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# GROTON HISTORICAL SOCIETY

## Newsletter

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Volume 25 Issue 4

Groton, Vermont 05046

Fall 2012

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## **POLITICAL PARTIES IN GROTON**

### **By Hosea Newell Welch (1860-1941)**

**OPEN HOUSE**  
**FALL FOLIAGE DAY**  
**OCTOBER 6, 2012**

### **2012 OFFICERS**

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Web Site Editor Donald Smith  
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The first Political parties in this country were the same as those in England at that time, Whig and Tory. The Tory party upheld the King in all his transactions. The Whig party opposed part of them and desired a reform along certain lines.

Most of the early settlers of New England were Whigs in their political views, and it was thru their efforts, the Revolutionary war was accomplished.

After the Revolutionary war, the two great parties were Federal and Republican. The great mass of both these political parties undoubtedly had the good of their country at heart and differed but little in their views of the proper means of promoting it. However, both parties had their campaign issues. The Republican Party favored principles of the French revolution and was desirous of rendering the government of the

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Union more democratic, while the Federalists were accused of partiality to Great Britain and of a wish to make the government of the United States more independent of the people and monarchical in its principles.

The first State vote cast in Town was a straight Federalist vote of 13. The leading parties since then have been Federals, Republicans, Whigs and Democrats. Breaks from these parties have often taken place which has been the cause or formation of many different parties, and I find the vote of the Town has been affected by nearly all of them.

The Whig party, although shattered by the formation of the Federal and Republican parties, outlived the Federal by a good many years and elected a president [William Henry Harrison] in 1840 and [Zachary Taylor] in 1848. Soon after that the party disappeared.

Other parties formed were: Independent 1796; Nat. Rep. 1828; Temperance or Prohibition about 1830; Anti-Masonic 1832; Conservatives or Paper money Democrats 1837; Liberals 1840; Free soil 1848; Free Democrats 1852; Know-nothings 1854; Americans 1856; Union 1860; Democrats and Liberal Republicans 1872; Peoples 1884; Union and Labor 1888; Socialist and Labor 1892; National and Democrat 1896; National 1896; Middle-of-the-Road or Anti Fusion Peoples Party 1900; Socialist and Democrats 1900; Union and Christian Party 1900; Union and Reform Party 1900; and the Progressive or Bull Moose Party in 1912.

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*Editors note: For the last 100 years the major political parties have been Republican and Democrat.. In 1912 former President Teddy Roosevelt ran on the "Bull Moose" third party ticket splitting the vote with (R) Howard Taft, permitting (D) Woodrow Wilson to win.. Presidents since are: (R) Warren G. Harding, (R) Calvin Coolidge, (R) Herbert Hoover, (D) Franklin D. Roosevelt, (D) Harry S. Truman, (R) Dwight D. Eisenhower, (D) John F. Kennedy, (D) Lyndon B. Johnson, (R) Richard M. Nixon, (R) Gerald R. Ford, (D) James Carter, (R) Ronald Reagan, (R) George H. W. Bush, (D) William J. Clinton, (R) George W. Bush and (D) Barack H. Obama.*

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## HISTORY OF CAR RADIOS

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers

*(Continued on page 5)*

Excerpts from  
**THE CIVIL WAR**  
(As Recollected by an Ordinary Soldier)  
By  
Seth N. Eastman M.D. (1843-1913)

*In recognition of the sesquicentennial of the Civil War another excerpt from Dr. S. N. Eastman's story is given here. The first three excerpts about his experiences in the Civil War were in the last three newsletters and covered his enlistment at St. Johnsbury, basic training at Montpelier, deployment to Washington, D. C. where he was taken ill with typhoid fever, and his recovery and return to duty in time for the great peninsula campaign and the battle at Lee's Mills.*

I was in the right-wing [of the 6th Vermont] and was not actually engaged, yet the air was full of bullets where I stood. Not one of my company was hurt, just frightened, as never before or since. That night after the battle, we had to get our fallen comrades out of the water and pick up the dead by wading up to our armpits in water. The regiment lost 90 men in killed and wounded. This happened on May 16, 1862. We were wet and hungry, our clothes were soaked when we lay down on the ground to sleep that night. I had by this time found out what it meant to go to war, being then in my nineteenth year. It took as much as three days to collect all the dead and bury them. I had to help and, as many of the bodies were black and swollen, it was a very unpleasant task and it made me feel very sick. After this we camped about 1/2 mile back of the site of the battle and worked a part of every day building forts and lugging poles for corduroy roads and building platforms to mount siege guns. Also, we expected to be attacked every night and the long roll would be sounded almost every night. At such times Colonel Lord, who had a voice like a bull and a face like a lion,

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*(Continued from page 3)* **RADIOS**

Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -- Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947) In the meantime, Galvin continued to develop new uses for car radios. In

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*(Continued from page 5)* **RADIOS**

1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handie-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world -- And it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

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## HELPING MUSEUMS CARE FOR COLLECTIONS

The 2013 Conservation Assessment Program (CAP) application will become available on Heritage Preservation's Web site at [www.heritagepreservation.org](http://www.heritagepreservation.org) on Monday, October 1, 2012. The deadline to submit 2013 applications is 11:59 pm on Monday, December 3, 2012. Applications are reviewed on a rolling basis, so museums are encouraged to apply as soon as the application is released.

CAP is a federally-funded program that provides professional conservation assessments for small to mid-sized museums of all types. The program also funds historic buildings assessments for institutions with buildings that are 50 years or older. The assessment process helps museum professionals improve their institutions' conservation policies and procedures, learn conservation and historic preservation best practices, and establish relationships with conservators and historic structures assessors. The resulting CAP report helps museums to develop strategies for improved collections care, long-range planning, staff and board education, and fund-raising. CAP is administered by Heritage Preservation and supported through a cooperative agreement with the Institute of Museum and Library Services.

In 2012, 97 museums in 34 states have been selected to participate in CAP, including the Norwich Historical Society in Norwich, Vermont. To view the entire list of current CAP participants, visit: [www.heritagepreservation.org/CAP/12recipients.html](http://www.heritagepreservation.org/CAP/12recipients.html).

This fall, the 2013 application will be available online and for download as PDF and Word fill-in forms. To receive notification of the availability of the 2013 CAP application, or for more information, please contact the CAP staff at [cap@heritagepreservation.org](mailto:cap@heritagepreservation.org) or (202) 233-0800.

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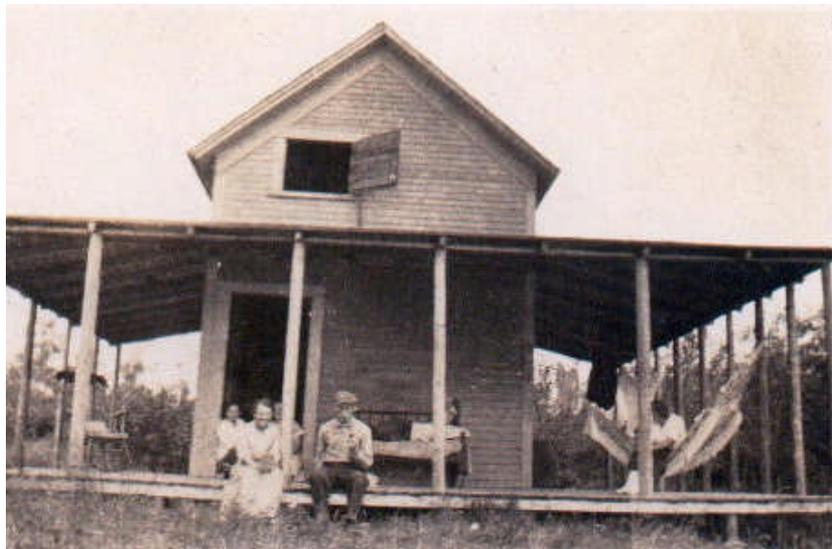
## Pictures from the Past



Teddy Roosevelt's Political Rally at Barre in 1912



An early television set



White's Camp at Groton Pond



Groton Manufacturing Company employees

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*(Continued from page 4)* **CIVIL WAR**

would stand under the flap of his tent and shout "Battalion". Every man in the 6th Vermont could hear him and turn out and fall into line in short order, always under arms. We stayed at this camp as much as twenty days. Then it was discovered that the enemy had vanished and abandoned their entrenched line and so we abandoned ours and started in pursuit. I was left at the camp on guard over the stores such as baled hay and hardtack, but did not stay but a day or two. Then I followed on after the army and joined them again near Williamsburg, Virginia. I think there were about a dozen men in this squad of guards, commanded by a sergeant. I don't remember his name or those of the men who were with me at this time, as it is 45 years ago, and a lot of water has run under the bridge since. There were two men killed in the affair I have just mentioned, viz., James Batten and William Scott. I helped to lay them to rest and I remember how peaceful they looked as we wrapped them in their overcoats and blankets and dropped them into their shallow graves. It seems now that I could go to the very spot and locate the graves if I should try. I am told by parties who have been to these old battlefields of 45 years ago, however, that the full face of nature has been changed and that no particular object I remember remains.

About the first days of May 1862, we began the movement towards Richmond, the Capital of the southern Confederacy. We had some picket firing and light skirmishing about every day, and in a short time we became used to the sight of dead and wounded men and did not feel badly at the scenes. We came up with the retreating enemy at Williamsburg, Virginia, and there was a battle there of which I don't seem to remember any incident except we were called upon to chop down some fine old groves and shade trees so that the artillery could get a better view of the enemy. I remember the axes we had were dull and it was hard to chop them down. I liked it better than fighting, as I could chop into the side of a tree better than

any other situation, but it did not last long and we became entangled in the swamps of the Chickahominy Valley and often had to sleep on wet, damp ground, at times in soft mud. Many of the men fell sick but I was well all the time. The marching was not hard, as we did not move more than five or six miles a day, and had plenty to eat. The last day of May, 1862, we had gotten within about eight miles of the confederate capital, near enough so we could hear their church bells on Sunday mornings and see the steeples of the tall buildings. We expected every day to capture the city, but alas, we waited for big guns to be hauled up over the soft sands. This was slow business, and the first half of June found us still watching the domes and spires of Richmond, Virginia. The rebels were not idle all this time. They were perfecting plans to drive us away. They got so near to us that many of our men were shot in our own camp and attack was hourly expected and we had to get up at 3 a.m. every morning and stand in battle line until daylight. This was very hard for us to do and I tried to shirk out of it after getting up two or three mornings. My plan was to lie quiet in my blanket and let the other men get up and fall into line and when the roll was called, I would lift up the flap of the tent and when my name was called, answer "Here", as usual and then lay back down and enjoy my morning nap. I played this for as much as a week. At last somebody squealed on me and the next time I did the stunt, the orderly came and said, "Come out here, you damn lazy cuss, or I will help you out," so I had to hurry and fall in without my shoes or overcoat and my pants on hind-side-fore. I was very ashamed of this and the other boys guyed me and grilled me a long time about it. In fact some of them kept it up as long as I was a soldier. It made lots of fun and I became a noted character on account of this little incident. I don't think anyone was mad at it and all laughed at me considerably, even the officers thought it was smart and there was no punishment, only I had to turn out promptly with the rest.

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*(Continued from page 11)* **CIVIL WAR**

May 7, 1907.

Forty three years ago today, was Sunday. We lay on the battlefield at the Wilderness. There was no fighting, the battle was over, the rebels had made up their minds that they could not break Grant's line at the junction of the Brick and Island roads, and so they let us alone. They had tested our fighting qualities for two days and were content to be quiet on this day. They were on our immediate front, but did no firing on this day and we did none. We gathered up the muskets and cartridge boxes of our fallen comrades in piles and set them on fire. Where I was, we had cords of muskets. We piled them up the same as we would have wood, with the muzzles all pointing in one way, and set them on fire. When they got burning good, it sounded as though a battle was raging, as they appeared to be all loaded and the firing from this pile of burning muskets sounded like a battle. We worked at this all day, as we knew there was to be more of the same kind of fighting and we did it to prevent the arms falling into the hands of the enemy. We stayed there all day and all night. The enemy began shelling us with mortars and the shells would rise to a great height and fall directly on us, or seemed to, but most of them fell to our rear and did us very little harm. About 10 p.m. that night we began to move. It was very dark and rainy, and no one knew where we were going or in what direction or what our direction was. In the morning, we were at what is called the Spotsylvania Court House, and the enemy in our front just the same. As we marched all night, the enemy followed us and the darkness was such that you couldn't tell friend from foe, and at one time, I was marching with the enemy. I knew them as they carried their blanket in a roll over their shoulder. I did not speak and kept right along and came out all right in the morning.

To continue the story skipped in the above paragraph, about June 25, 1862, began the retreat that ended at Harrison's landing on the James River. My part in this retreat was that of a private. I knew nothing of the plans or movements of the army. Our great commander, General George B. McClellan was supreme in everything. The retreat began by our being shelled out of our camp, after a very severe battle the day before made us feel as if we were not having much luck in taking Richmond, the rebel capital. A few days before this, I had an experience that is worth relating here. The night before the battle of Fair Oaks or Seven Pines, our regiment was sent to guard a bridge across the Chickahominy River and to picket a part of our line that took us to the bank of that river. It was low marshy ground. The bank of the river was low and the water was high as there had been much rain. As we stood there, the water began to rise slowly and to flow over the bank of the river. In a short time it was over our shoes and a short time later it was up to our knees, then to our arms, and finally it was up to our necks. We carried cornstalks from nearby and stood on them to keep from drowning. In the morning, we stood in the middle of an island, and it was nearly a mile to the nearest dry land. We thought it best to try to get to dry land, so we started for the shore with the water up to our necks. We finally succeeded in getting to shore after the hardest struggle I ever knew. After being in the water all night, we were soaked clear through and hardly able to walk, but the sun came out and we dried our clothes by spreading them out on the ground. After we had been at this for a little while, a bottle of whiskey was brought to us and tapped. We had all we wanted and it would be needless for me to add that we made up in good feelings for all we had suffered by the water during a long night.

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## GROTON HISTORICAL SOCIETY NEWS

Visit GHS Web page at Historical Society on <http://www.grotonvt.com/>

**Annual membership dues are payable January first.**  
**Annual dues are \$10 for individuals and \$15 for families.**  
**Lifetime Membership dues are \$100**

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We hope you have enjoyed and benefited from membership during 2012 and invite you to renew for 2013 or become a life member. The last year your dues were paid is shown with your mailing address. Those who last paid for 2010 will be dropped from the mailing list for the next newsletter, if dues are not paid. Please let GHS know if there is an error with our record of your membership .

All members who provide an email address will get an advance copy of the newsletter. If you want to opt out of getting a printed copy, please send a request to [jwbenzie@mchsi.com](mailto:jwbenzie@mchsi.com) This will save GHS the cost of printing and mailing.

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The July meeting was held at the Peter Paul House on Tuesday the 10th at 6 p. m., and an inventory of the GHS collection was begun.

The August meeting was held at the Peter Paul House on the 14th and a program on the Daughters of the American Revolution (DAR) was presented by Diane Kreis, Vice President General of the National Society.

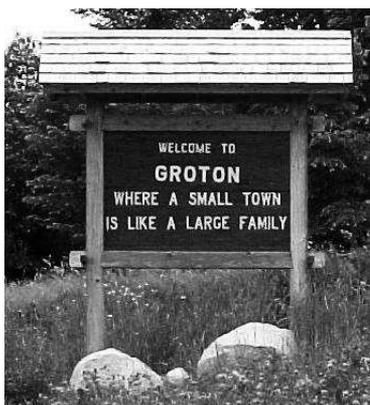
The September meeting is scheduled for 6 p.m. on the 11th at the Peter Paul House and will be a working meeting to continue the inventory of the GHS collections and get ready for the open house on Fall Foliage Day October 6th.

The October meeting is scheduled for 6 p. m. on Tuesday the 9th at the Peter Paul House and will review the activities on Fall Foliage Day

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## GROTON FAMILIES IN FIRST U. S. CENSUS OF 1790

The first U. S. census of Groton, Vermont in 1790 recorded eight families living in town: James Abbott (2-3-1); Israel Bailey (1-0-3); John Darling (4-2-5); Aaron Hosmer (2-1-0); Jonathan James (1-1-4); Edmund Morse (2-1-2); Timothy Townshend (1-0-2); and Robards Darling (2-1-4). Only the head of the household is named and numbers indicate males 16 years of age and older, males under 16, and females living there respectively. The total number of people living in Groton was 45: 15 males over 16 years of age; 9 males under 16; and 21 females. The Groton Historical Society family records show all families in the 1790 census of Groton, except James Abbott, are related to John Darling, either by blood or by marriage. Israel Bailey is a third cousin once removed, Robards Darling is John's son, Aaron Hosmer Jr. became his son-in-law in 1793, Jonathan James is a fourth cousin, Edmund Morse is a third cousin once removed, and Timothy Townshend is a son-in-law. Although James Abbott is not related to John Darling of the 1790 census, he is a third cousin twice removed of John's great grandson, John Brock Darling, a prominent physician in Groton and later in South Ryegate. The sign at the east and west entrances to the village give visitors an appropriate greeting:



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