

COMMUNITY HISTORY

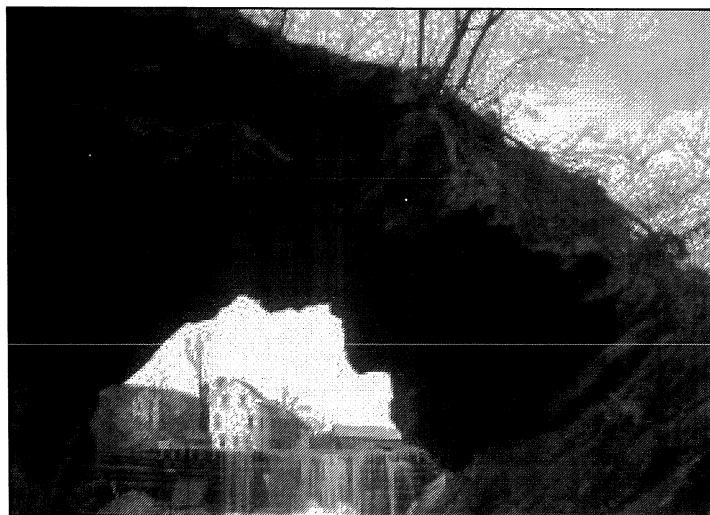
Chapter 2

On November 9, 1780, the Honorable John Thorp and 67 associates received a grant for a parcel of land in Vermont. It took nine years to obtain the fee for the charter. When it was issued on October 20, 1789, the 16,660 acres were not enough to make the usual size desirable for a town. Therefore, roughly 6,000 acres, Warren's Gore, were included in the charter. The Gore was located in Essex County far to the north.

A condition of the charter was that each proprietor, his heirs or assigns, plant and cultivate five acres and build a house, or have a family settle on each respective right or share of land in a specified time, or the share would revert to the freemen of the state to be re-granted.

On November 12, 1824, the town was enlarged by four tiers of lots from the Town of Lincoln. Shares were granted for the benefit of a college (Middlebury College), county grammar schools, minister of the gospel, support of the ministry, and an English school. The survey was related to such points as birch, basswood and spruce trees with measurements in links, degrees and chains from the Roxbury and Lincoln Corners. The town was named for Dr. Joseph Warren, president pro temp of the Provincial Congress, Major General of the militia and the first American killed in conflict at Bunker Hill.

Among the early settlers were Samuel Lard, Seth Leavitt and Asahel Young, a famous bear hunter. Young built a log cabin on land owned by Eldridge Hanks and a grist mill near what later became Warren Village. The first child born in town was the daughter of Ruel and Olive Sherman on October 17, 1797, and the



first death recorded was the mother, Olive. The first male child born was Lucius, son of Seth Leavitt on March 5, 1798.

Warren was a wilderness and the people who settled here were pioneer type, resolute people, not afraid of hardships encountered in backwoods life with the strength and courage to endure.

They raised their own food; corn, potatoes and vegetables being the main crops. The only sugar available was maple sugar made in open iron kettles over an outside fire. The buckets were handmade of wood. They made clothes from wool, flax and cloth. They wove their own cloth and knitted their socks, sweaters and

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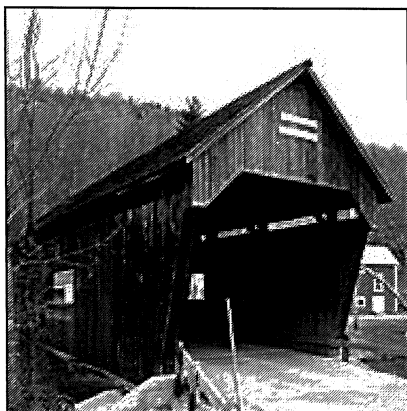
mitten. Baking was done in stone or brick ovens. Candles or pine knots and fireplaces supplied their light. It was not until 1850 that kerosene lamps and lanterns became available. Fishing and hunting were also sources of food, as well as gathering wild berries. The land was cleared, making small farms, crops were planted and homes built. They kept cows, sheep and poultry. Milk was set in small pans to let the cream rise and skim to make butter and cheese.

A small hamlet grew in the eastern part of town away from the river, the likely travel lane of the Indians. There the best farmland lay, and the larger farms developed. At this loca-

tion the business of the town was transacted from 1798 to 1824.

Warren became an agricultural town with grass as king and stock growing a leading branch. Later, this would change to an industrial nature with the addition of mills, tannery, stores, and all the service occupations that become a need in a community. It again changed to a recreational area when Sugarbush Ski Area became the leading factor to dominate the valley with the related businesses of the present day.

On September 20, 1798, the first town meeting was held. Samuel Lard was elected the first town clerk, and the selectmen were Ruel Sherman, Joseph Raymond, and Seth Leavitt,



thus making the necessary machinery that is still in existence for the successful operation of a town. On September 2, 1800, the first Freeman's Meeting was held with twelve men taking the Freeman's Oath. Their meetings were held at the homes of the selectmen until 1812. For the next 18 years they met at the Red School House. The first State Representative was Thomas Jerrold in 1809. During the year 1805, a cemetery was laid out on one and one-half acres of land at a cost of \$30.00.

The first frame house was on Judge Epham's farm at the north end of the Post Road, just south of the Warren/Waitsfield line. In 1812, a two-story house was built on J.W. Eldridge's farm at the south end of the Post Road, near the far corner of Fuller Hill and Plunkton Road. It was used as a tavern and a post office. James Eldridge was the postmaster. It was 22 years after the first settlers came before he got his appointment. Most of the lumber for the early homes was sawed by Henry Mills who lived near what is now Alpine Village. The first settlers made use of the streams, and many mills were in operation over the years.

Religious meetings were held at the homes of Joseph Eldridge or James Richardson until the Methodist Church was built in 1833-1834.

The lumber for the beams was drawn by oxcart from Ripton and the pews from Middlebury. That church remained a place of worship for over 100 years. For 15 years, then, this proud old place of worship in the heart of the early trading center of Warren stood on the Old Stage Coach Road, unused and bowing to time and the elements. The original box pews which had seated fifty persons stood alone in the ruins. The last pastor was Reverend Pearl Daniels, and the last service was held in 1928. The Warren River Meeting House was built in 1838 by the Free Will Baptists, Universalists, Congregationalists, and Methodists. The church later became the United Church of Warren. There were resident pastors who lived in the Parsonage just south of the Town Hall and were real members of the community, visiting homes throughout the area, ministering to their people and providing a social link in the rural areas.

When the resident doctor left the area, Warren shared the services of Dr. Shaw of Waitsfield who covered the entire area. He was the original "Country Doctor," inspiring confidence in his healing and visiting all hours, day and night with his horse and buggy and, in later years, his automobile.

Before 1805 all education was given in the homes, but then it was voted to divide the eastern part of the town into two districts and build a schoolhouse on the southeast section of the Four Corners at Roxbury Mountain Road. There have been three buildings at the South Corner. The last one, built in 1888, now stands as a private home. About two-thirds of the eligible children attended. There were summer and winter terms. By 1822 Warren had eighty-three scholars at the Corner and seventy-six in the South.

The Village School was organized in 1823

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but not built until 1829 on the south side of the Common. As the population increased, new districts were added until 1845 when there were fourteen districts with three hundred scholars. In 1885 a town school system was adopted, the town paying and hiring the teachers. Parents still furnished books, paper, pencils, pens, and slates until 1895 when the town

began furnishing these supplies.

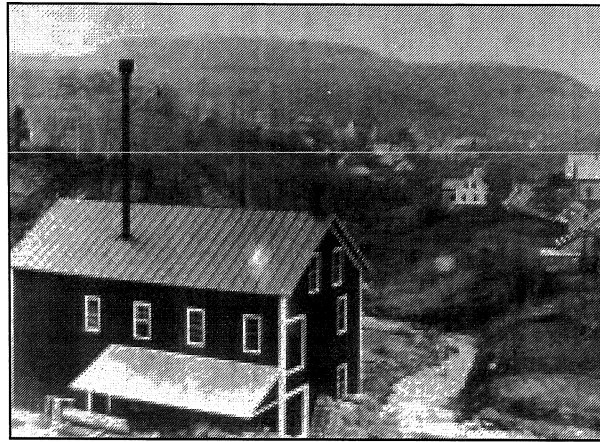
In 1914 there remained only six districts. People had left the South Hollow, Stetson Hollow, Mill Brook area, Grand Hollow and West Hill sections and, by 1947, the old buildings had been sold or moved away.

The Village School House was remodeled in 1952 by adding a third room, drilling a well, and installing a heating plant. By 1960 it was the only school remaining in operation. All students were bused there. But the growth caused by the recreation industry made it necessary to build a new school on the Brooks Field Recreation Area and send the seventh and eighth grades to Harwood Union High School in Duxbury. (The East Warren School did reopen for a short time because of population increases, but eventually closed to be rented for community services, a store and, recently, the home of Rootswork).

The Village School was turned into offices for public officials and space for the library which had been started in 1900. That year the town had appropriated \$25 for the maintenance of a Free Public Library and elected E.W. Slayton, V.F. Miner, P.B. Daniels, P.C. Lamb, and Plyna Parker as the first library commissioners. By 1901 the library had received 104 books from the State of Vermont. For the first 56 years, the books were kept in private homes for easy access on the ground floor. The first location was at Plyna Parker's, and his wife was the first librarian. The Library stayed in a number of different homes until 1947 when it was moved from the basement of the I.O.O.F. Hall to the small Town Office Building located where the bandstand now stands.

The move to the Municipal Building (formerly the Village School House) took place in 1974. Now known as the Warren Public Library, the facility had 1,000 books which were cataloged according to standard library procedures with the help of volunteers and former librarian, Lois Kaufmann.

In 1977 a group called "Friends of the Warren Library" was formed to broaden its use and activities. A grant from the Vermont Department of Libraries helped establish a record department. There are now over 7500



cataloged volumes and 500 non-book items, and the Library is listed in the tourist guidebook *Vermont: An Explorer's Guide*, as a place to visit.

The Postal Service was the main link with the outside world through the closest rail connection in Roxbury. From 1828 to 1907, two Warren post offices received mail from carriers on foot, horse-back or team driven. It

came about three times a week until 1880 when it came daily. Gladys Bissell was the last driver to make the route by rail car. After that, mail arrived via Middlesex, then Montpelier, by Star Route Delivery.

The telephone service prior to 1908 came over this route to the office in the home of Wyd McClaffin at the base of the mountain. Later, service came through the Valley over the Waitsfield-Fayston Telephone Company owned by Alton Farr and now run by his daughter and her husband, Eleanor and Dana Haskins. The switchboard was tended by a housewife between her daily chores until it grew large enough to find different quarters with a young lady as "Central." As late as the 1950s, only two lines serviced Warren. It was an important day in 1961 when this company switched to a dial system, but it also meant the end of social life on the telephone when one could listen in or take messages for a neighbor.

Much of Warren's forest land is owned and controlled by the U.S. Forest Service. In November 1934 the U.S.F.S. acquired 243+ acres from L.W. Freeman and 32+ acres from F.N. Cota. In 1935 they acquired 3,832 acres from Middlebury College, 55+ acres from Vaughn K. Brown, 26 acres from Burton S. Ward, and 146 acres from the Addison County Grammar School Corporation. In 1972, 2,103+ acres were added from Laird Properties, N.E. Land Syndicate. In 1979, 218+ acres were added from the Morgans (Rice land), and in 1980, 415+ acres were added from the Carltons (formerly Strachen land), making a total of 7,069+ acres. This also joins a tract on the Lincoln border of 104.6+ acres. About 25% of the land is under lease to Sugarbush Ski Resort.

Today the US National Forest continues their legacy of preserving land in Warren. In

2001 the Forest Service acquired a 368 acre parcel in southeast Warren, including nearly all of the shoreline of Blueberry Lake. In 1998 the US Forest Service acquired the lot known as Warren Falls, formerly Carleton Falls. Various interested parties were contacted by the Forest Service as to the use and preservation of the area, but parking is a dangerous situation on that bend in the road. In 2003 year they acquired a 30 acre parcel on the North side on the Lincoln Gap Road.

Considerations are currently under way for future acquisition of forest land by the US National Forest Service.

In addition to the recent purchases by the US Forest Service, the Vermont Land Trust obtained a perpetual conservation easement of 212 acres of the Eurich Farm land behind the Sugarbush Inn. A portion of the 212 acres is in Waitsfield.

For pastimes and entertainment there were the "raisings." Everyone got together to "raise" a barn or house, get wood for their firewood, logs to saw for lumber, husk corn, tie quilts, etc. These events became social events with local music and food supplied by the neighborhood women.

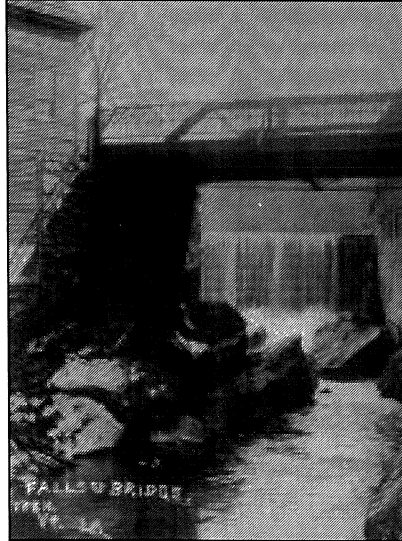
In the meantime, settlement was growing along the Mad River and on land to the west. Dams were built, mills appeared, and the supply and service establishments required by these people came into the picture. In 1807 the Mad River Turnpike, now Route 100, was surveyed through Granville Woods, and in 1817 William Cardell built a toll road on Lincoln Mountain at a cost of 50 cents/rod.

In the span of twenty years, the Village of Warren was settled. The first house was built by Daniel Ralph and the second by Richard Sterling. In 1826 a Village Common and the cemetery were laid out, and by 1829 the Brick School House was built. It was also at this time that by an act of the Legislature the town was annexed to Washington County. Formerly, it was in the County of Addison. From then until 1840 the Freeman's Meeting was held alternately at the Red School House in East Warren and at the Brick School House in the Village. By 1872, the population had grown so that neither the school nor the larger homes could accommodate the meetings, and it was

voted to build a town hall. The land, just enough for the building, was given by Ed Cardell.

It was completed by December at a cost of \$2,777.50. At the first meeting in the new building, the Freeman's Meetings were dissolved. The Town Hall still remains the location for town meetings, as well as many social events. For years, the small children were "baby-set" at the village school while parents attended Town Meeting. Meals were served at the noon recess by the Church Ladies. People got reacquainted with friends and neighbors. Everyone attended. The Upper Hall became a meeting room for the Odd Fellow Lodge and the Grange. In 1957 it was repaired, a heating plant installed, a dining area added in the basement, new plumbing added, and in 1977 it was insulated because of heat loss and the need for energy conservation.

The brooks and streams, had taken on the names of the early settlers, such as Shepherds Brook, Hanks Brook, Fuller Hill Brook, Mills Brook, Bradley Brook, Stetson Brook, and so on, or their names had been taken from the source, such as Lincoln Brook, or the type of soil, such as Clay Brook. The roads also became named in the same way, a trend that has followed through the years. The



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Sugarbush Access Road, replacing the Grand Hollow Road with the advent of the ski industry, was the first big change in the name of a road. This caused a drive in later years to keep old names of the town, with new names appearing on new roads and new areas. The old DeFrest Road and Church Hill Road became known as the Airport Road, a direct access from Route 100 to the Sugarbush Airport.

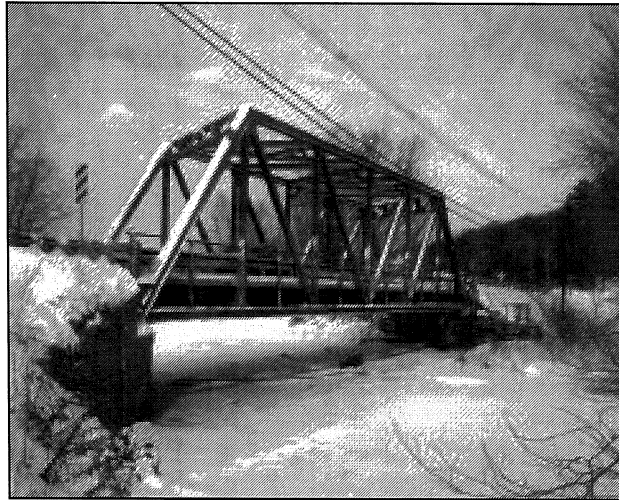
Everything that came to the Valley had to come by rail to Roxbury and be hauled seven miles over the mountain. By 1889 the number

of mills and businesses had reached its peak. Many carpenters, blacksmiths, boot and shoe dealers, truck dealers, an insurance agent, clergymen, dressmaker, sleigh manufacturer, undertaker and lumber dealers had been added to the types of ventures. A snowroller was purchased in 1890 to maintain the roads, and horse and sleigh were the winter method of travel. Now large trucks and equipment plow and sand to accommodate the traffic that has developed.

During these later 1800s the dairy industry grew. A creamery was started in East Warren. Later the business was transferred to the Village. By the early 1900s many had left the farms for mill work and industry. Young people left to seek life away from the rural areas. The communities of Stetson Hollow, South Hollow, West Hill and Grand Hollow were showing the change from the agricultural pattern, and land was growing back. The cream, separated from the milk on the farm, was sent to the Warren Co-op building in 1910. Soon the Hood Milk Company started buying fluid milk for shipment to Boston. The farmers who had brought cream to the Co-op to be made into butter now started shipping whole milk, and the Co-op closed, to be replaced by steel tank trucks picking up the milk directly at the farm where it was stored in cooled steel bulk tanks until pick-up time. In 1950 only one farm was operating in South Hollow, and that was Frank Hartshorn still shipping milk on a small scale, and by 1965 only six remained in the farming industry. Many farms had been combined to make larger operations. In 1970 only David DeFreest, Rupert Blair and George Elliott were farming and shipping their milk. During the 1980s the Elliott Farm was permanently protected from development through the Vermont Land Trust.

Sugaring became a big operation each spring. The methods have changed through the years to the use of an arch inside a sugarhouse, fed by wood, and huge pans containing the sap boiled to a specified density and graded by color and flavor and packed in metal containers to be sold direct to consumers. This

was a change from the time of packing in huge drums and selling the syrup by the pound to processing companies and also from the time most syrup was made into sugar. All these changes were brought on by new methods in refrigeration, shipping, packing, etc. Most farms had a sugarhouse, and during the middle 1900s Warren was the site of much maple production. Because the farms were abandoned, sugar maples sold for lumber, and the hard work involved in this production meant the number of operations grew less and less until 1978 when there were only the Hartshorns, D. Ernest Ralph, Albert Neills and small homeowners making syrup. In the 1980s the Hartshorns were hauling their sap to be processed at their farm in Waitsfield.



In 1927 the worst flood ever to hit the Valley washed away the foundation to the covered bridge

which in later years was restored with assistance from a grant established by the Vermont Legislature for the protection of local historic resources. The bridge was closed to all truck traffic to preserve it. Many roads were damaged, along with all four dams in the Village. It took away the J.A.P. Stetson Mill, the Bradley Mill at the south end of the Village, damaged the Grist Mill, and took the old Plyn Parker mill of 1877, then owned by Mary Bradley since 1919. Most every road at some place was impassable with deep gullies made by the heavy rains of that November. No vehicles could get into the area. The Village was cut off at each end with bridges washed away. This flood brought an end to the waterpower era.

Fire, as well as high water, plagued the mill business. Palmer and Wakefield lost a mill by fire. Henry W. Brooks lost his by fire in 1947 and again in 1949. And the Bobbin Mill originally built by Erastus Butterfield in 1878 burned down in the early 1930's when owned by Parker and Ford. They began rebuilding on a shoestring in 1932, but fire struck again before completion. It was finally rebuilt and run as a mill for twenty-five years. Under the ownership of Barry Simpson and David Sellers in 1974, the Bobbin Mill was again damaged by fire. It was rebuilt and

became the birthplace of several manufacturing businesses, including Union Woodworks (now Wall-Goldfinger), Vermont Iron Stove Works, Vermont Castings, North Wind Power Company (now New World Power Company), Controlled Energy Corporation and Dirt Road Company. Currently owned by Barry Simpson, Dirt Road Company produces a variety of wooden furniture, toys, canoe parts, and energy-saving building components.

The H.W. Brooks Mill, which was located below the Village covered bridge, had burned in 1949 but was rebuilt by a co-op in 1951. It eventually fell into disrepair and was razed in 1984 by Macrae Rood, who built a home with a hydroelectric generator on the old mill site. This is the only vestige of the waterpower era that spawned sawmills, cider mills, clapboard mills, gristmills, clothespin and butterpail factories along the Mad River, Lincoln, Stetson, Bradley, Clay, and Freeman brooks. Beginning in 1845 with Carlos Sargent's mill at the south end of the Village, a great surge of mill production had run its course.

In the mid-1970s Francis Kathan began producing log homes at a new mill site in East Warren. This is one of few remaining examples of small factories turning locally felled timber into finished products. The huge piles of logs in the mill yards, the stacks of lumber, and the farmers hauling logs by team and later by



truck are a thing of the past. We are now more likely to see a pile of crooked logs in the backyard of a residence for firewood. The advent of the chainsaw, woodsplitter, and high fuel costs have turned the lower grades of local timber into fuel for wood-burning stoves. Two of the premier examples of these stoves, the "Elm" of Vermont Iron Stove Works and the "Defiant" of Vermont Castings, had their conception in

Warren.

During the Second World War a special effort was made to offset the great pulpwood shortage. In 1943 David McNeill became the first farmer to pledge three extra days to cutting pulpwood. The nation's newspapers were encountering a serious materials shortage. The reduced manpower due to enlistment and the necessity of planting crops left many farmers shorthanded in providing the raw material for paper.

The ski industry has had a profound impact on the character of Warren, despite its meager beginnings. The first ski tow in the Mad River Valley was established by the Warren Outing Club in the late 1930s. It was placed on the Ulie Austin property, now a Town owned source of gravel, by Outing Club organizers Charlie Townsend, David McNeill, Nap Drinkwine and others. The tow rope was provided by Roy Long, with the machinery obtained from the Suicide Six ski area in Woodstock. The project came to a close at the outset of the Second World War, with the departure of many young men to serve in the armed forces.

In 1945-46 Roland Palmedo sought to establish the town's second ski area. After months of negotiation with the Hartshorns and Riches, who were under great pressure from Town residents for a ski lift on the Hanks property, so called because of the area's early settlers. The adjacent Hartshorn land was also desired as part of the project. Unfortunately, the winter in which the development was to start found little snow in the area, and Roland Palmedo went on to establish Mad River Glen ski area in Fayston instead.

Next came the Sugarbush ski area, which was founded by Damon Gadd in 1958. Shares were sold to form the company, with many local people buying shares. The first trails were located in the Asbury-Allen basin, which was accessible only by jeep over logging roads at that time. The ski area operation was a dream of Gadd and General Manager Jack Murphy, who had a vision of a playground for skiers. The season of 1958-59 started with a 3-seat gondola which was manufactured in Italy, at that time the longest lift in the country. There was also a T-Bar for beginners and the Castlerock lift. Tickets were \$4.50 a day. The office was run by Lixi Fortna from a telephone company truck from the second world war days. It was equipped with a crank telephone, a one arm bandit adding machine and a manual typewriter. Peter Estin was the first ski

instructor. The Sugarhouse, now The Warren House, was the area's first restaurant. Other amenities which soon followed were the Valley House and the Gate House. Another lift was added at the Valley House and a ridge was bulldozed for the construction of the Gate House. The Inferno Lodge and Club Ten were built on the Inferno Road which is now a private access to the condominiums adjacent to the ski lifts. These buildings were used as vacation housing by affluent vacationers, earning the nickname of "Mascara Lodge".

For the last forty years Sugarbush has influenced the shape and direction of the Town. New lifts and trails were added, and Sugarbush Village was established as a center of lodging and commercial activity. A building boom unmatched in Warren's history brought confusion about regulation and zoning to control or at least direct this development. Development has continued, and many environmental issues have become important concerns. After the addition of the Glen Ellen ski area in Fayston, Sugarbush had sought to expand the ski area to include more trails, lifts and has permits in place to construct a Lodge at the base of Lincoln Peak.

On July 28, 1983 a Memorandum of



River Valley Planning District was established as the primary forum for communication, impact review, mitigation development, and coordinated action among the parties. The memorandum was updated and re-signed in 1998.

During the 1980s, especially the first half of that decade, Sugarbush Village was heavily developed with accommodations for skiers. The rapid pace of development galvanized the Town to actively plan for its future. As the 1980s wore on, much of the anticipated growth at the mountain failed to materialize as Sugarbush suffered from frequent management changes and a subsequent lack of focus.

The American Skiing Company purchased Sugarbush Resort in 1995, bringing a renewed focus on upgrade and development. The development of the Slide Brook Intertie lift and installation of the snowmaking improvements were soon completed by the new owners.

In 2001 year Sugarbush Resort once again came under new management and is working on a plan to build a Lodge at Lincoln Peak, greatly changing the character of the land in that area.

In 1954 the State made the decision to bypass Warren Village and construct Route 100 to the west of the Mad River. The decision has helped the Town retain its small 19th century mill village to the present with few alterations. More than thirty years after the bypass, Warren Village was nominated to the National Register of Historic Places and in 1992 the Village was added to the National Register. In 1993 the Pitcher Inn, an assimilation of four buildings and the largest commercial building in the Village, burned to the ground. Four and a half years after the fire the new Pitcher Inn opened its doors for business built in the same Greek revival style so evident throughout the Valley and upon the exact footprint of the former Inn.

Alpine Village was initially developed in 1960 for vacation homes and related seasonal-recreation uses. It is approximately 290 acres located in the southeast corner of town and is characterized by 1/10 acre parcels placed in a

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Understanding was signed between the towns of Fayston, Waitsfield, Warren, The Central Vermont Regional Planning Commission, the State of Vermont and Sugarbush Resort. The purpose of the Memorandum of Understanding is to establish a cooperative working relationship with common aims and defined responsibilities regarding the environmental impact of Sugarbush Report. Subsequent to the signing of the Memorandum of Understanding, the Mad

grid lot and street pattern. It was developed without regard for the capacity of the land. However, Alpine Village has matured over time, lots have been consolidated and it has developed as a clearly defined residential neighborhood.

In 1963 Warren Ketcham built an airport on the East Warren plateau to establish a center for soaring. He picked this elevated area near the Roxbury ridge where thermal and other favorable air currents permit sustained glider soaring flight. Use of this facility has increased for both commuters and sky fans.

On October 23, 1977, an addition to the Fire House was dedicated in honor of John Snow, fire chief for twenty-two years. This volunteer group was organized under the leadership of Clayton Neill, its first fire chief, in 1947. It was first quartered at the north end of the village until the present structure was built into the bank at the entrance of the Common. It remains a volunteer force with members dedicated to their work, and a very efficient crew has developed. Up-to-date equipment has constantly been added.

A municipal wastewater system has been installed to take care of water quality problems in Warren Village. The leach field for the system is located at Brook's Field, the old Dival flat of the early years.

Warren's history continues to be interesting, unique and, at times, tragic. In June 1998, a devastating flood hit the Mad River Valley, inundating parts of Warren Village and destroying homes and property throughout the watershed. The flood occurred after years of focused attention on the Mad River marked by the formation of Friends of the Mad River in 1990, the publication of a River conservation plan in 1995 and, in 1998, the acquisition of Warren Falls by the U.S. Forest Service. Fortunately, no lives were lost in the flood of '98, and the strength and perseverance that has characterized much of the Town's past was very much in evidence.

The covered bridge in Warren Village was extensively damaged during the 1998 flood and was repaired after being closed for a period of time. The old crib dam in Warren Village is once again in a dangerous situation of needing repair after being rebuilt twice since the 1927 flood.

In the mid 1990s a series of events began unfolding around the Town-owned East Warren schoolhouse. In 1996 Dr. Larry and Mrs. Linda Faillace began importing breeding sheep from

Europe to establish their own flock of dairy and meat breeds. They, along with their teenage children, began making specialty cheeses that were acclaimed in numerous national publications.

Unfortunately for the Faillaces, the U.S. beef industry was locked in a decades old trade war with Western Europe which wouldn't admit American beef due to the prevalent use of artificial growth hormones. And the beef and pharmaceutical industries also were involved in thwarting a domestic outbreak of "mad cow disease" which they erroneously thought could be transmitted by sheep imported from a country where the disease had occurred. At the behest of these industries, the U.S.

Department of Agriculture began an extended series of testing and legal maneuvering directed toward the apparently unjustified seizure and destruction of the Faillace sheep. Despite a spirited resistance from local supporters, and under the eye of news agencies from around the world, 125 Faillace sheep were loaded and hauled away on March 23, 2001 for slaughter.

The Lincoln Gap Road is getting more use during the Summer and Fall months as there has been a great increase in the hikers using the Long Trail and from commuters from the Champlain Valley area. One mile of the Lincoln Gap Road is still subject to spring mud season.

Business is flourishing in the Valley centers with shops in many of the old homes. Traffic related safety concerns have lead to planning for traffic calming measures and possible implementation.

New houses are springing up on the old farms in the outskirts and the meadows are disappearing into lawns in all parts of town.

A photo album of Warren as Katherine Carleton Hartshorn knew it from the 1920's through the 1950's was presented to the Library Commission in 2003. The family preserves a second copy of the album. James Brooks presented pictures and history of his life in Warren from 1927 until he left for high school to the Warren Historical Society.

Prepared by Katherine Carleton Hartshorn, Warren native, Town Historian and long-time former member of the Planning Commission and Zoning Board of Adjustment.