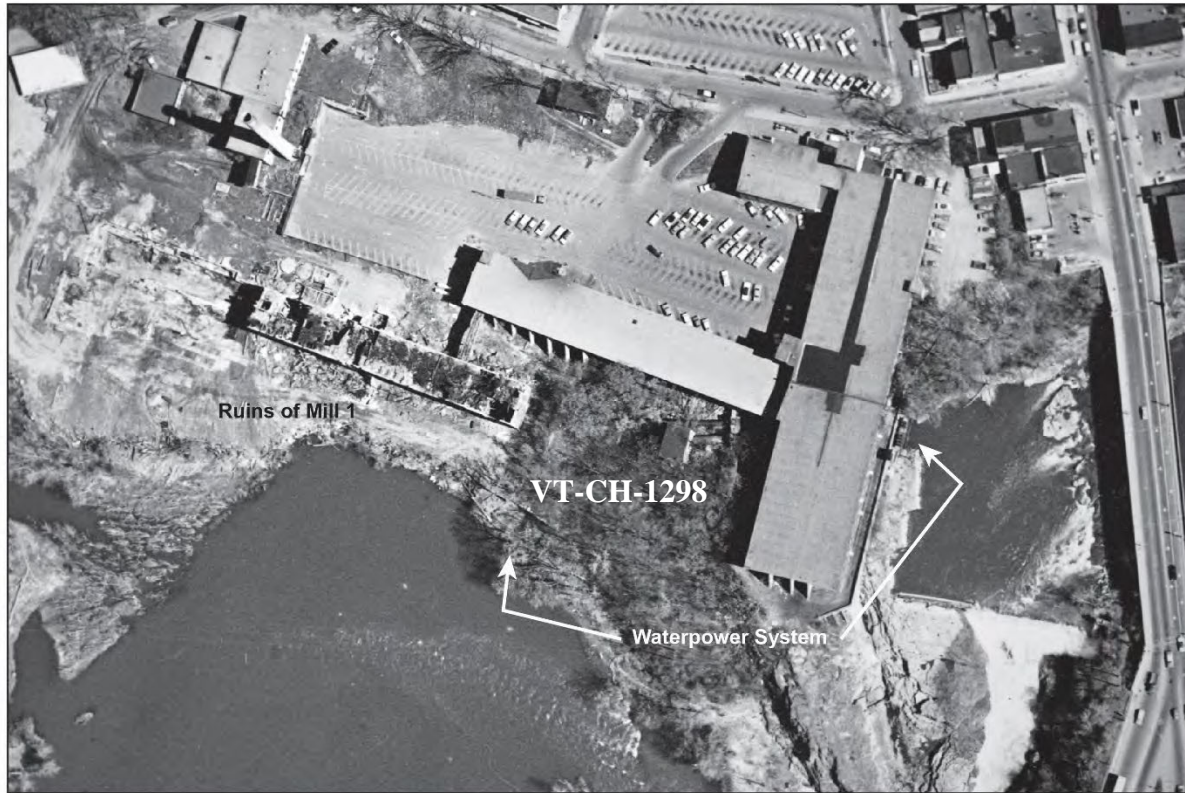


Figure 14. Detail of an aerial photograph showing part of the project area in 1962 (Geotechnics & Resources 1962). Note the water power alignment, ruins of Mill 1 and location of wheelhouses comprising site VT-CH-1298.

In 1905, a seven-foot pulley in wheel house No 2 broke with a sound like an explosion, “the result being that 80 feet of the five-inch shaft, which runs from this wheel house east to another machine house, ran wild, until it twisted itself into a mass of shapeless iron causing it to snap off at each end. The iron bridge over which this shafting ran was also torn from its holdings and the stone pedestals were badly damaged. Heavy pieces of machinery broke from their fastenings and fell to the floor of the wheelhouse, carrying destruction in their path and landing on the floor 100 feet below. Outside of the wheelhouse fastenings on the shaft were also broken, falling in the raceway below and on the ground. The wooden stairway which leads along the shaft was broken to pieces. The wheel house itself suffered considerable damage, big holes being stove in the side and a piece of iron flying through the roof, making another hole. In the lower portion of the wheel house valuable machinery was in working order and this is also damaged to some extent” (*Burlington Weekly Free Press* Augst 31, 1905).¹³

Up to the early 20th century the head race leading to the wheelhouses was open. However, in 1905, with the construction of the southern addition (a brick structure 200 feet long, 99 feet wide and three stories high) to the ‘Colchester Merino Mill’ (Mill No. 3), this area was

¹³ The “breaking of the shaft prevents the mill from being run by waterpower. It will take weeks to repair” (*Burlington Weekly Free Press* Augst 31, 1905).

covered (*Burlington Free Press* August 30, 1905) (see Figures 13 and 14). The remains of the wheelhouses and iron penstock comprise archaeological site VT-CH-1298 (Figures 15-21).

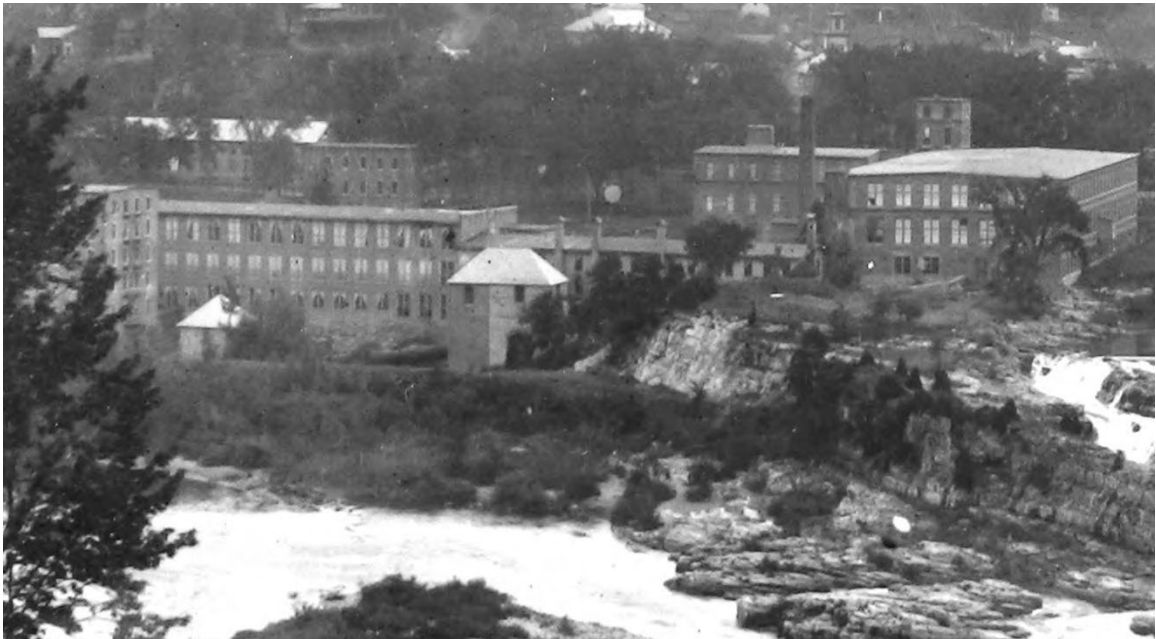


Figure 15. Detail of a photograph by Irving E. Kennedy showing the two wheelhouses (Photograph Collection, Vermont Historical Society, Leahy Library, Barre, Vermont). A comparison of this image with more recent Figure 14 suggests that the road/trail area within the project APE is entirely artificial.

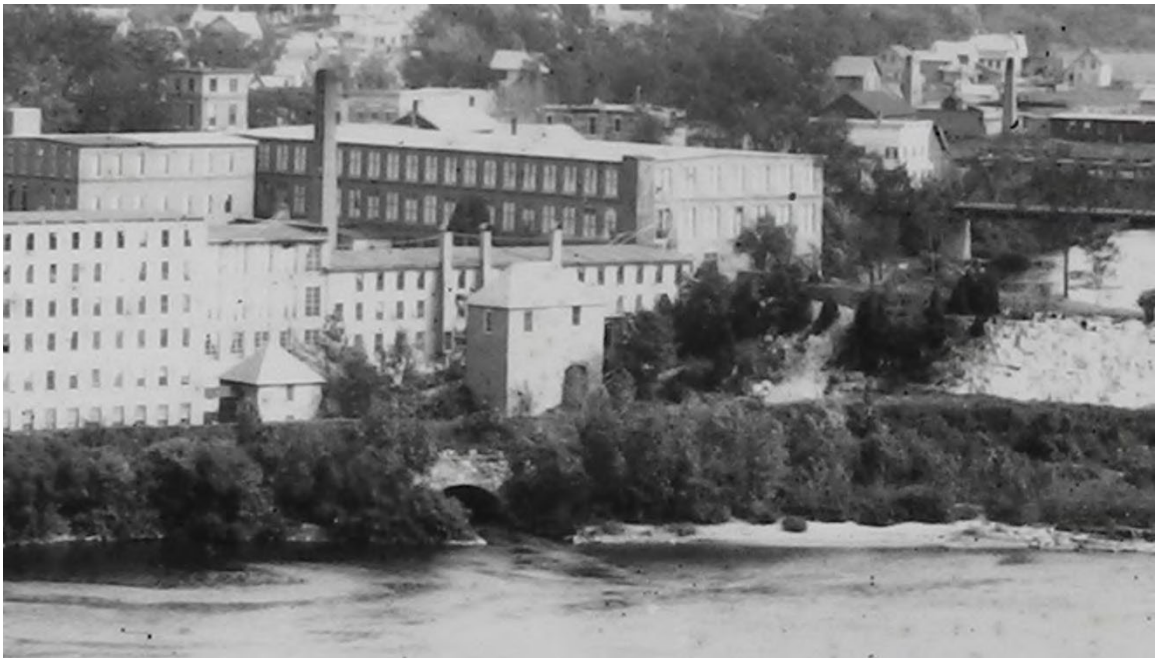


Figure 16. Detail of a photograph by Irving E. Kennedy showing the two wheelhouses and the tail race's culvert connecting with the Winooski River (Photograph Collection, Vermont Historical Society, Leahy Library, Barre, Vermont).

At the time, it was reported that, “the addition will be built directly over the raceway and will be supported with 24-inch steel ‘I’-beams” and that concrete bridge 32 feet high, 16 feet wide, with 40 ft would also cross the raceway (*Burlington Free Press* August 30, 1905)(see Figures 13 and 14). At this time, the head gates were positioned along the bank of the Winooski River along the east side of Mill No. 3 (Figures 17-24).

According to Boyd and Brevoort 1979:

“water passed under the building through a sluiceway which was a section of an earlier canal. Flow of water underneath the mill was controlled by a set of four head gates at the bend of the Winooski River. Beneath the mill, a pair of sluice gates controlled entry of water into two penstocks. One of these led to the wheelhouse, which now contains a water turbine. Built to power an earlier mill, it was enlarged when the Colchester Merino Mill was constructed. The second penstock leads to the remains of another wheelhouse. It was built before 1880 and may have been constructed for one of the additions to the Burlington Mill (#11) (Boyd and Brevoort 1979:2).

In November of 1927, three buildings in the complex were damaged by fire. The blaze started in the ‘soap house,’ a one-story wood structure about 20 x 50 ft, on the Number 2 mill and spread to the dyehouse west of the soap house and them to the 25 by 33 ft stone walled and slate roofed wheelhouse south of the soap house¹⁴ (*St. Albans Daily Messenger* November 18, 1927). It is not clear if this building was repaired before the mill shut down for good in the 1950s. The head gates along the Winooski River were probably sealed off on river side when the modern Winooski 1 dam was built (Figure 25).



Figure 17. Looking westward along the Winooski Park trail towards the low point where the tailrace of the mills runs underneath the path toward the river. The two wheelhouses (VT-CH-1298) are off the trail to the right.

¹⁴ It was noted that, “this plant was used as an auxiliary power unit for mill No. 1 west of it” (*St. Albans Daily Messenger* November 18, 1927).



Figure 18. View of the ca. 1880s wheelhouse and penstock leading to the earlier wheelhouse, looking northeast (VT-CH-1298)(Winooski Falls Mill District National Register Documentation, Photograph #7; Credit: Hugh A. Boyd, April 1978).



Figure 19. View of the 1880s wheelhouse's interior (VT-CH-1298)(Winooski Falls Mill District National Register Documentation, Photograph #8; Credit: Hugh A. Boyd, April 1978).



Figure 20. June 2024 view of the 1880s wheelhouse (VT-CH-1298), looking northwards. Note the change between the stone and brick construction through the upper window.



Figure 21. June 2024 view of the remains on the large diameter steel/iron penstock (VT-CH-1298), looking northwest.



Figure 22. Detail of McAllister photograph taken ca. 1926 of a failing abutment on the iron bridge (built ca. 1885) showing gate control of the mill in the background (Lois L. McAllister Photographs Collection, Box A19, Folder 09, Item 07, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont). Note the head gates in background and the monument to Allen's fort on top of northeast bridge abutment (*Burlington Free Press* July 31, 1914; February 19, 1926).



Figure 23. Detail of a 1927-1928 bridge construction photograph showing the head gate control structure for the woolen mills (Lois L. McAllister Photographs Collection, Box A19, Folder 13, Item 02, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 24. View looking up the Winooski from the Winooski Falls Mill District (National Register Documentation, Photograph #6; Credit: Hugh A. Boyd, April 1978). Note the gate stems (but not the gate hoist mechanisms) still in position.



Figure 25. Modern view of the head gate location, now sealed, looking southwards. The gates were located near the point between the two halves of the building meet.

Falls Park Lot

(Variously known as #2-6 Main Street)

The parcel in the northwest portion of the bridge crossing was, for a long time, part of a larger property associated with the mills on the north side of the river. After the collapse of the Onion River Company, the land and mills that were held by Ira Allen in Colchester were awarded to various creditors including Thaddeus Tuttle, Benjamin Boardman, Zachias Peaslee, and Francis Childs (Feeney 2002:23, 25). On March 13, 1805, Thaddeus Tuttle sold about 17.5 acres on Lots #102 and #103 and located west of the bridge and north of the river to the brothers Lynde Catlin and Moses Catlin (Colchester Land Records [CLR] 3:6). The east side of the 17.5-acre parcel extended north from the river and ran along the west side of Main Street to about Allen Street (about 660 ft) and included the current project area. By the 1830s, this area was owned solely by Lynde Catlin. Lynde Catlin (1768-1833) was a Yale educated lawyer (Class of 1786) who was the first cashier of the Merchant's National Bank in New York City (established 1803), and who worked for John Jacob Astor before becoming president of the Merchant's National Bank¹⁵ in 1820 (Hubert 1903:27-28). Lynde Catlin died on October 18, 1833, aged 65, and his property in Vermont was transferred to his sons John Mortimer Catlin, Charles T. Catlin, and George Catlin (Hubert 1903:27-28; *Vermont Wills and Probate ca. 1834 Estate of Lynde Catlin of New York City*). On April 27, 1835, John Catlin, Charles Catlin, and George Catlin of New York City sold a few parcels (including some mills) to Luther Loomis, Philo Doolittle,

¹⁵ This company is now part of J.P. Morgan Chase.

Sidney Barlow, George Moore, Carlos Baxter, and Samuel Hickok for \$13,000 (CLR 8:171). One of the parcels included in this transaction was the 17.5 acres located north of the river and west of Main Street (CLR 8:171). On December 15, 1835, Loomis, Doolittle, Barlow, Moore, Baxter, and Hickok transferred the whole property to their new company, the Burlington Mill Company (Figure 26) (CLR 8:360).



Figure 26. Detail of a survey plan made by John Johnson of Colchester Falls (Johnson n.d.). The darker yellow area appears to be part of the land once owned by the Burlington Mill Company.

In 1835, the Burlington Mill Company divided up a good portion of the non-industrial portions of their land on the Colchester/Winooski side of the river and laid out several streets (including Main, Allen, Follett, Center, Canal, East, Moore, Barlow, and Beard) and surveyed various lots (mostly small house lots) apparently anticipating strong community growth (see CLR 9:35). The first known development near the current project area was made at the

southwest corner of Main Street and Canal Street by Sidney Barlow,¹⁶ a partner in the Burlington Mill Company, who built a store on the corner in 1838 (*Burlington Weekly Free Press* February 22, 1839; CLR 9:53).

Several years later, in ca. 1846, Dandy Fletcher (1814-1893), a “fashionable tailor,” set up a shop near ‘Barlow & Woods’ store at Winooski Falls and advertised “a new mode of drafting coats, which is unknown to any but himself” (*Burlington Weekly Free Press* September 11, 1846; Find-a-Grave, Gravestone/Memorial, St. Johns Anglican Church Cemetery, Windsor Ontario, Canada; U.S. Census 1850, 1860). The tailor’s shop was located “on the Burlington Mill Company’s land between Sidney Barlow’s store and the bridge at the lower falls on the Onion River” (CLR 12:356). This shop appears on the 1857 Walling map (Figure 27).

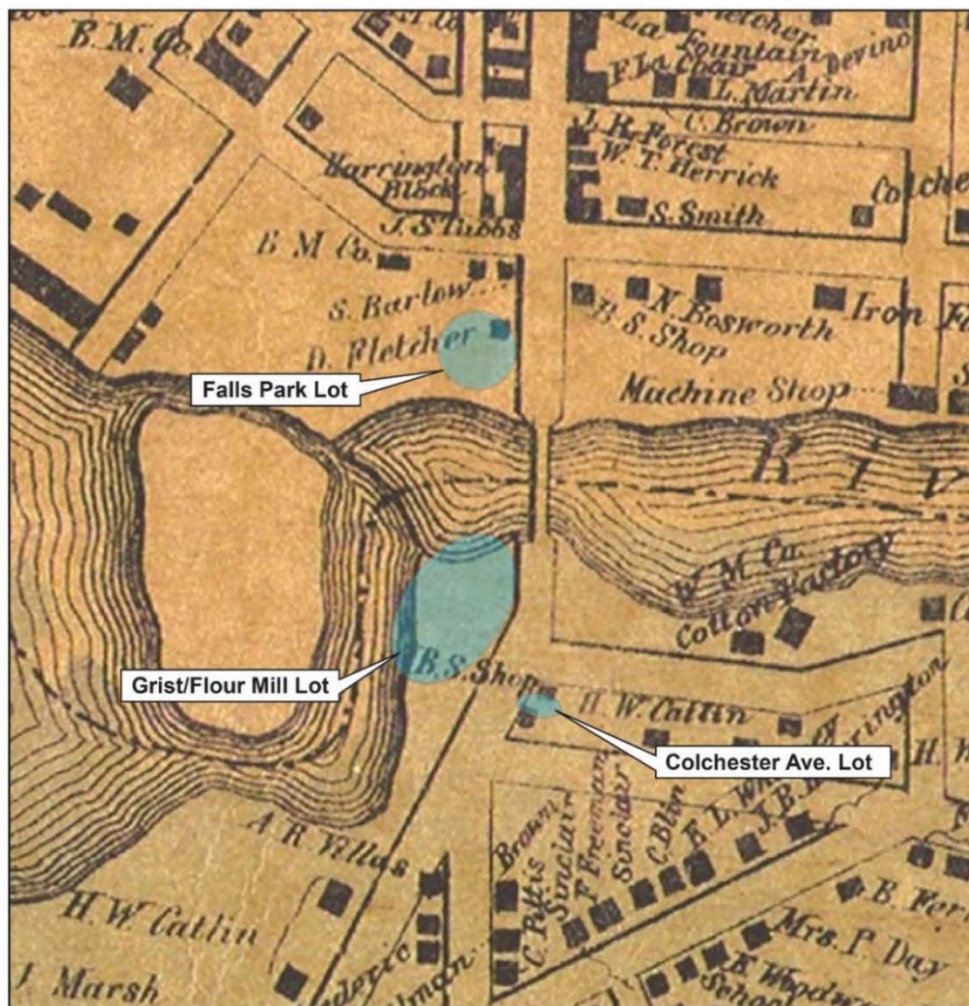


Figure 27. Detail of H.F. Walling’s *Map of Chittenden County, Vermont* (1857) with three areas discussed in the text highlighted. The grist/flour mill complex, southwest of the bridge crossing, appears to have been inadvertently left off this map.

¹⁶ Sidney Barlow (1801-1882) a native of Fairfield, Vermont, moved to Burlington in 1816 and became a successful merchant before becoming one of organizers and stockholders of the Burlington Mill Company and one of the founders of the Merchants Bank (*Burlington Free Press* June 1, 1882).

It seems that there was a close business relationship between Fletcher and the company. For example, in 1849, Dandy Fletcher was offering “remnants of cloth in great variety of colors, made by the Burlington Mill Company” for sale (*Burlington Free Press* September 4, 1849). On October 18, 1848, Dandy Fletcher bought Lot #27 on the company plan from the Burlington Mill Company where he built a cottage on the south side of Allen Street (Beers 1869; CLR 12:30; Walling 1857).

Fletcher had been born in Long Risten, East Riding Yorkshire, England (*Vermont Vital Records 1720-1908*). He moved to United States with his first wife, Harriet (ca. 1816-1855) likely after 1840 (U.S. Census 1840, 1850; *Patriot and State Gazette* December 14, 1855). He settled in the Winooski village area by the mid-1840s (U.S. Census 1850). Dandy Fletcher married his second wife, Elizabeth A. Warner, in Colchester on February 12, 1857 (*Vermont Vital Records 1720-1908*). By 1860, however, he had moved to Burlington and, in 1861, he placed offered his “cottage house and lot next to A.O. Hood’s store in Winooski” along with the building near the bridge, “formerly used for a tailor’s shop,” for sale (*Burlington Free Press* July 9, 1861). On October 9, 1861, he sold his home lo (Lot #27) as well as his tailor shop (then standing on C.L. Harding’s land) to Francis E. Allard for \$575 (CLR 16:135 see also 12:356; 14:274; 16:126; 16:134; U.S. Census 1860). The tailor’s shop appears to have been removed prior to 1869 (Figures 10 and 11).¹⁷ In the meantime, on May 17, 1850, the Burlington Mill Company’s property was transferred to its major creditors, Richardson, Burrage & Co., of Boston (CLR 12:436). On December 20, 1852, A.J. Richardson of Medford, Massachusetts, sold the mill property to James Reed of Boston (CLR 13:335). On December 20, 1852, James Reed sold the same property to Charles L. Harding of Oxford, Massachusetts for \$36,000 (*Brattleboro Eagle* October 28, 1852; CLR 13:539 see also CLR 13:541). On November 21, 1862, Charles L. Harding of Cambridge, Massachusetts, sold the property to the Burlington Woolen Company (CLR 16:350).

Following a series of serious fires in Winooski, culminating with a fire on April 21, 1869, at one of the mill company’s boarding houses at the corner Center and Main Streets, the Burlington Woolen Company and the village trustees joined forces to establish and equip the volunteer ‘Winooski Steamer Company’ (e.g., *Burlington Daily Times* December 10, 1866; *Burlington Free Press* April 21, 1869; May 24, 1870; Feeney 2002:79). In 1870, the village trustees purchased a \$3,750 Jucket “steamer, hose cart, & etc.” from the Union Machine Company of Fitchburg, Massachusetts¹⁸ (*Burlington Free Press* January 11, 1871). This fire engine weighed 4,900 pounds and could throw water at least 200-250 ft (*Burlington Free Press* January 11, 1871). To house the engine and its hoses,¹⁹ a 25 by 40 ft wooden ‘engine house’ was built on a lot “opposite the [Stevens] hotel near the bridge” for \$1,205 (Figures 28-30)(Beers 1869; *Burlington Free Press* October 28, 1870; January 14, 1871; Hopkins 1890; Meilbeck 1877; Sanborn Mapping and Publishing Company 1884).

¹⁷ Dandy Fletcher moved to Canada in 1871 (*U.S. and Canada Passenger and Immigration Lists Index 1500s-1900s*). On October 12, 1871, while living in Windsor, Ontario, his overheated tailor’s iron was blamed for a fire that consumed 25 buildings and “threatened to destroy entire town” (*Windsor Star* July 10, 1954). Elizabeth Fletcher died in Sandwich, Canada, in 1896 (*Burlington Free Press* October 14, 1896).

¹⁸ For a very detailed description of this fire engine see the *Burlington Free Press* January 11, 1871.

¹⁹ Around this time, the village received 500 feet of leather hose from the firm of Josiah Gates & Sons of Lowell, Massachusetts, which was defective (*Burlington Free Press* December 30, 1871).

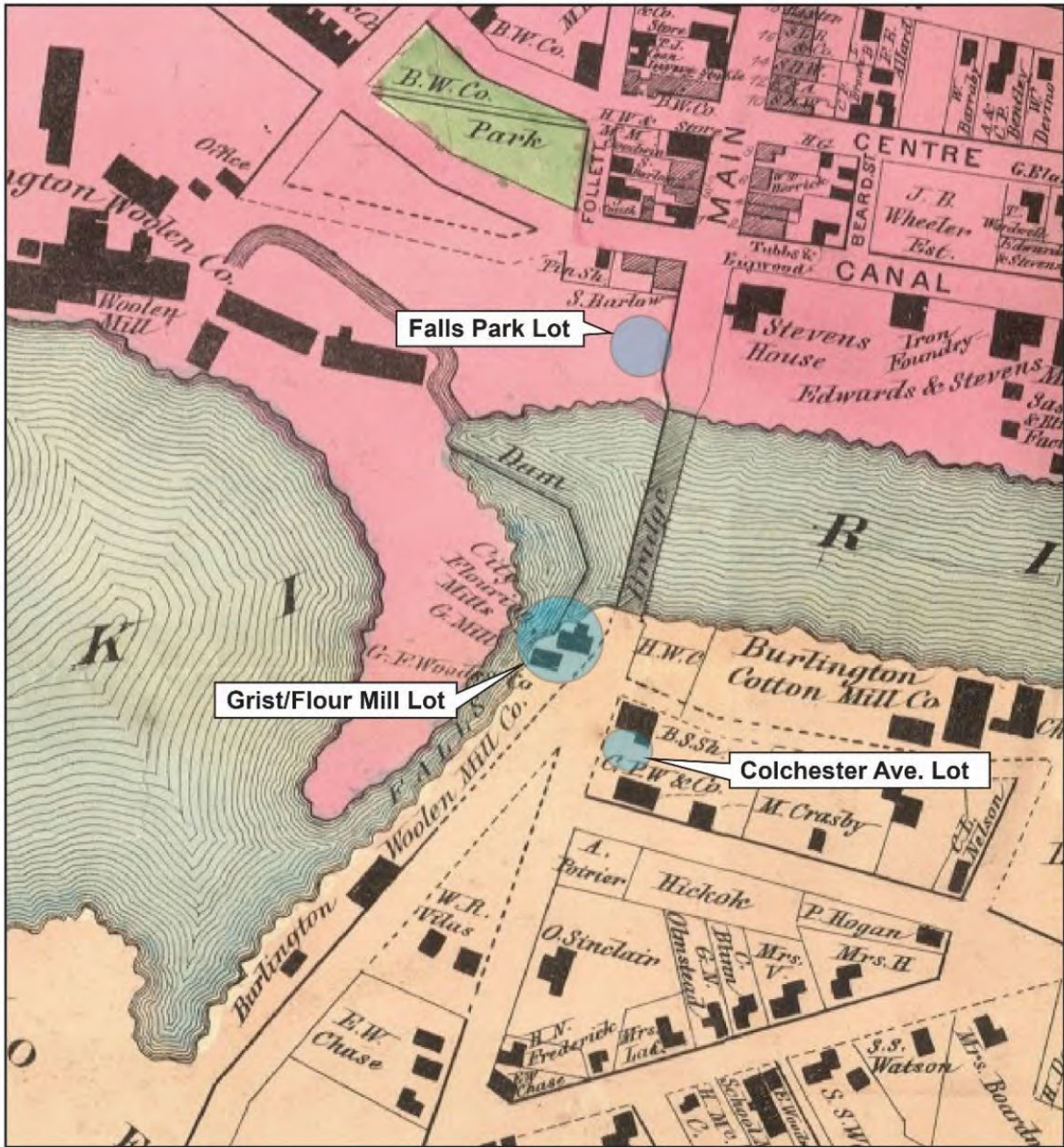


Figure 28. Detail of “Winooski Falls” from F.W. Beers’ *Atlas of Chittenden County, Vermont* (1869) with three areas discussed in the text highlighted.



Figure 29. Detail of a stereoview, looking north, directly at the Falls Park portion of the current project area (on the far side of the river immediately to the left of the covered bridge) prior to 1868. The Stevens House (hotel), which was built in 1868, is not in this image (Burlington Free Press June 18, 1868; Burlington Times August 1, 1868). This image also shows the location and configuration of the dam that preceded the 1876 structure.

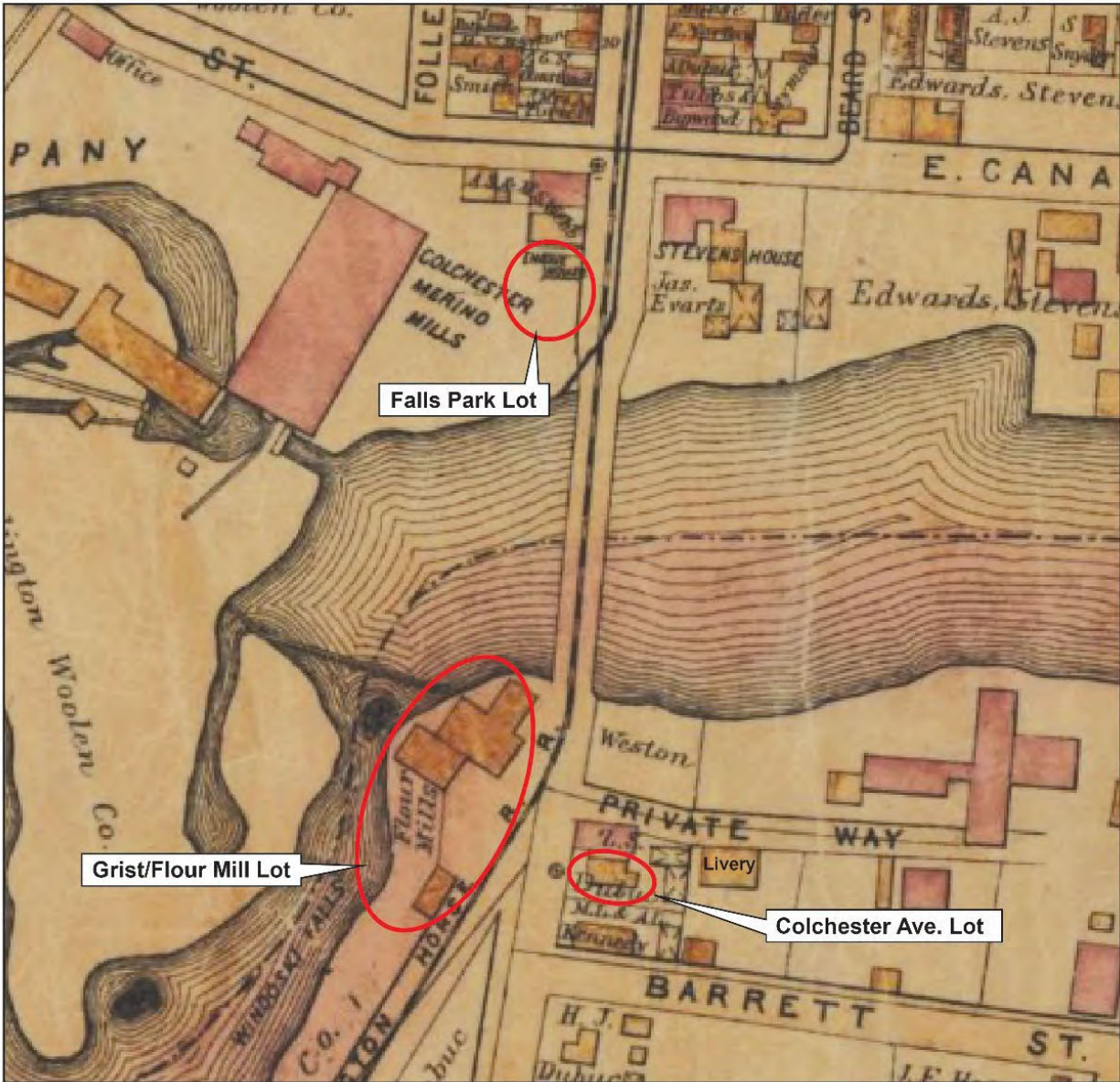


Figure 30. Detail of G.M. Hopkins’ *Map of the City of Burlington, Vermont* (1890) with three areas discussed in the text highlighted.

This engine house was completed by December 15, 1870 (*Burlington Free Press* December 15, 1870).²⁰ (Figure 31). In December 1870, it was reported that, “the company has now 1,000 ft of new hose in their engine room and are looking for the engine” (*Burlington Free Press* December 20, 1870). The engine was delivered by the early part of January 1871 (*Burlington Free Press* January 11, 1871).

²⁰ No official transfer or recorded lease was made between the town / village and the mill company; therefore, it is likely that the company (which had had suffered serious fire losses) donated the use of the land and it simply continued as the property of the company when the engine house was removed.

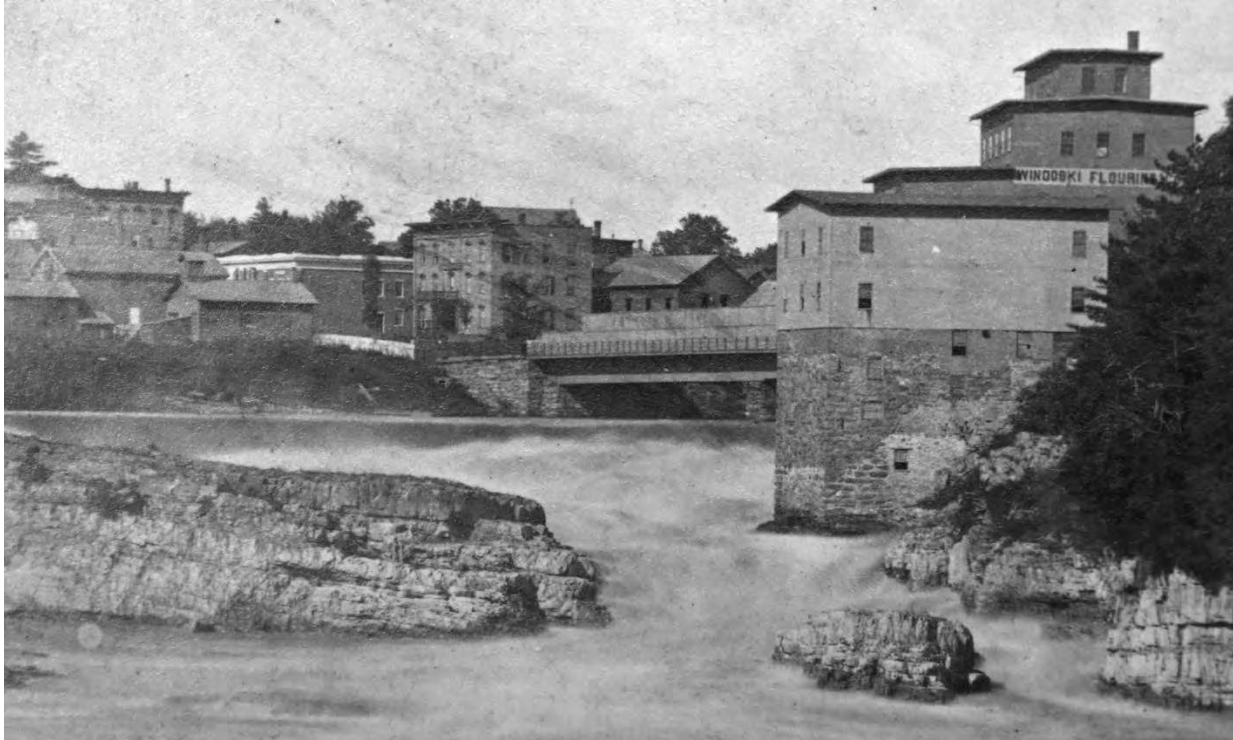


Figure 31. Detail of a stereoview taken ca. 1876-1885 showing the 1870 fire engine house on Main Street in Winooski (the structure nearest to the white fence / opposite the Stevens House) (Stereoview Collection, University of Vermont Special Collections, Billings Library Annex, Burlington, Vermont).

In 1890, the steamer company threatened to disband over the dilapidated condition of their then 20-year-old building, and the village quickly made “extensive repairs” and painted the building (*Burlington Free Press* March 3, 1890). In ca. 1897-1898, the Village of Winooski built a new building for the company on the west side of Main Street nearly opposite the west end of Union Street (where the modern firehouse is located) (*Burlington Clipper* August 19, 1897; September 2, 1897; July 23, 1898; Feeney 2002:90; Sanborn Mapping and Publishing Company 1899).²¹ The old engine house was vacated about this time (Sanborn Mapping and Publishing Company 1899). In December of 1899, the village authorities voted to sell “the old engine house at the foot of Main” (*Burlington Clipper* December 16, 1899). The structure was removed between 1899 and 1904 (Sanborn Mapping and Publishing Company 1899, 1904).

This lot remained vacant throughout the first half of the 20th century (Figures 32 and 33) (Sanborn Mapping and Publishing Company 1919b, 1926b, 1942). The Burlington Woolen Company sold the property to Colchester Mills on November 13, 1883 (CLR 23:286). Colchester Mills apparently sold or otherwise transferred (e.g., through merger) the land back to the Burlington Woolen Company at some point. On March 24, 1892, the Burlington Woolen Company sold the land extending south of A.S. Webb’s property to the north bank of the river to

²¹ In February of 1899, a dance was held by the Winooski Steamer Company to christen their new building (*Burlington Daily News* February 14, 1899).



Figure 32. Detail of a view showing the Falls Park area (on the left side of the far end of the bridge) ca. 1912-1927 (Lois L. McAllister Photographs Collection, Panorama, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).

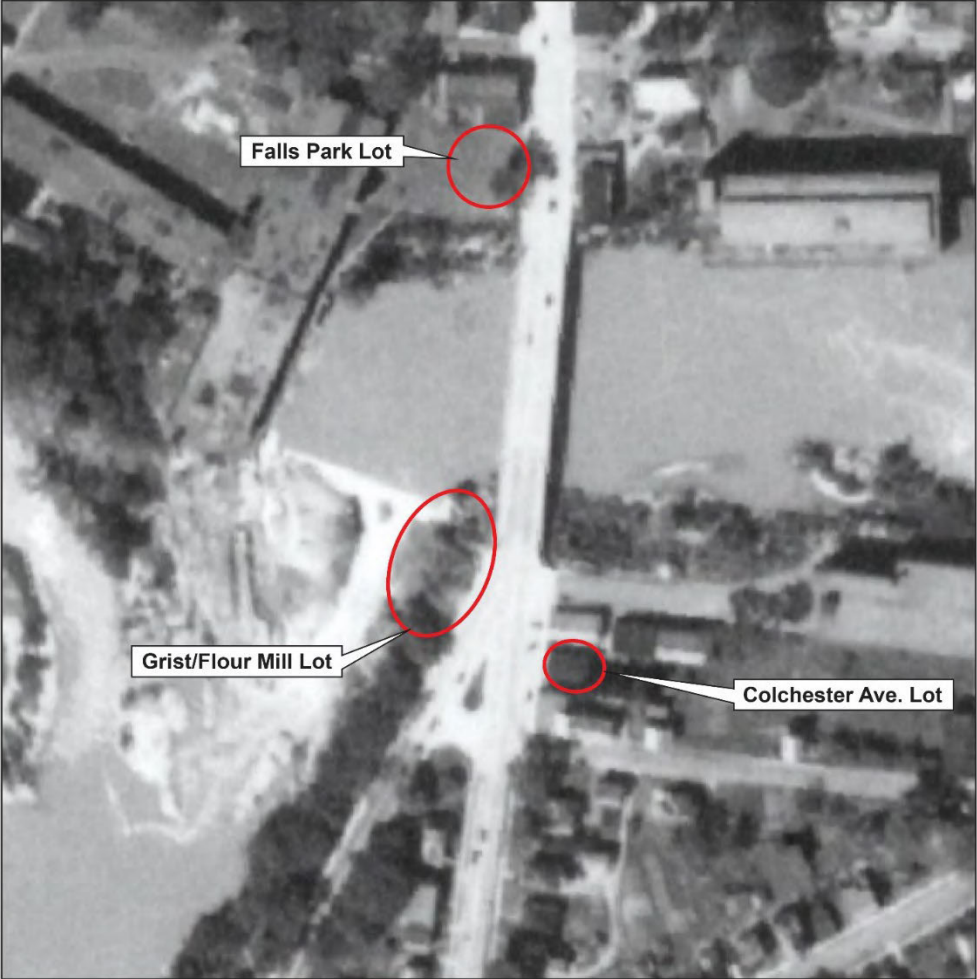


Figure 33. Detail of an aerial photograph showing the project area in 1937 (Burlington Cartographic 2023) with three areas discussed in the text highlighted.

the Burlington Flouring Company (CLR 27:436). On December 31, 1919, the Burlington Flouring Company sold several parcels in Winooski, including the land south of A.S. Webb's property, to the American Woolen Company²² (CLR 40:501).

On September 11, 1945, the American Woolen Company sold a 100 ft square lot on the west side of Main Street near the bridge to R.T. Platka Fuels Inc. with the requirement that Platka Fuels (or their assignees) would install a "retaining wall so constructed that no fillings of the grantee will escape into the adjacent property of the American Wollen Co." (Winooski Land Records [WLR] 10:118). At the time, Platka Fuels Inc. were the major distributors of the Sun-Oil Company's Sunoco products in Vermont and in part of New Hampshire (*Burlington Daily News* April 11, 1944). On March 12, 1946, Platka Fuels sold to the little lot on the west side of Main Street to the Sun-Oil Company (WLR 10:125). In May of 1953, the City of Winooski granted permission to the Sun-Oil Company "to break the curbing on the west side of Main St., which is just north of the Winooski bridge, for the purpose of erecting a new filling station" (Figure 34) (*Burlington Daily News* May 12, 1953). This station was built and equipped by the company and the land was owned by the company until the 1970s. This service station was among a group of five stations that were built around the same time in the greater Burlington area, all "in accordance with the company's standard, modern design" (*Burlington Free Press* November 18, 1953; *Suburban List* March 26, 1953). In August of 1953, there was an advertisement in a local newspaper announcing the "new Sunoco service station in Winooski next to bridge on U.S. 7" (*Burlington Free Press* August 27, 1953). The City Directories indicate that this gas station was variously known as Harry's Sunoco Station, Winooski Bridge Sunoco and, in 1968, as Nick's Radiator and Sunoco (H.A. Manning Company). The city directories also indicate that this filling station was active until ca. 1968-1969 but was listed as vacant ca. 1969-1973 (H.A. Manning Company).

On June 22, 1973, the Sun-Oil Company sold the property to Ernest A. Lesage of Winooski (WLR 30:204). On September 13, 1973, Lesage sold it to Rodney and Corriene Myers who operated the 'Winooski Cab Company' from the property ca. 1973-1976 (*Burlington Free Press* August 22, 1973; H.A. Manning Company, WLR 32:520). In 1976, Leon Brown of St. Albans leased the property and set up an engine tuning shop known as 'Insta-Tune' there, which operated ca. 1976-1979 (*Burlington Free Press* October 10, 1976; H.A. Manning Company, Sanborn Mapping and Publishing Company 1978; WLR 39:46;). The building again stood vacant from ca. 1980 to 1981, before being occupied by a clothing store called 'Plum Crazy' in ca. 1981-1982 (*Burlington Free Press* April 28, 1981; H.A. Manning Company). Plum Crazy was "a men's and woman's clothing store" located in "a former service station and automotive franchise," but which had been "completely renovated. The garage style building makes the store unique" (*Burlington Free Press* April 28, 1981).

²² The properties of the Burlington Woolen Company, Colchester Mills, and Winooski Worsted were sold to H.G. Nichols of Boston in 1899 (*Burlington Clipper* March 4, 1899). Nichols died in 1900 and the mill properties were sold to the American Woolen Company in 1901 (*Burlington Free Press* May 23, 1900; December 14, 1901).



Figure 34. Detail of aerial photograph taken in 1962 showing the Sunoco Gas Station on Main Street in Winooski (Geotechnics & Resources 1962).

On October 4, 1982, the property, still owned by Rodney Myers, was condemned as “an integral component of the city’s River Front project,” specifically, the ‘Falls Park Terrace Area’ (*Burlington Free Press* September 18, 1983; WLR 52:65). In the summer of 1983, the City of Winooski requested bids “for the complete demolition and disposal of an existing building located at #4 Main Street, Winooski, Vermont, as well as removal of an existing free standing sign frame and post located on the same site” (*Burlington Free Press* June 23, 1983). In October of 1983, Engelberth Construction Inc., started work on the City’s \$73,000 “Falls Park along the Winooski River” located “between the Winooski Woolen Mill apartment building and Main Street” including “the former site of Plum Crazy” (*Burlington Free Press* October 16, 1983). It has been a public space since.

The Northeast Quadrant of the Burlington-Winooski Bridge

Potentially one of the most historic but also one of the most altered areas of the proposed project's APE is located at the northeast quadrant of the Burlington-Winooski Bridge. This area has long been rumored to be the site of a blockhouse / store (sometimes called Fort Frederick) that was built by Ira Allen and Remember Baker ca. 1773 (*Burlington Clipper* April 23, 1904; Wilbur 1928:68). In 1914, the site was commemorated by a marker placed on the northeast end of the previous bridge by the Vermont Society, Sons of American Revolution (*Burlington Free Press* July 31, 1914). The tablet read:

“near this site in 1773 the first settlers Ira Allen and his uncle Remember Baker built of hewed timbers the block house called Fort Frederick as a protection from Indians and Yorkers. It had 32 port holes and in it were held the meetings of the proprietors of Burlington between June 6, 1774, and May 1, 1775, Ira Allen being clerk. Later, this house stood a few rods northeast of here with a large garden and in it was held the first session of County Court November 1785. Below the falls, Allen built the schooner ‘Liberty’ (*Burlington Free Press* July 31, 1914).

In 1904, it was claimed that the fort was located “near where the Brunswick Hotel now stands” (meaning at the southeast corner Main and Canal Streets) (*Burlington Clipper* April 23, 1904). However, according to David Blow, a modern historian, the fort was located,

“on the north bank of the river close to the water, on high ground about 100 to 125 feet east of the present highway bridge between Winooski and Burlington. The greater part of the site on which it stood slid off the bank and washed away early in the nineteenth century” (Duffy, Hand, and Orth 2003:130).

In ca. 1857, the land fronting Main and East Canal Streets north of the end of the bridge had a blacksmith shop on it (see Figure 27). In 1867-1868, a hotel called the Stevens House was built on the southeast corner at the southeast corner of East Canal and Main Street by the Edwards & Stevens Company, with the foundation laid by September of 1867 (see Figures 28 and 30) (*Burlington Clipper* July 8, 1899; *Burlington Free Press* September 28, 1867; June 18, 1868; *Burlington Times* August 1, 1868). This property changed hands a few times before being purchased in 1895 by John B. Lavelly from James Evarts for \$6,000 and renamed the ‘Hotel American’ (Beers 1869; *Burlington Clipper* July 8, 1899; *Burlington Free Press* August 22, 1895; June 2, 1966; *Burlington Times* August 1, 1868; Hopkins 1890; Sanborn Mapping and Insurance Company 1894).

In July of 1899, the Hotel American was completely gutted by fire (*Burlington Clipper* July 8, 1899). The Sanborn Fire Insurance map of 1899 indicates only ‘ruins’ at this location (Sanborn Mapping and Publishing Company 1889). In 1902-1903, John Lavelly built a new hotel, called the Brunswick Hotel, on the same site, and opened for business in late March of 1903 (Figure 35) (*Burlington Daily News* February 26, 1930; *Burlington Weekly Free Press* March 26, 1903; *Middlebury Record* April 2, 1903). This building was 40 x 55 ft, three stories high, and was equipped with an elevator (*Burlington Clipper* March 7, 1903; Sanborn Mapping and Publishing Company 1904, 1909, 1919, 1926).



Figure 35. View of the Brunswick Hotel (left) and tenement building (right) on Main Street Winooski, looking southeast from the intersection of East Canal and Main Streets (Lois L. McAllister Photographs Collection, Box A19, Folder 07, Item 02, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).

The Brunswick Hotel closed its doors in 1929 and in November of that year the Colonial Beacon Oil Company of Everett, Massachusetts, purchased the property from John Lavelly (*Burlington Daily News* November 7, 1929; February 26, 1930). The hotel building itself was sold to Frank Russell, a South Burlington contractor, who moved it to a lot on East Canal Street opposite the Champlain Mill to be used for car sales and tenements (*Burlington Daily News* February 26, 1930; *Burlington Free Press* February 25, 1930). In May of 1930, the Colonial Beacon Oil Company opened an ESSO station (named for their ‘Essolene’ gas product) on the former site of the Hotel Brunswick (*Burlington Free Press* May 14, 1930; *Burlington Free Press* June 2, 1966).²³

Late in 1898, John Lavelly started the construction of an apartment house on the east side of Main Street between the Winooski River bridge and the American Hotel (*Milton Rays* December 8, 1898; Sanborn Mapping and Publishing Company 1894, 1899). This was a two-story high 57 by 30 ft frame building that was “divided into three flats” (see Figure 35; Figure 36 and 37) (*Milton Rays* December 8, 1898; Sanborn Mapping and Publishing Company 1894, 1899). Also associated with the hotel property was a livery barn and some outbuildings that were located between the Champlain Mill (which was completed in 1912) and the three flats built in ca. 1898 (Sanborn Mapping and Publishing Company 1919) (see Figure 36).

²³ In 1973, this property may have been owned by Standard Oil (possibly conveyed in 1947).



Figure 36. Detail of a view of Main Street Winooski ca. 1927, very shortly after the flood, showing the hotel livery / barn at right and the ca. 1898 three tenement building at left (Lois L. McAllister Photographs Collection, Box A19, Folder 07, Item 01, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont). The area to the right side of the livery / barn would be where pontoon approach would be located.

The livery barn was located where the northern end of the 1927 pontoon bridge would be placed (Sanborn Mapping and Publishing Company 1926). It appears that the livery was removed and the ground graded downward to accommodate the bridge's approach (Figures 37 and 38). The pontoon bridge opened to traffic on November 14, 1927, "although there is still some work to be done on the approaches" (*Burlington Free Press* November 14, 1927). High water swept away the first pontoon bridge on December 1, 1927, and a second one was immediately built on the same spot (*Burlington Free Press* December 5, 1927). It does not appear that the area of the livery was developed after 1927, except for perhaps some parking (Aerial Explorations Inc. 1937; Geotechnics & Resources Inc., 1962). The three flat tenement and the gas station were torn down as part of the urban renewal project undertaken in Winooski in the early 1970s (Figure 39) (*Burlington Free Press* June 12, 1973). The riverbank in this area is now heavily rip-rapped and partly covered by a boardwalk associated with the Winooski Falls Park that was initially developed in the 1980s (Figure 40).

One historic archaeological site is located on the north bank, north of the Champlain Mill. Site VT-CH-0283 is assigned in the Vermont Archaeological Inventory to the site of the Edwards and Stevens Foundry (see Figures 3, 28 and 30) long since overwritten first by the parking lots and shopping center buildings that existed before the redevelopment of Winooski and then the construction of modern housing and commercial complexes and roundabout.



Figure 37. Detail of post-1927 flood photograph (Lois L. McAllister Photographs Collection, Box A19, Folder 09, Item 05, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont). At center, the building in the foreground is the tenement and the one to right is the Brunswick Hotel. The floor area is likely the site of the livery associated with the hotel.



Figure 38. Detail of post-1927 flood photograph of the Winooski Bridge construction, showing the north end of the temporary pontoon bridge (Lois L. McAllister Photographs Collection, Box A19, Folder 13, Item 02, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 39. View of the beginning of Winooski's Urban Renewal project on Main Street (*Burlington Free Press* April 18, 1974). The bulldozer is operating about where the Brunswick Hotel was located.



Figure 40. June, 2024 view looking north across the Winooski River towards the former hotel, tenement, and pontoon crossing site, now part of the Winooski Falls Park.

BURLINGTON-WINOOSKI BRIDGE: SOUTH BANK

Catlin Grist/Flouring Mill Site (VT-CH-1297) and Timber Crib Dam (VT-CH-1299)

The location of the old grist/flouring mill is now owned by the Burlington Electric Department (1.03 acres). This property was also part of the Onion River Company's land that was awarded to Moses Catlin and his wife. The initial industrial development in this area, starting ca. 1784-1786 with Ira Allen, was focused either side of the river upstream (at the upper falls) where a sawmill, grist mill, iron forge and other businesses were established (Figure 41) (Feeney 2002:17, 20).

The actual date of initial construction for the different elements at mill complex within the present study is not exactly clear as of the writing of this report. However, it is likely that the complex evolved over an extended period beginning in the early 1800s. Unfortunately, it is difficult to separate the activities occurring on the various Catlin properties at both the upper and lower dams without even more detailed research (Figures 42 and 43). However, Col. Ebenezer Thayer (1788-1880) of Watkins Glen, New York, recalled that "Catlins mills at the Falls," went into operation in 1805, and, to his mind, they were "the greatest wonder of the world at that time" (*Burlington Weekly Sentinel* August 19, 1859; *Ithaca Journal* October 28, 1939). Unfortunately, this account does not specify exactly which mills the observer was talking about. Moses Catlin *may* have built an oil mill in this area as early as 1808 (*Sentinel and Democrat* October 7, 1808). Later, a deed for a nearby property dated April 28, 1810, notes that it was "bounded north by a road leading from Moses Catlin's new grist mill" (BTLR 4:32).



Figure 41. Detail of James Whitelaw and Amos Doolittle's *A Correct Map of the State of Vermont from Actual Survey: Exhibiting the County and Town Lines, Rivers, Lakes, Ponds, Mountains, Meetinghouses, Mills, Public Roads &c.* (1796). The circular based symbols on the river represent various industrial sites at the dam above the present project area.

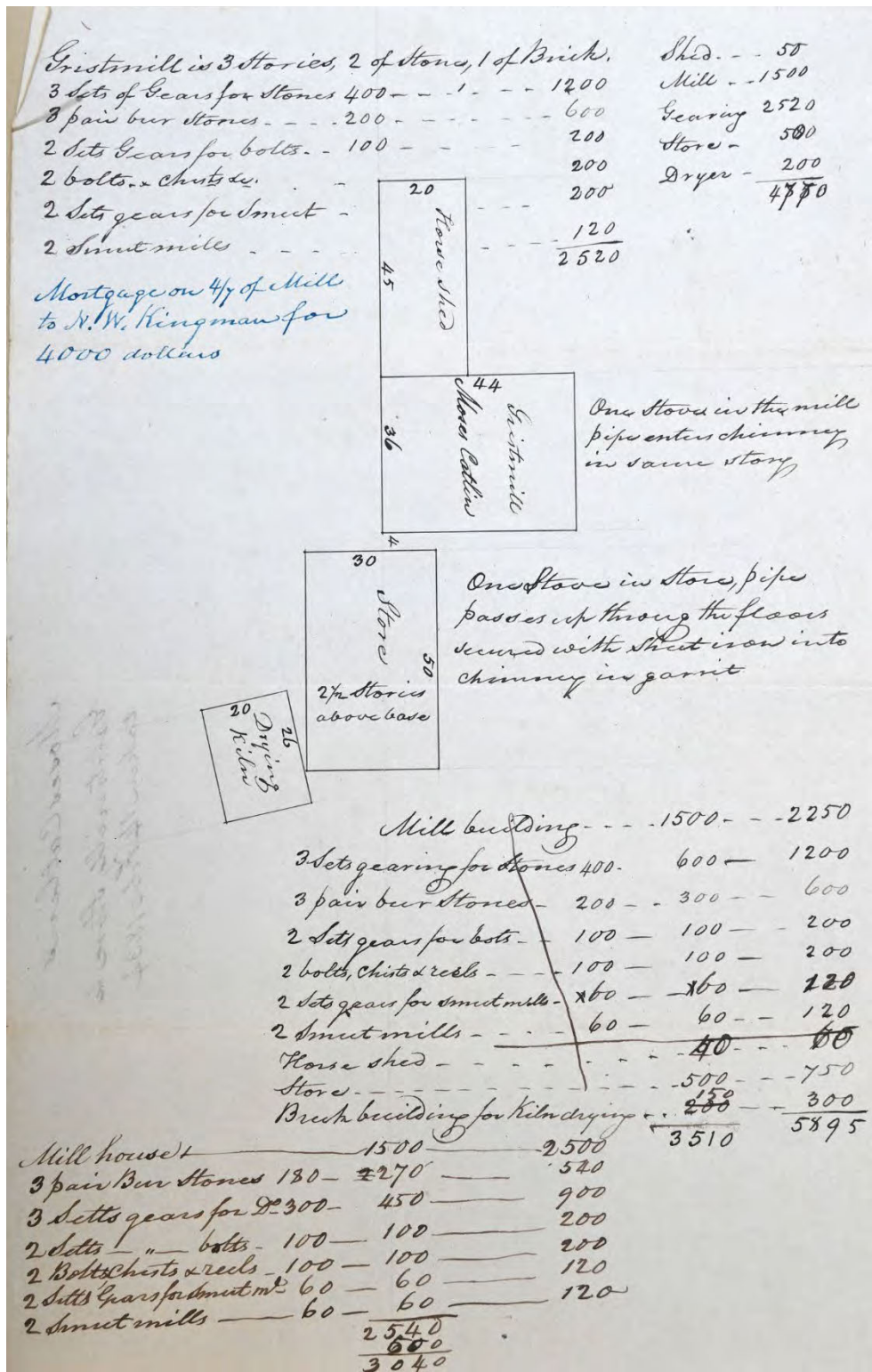


Figure 42. Map made by John Johnson in 1834 entitled *Commercial Property of Moses Catlin, Winooski Falls* (Johnson 1834b). North is to the bottom of the page (see Figure 21 for more detail).

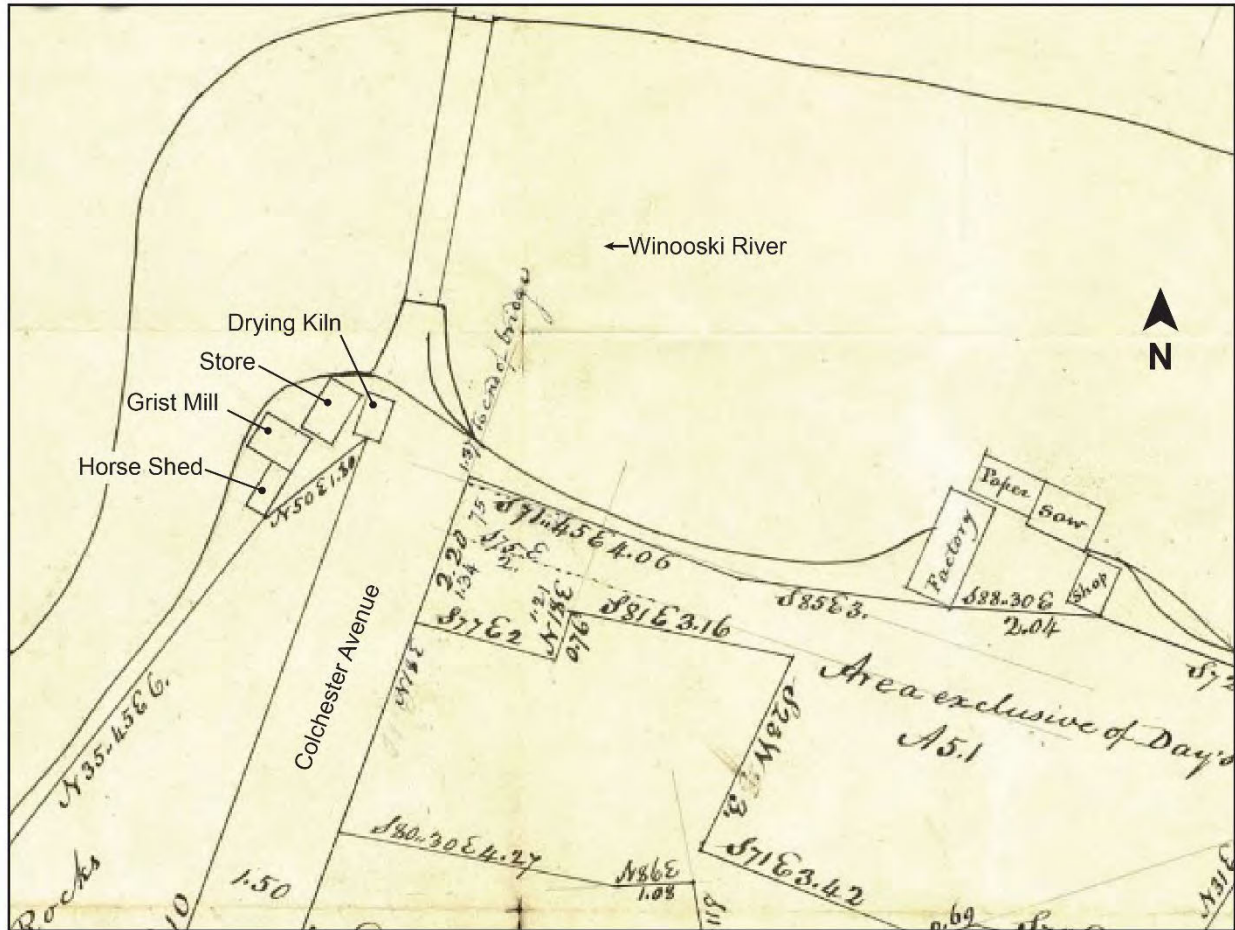


Figure 43. Detail of John Johnson’s plan entitled *Burlington Falls, L. Catlin’s Estate, June 1834* (Johnson 1834a). The group of buildings at right are situated at the upper falls.

The project area was clearly developed by ca. 1815. On November 25, 1815, Moses Catlin appears to have leased the land “adjoining the lower falls on Onion River below the bridge over said river being about ten acres more or less with the Mills, mill dams, factories, stores, and other buildings and improvements thereon standing,” situated on Lot #21, except what had been leased to others and except his home, to Lynde Catlin conditional on the payment of \$1,200 a year while his wife lived or \$800 a year if he outlived wife (BTLR 5:319).²⁴ However, it appears that, Guy Catlin, another brother of Moses Catlin, took over the operation of the mills in the project area by ca. 1819/1820. According to the 1820 Federal Census of Manufactures, Guy Catlin’s grist mill in Burlington operated with a capital investment of \$12,000, processed 18,000 bushels grain, employed two men, was equipped with four run of stone and three bolts; and produced \$14,800 worth of flour and wheat flour (U.S. Census of Manufactures 1820). In 1822, according to Louisa E. Collins (1806-1894) who moved to Burlington that year, “on the site of

²⁴ On the same day, Moses Catlin sold about 130 acres, being parts of Lots #16, 17, 18, 18, 20, together with associate buildings, mills, mill privileges, mill dams, and rents” (particularly referencing the lease to Amos Weeks for a fulling mill²⁴ and the lease to Alfred, Ira, and Dan Day for a paper mill); meaning to convey the property at the upper falls (the falls “next above the road leading from Burlington Bay to the Bridge over said river”) to Lynde Catlin for \$8,000 (BTLR 5:322; Johnson 1834a).

the old flour mill, near the bridge, stood a grist and custom mill, owned by [Moses] Catlin and leased by George Edgecomb” (Find-a-Grave Gravestone/Memorial, Greemont Cemetery, Burlington, Vermont; Child 1882:140).²⁵ In 1823, Lynde Catlin and Guy Catlin reassigned a lease that had been originally given by Moses Catlin to Frederick Brewster for a “water privilege at lower dam”²⁶ to Charles Burnham and Lansing Barnard, for carding and dressing wool, for the term of fourteen years (*American Repertory and Advertiser* July 30, 1822; BTLR 7:280).²⁷ In March of 1824, Guy Catlin reported that the damage done to the grist mill at the lower falls in the “late freshet” had been repaired (*Sentinel and Democrat* March 5, 1824). In 1828, it was reported that, “the late rains and warm weather have cleared the ice from Onion River and produced a freshet by which several mill dams have been swept off and other property destroyed. The dam at Catlins mills, lower falls, is, we understand, entirely carried away” (*Burlington Weekly Free Press* February 22, 1828).

Eventually, the mill property within the current project area came under the control of Guy Catlin’s son, Henry W. Catlin. By 1850, H.W. Catlin operated the grist mill for grinding flour, meal, and feed (U.S. Manufacturing Census 1850). At this time the mill processed about 12,000 bushels of corn and 30,000 bushels of small grains annually (U.S. Manufacturing Census 1850). In February of 1852,

“a fire broke out in a building known as the oil mill at Winooski Falls, and before the flames could be subdued, a most disastrous fire occurred. The buildings burned are mostly manufacturing establishments, owned in Burlington, and comprising the oil mill, the new and old grist mills, plaster mill, the wagon shop, and the cooper shop. The sufferers are H.W. Catlin, the Winooski Mill Company, Goddard & Haven, Hatch & Blithin, Mark Willard, and Wardell & Smith. Mr. Catlin owned all the buildings, except the shop owned and occupied by Mr. Willard, and his loss is a severe one, probably not less than \$35,000. He was insured to the amount of 18,300” (*Vermont Journal* February 6, 1852).

In 1853, as description of Winooski Falls noted that,

“this fine waterpower has never been improved as it might have been, or as its capacity would warrant. True, there is a cotton and a woolen factory now an operation, sawmill, sash factory, turning leaves etc., etc., but H.W. Catlin’s flouring mills stands conspicuous among the works of improvement at this place. The old mill was burned over a year or two ago, but another and a better one was erected on the site, as if by the power of magic. The worthy and enterprising proprietor not only possesses the means, but the energy also to put up another on a large scale with all the modern improvements almost as soon as the grist ground at the old one was used up. This mill has eleven run of stone, and large quantities of wheat from the West made into flour to feed the million.

²⁵ Edgecomb appear to have been a long-term tenant. In 1843 George Edgcumbe [sic] notified the public thar “the grist mill at Onion River, lower falls, has been thoroughly repaired and the most part rebuilt and will recommence business on the 20th July” (*Sentinel and Democrat* July 28, 1843).

²⁶ See BTLR 5:298 Moses Catlin to Frederick Brewster, perpetual lease 1814. Also see 1825 Vermont Supreme Court Case, Lyne Catlin, Guy Catlin v. Lansing Barnard and Charles Burnham.

²⁷ It appears that Guy Catlin took over this woolen factory, possibly, after the lease with Barnard and Burnham fell apart (*Burlington Weekly Free Press* July 27, 1827). Guy Catlin installed “Warner’s newly invented machine for napping & brushing cloth” (*Sentinel and Democrat* February 19, 1830).

The whole business moves on as smoothly and regularly as clockwork, and great quantities of most excellent flour are turned out every week, employing many workmen and furnishing this region in the east with as good flour as can be found in any section of our country. The mill is several stories high and the cleaning apparatus does its work most admirably” (*Burlington Free Press* August 29, 1853).

In 1858, Henry W. Catlin lost nominal ownership of the flour mill, the custom grist mill, and several other buildings to his creditors, namely the Farmers’ and Mechanic Bank and the Franklin County Bank (BTLR 27:333; 27:386). However, it appears that there was some sort of agreement in place to allow Catlin to continue the milling operations. In January of 1859, it was reported that,

“the Grist -mill at Winooski [sic] was discovered to be on fire by the workmen came at that hour to commence work. In just 35 minutes from the time the messenger started from the falls, over a mile distance, the firemen were on the ground with their machines and throwing water upon the flames in 5 minutes more the fire was under their control. The mill which was burned stood only 3 or 4 feet from Catlins’ flouring mill, and this latter only a few feet from the bridge across the Winooski. They were wooden structures, and it was hardly expected that either of the mills could be saved. And yet, by the energy, efficiency, and activity of our excellent fire department more than one half of the grist-mill stands unconsumed, and the flouring mill has scarcely a clapboard blister or a shingle scorched. The property, we understand, was insured for \$5,000. Nearly 1,000 bushels of grain were destroyed” (*Burlington Weekly Sentinel* January 21, 1859; *St. Albans Weekly Messenger* January 27, 1859).

Once again, the mill was quickly repaired. According to one source,

“we are agreeably surprised to find a new mill, an active operation, occupying the place of the old gristmill of our townsman H. W. Catlin the destruction of which by fire we chronicled 2 months and a half ago. It is unfinished as yet, but several run of stone are in operation, and the work is rapidly approaching completion. The new grist mill is about one half larger than the old one, accommodating five runs of stone, with smut mills, corn cracker, uncommonly large bolters, and every convenience in the shape of grain elevators and conductors, waiting bins, etcetera etc. & etc. The machinery combines the latest improvements and is of the best construction. Mr. Catlin assured us that when finished it will be the best mill in the state, and as good as the best in the country, without exception, and we fully credit his statement. We have seen much larger mills, including some of the “cracked” concerns of Oswego, but have never seen anything nicer. The interior finish of the principal room equals that of an elegant church. The handsome paneling painted with the white and glossy Florence paint, with rails and trimmings of mahogany, and pillars of dark ornamental wood, which meet the eye, have quite a luxurious appearance to one who is only familiar with the plain board finish commonly considered good enough for country grist mills. The machinery of this mill was manufactured and erected by Messrs. Edwards & Stevens, and does them great credit, not only for its excellence look for the alacrity with which it has been completed. Grinding commenced in the mill just 38 days after the fire, which is emphatically quick work. This mill is for custom work, of which its location ensures it a steady run, and for the steady manufacture of buck wheat flour. The large flouring mill of which it forms a

wing, was little injured by the fire, and an expenditure of a few \$100 has put it again in working trim. The building is of four stories, with six run of stone, and is capable when driven to its upmost, of turning out 450 barrels of flour a day, its average production of flour, when running, being about 300 barrels a day. . . Mr. Catlin employs from 15 to 20 men he makes his own barrels, no small business of itself, as he used 20,000 of them last summer” (*Burlington Weekly Free Press* April 8, 1859).

By the fall of 1859, it was noted that, “Catlin’s grist and flouring mill on the Burlington side [of the Winooski River] . . . turns out 100 barrels of flour per day” (*Equalizationist* August 1, 1859). Catlin managed to reacquire clear title to the property from the two banks mentioned in November of 1864 (BTLR 32:237; 32:238).²⁸ On November 25, 1864, H.W. Catlin, acting as the administrator of Melinda Catlin and Henry Mayo, sold the flouring and custom mills to the Burlington Woolen Company along with the water rights to half the river (BTLR 32:239 and 28:376). Reportedly, the company acquired the property to gain “sole control of the water privilege” (Child 1882:464). In 1864, the custom mill “lately owned by Henry W. Catlin” was leased to George P. Woods²⁹ and F.C. Kennedy (*Burlington Weekly Sentinel* December 23, 1864). In 1868, it was noted that,

“the flouring mills . . . on the Burlington side of the river, and owned by Geo. P. Wood & Co., are being enlarged, to a capacity of about 500 barrels per day, by the addition of water power. One story has been added to the old mill, making it now six stories, and a large five story building, for grinding and cleaning grain, has just been erected, and another, four stories high, for storing offal, is rapidly approaching completion. The custom mill will be ready for grinding by August 1st. The estimated expense of these improvements is \$30,000. These mills employ about 40 hands” (*Burlington Times* August 1, 1868).³⁰

In July 1876, the Burlington Woolen Company,

“commenced survey and location of the site for a new dam across the river, which is to be pushed rapidly to completion, at an expense of about \$15,000. The dam is to be made of stone, cement and timber, and put up in the most substantial manner. A portion of the way across the river it will be 32 feet and 8 inches high” (*Burlington Free Press* July 19, 1876).

This dam was approximately 125 ft in length and was built across a limestone ledge about 100 ft downstream of the previous dam (Clouette and Fleming 1992:4).³¹ The 1876 dam was “a

²⁸ The Merchant Bank also provided a quit claim on February 26, 1863 (BTLR 28:377).

²⁹ It appears that Woods withdrew from the business ca. 1873 (*Burlington Free Press* February 14, 1873).

³⁰ In 1870, the Winooski Flouring Company may have operated from this complex. The U.S. Census of Manufactures for lists the Winooski Flouring Company as processing 1,500 barrels a day with 10 run burr stone, and twenty-five employees (U.S. Census of Manufactures 1870). The mill processed 175,000 bushels of grain a year (U.S. Census of Manufactures 1870).

³¹ At the time, it was reported that the “workman on the woolen mill dam at Winooski, work from 5:00 to 10:00 in the morning and from 4:00 to 9:00 in the afternoon, on account of the intensely hot weather of late (*Burlington Daily Sentinel* August 9, 1876). It was also reported, “About sixty men are employed of the new dam. Common laborers receive \$1.00 a day” (*Burlington Daily Sentinel* August 10, 1876). The dam closed 12 of its gates and began filling in late September (*Burlington Daily Sentinel* September 23, 1876, *Burlington Free Press* September. 25, 1876).

timber-crib structure” consisting “of 12” x 12” square criss-crossed timber of hemlock” filled with “large (3-8”) pieces of broken limestone,” gravel and sand, then planked over (Figures 44-46) (Clouette and Fleming 1992:2-3). This dam was at least 22 ft thick and provided up to a 35 ft fall (Clouette and Fleming 1992:3). It was one of the first dams in Vermont to incorporate concrete. In this case, the “concrete was intended as both a barrier to water seepage and as a means of adding stability, in the wase of Winooski, by making the fill into a rigid monolith” (Clouette and Fleming 1992:6). During construction, in August of 1876,

“a blast at the work on the new dam . . . threw a block of stone weighing a ton, through the north side of the flouring mill, on the third story, where it now lies. Another piece of rock was thrown entirely over the mill and fell in front of Duncan’s carriage factory, breaking a wagon that stood there” (*Burlington Free Press* August 19, 1876).

In 1880, the Burlington Flouring Mill operated with \$17,416 in capital, employed 10 men, and ran year-round (U.S. Manufacturing Census 1880). The mill had 10 run of stone and produced 800 bushels a day. The mill had an 18 ft fall and was equipped both Leffel (26 ft) and Tyler (36 ft) wheels (U.S. Manufacturing Census 1880). The mill processed 10,144 bushels of wheat, 46,415 bushels of other grains yielding \$49,226 in product (U.S. Manufacturing Census 1880).

About this time, however, it was found that the old mill was “unable to compete with the roller process for making flour” and “it ceased running when that process became general” (Child 1882:464). In 1880, it was reported that “the flouring department of the Burlington Flouring Company’s Mill has been taken out, and it is to be turned into a woolen mill. Only the custom department of the flouring mill now remains” (*Vermont Watchman and State Journal* April 14, 1880). It appears the company tried to use the space and power for other purposes. For example, in 1886, it was reported that “the looms which were put into the Burlington flouring mill are being moved across the river to the woolen mill” (*Burlington Free Press* December 31, 1885). Later in the 1880s “a dynamo in the flour mill” was used to power the textile mill’s electric lights” (Clouette and Fleming 1992:5).



Figure 44. Historic American Engineering Record Documentation, Burlington Woolen Mill Company Dam, VT-23-A-2; View Northeast From the West Bank, Routes 2 & 7 Bridge and Champlain Mill (HAER No VT-11) In Background” (photo credit Wayne Fleming 1992; Accessed at: <https://www.loc.gov/item/vt0117/>). This image shows the remnant of the 1876 dam. Note the stone foundation walls at right (possibly supported by steel beam?).

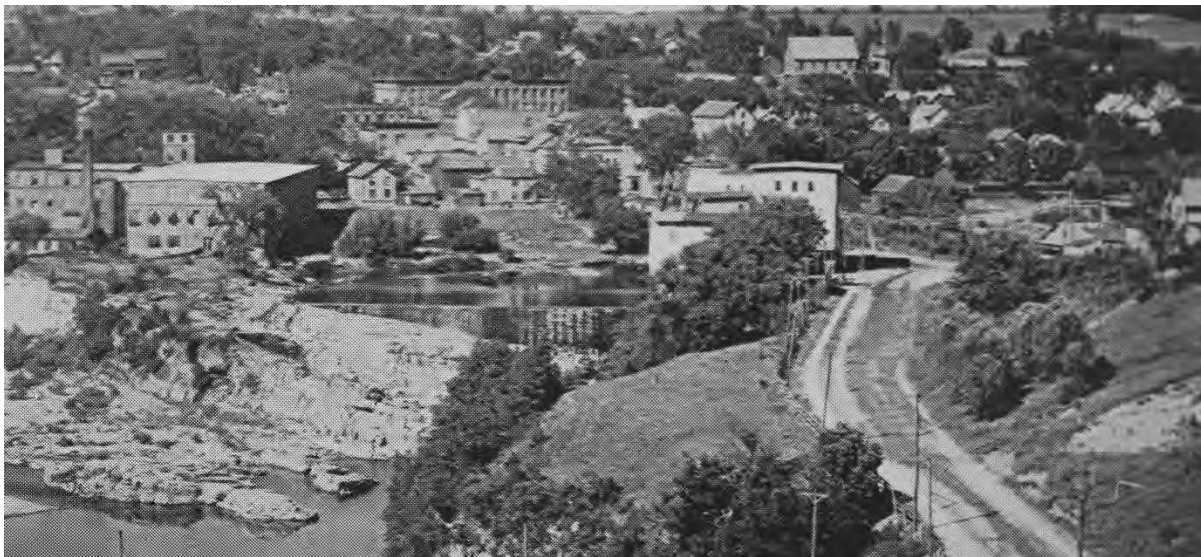


Figure 45. View of the 1876 dam in ca. 1900, looking north, from *Round About Burlington, Vt.* (Vermont Illustrating Co., 1900).



Figure 46. Historic American Engineering Record Documentation, Burlington Woolen Mill Company Dam, VT-23-A-7; Detail of Cribwork, Midpoint Along Top, View West” (photo credit Wayne Fleming 1992; Accessed at: <https://www.loc.gov/item/vt0117/>).

In 1892, the ‘Burlington Flouring Company’ was incorporated as an independent entity “for the purpose of grinding flour at the old mill on this side of the Winooski” (*The Earth* March 2, 1892). On March 24, 1892, the Burlington Flouring Company purchased from the Burlington Woolen Company the same land and water rights that they bought from Henry W. Catlin (BCLR 24:427). In 1895, high water carried away the wooden penstock at the Burlington Flouring Mill” but left the wheels intact (*Burlington Free Press* April 17, 1895). From ca. 1894 to 1912, the old mill provided power for the Burlington Traction Company, which ran Burlington’s streetcar system (Clouette and Fleming 1992:5).³² ³³ In ca. 1898, the Perfection Overgaiter Company moved into part of the old grist mill (Sanborn Mapping and Publishing Company 1894a, 1900). This company employed about 75 people and was one of the “leading manufacturers of over

³²In 1910, “a maximum head of about 37 feet is obtained . . . on left bank two wheels are installed: one under a 26-foot head. Developing about 725 horsepower, is used to furnish electric power for the Burlington Traction Co; the other under in 18-foot head, developing about 100 horsepower, is used to run a flouring mill” (*Burlington Free Press* December 3, 1910). In 1910, the entire mill “was shaken . . . when a pulley weighing 2,500 pounds exploded, and the fragments of steel tore their way through two floors” this failure stopping the cars of the Burlington Traction Company” (*St. Albans Daily Messenger* July 22, 1910).

³³ In 1923, a local contractor, J.E. Cashman, moved “the old generator which at one time furnished power for the Burlington Traction Company, from the Burlington Flouring mill” to the streetcar barn on North Winooski Avenue (*Burlington Free Press* May 17, 1923).

gaiters and leggings; they also make wool socks to be worn inside rubber boots and other specialties” (*Burlington Clipper* April 23, 1904).

In 1902, the American Woolen Company repurchased “the old Burlington flouring mill now occupied by a gaiter firm and the electric power company” as well as “the corporation store, the tenements and the land and gives the company the use of the waste power, which was their main object in securing the premises. The building will probably remain occupied as it is at present period the list price was \$27,000” (*Burlington Clipper* January 18, 1902).

In 1913, the Burlington Overgaiter factory experienced a fire that damaged the building, mainly by water damage, to the tune of \$40,000 (*St. Albans Messenger* December 25, 1913). At this time, the Overgaiter Company used the third floor for a stock room and the second floor for a sewing, while on the first floor was the grist mill, flour, feed and hay stock of the Burlington Flouring Company (eight carloads were ruined) and in the basement was the ‘power station’ of the flouring company and the Burlington Traction Company (*St. Albans Messenger* December 25, 1913). After the fire it was noted that, “the building is an old one and with the water and wet feed it was thought that the first floor might give way under the weight” (*St. Albans Messenger* December 25, 1913). In March of 1920 William B. Johnson & Son of Essex Junction purchased the stock of the Burlington Flouring Company [which operated in the mill but did not own it] (*Burlington Free Press* March 13, 1920).

At the height of the flood on November 4, 1927, the water was passing by the complex at an estimated “45 or 50 miles an hour” and was running “about 20 or 30 feet above” the dam (*Burlington Daily News* November 4, 1927). The water tore “away the entire southwest corner of the Johnson Grain Company” building at about 10:30 am (Figure 25) (*Burlington Daily News* November 4, 1927). Then, “just before 3:00 o'clock in the afternoon,” the 1885 steel bridge washed out with one span “careening down into the rock-ribbed channel which acts as a mouth of a bottle holding back millions of tons of water from above” and the other span apparently getting caught up behind the dam near the woolen mill’s intake (Figure 26) (*Burlington Daily News* November 4, 1927).³⁴ To relieve the pressure on the American Woolen Mill located on the right hand (northern) bank of the river, it was decided to destroy the old grist mill. About 1,000 pounds of dynamite was brought from Burlington’s city stone quarry for the job (*Burlington Daily News* November 5, 1927). A local newspaper reported:

“the first hundred pounds was placed under the foundation and the underpinning of the grist mill. An electric fuse was run up the hill to the nearest electric light . . . the charge was set off exactly 8:55 o'clock. With a roar that could be heard for miles, a blinding flash ripped the air and the entire vicinity was enveloped in smoke. When all

³⁴ In January of 1928, W.A. Baker, a “dealer in junk,” was to remove the span of the bridge which had been caught behind the dam, while Frank Russell & Son, of South Burlington, later got the contract for removing the span that had come to rest “about 300 feet west of where the bridge stood” (*Burlington Daily News* January 6, 1928; *Burlington Free Press* November 3, 1928). It appears that Baker was not entirely successful in his work. In 1930 the City of Burlington had to remove “the greater part of the old Winooski steel bridge which had obstructed the inlet to the flumes at the American Woolen Company’s lower mill” (City of Burlington 1930:239). Still later, in December of 1991, when the Pizzagalli Construction Company and Maine Drilling and Blasting were preparing the site for the existing hydropower facility they “found a lot of the old bridge that washed out in the 27’ flood” (*Burlington Free Press* February 25, 1992).

was clear again the engineers ran to the building and found the corner blasted off, but the old gristmill still apparently setting solid on its foundation. Every pane of glass in this neighborhood was smashed including the hundred odd windows in the grist mill and the Burlington mill of the American Woolen Mill. How many windows were shattered on the Winooski side is anybody's guess. . . There followed another consultation between the mayor and his advisers, and it was decided to blast again in an effort to send the gristmill in foundations hurtling down river which was now racing along better than 50 miles an hour. The thousands of spectators prepared for another ear-splitting shock. The dynamite crew again carefully unloaded another 100-pound box of high-grade dynamite. This time they buried it deep along the street wall of the gristmill foundation. And at 9:40 o'clock . . . Burlington and Winooski were almost lifted off their feet with the setting off of another 100 pounds of dynamite. This time the charge got to some deadly work on the old gristmill. Examination by Engineer Stanley immediately after the charge showed that the entire building had been thrown off line about a foot and was leaning towards the river . . . The river was widened approximately 30 feet at the corner of the grist mill. After a through investigation of the condition of the grist mill, the Mayor and the engineers decided to try another charge, but this time on the river wall on the east side of the street. This charge proved very effective breaking up this wall considerably, and relieving pressure on the Burlington Mill" (Figures 47-51) (*Burlington Daily News* November 5, 1927).

The next morning, "further attempts were made" to widen the river. This time, another 100 pounds of dynamite "was touched off in the inside of the foundations of the old grist mill . . . and although the resulting blast nearly practically completed the work of last night in making a wreck of the building, it did not send it toppling into the rushing avalanche of water below" (*Burlington Daily News* November 5, 1927).³⁵ However, it was said "a great deal of the desired effect was obtained the water pressure having been decreased and the channel widened to an appropriate extent" (*Burlington Free Press* November 6, 1927) (Figures 52 and 53).

³⁵ The Johnson Grain Company later asked Burlington for \$2,566 in compensation for damages, "the result of the blasting" (*Burlington Daily News* May 9, 1928). During the flood, "the flour and feed in the mill was nearly all saved and hauled away and stored in Burlington" (*Burlington Free Press* November 6, 1927).



Figure 47. Postcard view of the height of 1927 flood, looking from the Colchester/Winooski side of the Winooski River towards the old grist/flouring mill on the Burlington side at the dam (Postcard Collection, University of Vermont Special Collections, Billings Library Annex, Burlington, Vermont).



Figure 48. Postcard view entitled, "Waiting for Winooski Bridge to go out" (Postcard Collection, University of Vermont Special Collections, Billings Library Annex, Burlington, Vermont).



Figure 49. Detail of a view looking from the Colchester / Winooski side of the Winooski River towards the old grist/flouring mill on the Burlington side at the dam, showing the damage caused by the flood and the dynamite charges (Lois L. McAllister Photographs Collection, Box A19, Folder 10, Item 01, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 50. Detail of the previous figure showing the internal structure of the mill and wheel pit (Lois L. McAllister Photographs Collection, Box A19, Folder 10, Item 01, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 51. View of the effects of basting near the north side of the mill and the bridge approach, November 5, 1927, looking westwards towards the Colchester / Winooski side of the river (Postcard Collection, University of Vermont Special Collections, Billings Library Annex, Burlington, Vermont).



Figure 52. View of the mill building after the Flood of 1927, looking westwards / downstream (Lois L. McAllister Photographs Collection, Box A19, Folder 10, Item 05, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont). Note the extent of the damage on the left-hand (south) bank of the river.



Figure 53. View of the mill building after the flood of 1927, looking south from the Colchester / Winooski side of the river (Lois L. McAllister Photographs Collection, Box A19 Folder 09, Item 04, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).

In December of 1927, much of the superstructure of the old Burlington flouring mill, at the south end of the Winooski-Burlington bridge site was torn down (Figures 54-59) (*Burlington Free Press* December 14, 1927). By December of 1927, plans for a new bridge were already in the works (*Burlington Free Press* December 22, 1927; *Burlington Free Press* February 21, 1928). The new bridge was designed by J. R. Worcester & Co. of Boston, engineers / architects and was built in 1928 by the J.E. Cashman Company (concrete) and the Bethlehem Steel Company (ironwork) (*Burlington Free Press* December 31, 1927; July 14, 1928). When completed, it was, reportedly, “the longest deck plate girder in Vermont” at the time (*Burlington Free Press* December 18, 1929). The south end of the bridge moved slightly to the west, over the old mill site and both approaches had been “raised considerably over those of the old bridge” (*Burlington Free Press* December 22, 1927).



Figure 54. View showing the mill (at left) before the removal of the superstructure in December of 1927 (Lois L. McAllister Photographs Collection, Box A19, Folder 09, Item 03, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 55. Detail of a view showing the old mill foundations during the 1928 bridge construction (Lois L. McAllister Photographs Collection, Box A19, Folder 13, Item 05, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 56. Detail of a view showing the old mill foundations during the 1928 bridge construction (Lois L. McAllister Photographs Collection, Box A19, Folder 13, Item 11, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 57. Detail of a McAllister view showing the still standing stonework at the completion of the 1928 bridge (Lois L. McAllister Photographs Collection, Box A19, Folder 12, Item 02, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).

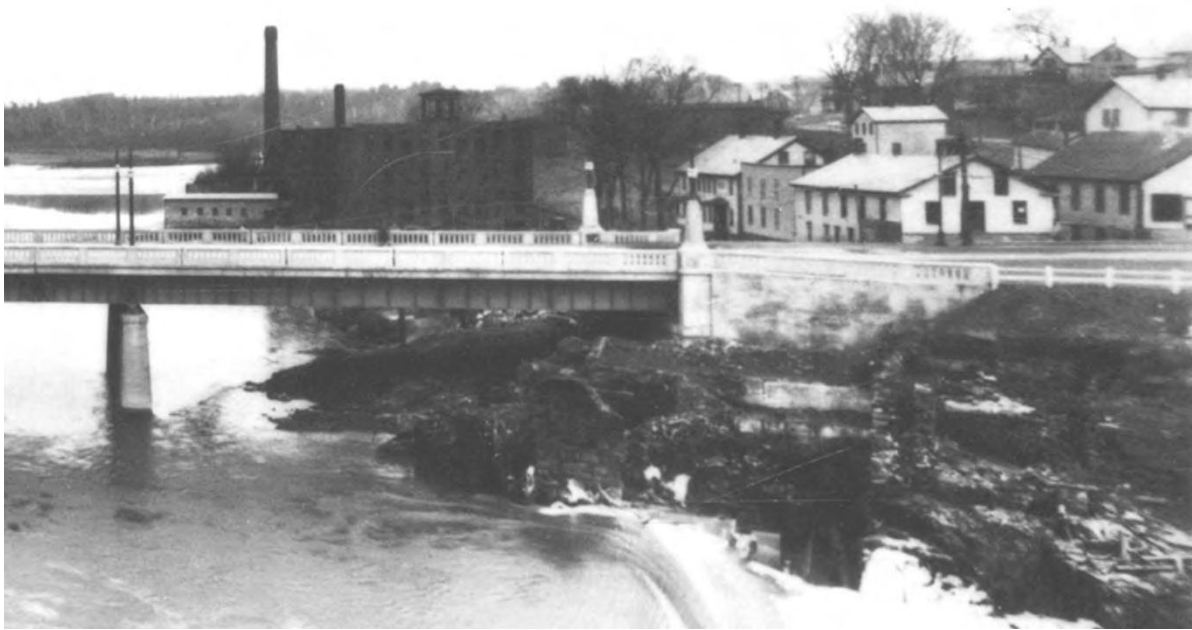


Figure 58. Detail of a McAllister view showing the still standing stonework at the completion of the 1928 bridge (Lois L. McAllister Photographs Collection, Box A19, Folder 12, Item 01, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 59. A post-1928 oblique aerial view of the project area (Vermont Historical Society).

After the flood, it was suggested that Burlington should “buy the land where the Johnson Grain Company building stands and cut away that corner so that the river would have a wider bed and an easier bend at that point. It was also suggested that the ledge in the riverbed just south of the mill be removed” (*Burlington Daily News* November 21, 1927; *Burlington Free Press* February 1, 1928). On June 29, 1928, the American Woolen Company sold the old mill property to the City of Burlington (Figure 60) (BCLR 93:452).

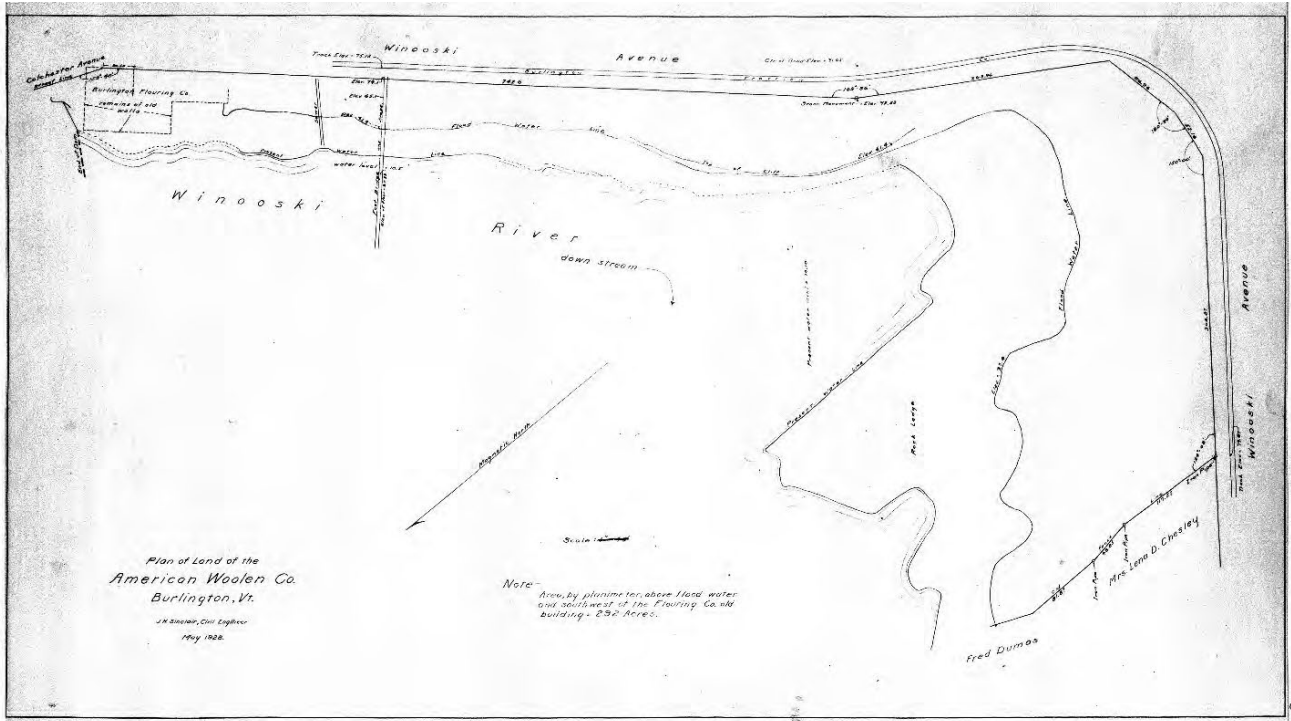


Figure 60. *Plan of the Land of the American Woolen Co. Burlington, Vermont*, by J.H. Sinclair 1928. A part of this land with the old flouring mill foundation (see far left) now belongs to the Burlington Electric Department, the rest is mostly the present-day Salmon Hole Park (on File Burlington City Clerk Office: BCLR 93:452).

In August of 1928, Burlington announced that, “a small park-like site” would be created at the intersection of Colchester Avenue, Riverside Avenue, and Barrett Street “south of the bridge” and that “an iron railing will be placed on the river edge with benches” (*Burlington Daily News* August 7, 1928). In October of 1928, a local newspaper added, “we hope the Burlington Park Department can be enabled to clean up that whole region and by trimming trees open a vista down the Winooski” (*Burlington Free Press* October 11, 1928) and a local resident, L.M. Wool, suggested that “the unsightly stonework of the old flour mill at the bridge side might advisably be torn down” to improve the view (*Burlington Free Press* October 26, 1928). In November of 1928, it was reported that, “the billboards which have obscured the view toward the river on the left as one approaches the bridge from the Burlington side, have been removed, so that the view is now clear in that direction” (*Burlington Free Press* November 22, 1928). In November of 1929, it was noted the road department was wrapping up their work and that “the approaches which at the present time have not been touched by the park department will be greatly

beautified next spring. It is expected that grass and shrubs will be planted there and that the whole Burlington approach will be improved” (*Burlington Daily News* November 27, 1929).

Although the area around the approach roads were spruced up, portions of the old mill’s foundations stood into the late 20th century along with some of the larger pieces of machinery scattered about the site. In 1942, the George J. Russell Company of South Burlington worked for several days at “the site of the old flour mill at the south end of the Winooski bridge” to remove scrap metal “lying at the foot of the dam” (*Burlington Free Press* November 7, 1942). On the first day of work, “the river was held back at the dam to give the workmen the most favorable conditions possible. Their first efforts were concentrated on a six-ton water wheel, which went into the river with the old grist mill in the flood of 1927” (Figure 61) (*Burlington Free Press* November 9, 1942). After the recovery of the section of wheel, “Russell estimated . . . there are about 25 more tons of valuable scrap in the river” and indicated that “the work will continue until it is all salvaged” noting that “practically all of it is old milling machinery” (*Burlington Free Press* November 9, 1942).



Figure 61. Photograph showing the recovery of a half of a six-ton waterwheel from the old grist mill site on the Burlington side of the bridge in 1942 (*Burlington Free Press* November 9, 1942).

Between December of 1991 and April of 1993, the Burlington Electric Department integrated the old the 1876 crib dam into the modern ‘Winooski One’ hydroelectric dam / plant, which was built by the Pizzagalli Construction Company and Maine Drilling and Blasting³⁶ (*Burlington Free Press* February 25, 1992; December 11, 1992). In creating an entirely new

³⁶ The Winooski One Dam is a 200 ft long, 35 ft high concrete dam (VT Dam ID #38.01).

channel / tail race to the right of the old dam “more than 24,000 cubic yards of rock-enough to cover a football field to a depth of 13.5 feet” were removed from the ledge (*Burlington Free Press* December 11, 1992). However, much of the old dam was “incorporated as the upstream face of a new concrete dam” (Clouette and Fleming 1992:1). A Historic American Engineering Record survey of the Burlington Woolen Mill Company Dam (HAER VT-23-A) conducted when the new hydroelectric facility was being built in 1992, reported that, “at the east end of the dam are the remnants of a foundation and wheel pit for a large flour mill that once stood on the site. Brick walls for the wheel pit, part of a brick floor with an iron support for a penstock, and scattered remnants of trash rack mark the site” (Figures 62 and 63) (Clouette and Fleming 1992:2). It appears that the new structure may have altered the site to a limited extent. Where foundation walls were visible in earlier photographs of the area, there now appears to be a landscaped area near the ground that may have been modified to accommodate the left abutment of the new dam (Figure 64). It is also possible that portions of the old foundations have collapsed either from undermining flood/ice action or from ground movement (e.g., oversaturated soils) on the steep slopes around the ruins.



Figure 62. Historic American Engineering Record documentation, Burlington Woolen Mill Company Dam, VT-23-A-9 Remnant of Flour Mill Foundation, East End of Dam, View Northwest (photo credit Wayne Fleming 1992; Accessed at: <https://www.loc.gov/item/vt01117/>).



Figure 63. Historic American Engineering Record documentation, Burlington Woolen Mill Company Dam, VT-23-A-10 Remnant of Brick Floor, Flour Mill Foundation, East End of Dam, View Southwest (photo credit Wayne Fleming 1992; Accessed at: <https://www.loc.gov/item/vt0117/>).



Figure 64. View of the old grist/flouring mill site from the Winooski side of the river, looking east (photo courtesy of Kaitlin O’Shea).

According to local historian, Vincent Feeney, “at the lower falls . One can still see where workmen cut away a stone cliff to accommodate this mill at the southern end of the modern dam” (Feeney 2002:26).

The Catlin Grist/Flouring Mill Lot southwest quadrant of the project APE was an extremely important early industrial site in the history of Burlington operating from the early 1800s to 1927. The primary builders/mechanics of the Catlin Mill in the 1850s were William F. Greenleaf, Augustus Smith, and William W. Bardwell (*Burlington Weekly Free Press* April 8, 1859b). This construction period is likely most represented by the few ruins visible today. Unfortunately, after numerous rounds of very heavy damage including several fires, several large charges of dynamite, and the systematic removal of the large metal artifacts, very little remains of this structure and the expectation for any intact associated archaeological deposits is extremely low. Fortunately, this site and the local industry it was part of are reasonably well recorded by documentary accounts and images. Though listed as part of the NR District, the extant retaining wall remains from the mill are not viewed as having the data potential of the mill remains to be considered significant and worthy of preservation or further study.

A portion of the 1876 cribwork dam are still preserved upstream of the existing Green Mountain Power dam which was constructed in the early 1990s and designated VT-1299 in the Vermont Archaeological Inventory (Figure 65). Based on documentation undertaken at the time of the new dam’s construction, the remnant of the historic crib dam is currently underwater and inaccessible. Present project plans to not include any potential impacts to the modern dam, or the remainder of the crib dam immediately adjacent/attached upstream. Therefore, no further work is recommended in the area of this significant historic feature comprising VT-Ch-1299.



Figure 65. Plan showing the location of the timber dam (VT-CH-1299) within the Winooski Falls NR District prior to the construction of the modern Green Mountain Power dam which attaches to the remnant of the timber crib dam immediately downstream.

Colchester Avenue Lot

(Variously known as either #491 or 493 Colchester Ave.)

The presently open Colchester Avenue lot (see Figures 28, 30 and 33) is now owned by Litwhiler Holdings / Barrett Street DBA Domino sits between Domino's Pizza and the Boardroom Café and has about 42 ft (12.8 m) of street front and about 73 ft (22.3 m) deep (approximately 0.06 acres). Earlier in its history, this land belonged to a larger lot that included the building to the north (the Boardroom property at #495 Colchester Avenue).

Early on, this lot was part of the extensive landholdings of Onion River Company, which was composed of the brothers Ira, Ethan, Heman, Heber, and Zimri Allen and their cousin, Remember Baker (Feeney 2002:14). Of the original members of the company, Heman Allen reportedly died wounds received during the Battle of Bennington and, it appears, that his share of the company was quietly appropriated by Ira Allen (Duffy, Hand, and Orth 2003:79; Feeney 2002:22-23, 26). In 1795, Moses Catlin (1770-1842) of Litchfield, Connecticut, husband of Lucindia Allen and son-in-law of the late Heman Allen, sued Ira Allen "for the maladministration of his wife's late father's estate" (Duffy, Hand, and Orth 2003:79; Feeney 2002:22-23, 26). The Catlins won in federal court and were awarded a judgement of \$46,847.80, "which they immediately levied against Ira's property along the Winooski River in Colchester and Burlington, including saw and grist mills, forges, Allen's residence, and other buildings and adjoining land" (Duffy, Hand, and Orth 2003:79; Feeney 2002:22-23, 26).

In 1815, Moses Catlin sold 130 acres in this land (including the project area) his elder brother, Lynde Catlin (Burlington Town Land Records [BTLR] 5:322). Lynde Catlin retained this land until his death in 1833 (see Figure 8. Johnson) (Johnson 1834a). This land was probably transferred to Lynde Catlin's sons through his will and then sold either whole or in part to Guy Catlin. In 1840, Guy Catlin sold a ¼ acre parcel to Moses Catlin. This parcel was located south of what would become Mill Street and ran 88.44 ft on Colchester Avenue, was 132 ft deep, and measured 79.86 ft in back (BTLR 14:573; 18:71). On July 31, 1840, Moses Catlin sold this ¼ acre lot (along with some land on river north of a right of way, now Mill Street) to William Whitman for \$600 (BTLR 14:575).³⁷ On May 5, 1846, William Whitman, then of Colchester, sold the property along with the brick store on it ("lately occupied by John S. Munson") to Louis and Charles E. Follett for \$2,000 (BTLR 18:71). On September 3, 1851, Timothy and Charles Follett sold this property (including brick store, shed, and ¼ acre) to Albert R. and George M. Duncan (BTLR 22:523). Albert Duncan (1812-1895) and George M. Duncan (1819-1888) were manufacturers of "all kinds of wagons and sleighs and do a general blacksmithing and job business" (*Burlington Daily Sentinel* October 12, 1874). As early as 1839, the Duncans had operated the "blacksmith shop formerly carried on by the Burlington Mill Company, east of Sidney Barlow's store [in Winooski], and also the one near the bridge, on the Burlington side" (*Burlington Weekly Free Press* December 13, 1839). In the 1870s, they employed eight men in their shops (*Burlington Daily Sentinel* October 12, 1874). However, throughout much of this time, the small area between Dominos and the Boardroom Café appears to have remained vacant (see Figures 9 and 10) (Beers 1869; Walling 1857). However, between ca. 1869 and 1885, a framed one and a half story 'lumber house' was built off the south side of

³⁷ On July 1, 1842, W.C. Whiteman advertised that he would pay cash for wool delivered to his "Store at the Falls" (*Sentinel and Democrat* July 1, 1842). This could mean the building north of project area.

the brick building, extending into the current project area (Beers 1869; Hopkins 1890; Sanborn Mapping and Publishing Company 1885).

The ¼ acre property was lost by foreclosure on April 10, 1882, to Daniel Buckley in a suit brought against Albert R. Duncan, George Duncan, and Albert G. Strong, based on a mortgage issued on February 4, 1876 (Burlington Decrees Vol. 1:286). On December 6, 1883, William L. Strong, acting as guardian for Daniel W. Buckley of East Dickenson, New York, sold the brick building known as the ‘Duncan Blacksmith Shop’ and its ¼ acre lot to Isaie Dubuc for \$1,600 (Burlington City Land Records [BCLR] 19:363). In ca. 1884, Isaie S. Dubuc (1845-1934), a native of Quebec and a machinist and blacksmith, moved from Jericho to Winooski (*Burlington Weekly Free Press* November 16, 1883; *Vermont Death Records 1909-2008*). The brick shop near the Winooski Bridge (#495 Colchester Avenue) was used by I. S. Dubuc as a carriage manufactory and blacksmith shop from ca. 1885 to ca. 1889 (*Burlington Free Press* December 6, 1888; H.A. Manning Company).³⁸ Between 1885 and 1889, Dubuc built a livery stable to the east of the brick building, which he operated until ca. 1900 (H.A. Manning Company; Sanborn Mapping and Publishing Company 1885, 1889, 1900). Between 1889 and 1894, the lumber shed was removed and a 55 x 15 ft ‘carriage house’ was built in the project area (Sanborn Mapping and Publishing Company 1889, 1894a). By 1900, the brick building had been converted into a second-hand store (U.S. Census 1900). Between 1906 and 1919, the carriage shed was shortened and became just a shed (Sanborn Mapping and Publishing Company 1906, 1919a).

On September 21, 1921, I.S. Dubuc sold the land that he purchased from William L. Strong on December 6, 1883, with the brick building at #495 Colchester Avenue and the four-tenement block known as Dubuc’s Lane (the former livery³⁹) to Harry Boyajian (BCLR 78:192; *Burlington Free Press* September 23, 1921; Picard 2016). Harry Boyajian and several members of his family, including Kazar Boyajian and Sarkis Boyajian, traded interests in the property back and forth until ownership was consolidated in the hands of Sarkis Boyajian (1888-1975) and his wife by the late 1920s (e.g., see BCLR 78:192; 80:334, 83:473; 87:426; 87:490; *Burlington Free Press* June 2, 1975). According to Manning’s City Directories and the Sanborn Fire Insurance Maps, the Boyajian family built a new structure, #491/493 Colchester Avenue, in the project area in ca. 1922. This was a commercial garage/gas station (Mobil) (Figures 66 and 67) (H.A. Manning Company; Sanborn Mapping and Publishing Company 1919a, 1926a).

³⁸ In 1888, Dubuc advertised looking to hire a wheelwright “one who can do carriage painting” (*Burlington Free Press* December 6, 1888).

³⁹ Between 1900 and 1906, the livery building to the east of the brick shop/store became a storage space for the 2nd hand store and by 1919, it had been converted into tenements (Picard 2016; Sanborn Mapping and Publishing Company 1900, 1906, 1919a).



Figure 66. View of the east side of Colchester Avenue north of Barrett Street, #491 Colchester Avenue is on the left (Lois L. McAllister Photographs Collection, Box A04, Folder 07, Item 05, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 67. View looking south on Colchester Avenue in 1929, #491 is at far left in this image (Lois L. McAllister Photographs Collection, Box A04, Folder 07, Item 04, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).

In June of 1922, Mike Younes rented the space and ran the Riverside Garage where “cars of all makes” were “overhauled, repaired and painted” (*Burlington Daily News* June 17, 1922). According to Manning’s Burlington City Directories, this was known as the Riverside Garage until ca. 1928 (H.A. Manning Company). After the construction of the existing bridge in 1928, the road grade on the lower part of Colchester Avenue was raised by three feet (or more). In consequence, the entire first floor of the brick building to the north of the project area was filled with dirt while the building in the project area was raised (Picard 2016).⁴⁰ In November of 1928, Frank Russell & Son, South Burlington contractors, with a crew of twelve men raised “the Riverside Garage eleven feet” (*Burlington Free Press* November 3, 1928). According to Manning’s Burlington City Directories, the building was vacant ca. 1929-1930 (H.A. Manning Company). Then it was then occupied by R.O. St. John Auto Body Repair ca. 1931-1937 and then by Burlington Auto Repair ca. 1939-1946 (H.A. Manning Company). Between 1926 and sometime before 1942, the last section of the shed (behind the commercial garage) was removed (Sanborn Mapping and Publishing Company 1926a, 1942).

On August 27, 1946, Sarkis and Pariz Boyajian sold the garage to Simoen ‘Sim’ and Genevieve Belanger and it became known Sims Auto Repair, which operated from 1949 to 1951 (BCLR 126:229; *Burlington Free Press* March 28, 1958; H.A. Manning Company). The property was subsequently rented to Sonny Auto Exchange / Willards’ Used Car Exchange (*Burlington Free Press* March 28, 1958; H.A. Manning Company). This structure was destroyed on March 28, 1958, in a three-alarm fire fed by “grease and paint” (*Burlington Free Press* March 28, 1958).⁴¹ This property was not redeveloped. On April 29, 1958, the vacant lot was sold to Phillip F. and Julia Melanson (BCLR 154:363). On June 23, 1960, Julia Melanson sold a group of properties to John B. Harrington including #485-487 Colchester (a business and apartment block), #4, 6, 8-10-12 Barrett Street; #491 Colchester Ave. (the former commercial garage site), and #32 Grove Street (a tenement building) (BCLR 151:269). At this point, the current project area became attached to the property to the south.

⁴⁰ In July of 1928, it was reported that “work has been started on the approaches at both ends of the bridge” (*Burlington Daily News* July 20, 1928). For “the premises adjacent to the south abutment to the new Winooski Bridge . . . It is expected that it will be necessary to alter the grade of Colchester Ave. and the Lower Rd. [Riverside Avenue]. On the approach to the bridge from points where the center line of Barrett St. extend westwardly will intersect the highways through the southerly abutment to the bridge. This will mean that the roadway will be raised more than three feet above the property at #497 Colchester Ave. now occupied by Harry and Sarkis Boyajian” (*Burlington Free Press* May 2, 1928). In the summer of 1929, “after the fill at this end of the bridge . . . had an opportunity to settle” the road was graded more and surfaced (*Burlington Free Press* November 22, 1928). In September of 1929, it was reported that, “a considerable amount of grading still remains to be done on Colchester hill below Chase Street, and on the approach to the bridge” (*Burlington Daily News* September 28, 1929). Sarkis Boyajian was awarded \$3,250 for damages in connection with raising the grade on the approach to the Burlington end of the Winooski Bridge Boyajian owns #495 and #497 Colchester (*Burlington Daily News* June 6, 1928).

⁴¹This was not the building’s first fire. For example, in 1945, “three cars including a tow truck were badly damaged as fire enveloped the interior of the garage of Mike J. Younes #491 Colchester Ave. last night. Six or eight autos in the garage basements were water soaked, also much garage equipment. . . The south wall, which was deeply charred. Firemen held the flames to the interior and saved the structure. They believe the blaze originated in the tow truck” (*Burlington Free Press* January 30, 1945).

East and West of Chace Mill and Wheelhouse Remains (VT-CH-1300)

On the historic maps, the area between Burlington-Winooski Bridge and the Chace Mill lying north of Mill Steet consistently show no structural development. However, there is evidence of a series of significant ground disturbances. The area east of the bridge and west of the Chace Mill parking lot was the site of several industrial enterprises and other buildings in the early 1800s (Figure 68). However, by the early 1850s, the Winooski Cotton Mill was the primary business located here. This company was chartered in 1845 by Joseph D. Allen, W.R. Vilas, and Morillo Noyes and began operations in a space rented in the oil mill located on the west side of Colchester Avenue between Catlin's grist mill and the bridge (*Burlington Weekly Free Press* April 8, 1859; Hemenway1867:513). In 1852, a fire broke out in the oil mill and quickly spread to Mark Willard's wagon shop, a cooper's shop, the flourmill and plaster mill (*Burlington Free Press* January 31, 1852). In the spring of 1852, the company moved "some twenty rods above the bridge" to a wooden factory building (34 by 84 ft) "below the upper dam" and soon afterwards bought "an adjacent property formerly owned by Mortimer Catlin and others for a satinet factory and "erected the commodious and substantial stone and brick factory (45 by 103 feet) three stories in height, besides basement and attic" by ca. 1853 (*Burlington Free Press* September 12, 1853; *Burlington Weekly Free Press* April 8, 1859; Hemenway1867:513). As of 1859, the building was only partially occupied (*Burlington Weekly Free Press* April 8, 1859). In 1873, the Winooski Mill Company broke ground for an addition 100 x 50 ft, four stories high and the main mill was raised by one story (*Burlington Democrat* June 7, 1873). The cotton mill was "run for some time by Earle & Son of New York who failed ca. 1876 and "the creditors appointed" J.H. Gates to run the mill, which he did for four years before purchasing the property at auction (ca. 1880) in ca. 1889 a stock company called "Burlington Cotton Mills" was founded by Gates (Figure 69) Jonathan Earle closed the Winooski Cotton mill in 1876 due to "financial embarrassment" (*Rutland Daily Globe* February 9, 1876) (*Burlington Clipper* February 26, 1891; *Burlington Free Press* February 27, 1891; *Burlington Daily News* February 25, 1927). In 1874, the cotton mill was repaired, addition 175 x 50 ft adjoining portion 50 x 50 Johnathan Earl and his son, Edward Earl, of New Brunswick, New Jersey, employed 150 people and manufactured 'print cloth' (meaning cloth to be printed in this case, into calico) (*Burlington Daily Sentinel* October 12, 1874).

The Burlington Cotton Mill burned down on February 24, 1891 (*Burlington Clipper* February 26, 1891; *Burlington Daily News* February 25, 1927; *Burlington Free Press* February 27, 1891). The fire started on the fifth floor and "the flames spread so rapidly that employees were obliged to escape by ropes" (*The Daily Item* February 25, 1891). The entire structure "was consumed in half an hour" and sparks "driven by a strong south wind, set fire to the lumber sheds of Edward Stevens across the river, and the flames spread to adjoining buildings. At one time it looked as though the whole village must go" (*The Daily Item* February 25, 1891). The Burlington Cotton Mill was rebuilt between 1891 and 1892 on its present plan (*Burlington Weely Free Press* September 4, 1891; November 5, 1891; February 25, 1892; Sanborn Mapping and Publishing Company 1900). Following the flood of 1927, the area west of the mill was used as a temporary access road to a pontoon bridge (Figures 70-72). The bank was not armored as of the 1930s and doesn't appear protected on a plan from the 1950s (Figure 73 and 74). However, today the area is comprised of fill behind an armored bank (Figure 75).

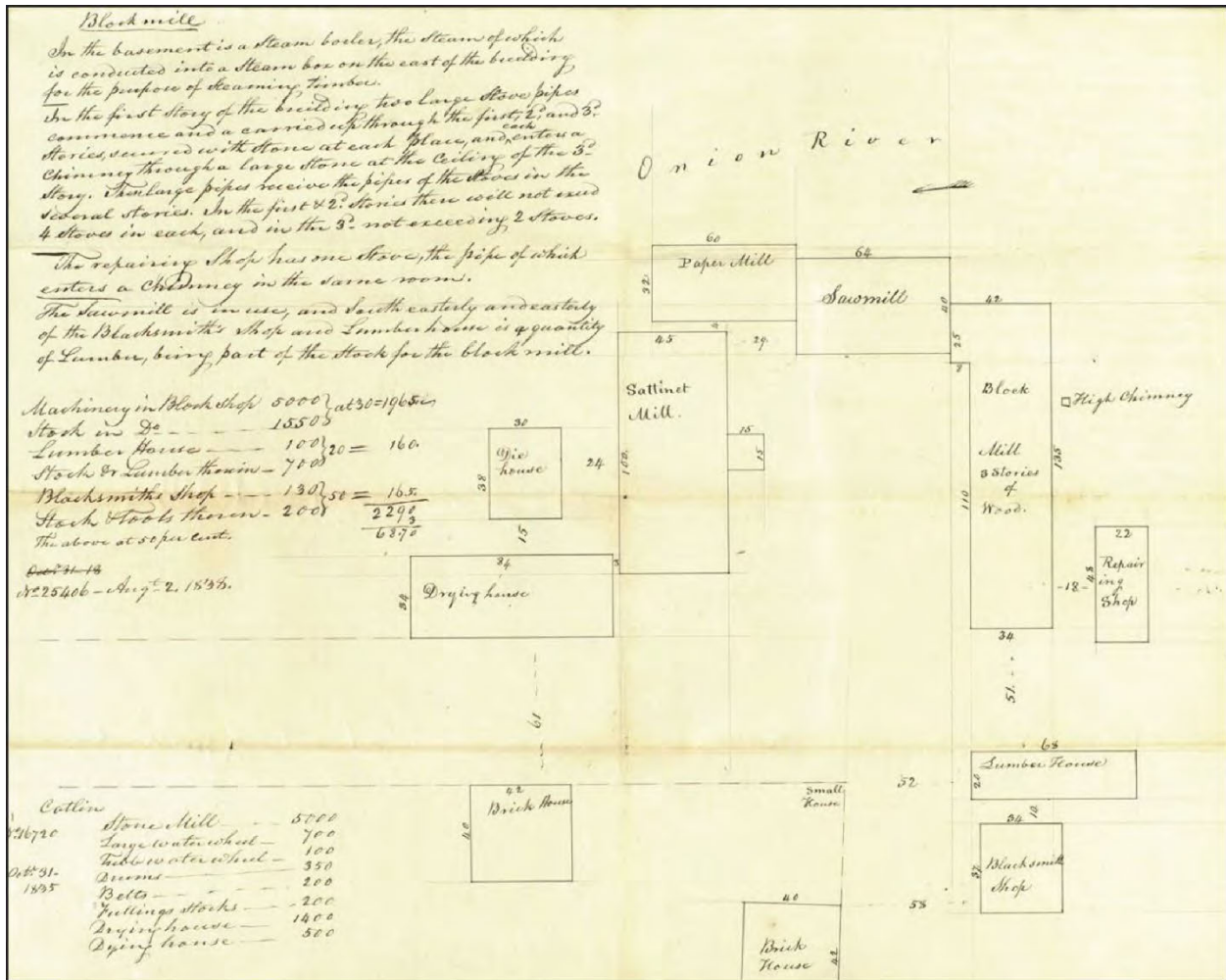


Figure 68. Plan of the mills and buildings on the south side of the upper falls of the Winooski River in 1838 (Johnson 1838).

3333.

*BURLINGTON COTTON MILLS,
Burlington,
Vermont.*

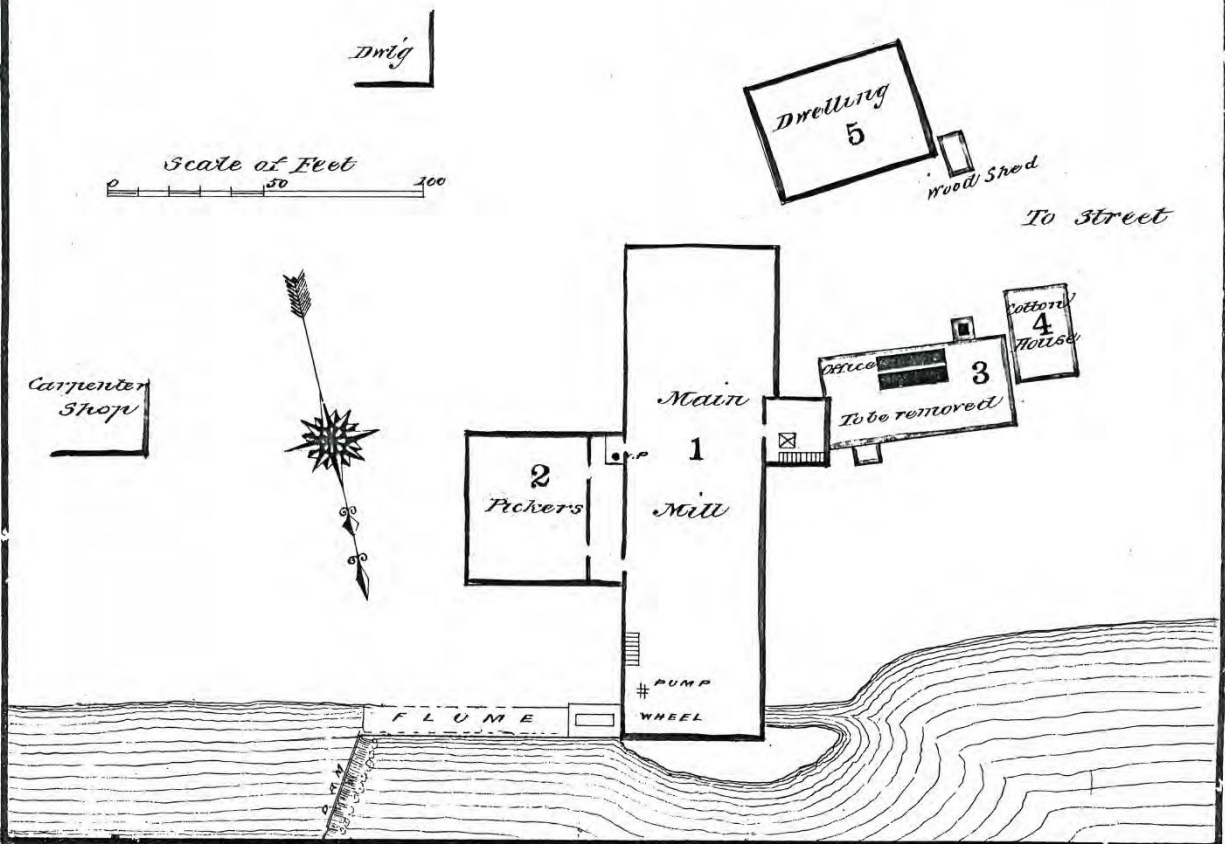
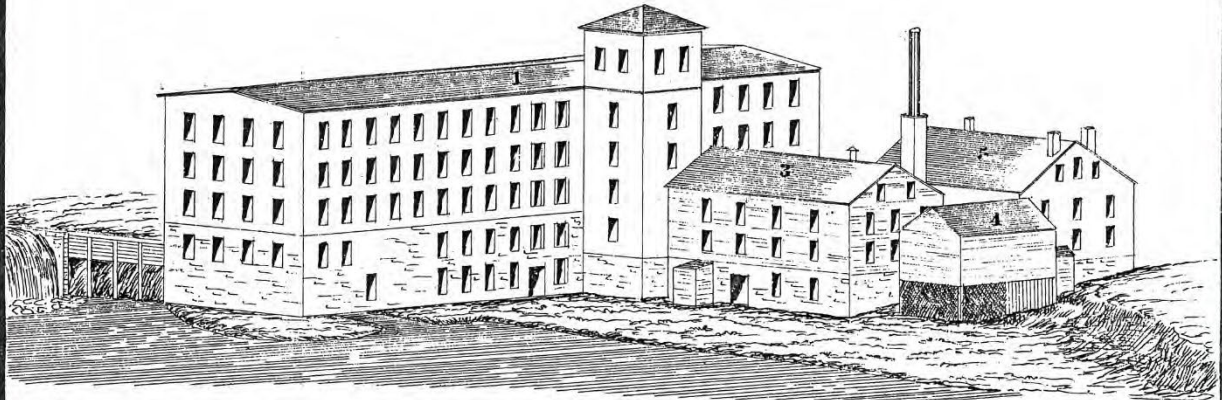


Figure 69. The Burlington Cotton Mill ca. 1880 (Barlow Insurance Surveys 1880). Note location of wheelhouse and penstock flume, the remains of which comprise VT-CH-1300.



Figure 70. View of the temporary pontoon bridge crossing built after the Flood of 1927, looking southeast from the north bank of the river (Postcard Collection, Vermont Historical Society, Leahy Library, Barre, Vermont). Note wheelhouse and penstock at left (remains of which designated VT-CH-1300).



Figure 71. View of the Chase Mill, looking southeast from the north bank of the Winooski, River.



Figure 72. View of the south bank of the river in the area north of Chace Mill after the Flood of 1927, looking west (Lois L. McAllister Photographs Collection, Box A19, Folder 10, Item 05, Silver Special Collections, Billings Library Annex, University of Vermont, Burlington, Vermont).



Figure 73. View by Arthur Rothstein entitled *Textile Mill, Winooski, Vermont* taken in September of 1937, looking upriver with Chace Mill at right (U.S. Farm Security Administration, Office of War Information; Prints and Photographs Division, Library of Congress, Washington, DC. Retrieved from the Library of Congress <https://www.loc.gov/item/2017776103>). Note the characteristics of the shoreline at right foreground, wheelhouse (VT-CH-1300) at center and the crib dam across the upper falls.

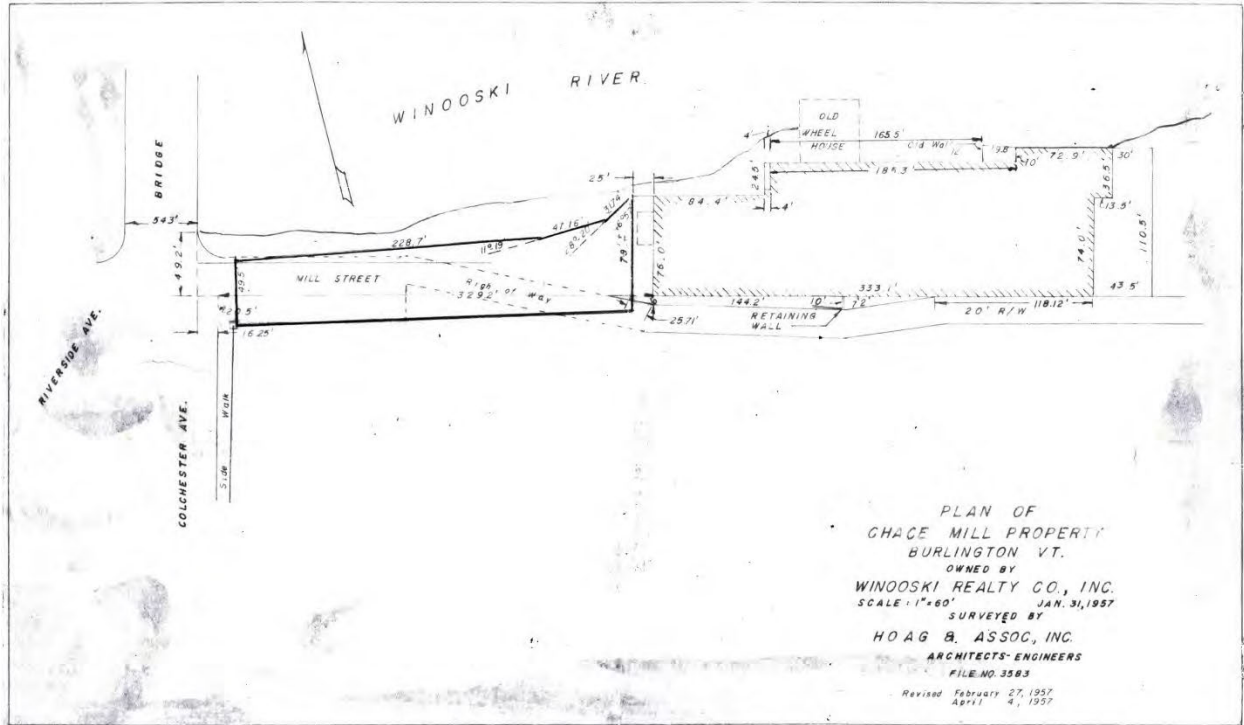


Figure 74. Plan of Chace Mill Property, Burlington VT., Owned by Winooski Realty Co. Inc. (Hoag & Associates 1957) including the low lot between the bridge and the mill. Note location of the Chace Mill wheelhouse at top, remains of which comprise site VT-CH-1300.



Figure 75. View of south embankment, looking southward from the north bank of the Winooski River from a point under the east side of the bridge. Note armored bank section and, at far left, the remains of the Chace Mill wheelhouse that comprise site VT-CH-1300.

The remains of the Chace Mill's wheelhouse and penstock, visible from the existing bridge, comprise site VT-CH-1300 (see Figures 73-75). The site is considered significant as an essential element of the mill which is listed as part of the Winooski Falls BR District. The site area is located along the river just north of the standing structure and its features, including the wheelhouse building with arched flume exit and penstock supports likely date from the original mill construction in 1853 with modifications during expansion in 1874 and post fire in 1891. While this site is within the potential direct impact area of perceptible construction vibration, it is otherwise not considered to be threatened by the proposed project.

Parking Lot and Lane East of the Chace Mill Complex (#74 Chase Street, Burlington)

This part of the overall project area is currently owned by Chace Mill Parking LLC., which acquired the 2.57-acre parcel after having leased it for ten years beginning in 1986 (BCLR 341:276; Valley Land Services 1996). This parcel was originally part of the sizable mill property initially owned by Ira Allen, then by Moses Catlin (1770-1842), and then by his brother, Lynde Catlin (1768-1833). This property extended along the south side of the river from the Winooski-Burlington bridge past the upper falls⁴² to the first upstream bend in river (Figure 76). Several industries were established on this land just below the upper falls in the early 1800s including a sawmill (possibly 1820?), ship block factory (Winooski Patent Block Manufacturing Company) (ca. 1835/1836), paper mill (ca. 1813/1814), and a satinet factory ca. 1814.⁴³ Along with some houses and support structures like dye house drying houses & etc. but carding previously (<https://www.uvm.edu/~hp206/2013/pages/witman/index.html>).

Lynde Catlin had been born in Litchfield, Connecticut, in 1768 a son of Capt. Alexander Catlin (b. 1738 who died in Burlington, Vermont) (Figure 77) (Hubert 1903:27-28). Lynde Catlin trained as a lawyer but became a banker and served as the first cashier of the Merchants' Bank of New York (Hubert 1903:27-28). On November 25, 1815, Moses Catlin sold all the land he owned on Lots #16, 17, 18, 19, and 20, including all mills buildings dams water rights, being about 130 acres (with a few exceptions) and including land leased to Amos Weeks for fulling and carding and the paper mill of Alfred, Ira, and Dan Day at the upper dam (BTLR 5:321). Day owned a one acre parcel in this area near the upper dam and bend in the river (Figure 79). Lynde Catlin died on October 18, 1833, and his property in Vermont was transferred to his sons John Mortimer Catlin, Charles T. Catlin, and George Catlin (Hubert 1903:27-28; *Middlebury Free*

⁴² Tradition holds that the upper dam on the Winooski River at Winooski, a wooden crib type dam, was built [ca 1789] first by Ira Allen but was "carried away by freshet" soon after completion and had to be replaced (*Burlington Clipper* April 23, 1904). In 1866, the old dam at Winooski [upper] of wood "one of the owners is of the opinion that it was first built about the year eighteen hundred; that about the year eighteen hundred and thirty, a portion of it having been carried away by a freshet, was rebuilt. Very much decayed, leaks very badly, and is liable to be destroyed at any time by a flood in the river. Indeed, a portion of it was swept away by a freshet last winter or spring and has not yet been repaired (Linsley 1866:6). In 1874, plans made for new dam by D.C. Linsley (*Burlington Democrat* April 4, 1874). In 1875, old dam 600 ft long 18 ft head powers north side and burl cotton, Winooski Lumber, old built over 60 years ago Mr. Earle of New York, the proprietor of cotton mill wants to double capacity (*Burlington Weekly Free Press* February 19, 1875). In 1866 "the present dam "about sixteen feet high" (Linsley 1866:7).

⁴³ In October of 1838, the foundations of satinet (a finely woven fabric made from cotton or wool) factory (built of stone measuring 100 x 50 ft) were being offered for sale by Henry Leavenworth (possibly as agent) (*Burlington Free Press* October 26, 1838).

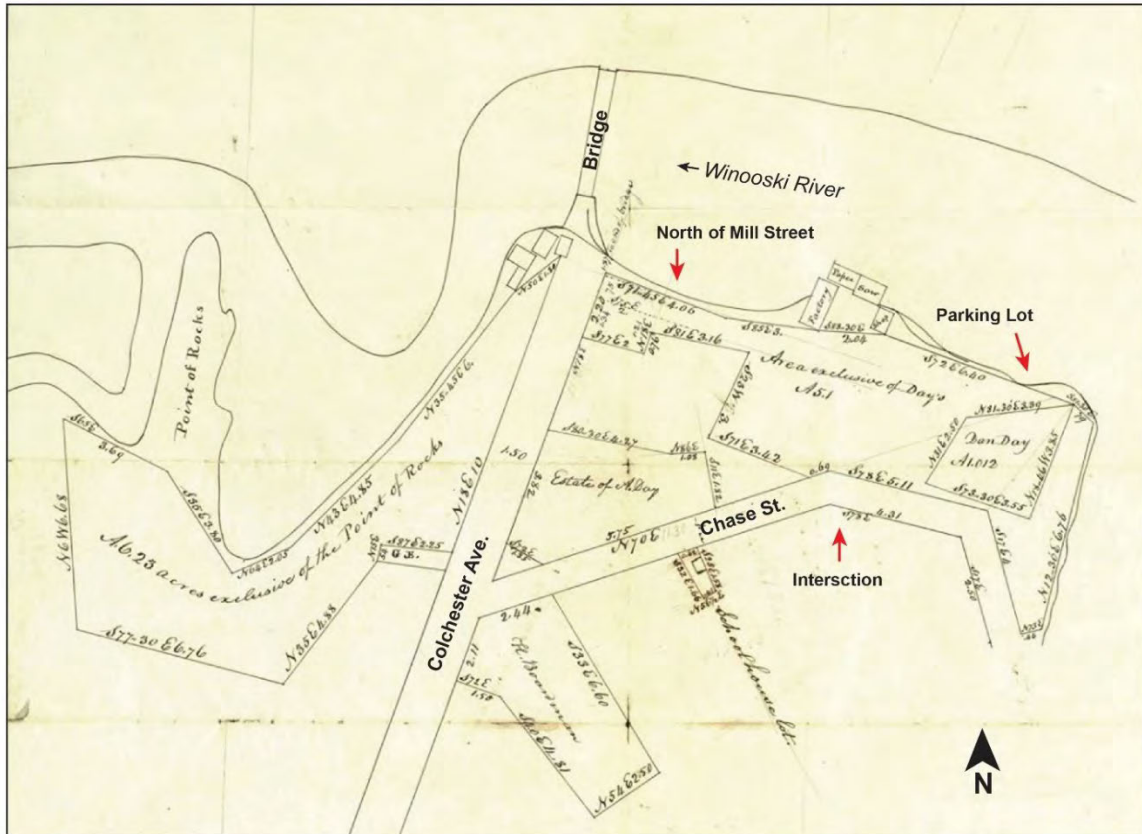


Figure 76. Detail of John Johnson's plan entitled *Burlington Falls, L. Catlin's Estate, June 1834* (Johnson 1834).



Figure 77. Lynde Catlin (1768-1833) of New York City (Hubert 1903:27).

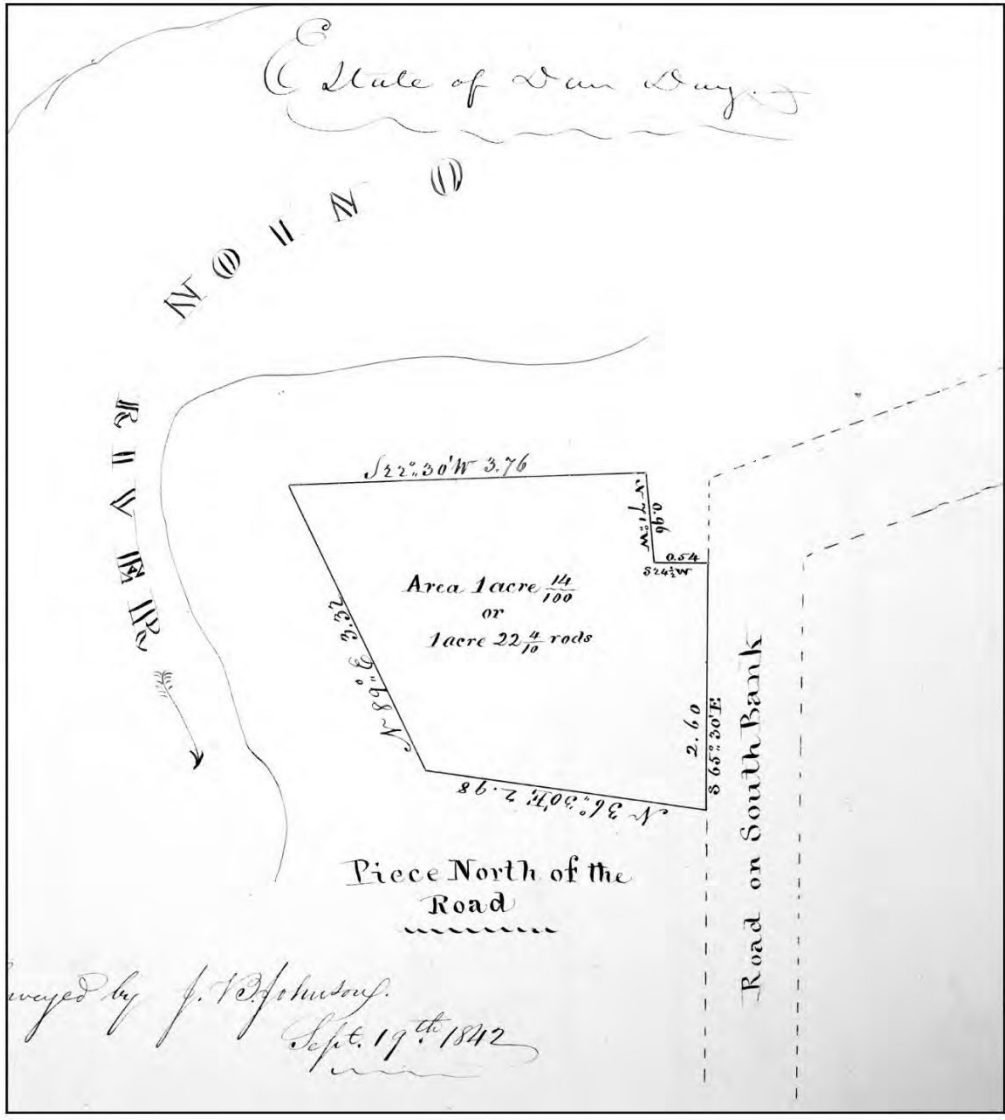


Figure 78. Survey of a part of Dan Day’s estate, in Burlington, Vermont, in 1842 (Johnson 1842).

Press November 15, 1836; *Vermont Wills and Probate* ca. 1834 Estate of Lynde Catlin of New York). At some point, one or more of these heirs (possibly John Mortimer Catlin) transferred the land to Melinda Catlin (1787-1843), wife of Guy Catlin (1782-1853). In December of 1838, a fire, believed by some to be arson, destroyed most of the industries on the south bank of the river including the Winooski Block Manufacturing Company, a machine shop, sawmill, the Day’s paper mill, carding shop (built pre-1802/1807), and the satinet factory (*Burlington Free Press* December 28, 1838; *Burlington Weekly Free Press* July 12, 1839).

Melinda Catlin died in 1843 and her son, Henry W. Catlin (1811-1878), acting as administrator of her estate, sold the property (after the death of Guy Catlin) to Edward Estes, then of Boston, Massachusetts, on September 6, 1854 (BTLR 25:63-64; *Vermont Vital Records 1720-1908*). By the late 1850s, there was once again, “an ordinary saw-mill on the south side of the river at upper dam reportedly, . . . under the management of Orville Sinclair” (*Burlington*

Weekly Free Press April 8, 1859; April 8, 1859b). This sawmill produced “a large amount of lumber for building purposes together with boards and lath” (*Burlington Weekly Free Press* April 8, 1859b).⁴⁴ In 1861, Edward Estes, then of Cohasset, Massachusetts, sold the land that he acquired from Melinda Catlin’s estate to Vernon P. Noyes (ca. 1817-1885), a “well-known banker and financier of Burlington” (BTLR 28:185; *Vermont Watchman and State Journal* October 7, 1885). Vernon P. Noyes quickly sold the land to Hiram N. Ballard (BTLR 28:180; 30:36). Ballard (1826-1883), a merchant and a co-owner of a pottery in Burlington, sold the part of the land west of the sawmill to the Winooski Mill Company on January 26, 1861 (BTLR 30:85) and the sawmill and the land to the east to Orville Sinclair on March 26, 1861 (BTLR 30:116 see also 30:92; 30:95; 30:98). On August 7, 1866, Orville Sinclair sold the sawmill and the land to the east to Omi A. Dodge, the president of the Bank of Burlington (BCLR 2:379). On February 6, 1868, O.A. Dodge sold the same property to Sidney H. Weston, Lemuel B. Platt, and Henry P. Hickok for \$8,500 (BCLR 4:138).

Additionally, at some point before ca. 1840 Moses Catlin and/or Lynde Catlin sold one acre and 22 rods⁴⁵ to Dan Day (1791-1842) who operated the paper mill located at the upper falls with his brother, Alfred Day (1786-1834) (see Figure 78) (*Burlington Weekly Free Press* December 12, 1834; *Sentinel and Democrat* January 14, 1825; November 7, 1828). On August 7, 1843, the administrator of Dan Day’s estate sold this land to George K. Platt (BTLR 16:223). George Platt died on September 23, 1857, in Alta, California, and on December 12, 1861, Sidney Barlow, who had been deeded the land as trustee for George Platt’s widow, Ellen Platt, sold the 1 acre and 22 rod⁴⁶ parcel to Mary Cashon (ca. 1823-1888) for \$700 (Figures 79 and 80) (BCLR 30:313; *Daily Journal* November 9, 1857; *Vermont Vital Records 1720-1908*). Reportedly, Mary Cashon’s father lived on the property at the time of this transaction (BCLR 30:313). On December 18, 1871, Nancy Cashon sold the property to John C. (1833-1916) and Katherine Delany (BCLR 10:160)(Figure 81). They sold it to Cornelius Delany on August 16, 1897 (BCLR 41:234). The land was then transferred to the Fanny Allen Hospital by order of the probate court on April 8, 1929 (BCLR 91:365). Fanny Allen Hospital sold this land to Harry S. Delany (1877-1942) on August 2, 1937 (BCLR 108:522). The estate of Harry Delany sold a part behind the house extending towards the river to the Green Mountain Power Corporation on July 2, 1943 (BCLR 120:84).

Weston, Platt, and Hickok formed the Winooski Lumber and Water Power Company that year and the property is labeled as ‘Winooski Lumber’ on the Beers map of 1869 (Figure 79).⁴⁷

⁴⁴ In the late 1850s, the “building next adjoining the sawmill” was occupied by Charles L. Nelson (1805-1876) who manufactured cabinet ware and common furniture, chairs, bedsteads, settees, school furniture & etc. (*Burlington Weekly Free Press* April 8, 1859b; July 21, 1876). In ca. 1868, C. L. Nelson’s factory near the river employed 12 hands (*Burlington Times* August 1, 1868). In 1873, the Winooski Cotton Mill, desiring to extend their building bought out his shop and water power” (*Burlington Weekly Free Press* July 21, 1876). In 1874, C.L. Nelson sold his furniture establishment and water privilege to the Burlington Cotton Mill Company (*Burlington Democrat* March 14, 1874).

⁴⁵ An acre is 160 square rods.

⁴⁶ This property began at the northeast corner of a house formerly used as a schoolhouse, then ran N33°30”E 202.6 ft to the northeast corner of the parcel; then S89°W 219.12 ft to the northwest corner; then S36°30”W 137.94 ft to the highway; then east (past the premises formerly the homestead of Dan Day); then 65°30”E on the highway 171.6 ft to the southwest corner of the dwelling house; then N24.5°E to the northwest corner of the house; then S71°E to the beginning (BCLR 30:313).

⁴⁷ On May 19, 1873, Sidney H. Weston, Lemuel B. Platt and Henry P. Hickok officially transferred the land to the ‘Winooski Lumber and Water Power Company’ for \$10,000 (BCLR 9:241).

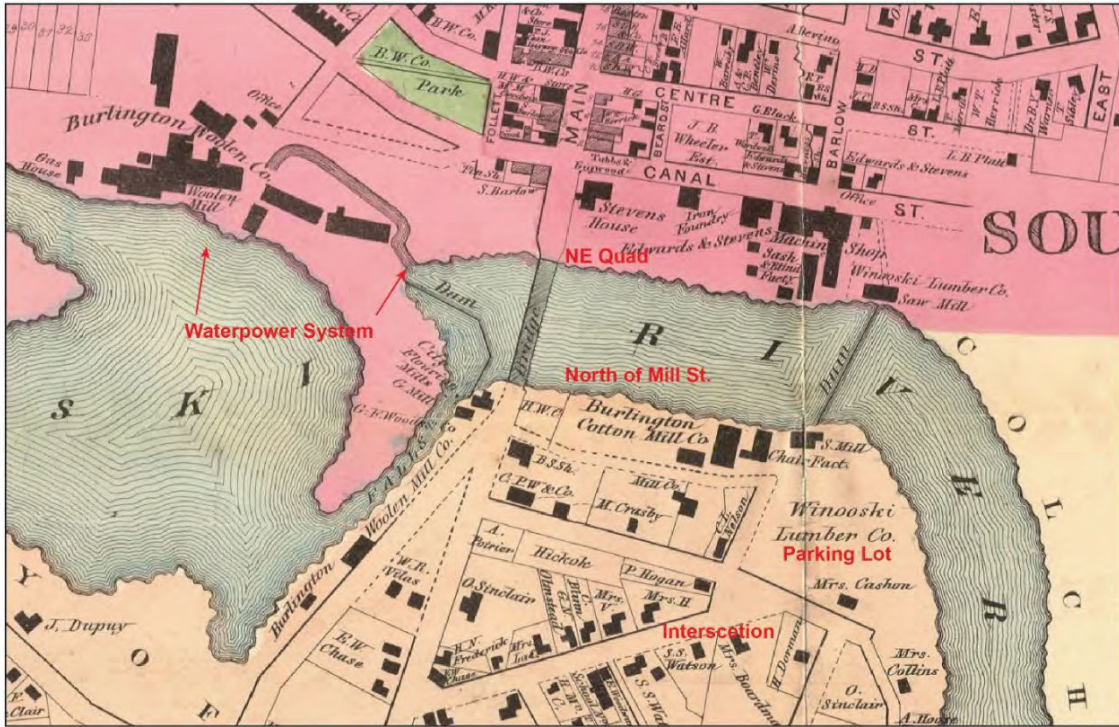


Figure 79. Detail of “Winooski Falls” from F.W. Beers’ *Atlas of Chittenden County, Vermont* (1869).

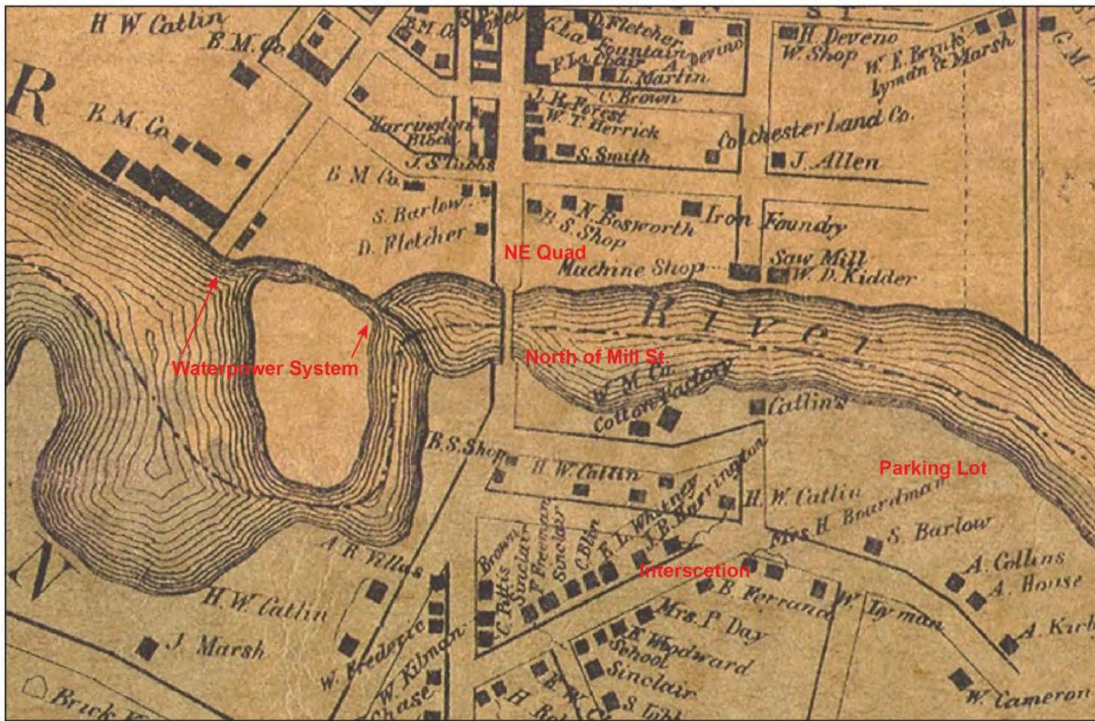


Figure 80. Detail of H.F. Walling’s *Map of Chittenden County, Vermont* (1857).

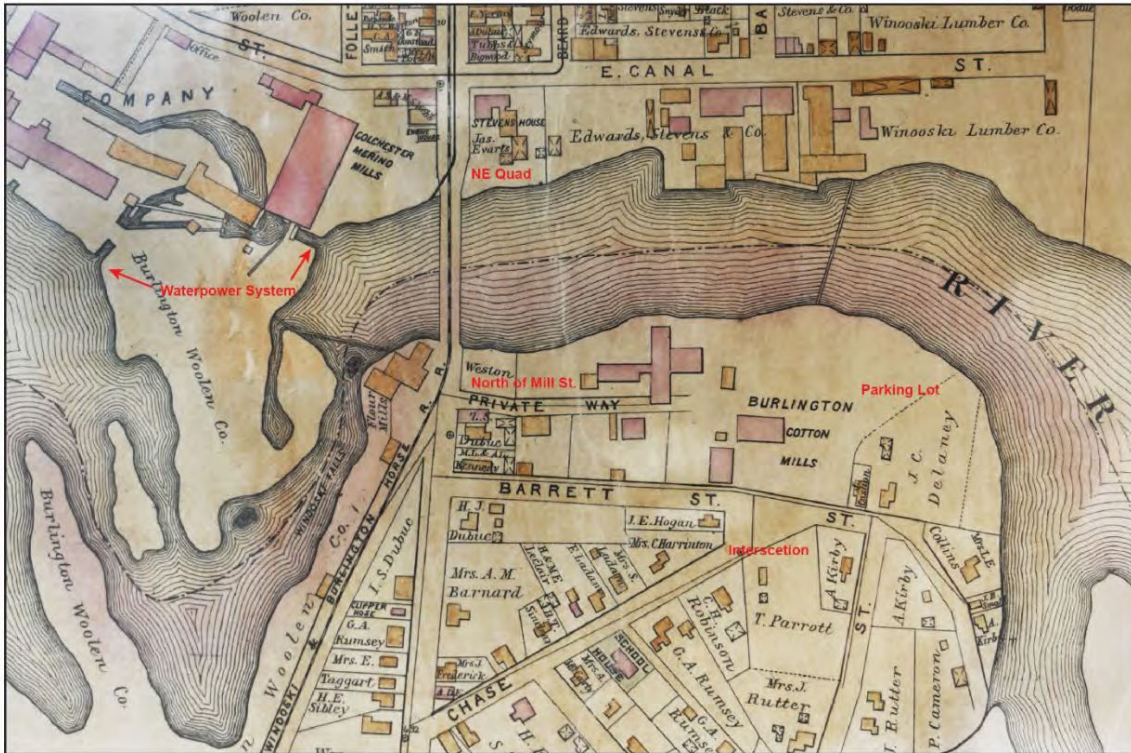


Figure 81. Detail of G.M. Hopkins' *Map of the City of Burlington, Vermont* (1890) of this land behind the house extending towards the river to the Green Mountain Power Corporation on July 2, 1943 (see Figure 80) (BCLR 120:84).

The reported purpose of the Winooski Lumber Company was not only to manufacture lumber but to develop water power and build structures supplied with motive power (*Burlington Free Press* October 21, 1868). The Winooski Lumber Company owned land on “both sides of the river above the upper dam” (*Burlington Times* August 1, 1868)(Figure 82). Their plans included the construction of a new large dam across the Winooski, “above the present upper dam” in order “to flood the entire interval of about 200 acres” to “make it one of the best privileges in the country” and conduct the water “by canals to new mills and manufacturing establishments below” (*Burlington Free Press* October 21, 1868; *Burlington Times* August 1, 1868). A later survey of the river noted that at a point about 225 ft above the upper dam there was a “reef of rock” upon which a dam would create a substantially larger upstream reservoir and provide an additional 10 ft of head (*Burlington Weekly Free Press* February 19, 1875). While lumber for a new dam was amassed, it was never built (*Burlington Free Press* March 1, 1878). However, the company did operate sawmills and a large woodworking shop at the falls employing a total of “about 40 hands” (*Burlington Clipper* April 23, 1904; *Burlington Times* August 1, 1868).

On June 1, 1880, the Winooski Lumber and Water Power Company sold their land and water power rights on the Burlington side of the river to Joel H. Gates (BCLR 16:238). This land was described as beginning on the old Patchen Road [now Bartlett/Chase Street] at the southeast corner of the Cotton Mill premises, then running easterly 237 feet to the southwest

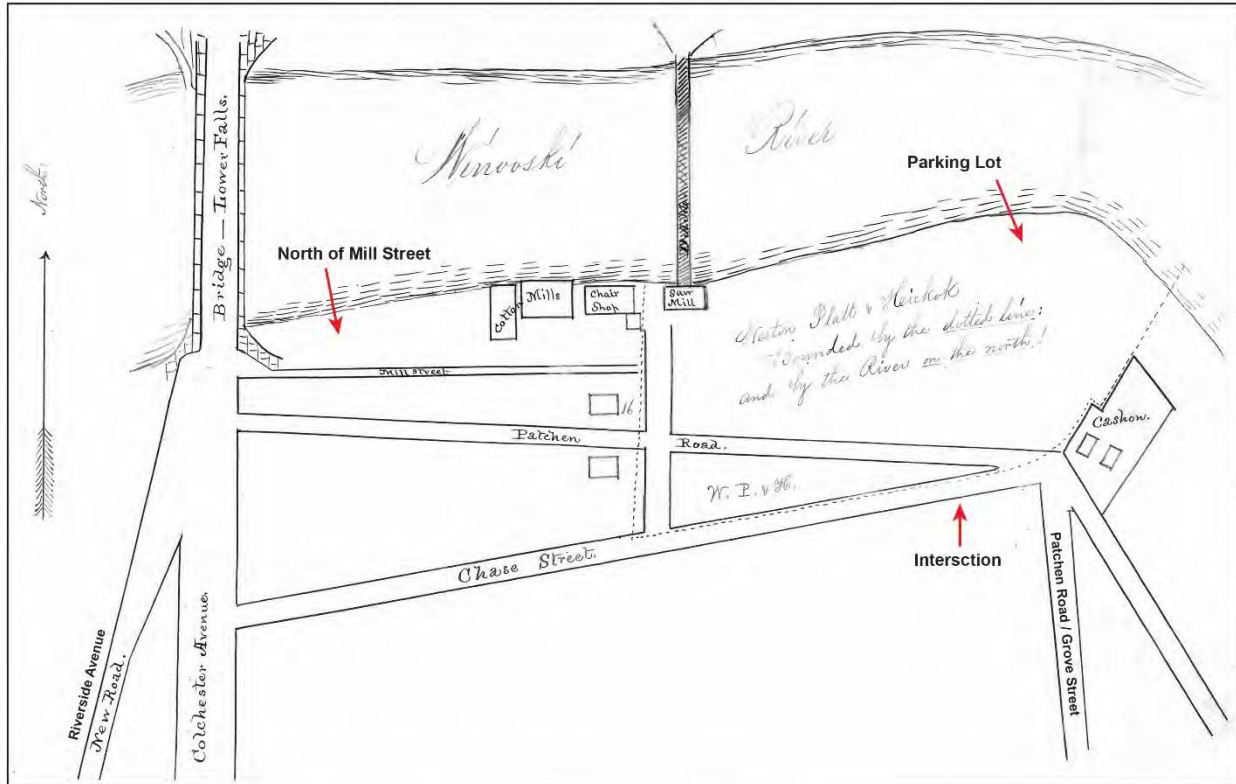


Figure 82. Plan of land owned by Weston, Platt, and Hickok (aka. the Winooski Lumber and Water Power Company) ca. 1880. Their land is located between the dotted line and the river (BCLR 9:240).

corner of Mary and Maggie Cashon’s land; then in Cashon’s west line N16.5E 52.5 ft; then in their north line south 7 degrees 10.5 ft; then N57E 134 ft; then E3N 237 ft to the river; then west on the river to the east line of the Cotton Mill premises; then south in the east line of the Cotton Mill premises to the beginning (Figure 83) (BCLR 16:238). This transaction included all of the water power privileges and rights “if any” to the “triangular piece of land lying between the Patchen Road and Chase Street east of John Hazen’s place” (BCLR 16:238).

On March 6, 1906, the Chace Mill Corporation of Fall River, Massachusetts, acquired the next-door property belonging to Burlington Cotton Mills⁴⁸ (BCLR 54:556; *St. Albans Daily Messenger* February 16, 1906). On November 12, 1928, the Chace Mill was purchased by the Green Mountain Power Corporation (BCLR 90:663; *Burlington Free Press* November 14, 1928).⁴⁹ After acquiring part of the current project area with the purchase of the mill (see BCLR 90:663), the Green Mountain Power Corporation bought additional land mainly east of the mill to extend the property from the mill to the bend in river (Figure 84). This included land from the

⁴⁸ This was a part of a large package deal which included other facilities on Pine Street (BCLR 54:556; *St. Albans Daily Messenger* February 16, 1906).

⁴⁹ Green Mountain Power subsequently leased the mill out to various enterprises beginning in ca. 1932 (*Burlington Clipper* February 4, 1932). However, the mill was empty by 1978 and no longer used for manufacturing.

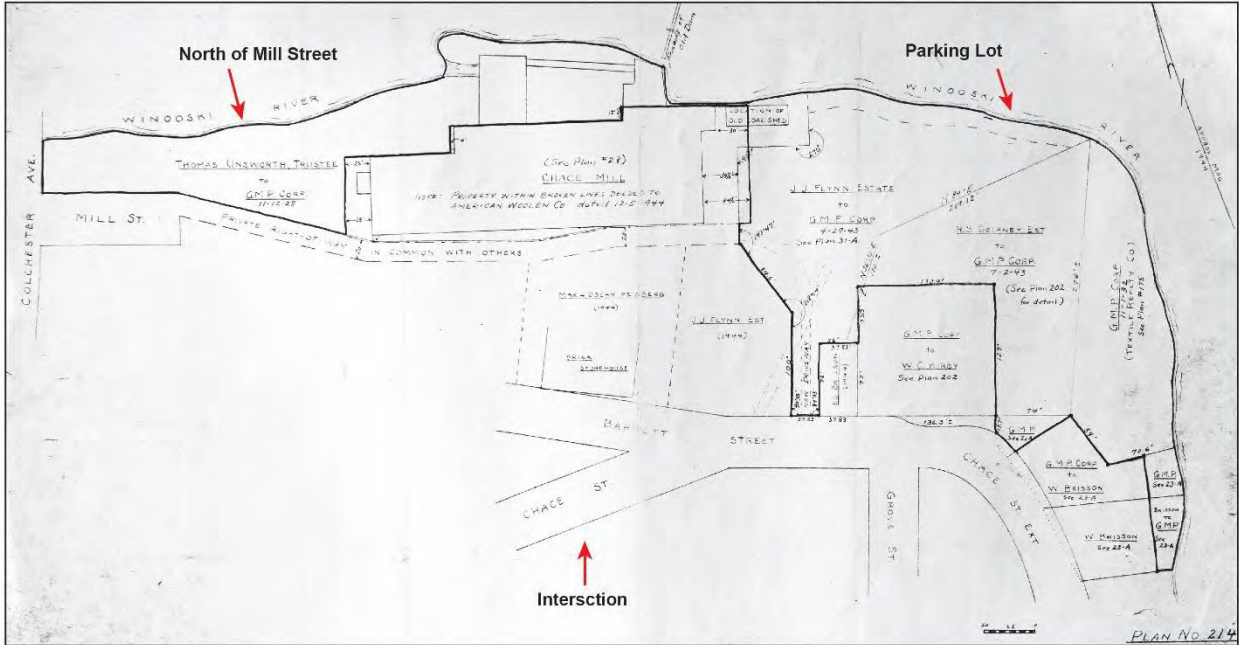


Figure 83. Green Mountain Power Corporation General Plan of Chace Mill Property, Burlington, VT (Hoag & Associates 1944).

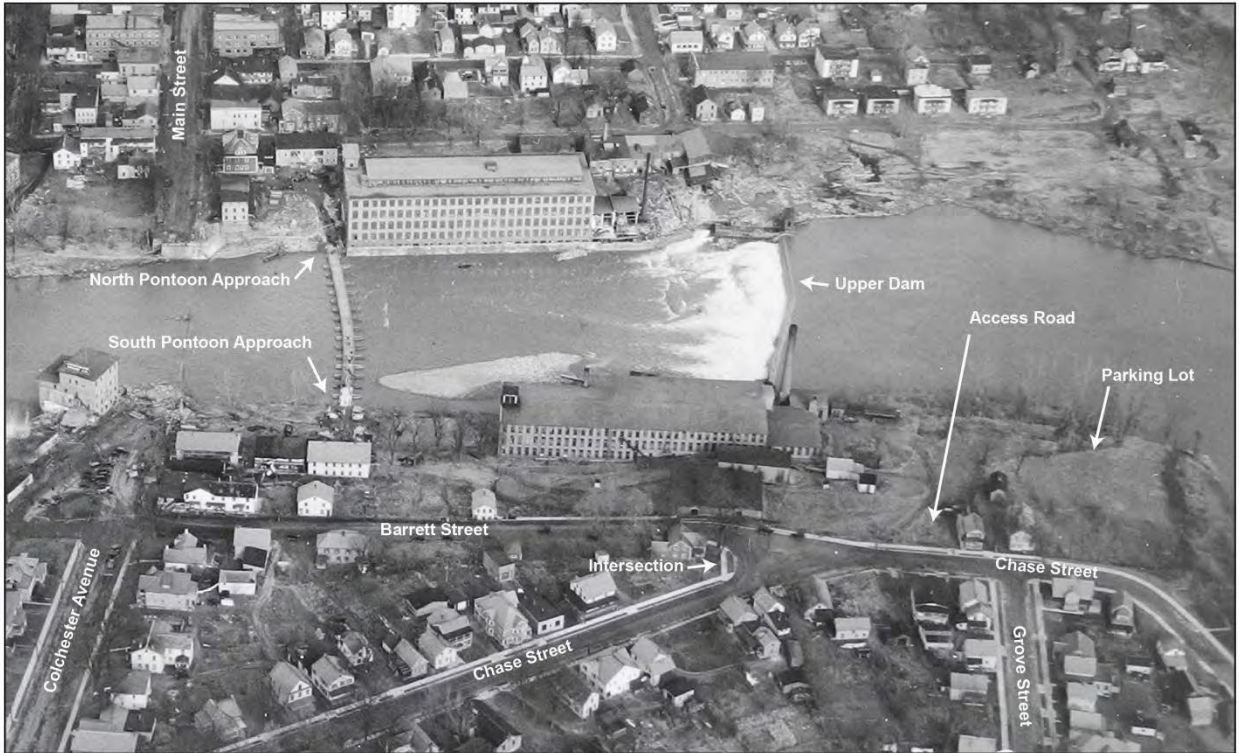


Figure 84. Oblique aerial view entitled *Winooski, VT., Pontoon Bridge (031-8770-8) 1927 12-3000* (Photograph Collection, Vermont Historical Society, Leahy Library, Barre, Vermont). North is at the top.

Burlington Gas Light Company on October 8, 1928 (BCLR 95:501); land from the Textile Realty Company on November 1, 1932 (BCLR 93:526); land from the estate of John Flynn on April 29, 1943 (120:68); land from the estate of Henry Delaney on July 2, 1943 (BCLR 120:84); and land from William Brisson on October 15, 1943 (BCLR 122:486). Green Mountain Power built a substation on a part of the land near the mill in 1932, however, the land was eventually leased to Jan W. Rozendall for a parking area beginning in the 1980s (BCLR 341:276). Images taken after the 1927 flood through 1974 show the development of the south bank prior to the construction of modern parking facilities and the access road connecting Chase Street with the parking lots east of the Chace Mill (Figures 85-88).



Figure 85. Oblique aerial post-flood photograph entitled *Winooski VT., Pontoon Bridge (032-8770-8 1927 12-3000)*, looking westwards, downstream, in 1927 (Photograph Collection, Vermont Historical Society, Leahy Library, Barre, Vermont). North is to the right. Note steep slope coming down from the parking lot area.



Figure 86. Detail of an aerial photograph showing the project area in 1937 (Aerial Explorations Inc., 1937).



Figure 87. Detail of an aerial photograph showing the project area in 1962 (Geotechnics & Resources 1962).



Figure 88. Detail of an aerial photograph showing the project area in 1974 (AeroGraphics Corp., 1974).

On September 30, 2015, the Green Mountain Power Corporation sold the parking lot and access road area to Chace Mill Parking LLC (BCLR 1288:581). Two of the purchases made by Green Mountain Power to extend their property eastward are associated with early historic period settlement, though not within the project area. It is likely that in the late 1830s, a house (possibly a duplex) was built on the bank on the river “a little above the second dam and opposite the lower end of an Island” on land owned then by Moses Catlin in the vicinity of #90 Chase Street (BTLR 15:325). This house was occupied by Godfrey W. Carpenter and Alphonzo Collins by ca. 1839 (BTLR 15:322 15:323, 15:325). On September 2, 1850, Alphonzo and Louisa Collins became the sole owners of the property (Figure 86) (BTLR 21:570). On September 25, 1891, Louisa Collins sold her property to Nancy Collins (BCLR 31:283; see also 59:620). Nancy Collins sold part of this property on the riverbank north of Chase Street to Burlington Gas and Light on July 5, 1910 (BCLR 59:149). Burlington Gas and Light sold the same parcel to Green Mountain Power on October 8, 1928 (BCLR 94:501).

Based on a reconstruction of historic land use, the 19th century industrial development did not reach too far above the head of the upper falls. Although the area east of the Chace Mill on the south bank may have been used for lumber / wood piles at times, it appears that most of the present parking lot area within the easternmost section of the proposed APE was yard / lawn space for private residences from the mid-1800s up until it was developed for the present parking lot in the late 20th century. Like others around the falls, this general area was likely once sensitive for precontact Native American sites given the proximity to the river. However, for the access road north from Chase Street and the parking area, the sensitivity potential falls off due to historic landscape modification. First, the steep sloped private drive leading to the parking area, proposed for access during construction, is in an area of excessive slope with margins that are artificially fill-levelled and disturbed (Figure 89).



Figure 89. June, 2024, view of the access road to the parking lot, looking north from Chase Street. Note steep slope north down to parking lot and fill-altered, heavily modified margins.

The parking lot area while not significantly altered throughout the 19th and early 20th centuries was eventually levelled during construction of a substation in ca. 1932 (enlarged by 1962, but now removed) and then by the development of the parking lot, beginning 1978-1984 and expanded the developed area eastward between 1986 and 1999 (Aerial Explorations Inc., 1937; AeroGraphics Corp. 1974; *Burlington Free Press* February 11, 1932; Geotechnics & Resources 1962; *News and Advertiser* March 15, 1932; Sanborn Mapping and Publishing Company 1942; Vermont Mapping Program 1978).⁵⁰ Hand coring conducted on 6/25/2024 confirmed the altered nature of the ground. From the field visit and the cores, it appears that the west part of the parking area was once the nose of a spur that has had its top leveled (initially for the substation). Coring and field observations also indicate that a small re-entrant to the east of the spur (partly framed by exposed ledge to the east) has been filled in level the area out for (Figures 90 and 91). Finally, there were deep recent alluvial deposits along the river front (possibly deposited while the upper falls dam was in place). In this area, the core encountered over 110 cmbs (3.6 ft) of modern alluvial deposits with no Ab horizons and no subsoil development noted.

⁵⁰ Additional aerial imagery accessible at <https://www.historicaerials.com/viewer>.



Figure 90. June 2024, View of the parking lot area, looking east.



Figure 91. View of the parking lot area, looking northwestwards.

CONCLUSIONS AND RECOMMENDATIONS

The Burlington-Winooski Bridge project APE has been a highly significant location for Native Americans since the Falls first emerged from the post-glacial Champlain Sea some 10,000 years ago. The Falls represent a major landscape feature in the northern Champlain Valley that attracted indigenous people for range of activities including settlement, resource procurement including fishing and transportation between Lake Champlain and the interior of what is now Vermont. As a result of the extensive industrial development of the project APE, however, there is little to no expectation for the preservation of significant precontact era Native American archaeological resources within the potential direct impacts of the proposed project. One area downstream of the bridge within the broader potential indirect impacts portion of the APE does contain a previously recorded archaeological site, VT-CH-0127, and other significant sites are known both upstream and downstream from the Falls. While site VT-CH-0197 was found not to be significant during a study conducted in 1979 (Thomas and Bayreuther 1979), a reevaluation of this Middle Woodland period site is recommended should ground disturbance be required in this area. Therefore, the area surrounding site VT-CH-0127 has been delineated as archaeologically sensitive (Figure 92).

The project area encompasses one of the most significant concentrations of historic industrial activity in Vermont. The crossing of the Winooski River between Burlington and Winooski is one of the most significant historic transportation corridors in the State. As discussed in this report, most of the historic development in the project APE is directly related to harnessing hydropower to support grain processing and textile manufacturing, or transportation related services, including bridges, and services first for horse drawn carriages, and later automobiles. As a result of the historic importance of the Falls and the crossing, the historic and archaeological properties in the project area comprise the majority of the Winooski Falls Historic District which has been listed on the National Register of Historic Places since 1978.

Properties included in the original NR listing include historic wheelhouses associated with the historic Woolen Mill in Winooski (VT-CH-1298), the remnants of a wooden crib dam dating to 1876 (VT-CH-1299) that is associated with the development of the Woolen Mill, and the remnants of the Catlin Grist Mill on the Burlington side (VT-CH-1297). Though not called out in the original NR listing as separate from the standing mill structure, the wheelhouse remains and penstock supports associated with the Chace Mill in Burlington (VT-CH-1300) also are considered significant. The area of the Woolen Mill wheelhouses (VT-CH-1298), the wooden crib dam remnant (VT-CH-1299), and the Chace Mill wheelhouse (VT-CH-1300) are all considered archaeologically sensitive therefore and should be avoided during construction (see Figure 92). All three of these archaeological properties fall within the predictive vibratory impacts during project construction, but these potential effects are not seen as threats to these resources.

The historic background research resulted in a determination that the remnant retaining wall of the Catlin Grist Mill (VT-CH-1297) is not archaeologically significant. As a result, though included in the original NR District, this archaeological property does not have the archaeological data potential to warrant preservation. Therefore, no further investigation or avoidance during construction is recommended for this site.

As documented in this report, currently “open” areas within the project area were thoroughly investigated for their potential to contain historic archaeological resources related to industrial,

commercial or domestic residential activities and features. Based on the extensive evidence of grading, construction, destruction and landscape alteration, none of these areas investigated within the project's proposed direct impacts, including staging and parking, are considered archaeologically sensitive for historic archaeological resources. With respect to the anticipated direct effects of bridge construction, including staging as presently anticipated, each of the bridge's four quadrants were thoroughly studied for their potential to contain significant archaeological properties. These include the Falls Lot in the northwest quadrant, the northeast quadrant, now part of Winooski Falls Park, the southwest quadrant where the Catlin Grist Mill was formerly located (site VT-CH-300) and the southeast quadrant, between the bridge and the Chace Mill. As discussed in detail in this report, all of these areas have been significantly altered over time and/or comprised of fill. As a result, as for Native American cultural resources, there is no expectation that any of them have any potential to contain significant historic archaeological properties, other than those delineated as archaeologically sensitive in Figure 92.

The project APE inclusive of potential indirect effects includes sections of residential neighborhoods. Wherever possible, areas with significant obvious ground disturbance were determined to be not sensitive. The remainder of the residential properties were not closely studied for their archaeological sensitivity given the very low expectation that these areas would be utilized as part of the project undertaking and subject to ground disturbance. If any of these areas, designated as "unevaluated" in Figure 92, are considered for staging, or any project-related activities that may include ground disturbance, then additional research may be necessary to determine the presence/absence of archaeological sensitivity. The exception to this is the Greenmount Cemetery on Colchester Avenue which is, without question, archaeologically significant (see Figure 92).

Based on the evaluation of archaeological potential within the Burlington-Winooski Bridge project area we recommend a determination of No Adverse Effect with respect to archaeological resources as project plans do not include any ground disturbing, or subaqueous disturbing activities that would effect the significant archaeological resources that exist within the project APE. As a result, no further archaeological investigation is recommended prior to project construction. The rich history of transportation and industry encapsulated by the project locale, some of which is detailed in this report, does present an educational opportunity, however, perhaps in the context of public amenities associated with the construction of the new bridge.

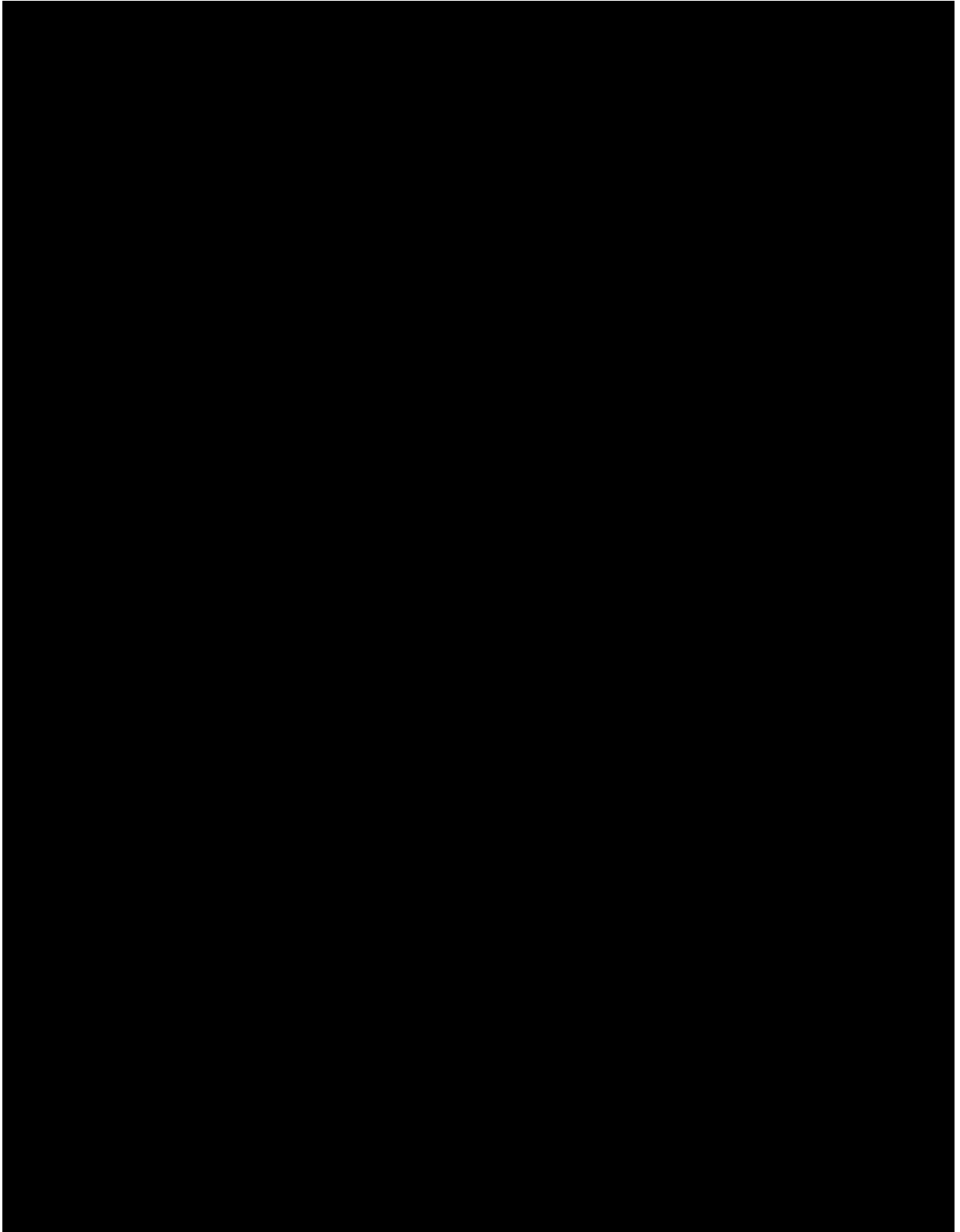


Figure 92. Aerial image with LiDAR hillshade overlay showing the boundary of the Winooski Falls NR District, recorded sites, archaeologically sensitive areas and areas that have yet to be evaluated within the Area of Potential Effect for the Burlington-Winooski Bridge Project BF RAIZ(2) in the City of Burlington and the City of Winooski, Chittenden County, Vermont.

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