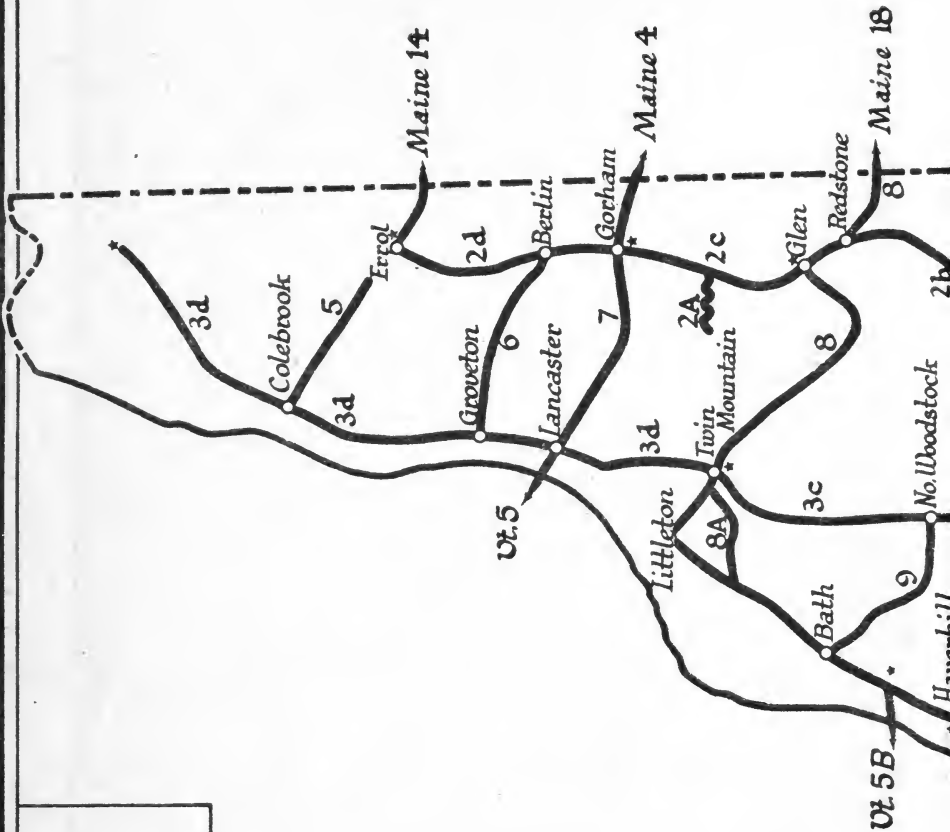


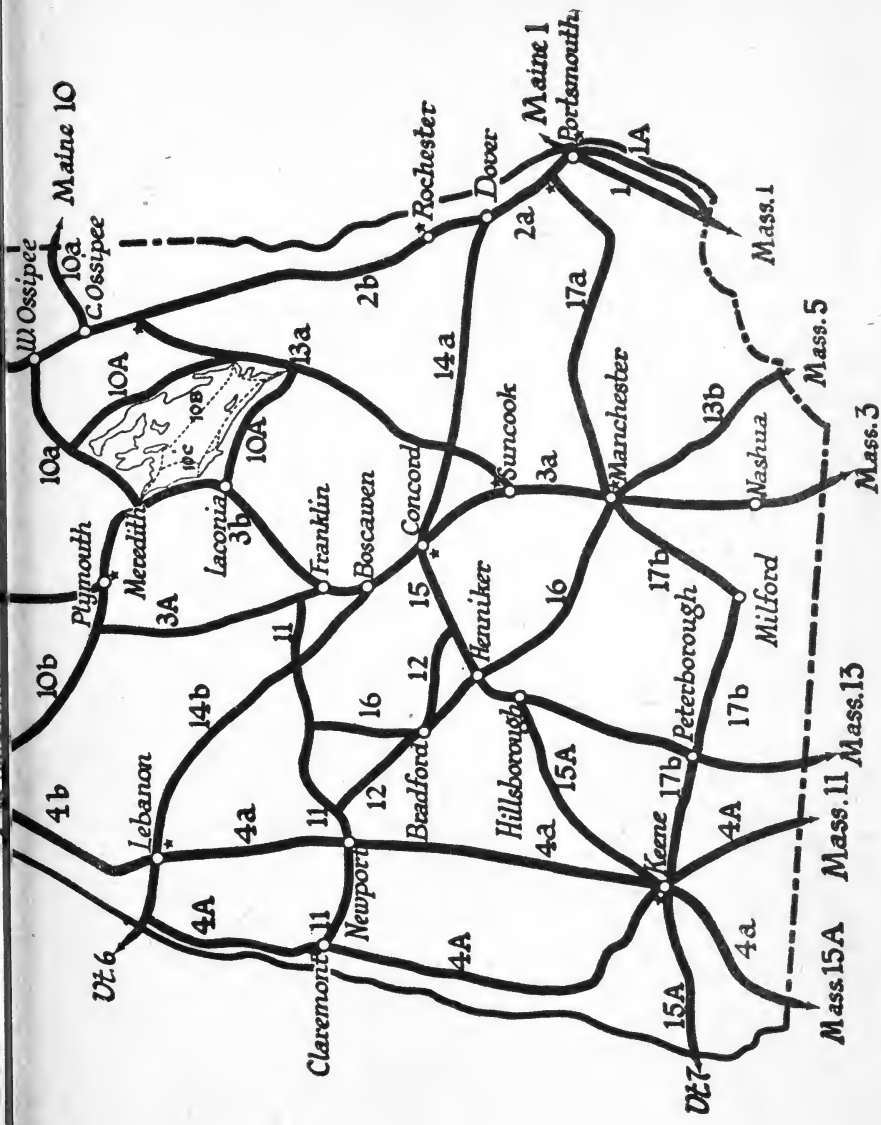
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A GUIDE TO THE GRANITE STATE

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NEW HAMPSHIRE

A GUIDE TO THE GRANITE STATE

*Written by Workers of the Federal Writers' Project of the
Works Progress Administration for the State of New Hampshire*

FRANCIS P. MURPHY, GOVERNOR OF NEW HAMPSHIRE, CO-OPERATING SPONSOR

Illustrated



HOUGHTON MIFFLIN COMPANY - BOSTON

The Riverside Press Cambridge

AMERICAN OLD SERIES

NEW HAMPSHIRE

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Waverley

The Riverside Press

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P R E F A C E

FOR more than three centuries white men have been coming to New Hampshire. The Plymouth Pilgrims had been in the country only three years when another group found their way to the mouth of the Piscataqua River and became the first dwellers in this part of the New World, which one hundred and fifty years later was to bear the title of the State of New Hampshire. Others came and moved farther into the interior and up along the Merrimack River, and by the early part of the eighteenth century, with others who joined them, were pushing on still farther north. By 1800 much of the State's cultivatable land had been settled by men and women who had been drawn to this region.

In the middle 1800's others began to come, not to settle, but to enjoy the beauty of this region during the summer season. The majesty of the State's mountains and the charm of its lakes drew them here. And now, not only in the genial summer days do they come to the State by the hundreds of thousands, but during the past few years they have come in increasing numbers even in the winter for skiing and other sports.

This volume, prepared as a Federal Writers' Project, is an attempt to portray the qualities that for more than three centuries have attracted people to New Hampshire. For months a staff of fifty delved into the great variety of subjects to be covered. Authorities of note in the State not only acted as members of advisory committees, but in some cases furnished the material itself. Every effort has been made to have this material adequate and accurate, and it is hoped reasonable success has been achieved.

New Hampshire's first mountain climber, Darby Field, needed a guidebook in 1642. Had one been at his disposal he would not have made the mistake, uncorrected for thirty years, of thinking he saw an endless lake north of the White Mountains when he was looking at a low sea of clouds. John Josselyn had no guidebook at hand when he wrote his 'New England Rarities Discovered' (1672), but he came nearer the truth when he wrote: 'Beyond these hills Northward is daunting terrible, being full of rocky hills, as thick as Molehills in a Meadow, and cloathed with infinite thick woods.'

New Hampshire has had no guidebook of detailed information since

the days of Rollins' 'Tourist Guide Book,' published thirty-five years ago. The need of such a book to give a fresh source of information is obvious.

New Hampshire is proud of her past and of her present. Her history has its share of romance to which due consideration is given, and her many cultural influences are also traced. Within the borders of the State are the highest mountains in northeastern United States, and these are here portrayed. She is 'the mother of rivers,' and these, with her beautiful lakes, are here described, while the busy cities are presented, and the many attractive villages and hamlets are not forgotten. Various routes of approach to the State and along the highways that cover the length and the breadth of the State are outlined, and the great forest parks and recreational centers and opportunities are given large place.

The interests of those who are residents and those drawn here for seasonal delights, the interests of all who feel the attraction of the very name New Hampshire, have been considered. In brief, the purpose of this 'Guide' is to give a fresh revelation of the manifold charms of the State to its residents and to the myriads of visitors who in ever-increasing numbers are coming to this, the Granite State.

'Every road that leads you out
Makes you long to turn about,
In New Hampshire.'

To list and give credit to all who have generously given time and aid in the preparation of this book would take pages. Only a few can be noted here. Officials of all State departments have been most co-operative. The White Mountain National Forest Office has rendered valued assistance. The departments of geology at Dartmouth College and at the State University, the departments of literature and history at Dartmouth, and of history, biology, and architecture at the State University have all helped greatly. Among the hundreds of individuals, especial mention must be made of Mr. Harlan C. Pearson of Concord, Mr. Donald D. Tuttle, publicity director of the State Planning and Development Commission, Dr. Curtis Hidden Page of Gilmanton, Mrs. George B. Rogers of Exeter, Mr. Fred W. Lamb of Manchester, Professor Cornelius Weygandt of Philadelphia and Sandwich, Mr. Robert S. Monahan of Laconia, the Reverend William Safford Jones of Portsmouth, and Dr. Robert K. Doten of Boston.

The volume was prepared for publication under the supervision of Joseph Gaer, Editor-in-Chief of the New England Guides and Chief Field Supervisor of the Federal Writers' Project.

CHARLES ERNEST WHITE, *State Director*

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THE USE OF THIS BOOK

General Information on the State contains practical information for the State as a whole; the introduction to each city and tour description also contains specific information of a practical sort.

The *Essay Section* of the Guide is designed to give a reasonably comprehensive survey of the State's natural setting, history, and social, economic, and cultural development. Limitations of space forbid elaborately detailed treatments of these subjects, but a selected bibliography is included in the book. A great many persons, places, and events mentioned in the essays are treated at some length in the city and tour descriptions; these are found by reference to the index. The New Hampshire Guide is not only a practical travel book; it will also serve as a valuable reference work.

The Guide is built on a framework of *Tour Descriptions* written in general to follow the principal highways from south to north or from east to west, although they can readily be followed in the reverse direction. In many cases the highway descriptions are equally useful to travelers on railroads. Whenever railroads parallel the described highway, the fact is stated in the tour heading.

As a matter of convenience, lengthy *Descriptions of Cities and Towns* are removed from the tour sections of the book and separately grouped in alphabetical order.

Each tour description contains cross-references to other tours crossing or branching from the route described; it also contains cross-references to all descriptions of cities, villages, and points of interest removed from the tour descriptions. A list of near-by points of interest is given at the end of each special city and town description, with cross-references to the tours in which these points are treated fully.

Readers can find the descriptions of important routes by examining the tour index or the tour key map. With only a few exceptions, each tour description follows a single main route; descriptions of minor routes branching from or crossing the main routes are in smaller type. The long tour descriptions are divided into sections at important junctions.

Cumulative mileage is used on main and side tours, the mileage being counted from the beginning of each section or, on side tours, from the

junction with the main route. The mileage notations are at best relative, since totals depend to some extent on the manner in which cars are driven — whether they cut around other cars, round curves on the inside or outside of the road, and so forth. Then, too, the totals will in the future vary from those in this book because of road-building in which curves will be eliminated and routes possibly carried around cities and villages formerly on the routes.

Inter-State routes are described from and to the State Lines; in the *Index to Tours* and in the tour headings the names of the nearest out-of-State cities of importance on the routes are listed in parentheses to enable travelers readily to identify the routes.

Descriptions of points of interest in each city are numbered and arranged in the order in which they can conveniently be visited; the numbers preceding the descriptions correspond with the numbers on the map of the city if one is provided. The key list of points of interest on the city map is an index to the descriptions of points of interest in the city.

Points of interest in cities, towns, and villages have not been indexed under the names of such communities, because many persons know the name of a point of interest, but are doubtful as to the name of the community in which it is situated.

GENERAL INFORMATION

Railroads: Boston & Maine (B. & M.), Grand Trunk, Maine Central.

Highways: 41 State highways. 6 Federal highways as follows — 1, Fort Kent, Maine, to Miami, Fla.; 2, Bangor, Maine, to Burlington, Vt.; 3, Canada to Boston, Mass., via Colebrook; 4, Portsmouth to Troy, N.Y.; 202, Rochester to Danbury, Conn.; 302, Portland, Maine, to Montpelier, Vt. Many unnumbered roads have improved surfaces.

Bus Lines: Intrastate — Many lines connecting principal cities and towns. Interstate — Boston & Maine Transportation Co., Boston, Mass., to Portland, Maine, via Portsmouth; Boston, Mass., to North Conway; Portsmouth to Claremont Junction; Boston, Mass., to Bellows Falls, Vt., via Keene; Nashua to Keene; Greenfield, Mass., to Keene; Portsmouth to Worcester, Mass.; Portland, Maine, to Littleton; Nashua to Worcester, Mass. Capitol Stages, Manchester to Boston, Mass. Bee Line, Hartford, Conn., to White River Junction, Vt., via Claremont. Granite Stages, Boston, Mass., to Bellows Falls, Vt., via Keene. Champlain Frontier Lines, Boston, Mass., to Burlington, Vt., via Concord; Burlington, Vt., to Portland, Maine. Grey Lines, Boston, Mass., to Concord; Lewiston, Maine, to New York, via Portsmouth. Interstate Lines, Boston, Mass., to Wolfeborough. Maine & New Hampshire Stages, Berlin to Portland, Maine. Checker Cab Co., Manchester to Portland, Maine, via Lawrence, Mass.

Airline: Boston-Maine — Central Vermont Airways, Boston, Mass., Manchester, Concord, Montreal.

Waterways: Steamer, 'Sightseer,' Portsmouth to the Isles of Shoals, summer season; Steamer, 'Mount Washington,' The Weirs, Bear Island, Center Harbor, Wolfeborough, Alton Bay, on Lake Winnepesaukee; U.S. Mail Boat, Lakeport, The Weirs, Woodmere, Lovejoy Sands, Loon Island, Pine Island, Bear Island, Three Mile Island, East Bear, Dollar Island, Birch Island, Long Island, Guernsey Island, Jolly Island, on Lake Winnepesaukee, summer season; U.S. Mail Boat, Burkehaven, Blodgett's, Sunapee Harbor, Lakeside, George's Mills on Lake Sunapee, summer season.

Traffic Regulations: Although New Hampshire has numerous broad cement main thoroughfares, many of its roads are narrow, winding, and have hills with sharp curves. Those unfamiliar with these roads should drive with moderation and care.

The motor laws of the State require that automobiles shall not be driven at a greater speed than is reasonable and proper, having due regard to the traffic, surface, and width of the highway. Speed signs posted along the highways by the Highway Department are to be followed. They require

that the speed shall be reduced to 15 miles per hour when passing schools during recess or while children are going to or leaving school; when approaching intersections of the highway where the driver's view is obstructed when within 50 ft. of the intersection; when going around curves or ascending a grade when the driver's view is obstructed for a distance of 100 ft.; when driving through business sections. The laws forbid passing cars in ascending hills and around curves.

The speed restriction in residential sections is 20 miles per hour. At intersections a car approaching on the right has the right of way. It is practically uniform in city and town regulations in New Hampshire that in addition to the red stop light the orange light is also a stop light, unless the car is already in the intersection.

As New Hampshire has a number of grade crossings, it is suggested that the motorist reduce his speed perceptibly on approaching them.

It is essential that brakes be in perfect condition for trips through the various notches and over roads in the mountain region. A speed in excess of 35 miles per hour is dangerous through the notches.

Non-residents may operate motorcars properly registered in their own States for 20 days without permit; penalty for violation thereafter.

Speed: Maximum 45 m.p.h.; speed signs posted by the State Highway Department are to be followed.

Lights: Every motor vehicle operated during the period from one-half hour after sunset to one-half hour before sunrise shall display at least two lighted lamps on the front . . . arranged, adjusted, and operated . . . so as to avoid dangerous glare or dazzle.

Every motor vehicle, tractor, trailer, and semi-trailer, when on the highways of this State at night, shall have on the rear thereof, and to the left of the axis thereof, one lamp displaying a red light visible for a distance of at least one hundred feet behind such vehicle, and a white light illuminating the registration plate of such vehicle so that the characters thereon shall be visible for a distance of at least fifty feet.

Every motor vehicle having a trailer attached thereto, when on the highways of this State at night, shall have displayed on the front of said vehicle, in addition to other lights required by law, a special light of such form and design as may be determined by the commissioner of motor vehicles.

Equipment: Every motor vehicle, operated or driven upon the ways of this State, shall be provided with adequate brakes, in good working order and sufficient to control such vehicle at all times when the said vehicle is in use, a muffler, a suitable and adequate bell, horn, or other device for signaling, and suitable lamps.

Accommodations: The State is well provided with hotel accommodations. Tourist houses available in nearly every town; overnight camps in all parts of State. Trailer camps available at intervals. Camping grounds

maintained by State and White Mountain National Forest Service in the White Mountain and other regions.

Trailer Coach Regulations: Full regulations free from State Board of Health, Concord, N.H., posted in every trailer camp.

Equipment: (1) Fly proof, leak proof metal containers with a deodorizing chemical for toilet waste; toilet vent must be screened. (2) Suitable underneath holding tank for flush toilets. (3) Minimum 5-gal. covered can for garbage. (4) Spade. (5) Tightly covered water tank of tinned copper or tinned iron.

Sanitation: No parking within the limits of any main highway or within 100 ft. of the source of any public water supply. No waste, garbage, or refuse may be emptied on highways. Doors and windows must be screened. No receptacle for waste may be washed in a pond, lake, or stream.

Waste disposal: May be emptied into public or camp sewerage system, septic tank, cesspool, or manure pit. In isolated sections may be buried, at least 6 in. deep; minimum 200 ft. from any well, spring, or public water supply, 75 ft. from any water not public supply, 50 ft. from any highway gutter. Surface disposal is strictly forbidden. \$10 penalty for any violation of above.

Parking: No trailer may be parked on private property without permission from the owner.

Climate and Equipment: State has variable climate with temperatures ranging from the 90's in summer to sub-zero in winter. Summer climate in White Mountain region is subject to severe and sudden changes. Visitors should carry sweater or topcoat for temperature changes in summer and in winter adequate clothing for outdoor sports.

Fires: Except in public campgrounds where fireplaces are provided no fires may be started after the snow has melted, unless a permit (*obtainable free of charge*) is secured from the fire warden of the town. Permission of landowner required by law before campfire may be built. It is a violation of the law to drop any lighted substance in woodland or where fire may communicate to it. (Woodland includes cut-over, slash, or any land bearing sufficient wood growth, wood, weeds, grass, or other growth as to be likely to be burned over.)

Poisonous Plants and Reptiles: Poison-ivy grows profusely in certain sections, generally along stone walls and fences in pastureland. Its antidotes are common baking soda, saturated solution of acetate of lead, or pure alcohol. Poison sumac (dogwood) is found in moist swamps in the southern part of the State. Rattlesnakes have been reported, but are not common. Small snakes are not poisonous. Midges and black flies are troublesome in the mountains during late May and early June.

Information Bureaus: State Planning and Development Commission, Capitol St., Concord. Official bureaus in Berlin, Claremont, Concord, Conway, Franklin, Keene, Laconia, Lake Sunapee, Lancaster, Lebanon,

Littleton, Manchester, Meredith, Nashua, New London, Newport, North Conway, Peterborough, Plymouth, Profile, Rochester, Rye Beach, Wolfeborough, Woodsville; unofficial at Newbury and Milford. All are on main-traveled routes. Local chambers of commerce, hotels, and service stations are equipped to give information on travel, resorts, recreational opportunities, and road conditions.

Digest of Liquor Laws: The sale of liquors in the State is controlled by a Commission of three members appointed by the Governor and Council. Package liquors may be purchased in State stores (*not open Sundays or holidays*) in the larger centers, and at drug stores. Beverages in original containers are sold at grocery stores. All liquor sold in State, drug, and grocery stores is for consumption off the premises. The amount of liquor which may be purchased by any person at any one time for private consumption is authorized by the Commission.

First-class hotels may serve liquor with meals in the dining-room, or in the rooms of *bona fide* guests. Food must be ordered with beverages in restaurants. Clubs incorporated under the laws of the State or affiliated with any national fraternal organization may sell liquor to members and *bona fide* guests by the glass only. Drug stores may sell liquor for medicinal purposes with the prescription of a physician practicing in the State.

No person is allowed to transport liquor in this State in a greater quantity than 3 quarts, unless the liquor was purchased from the State store. By special permission of the Commission, liquor for personal use not purchased at a State store and not exceeding 3 gallons may be transported. Liquor transported in violation of this State law may be seized by officers of the law.

Anyone convicted of drunkenness or of driving a motor vehicle under the influence of liquor must forfeit any liquor on his person or in said vehicle at the time of the commission of said offense.

CALENDAR OF EVENTS

(nfd — no fixed date)

Jan.	nfd	Alton, Bartlett, Bath, Berlin, Concord, Conway, Derry, Durham, Epsom-Chichester, Goffstown, Hanover, East Jaffrey, Jefferson, Keene, Laconia, Lancaster, Lisbon, Littleton, Manchester, Meredith, Monroe, New London, Newport, Pembroke, Pittsfield, Plymouth, Raymond, Tamworth, Tilton, Weare, Whitefield, Wilton, Woodstock, Woodsville	Mid-Winter Carnivals.
Feb.	nfd		
Feb.	nfd	Laconia	Annual Sled Dog Derby.
Feb.	nfd	Gilford	U.S. Eastern Ski Jumping and Cross-Country Meet.
March	nfd		New Hampshire Drama Day Festival.
April	1st wk	Glen	U.S. Slalom and Downhill Championship.
April	3d wk	Hanover	Dartmouth-Harvard Slalom Meet.
April	last Thurs.	Statewide	Fast Day.
May	nfd	Monadnock Region	Apple Blossom Festival.
May	last wk		Annual Meeting of New Hampshire Academy of Science.
May	nfd		Annual Festival of New Hampshire Choir Guild.
May	nfd		Annual Convention of New Hampshire Federation of Music Clubs.
May	nfd	Keene	Annual Music Festival.
June	last wk	Deering	Methodist Older Young People's Council at Deering Community Center.
July	nfd	Little Boar's Head	Seacoast Music Festival Association.

July		Claremont	Methodist Camp Meetings.
July	last 3 days		State Golf Tournament.
July	Sunday afternoons	Bridgewater	Open-Air Musicales.
July-Aug.		Isles of Shoals	Summer Conferences of Unitarians and Congregationalists.
July	25 to Aug. 15	Lake Sunapee, Blodgett's Landing	Annual Meetings of the Lake Sunapee Spiritualist Association.
July	29 to Aug. 19	Deering	Summer Conferences for Young People at Deering Community Center.
Aug.	last 8 days	Alton Bay	Advent Camp Meetings.
Aug.	nfd	Bethlehem	Gala Day.
Aug.	Sundays	Fremont	Fremont Meeting-House (1800) Sunday Morning Services.
Aug.	nfd (usually 1st Sun.)	Meriden	Bird Sunday Service.
Aug.	nfd	Peterborough	Field Day at Sargent Camp.
Aug.	nfd	Portsmouth	Historic Houses Open.
Aug.	2d Sun.	Sandown	Annual Sunday Service at Old Meeting-House (1773).
Aug.	3d Mon.		State Open Golf Tournament.
Aug.	3d Thurs.	Sandwich	Annual Excursion of Sandwich Historical Society.
Aug.	3d wk	The Weirs	Methodist Camp Meeting.
Aug.	3d wk	Plainfield	Open Garden Day.
Aug.	3d wk	Glen	Annual Mount Washington Marathon.
Aug.		The Weirs	Annual Regatta.
Aug.		Lake Sunapee	Annual Regatta.
Aug.	last Sun.	Danville	Danville Meeting-House (1760) Annual Home-Coming Service.
Aug.	last wk	The Weirs	Annual Reunion, New Hampshire Veterans Association.
Aug.	last Sun.	Temple	Annual Open-Air Song Service at Tobey Farm.
Aug.	3d Sat. to following Sat.	80 cities and towns	Annual Old Home Week.

Aug.	late	Tamworth	Annual Fair.
Sept.	1st wk	Lancaster	Annual Fair.
Sept.	1st wk	Pittsfield	Annual Fair.
Sept.	2d wk	Plymouth	Annual Fair.
Sept.	3d wk	Hopkinton	Annual Fair.
Sept.	3d wk	Colebrook	Annual Fair.
Sept.	3d wk	Hooksett	Bird-Dog Races at Stobie Farm.
Sept.	last wk	Rochester	Annual Fair.
Oct.	early	Tuftonboro	Annual Fair.
Oct.	middle	Sandwich	Annual Fair.

I. NEW HAMPSHIRE: THE
GENERAL BACKGROUND

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THE MERRIEST OF THE PURITANS

BY CORNELIUS WEYGANDT

NEW HAMPSHIRE folks are the merriest of the Puritans. There are those, of course, who say they are no longer Puritans at all, so large is the infusion of French-Canadian blood and of that very recently from Europe. Puritans, however, it seems to me, still give the values to life in New Hampshire. Matters of morals and taste and government are decided in accordance with Puritan standards. The look of the country, in its cleared land, is as the early settlers left it. The old houses are the story-and-a-half Cape Cod houses, that are everywhere in New England, the oldest type surviving generally. The later manorial homes of Portsmouth and the Connecticut Valley, of Gilmanton and Canaan Street, and a score of places else are all English in lines and detail. The old influences that made New England New England and America America still prevail.

These influences have the power to make over the new stocks into consonance with the old. Outlanders living among the old stock in country places become as their neighbors in the second generation from Canada and the Old World. Boys of Italian and of Polish parentage are as adept in baseball as those of the longer established English and Irish stock. French-Canadians cook and serve baked beans and brown bread at the Old Home Day dinner at the Smith Meeting-House in Gilmanton. A Portuguese barber, cutting your hair in Tamworth, gossips about the doings of the town as if he were to the manner born. Finns grow as good tobacco on the intervals along the Connecticut as any Pennsylvania Dutchman four hundred miles to the southwest.

Go to any gathering in the country places, to town meeting, to fair, to auction, and you will meet folks who have on them the stamp of the Merry England from which their ancestors came. There will be wit from one auctioneer, and pleasant clowning from another. One man will be selling a little brown jug not so perfect as it once was. There will be twinkles in the eyes of the audience as he cries, 'Just as I am, without one plea.' Another auctioneer will 'turn his face inside out' as successfully as any merry-andrew of Elizabethan times or as the vice who attends the

Devil in a morality play. Hardly a story will be told in the crowd without its narrator imitating the voice and falling into the facial expression of the man he is quoting. There are mimics everywhere. You will watch one in the shed behind the meeting-house, another as automobile and horse team meet on Bennett Street, and another in the corners' store.

You will hear men judged again and again, not only for their smartness and power over their fellows and money-making ability, but for the happiness they bring into the lives of others through their drollery or high spirits or fellowliness. Nowhere will you meet more courtesy from strangers. There is even speaking to you on the roads in back country where automobiles from other parts are rare. I have had such greetings in this summer of 1937 in the lumber woods between Canaan Centre and Lyme. Trucks will pull halfway off the gravel to allow you to pass. Wes Hawksbury will drag your car out of the mud with his yoke of Devon oxen. It is only one man out of a thousand who will pour water on the steep ascent of Hardscrabble or Toilsome Hill of a winter night and charge you five dollars for sanding it and pulling you up next morning with horses whose shoes have been 'sharpened.' This neighbor will take a mortgage on your farm to help you buy it. Another will come with horse and tackle to haul in a great rock he thinks the proper underpinning for the corner of your piazza. A third gathers up your butternuts after you have left for your far-away winter home and sends them to you for Christmas.

Settled as it was in large part from Massachusetts and Connecticut, New Hampshire shares with those parent States and with its side partners, Maine and Vermont, many basically Puritan characteristics — thrift, the will to work, individuality. In geniality, though, to their familiars, in love of a good story, in wise saws and antic ways, the folks of the old stock in New Hampshire stand to the fore among all New Englanders. Nowhere else in New England is the rhythmic speech so generally preserved. It was about Monadnock Emerson found his 'poets of the tavern hearth.' It was round about Derry and up in Franconia Robert Frost found the material and telling diction of his poetry.

It is easier, of course, to distinguish New Hampshire from her neighbors topographically than by the characteristics of her people. New Hampshire is the State of 'The White Mountains,' for generations a wonder to New Englanders and to all the people of the long-settled parts of America to the south and west. No other mountains in America have a romance associated with them to make them comparable, as New World fellows, to 'The Highlands of Scotland' or 'The Hartz,' 'The Alps' or 'The

Pyrenees.' These are storied mountains, these 'White Mountains,' long loved and long sought by man. We have mountains far more majestic, but none others of our country that have been for centuries so largely a concern of men. They have been much written of and painted even more. They have been talked of by father to son down the years.

'The White Mountains' mean a great deal to the people of New Hampshire. Their interest in Mount Washington and its fellows is not mainly for the business they bring to the State, summer and winter. New Hampshire men have pride in their mountains and love of them. And not of 'The Presidential Range' and 'The Franconias' alone. There is no more fabled alp than Chocorua, and Kearsarge and Monadnock are peaks to which men have lifted up their eyes for generation upon generation. 'Sightly places' are a large share of life to many. There may have been something of the use and wont that have such weight with an old man in Jenness Cotton's refusal to move out of his ridge-top house to spend the winter in a summer man's house in the valley, a house in a sheltered position and with all the conveniences. There was, however, a genuine reason for that refusal when he said that he and his brother could not be happy without knowing how things were every day with 'The Presidential Range' fifty miles to the northward. 'Why,' he said, 'we would not know in your place when the first snow fell on Mount Washington.'

There are acres on acres of rich soil in New Hampshire, in the Connecticut Valley, in intervals by Saco, in intervals running back into the Sandwiches, in intervals by Winnepesaukee's southern shores, in the uplands of Coos. There are hills of rock-maple loam from Keene north-eastward to the high country above Berlin that vie with Aroostock County in Maine in the production of potatoes.

There are lumber roads in lonely districts with miles of corduroy, roads you bump along in under Cardigan for hours without meeting a single car. New Hampshire is a lumber-producing State, and its forest land is increasing in extent year by year. Tomorrow those forests will be farmed for trees as the fields on which they are encroaching were farmed for wheat and corn yesterday. It is a State of hundreds of ponds and of thousands of granite ledges. It is a State of remote farms, and of old villages of white-painted houses under high elms. It was a State of little industries, and the signs point to a return to those industries along its many rivers with water-power waiting to be harnessed to man's service. The gospel of work has been held to in New Hampshire. The gospel of laughter has not been forgotten. There is a right hardness on the side of

New Hampshiremen with which they face the world. Among themselves and among those from elsewhere they have honored by adopting they are the merriest of Americans. They are friendliness itself when you know them. They have a way of sticking to their purposes and to you when you have won their friendship. It is granite that holds longest after nightfall the heat of the sun.

NEW HAMPSHIRE'S NATURAL SETTING

GEOGRAPHY, TOPOGRAPHY, AND CLIMATE

THE shape of New Hampshire suggests a right triangle with a base of about 75 miles, a perpendicular of 180, and a hypotenuse (in this case not a straight but a sinuous line) of 230 miles.

The boundary between New Hampshire and Canada, on the north and northwest, was established by the Webster-Ashburton Treaty, August 9, 1842. Its total length is 59.9 miles, but only 33.3 miles in direct course between the extreme points as designated in the treaty:

Commencing at the 'Crown Monument,' so called, at the intersection of the New Hampshire, Maine, and Province of Quebec boundaries, . . . thence by an irregular line along the divide to the head of Halls Stream and down the middle of that stream to . . . the 45th parallel of latitude.

The New Hampshire-Vermont line runs from the above point on the 45th parallel for about one and three-fourths miles to the west bank of the Connecticut River, and then follows the river for 168 miles. The extreme edge of this western boundary was set at the low-water mark on the west bank of the river by a Supreme Court decision of January 8, 1934.

The Commissioners of the King, in 1737, made the original survey to establish the eastern boundary line between Maine and New Hampshire. This survey, confirmed by the King's Decree of 1740, established also the southern boundary line separating New Hampshire from Massachusetts.

By this original survey, the eastern boundary line passed through the mouth of Piscataqua Harbor and up the Newichwannock, part of which is now called Salmon Falls, and through the middle of the same up to the farthest head thereof and from thence two degrees westerly until 120 miles be finished from the mouth of Piscataqua harbor aforesaid or until it meets his majesties other governments; and that the dividing line shall part the Isle of Sholes and run through the middle of the harbor between the islands to the sea on the southerly side, and that the south-westerly part of said islands shall lye in and be accounted part of the province of New Hampshire.

A second survey was made in 1827. Traces of the line were lost through the clearing of the forests and the devastation caused by forest fires, and in 1858 the line was surveyed again. A final survey was made in 1874. Starting at an elevation of 2261 feet, the northern fifteen miles of the boundary is through forest, largely primeval. The line continues through virtual wilderness and over mountains to the more level area south of the White Mountains. At the southern end it follows the Salmon, Cocheco, and Piscataqua Rivers to the ocean, thence out to sea to enclose the three southern islands of the Isles of Shoals. Eighteen miles of Atlantic sea-coast form the southern end of the boundary.

The boundary between Massachusetts and New Hampshire was also settled under the King's Decree of 1740. Both States approved a later survey, made between 1885 and 1898. Starting from the sea, it runs in a wavy line for thirty miles, north of and roughly paralleling the Merrimack River at a distance of three miles therefrom, and then follows a straight, if not absolutely due western, course to the Connecticut River.

The State's greatest width is from Chesterfield to the outer islands of the Isles of Shoals, about 100 miles. At Colebrook it narrows to 20 miles. From the 'Crown Monument,' at the point where Quebec, Maine, and New Hampshire meet, to the southwest corner of the State is an air-line distance of 190 miles. Of New England's total area, New Hampshire occupies 9341 square miles, or 14 per cent, of which 310 square miles are water surface. Its population of 465,293 (1930) constitutes 5.7 per cent of New England's population.

New Hampshire divides naturally into six geographical districts: (1) the North Country, wholly embraced within Coos County; (2) the White Mountain Region, extending from the Maine State Line in the east to the highlands of the Connecticut River Valley stretching from Northumberland to Warren on the west, and from the Androscoggin River on the north to the Lakes District on the south; (3) the Lakes District, south from the foothills of the White Mountain Region to the Belknap Range, and from the Maine State Line in a broad belt across the State; (4) the Connecticut Valley, through which the Connecticut River meanders for 211 miles, from its source in the lakes of the same name, forming the greater part of the western boundary of the State; (5) the Merrimack Valley in the south-central part of the State, through which the Merrimack River flows for more than 100 miles; and (6) the Eastern Slope, extending from the Lakes District in the north and the highlands of the Merrimack Valley in the west to the Atlantic Ocean.

In the North Country there are only a few small and scattered settle-

ments with the exception of the city of Berlin, and two important towns, Lancaster and Gorham. Lumber industries are numerous, and agriculture is important, especially in the western section.

The Mountain Region has few inhabitants except in the summer season, there being little land available for agriculture. Conway, North Conway, and a few other towns are its larger centers of population and industry.

In the Lakes District, an agricultural area, the largest population center is the industrial city of Laconia, but there are numerous smaller centers such as Meredith and Wolfeborough.

The Connecticut Valley, embracing three-tenths of the total area of New Hampshire, contains the State's chief agricultural section along its fertile intervalles. Industries, however, are numerous, especially where there are falls in the river and its tributaries. The college town of Hanover, and several large manufacturing centers such as Claremont and the city of Keene, lie in the Connecticut Valley.

The Merrimack Valley provides opportunities for agriculture second only to those of the Connecticut Valley, but is vastly more important as an industrial section. Along the river are such industrial towns as Plymouth and Ashland, and the manufacturing cities of Franklin, Manchester, and Nashua. The State Capital is at Concord in the Merrimack Valley.

The Eastern Slope is largely agricultural, but along the rivers on the eastern boundary are the industrial cities of Rochester, Somersworth, and Dover. At Portsmouth, on the seacoast, is the State's only harbor. Two of New Hampshire's most important educational centers, Exeter and Durham, are in the Eastern Slope region.

New Hampshire is usually considered a mountainous state, and quite justly so. Here, in the White Mountains, are the highest peaks in New England, and the mean elevation of the whole area approximates one thousand feet. About one-third of New Hampshire has an altitude of two thousand feet or more; and only one-tenth, lying chiefly in the southeastern section, consists of rolling country less than five hundred feet above sea level.

As late as 1874, the section known as the North Country was described as 'covered by a continuous primeval forest, the surface of the country broken by undulating ridges which here and there rise to mountain heights.' Forests are still there, but have been thinned out by lumbering. Much of the region is arable land, but in the central part it is mountain-

ous. The more important mountain peaks are Magalloway Mountain (alt. 3355), the Percy Peaks (North, alt. 3336, South, alt. 3149), and the Sanguinari (alt. 2746) and Dixville (alt. 3118) Mountains, between which is the noted Dixville Notch.

Through the center, running from north to south, is a watershed that gives rise to two large river systems: the Connecticut, rising in the lakes of the same name, and the Androscoggin, which receives the waters of the Magalloway River and Umbagog Lake, and flows for fifty-one miles before reaching the Maine line. A little to the north, Lake Umbagog lies across the State line, about half in New Hampshire and half in Maine.

The White Mountain Region contains the highest and most impressive group of mountains in the northeastern United States. Within an area of 1270 square miles are 86 mountain peaks grouped around the Presidential Range; among them Mount Washington, Mount Adams, Mount Jefferson, Mount Sam Adams, Mount Clay, Mount John Quincy Adams, Mount Monroe, and Mount Madison, ranging in elevation from 5380 to 6288 feet. Twenty-two of the peaks have an elevation of from 4000 to 5000 feet; 26 from 3000 to 4000; and 25 from 2000 to 3000. Between the mountains lie deep valleys and Swiss-like 'notches' such as Pinkham, east of the Presidential Range, and Crawford on the western side. Franconia Notch lies to the west also, between the Franconia and the Kinsman Ranges.

Five mountain peaks stand alone in their majesty: Mount Moosilauke (alt. 4810), Mount Cardigan (alt. 3122), Mount Kearsarge (alt. 2937), Mount Sunapee (alt. 2743), and Mount Monadnock (alt. 3166).

New Hampshire has 1300 lakes within its borders. The Lakes District proper centers around Winnepesaukee, a deeply indented body of water, about twenty-two miles long and from one to ten miles wide, containing 274 wooded islands of varying sizes. Smaller lakes in this immediate region are Squam, Winnisquam, and Ossipee. A few miles west is Newfound Lake, and, still farther west, Mascoma. Lake Sunapee, in the southwest section, has the highest altitude of the group.

The Connecticut Valley is conspicuous for its intervalles of marked fertility, rising in geological terraces to a mountainous ridge along the eastern rim of the valley. Four prominent rivers join the Connecticut in its course. The Upper Ammonoosuc, rising in the South Ponds in Stark Township, enters the Connecticut at Groveton. The Ammonoosuc, coming from the summits of Mount Franklin and Mount Monroe, joins the Wild Ammonoosuc, which has its source in Kinsman Notch, at Bath; and six miles farther, at Woodsville, the two rivers merge with the Con-

necticut. From Washington, the Ashuelot pursues its rapid descent to join the Connecticut at Hinsdale.

The Merrimack Valley is largely an industrial area, bordering on one of New England's vitally important rivers, the Merrimack. Formed at Franklin by two rivers, the Pemigewasset, the source of which is Profile Lake (alt. 1950), and the Winnepesaukee which flows twelve miles from the lake of the same name, the Merrimack River's total length within the State is 105 miles. Another stream, the Contoocook, joins the Merrimack at Boscawen, after pursuing a forty-five-mile northerly course from its source at the foot of Mount Monadnock. The Contoocook is the only important river in New Hampshire that flows northward. The terrain embraced within the Merrimack Valley is characterized by low hills and only a moderate amount of tillable soil.

The Eastern Slope is typical Coastal Plain country except for the Pawtuckaway Mountains in Nottingham, the Blue Hills in Strafford, and Hussey Mountain in Farmington. Two rivers, the Salmon Falls and the Cocheco, join at Dover to make the short Piscataqua, eleven miles in length, and together form thirty-nine miles of the boundary between New Hampshire and Maine. The Eastern Slope extends in gently rolling inclines southeastward to the Atlantic Ocean. It lacks the fertility of the Connecticut Valley, but is largely under cultivation. Five sandy beaches — Seabrook, Hampton, Rye, Jenness, and Rye North, with the rocky promontories, Great Boar's Head and Little Boar's Head — are features of the eighteen miles of seashore. Nine miles out at sea is a group of rocky islands, the Isles of Shoals, three of which, Star, White, and Lunging, belong to New Hampshire.

New Hampshire's climate is of the northern New England type, marked by somewhat severe winter temperatures, especially in the northern section, and high summer temperatures in the central and southern sections. Precipitation ranges from thirty-five to forty-five inches over most of the State, and is well distributed among the four seasons; a little more than half comes during the period from April to September. Snow precipitation varies from one hundred and fifty inches in the mountains to fifty inches along the coast.

New Hampshire's summer climate is genial and salutary. In the mountain, lake, and seashore regions, the extremes are tempered to a pleasurable degree. Summer temperatures range from a mean of 75° F. in the Mountain Region to 80° F. in the northern and southern sections, with rare extremes of 100° F. over the State. The average for the year in the

northern part of the State is 41° F. (17° F. for winter and 66.5° F. for summer). The winter temperature, though occasionally reaching -35° F. to -38° F. in the northern and central sections, is relieved by days of comparative warmth.

GEOLOGY

The rock formations of the State have a general northeast-southwest trend in common with much of the rest of New England. In detail the structure is very complex and the formations are frequently interrupted by intrusions of igneous rocks, mainly granites with some syenites and other rock varieties.

The immediate coast consists of various types of crystalline rocks of uncertain age, largely mantled by glacial and alluvial deposits of sands and gravels. Lying a few miles inland is a belt five to ten miles wide, extending from South Hampton to Maine, consisting of quartzites and dark-colored slates or phyllites, which by analogy with similar rocks in the vicinity of Worcester, Massachusetts, are believed to be of Carboniferous age.

West of this belt, extending to the edge of the Connecticut Valley and from the Massachusetts line at least as far north as Cambridge, stretches the great band of highly metamorphosed and complexly folded rocks which underlies most of the State. It is made up of many types of metamorphic and igneous rocks presumably belonging to several geological periods.

The schists and gneisses of the region are cut by a number of granitic intrusions (batholiths) of varying types and, presumably, ages. One of these granite batholiths is extensively quarried at Concord and Milford. A second, made up of a soft, easily decomposed granite, occupies a large area to the east and northeast of Lake Winnepesaukee. A third, in Chatham and Conway and extending west through the White Mountains, is quarried at North Conway (Redstone). The Presidential Range, however, consists largely of schists and gneisses. A fourth forms a nearly continuous belt, in places many miles wide, along the east side of the Connecticut Valley from Massachusetts to Lancaster and northeast to Milan. This rock is quarried in the vicinity of Keene. In connection with this granite belt, running south from Rumney through Keene, is a zone containing numerous veins of pegmatite (extremely coarse-grained granite) which have been extensively mined at many places for feldspar and mica.

A chain of isolated intrusions of syenite and related rocks extends south through the center of the State from Colebrook into Rockingham County. Because of their greater resistance to erosion these bodies tend to form mountains, of which Tripynamid Mountain in Waterville, Red Hill in Moultonborough, the Belknap Range in Gilford, and the Pawtuckaway Mountains in Nottingham are examples.

An interesting rock of this area, and one which shows up strikingly wherever exposed, is the so-called 'Giant Porphyry.' It occurs throughout considerable areas in the central part of the State, the main one running from Jaffrey north to Groton (about sixty-five miles) with a width of upwards of fifteen miles. It is a dark gray rock through which are scattered numerous white rectangular crystals (of feldspar) up to six inches long, giving it a very unusual appearance. Its mode of origin and geological age are still in doubt.

The rocks of the Connecticut Valley consist of slates, quartzites, and slaty, limy, and conglomeratic schists which extend the length of the valley, and vary in width from a fraction of a mile to eight or ten miles in the south, and widen out to the width of the State north of Stratford. The relative softness of most of these rocks is presumably the cause of the valley, although certain of the harder members (quartzites) form hills such as Cube Mountain in Orford and Moose Mountain in Hanover. They are undoubtedly metamorphosed sediments and are the only rocks in the State to yield any considerable number of fossils (largely graptolites). These have been found at Lisbon, Littleton, and North Haverhill and are of Silurian (Lower Paleozoic) age.

Finally there are scattered nearly everywhere throughout the State the sands, gravels, and clays of the Pleistocene (Ice Age) and recent times.

The highly metamorphosed character of most of the rocks and the resultant absence of recognizable fossils has rendered the determination of the geological history of New Hampshire exceedingly difficult. As a consequence it is still perhaps the least well known of any of the New England States.

The highly contorted schists and gneisses have the appearance of great antiquity and were for years considered to belong to the Pre-Cambrian Age (most ancient of the earth's rocks). It is possible that some are of this age, but none have been definitely proved to be such, and the present opinion is that they are Paleozoics which have been greatly metamorphosed by mountain-building forces and by heat and liquids from the invading granitic and other igneous rocks. This idea is substantiated in part by the results of recent work in the Lisbon-Littleton area, where

rocks of known Silurian age have been shown to pass eastward into the highly metamorphosed schists and gneisses of the White Mountains.

For an unknown length of time during the Paleozoic Age, New Hampshire was a part of the Appalachian area of sedimentation, receiving clays, sands, and gravels washed in from adjacent land areas. The presence of Silurian rocks in the northwest and Carboniferous in the southeast shows the process to have been active at widely separated times. Presumably uniform in neither time nor space, the depositional process had resulted by the close of the Paleozoic Age in the accumulation of a very considerable, although unknown, thickness of sedimentary material. Compacted into rock and elevated by the mountain-building forces of the Appalachian Revolution, it was formed into a high mountain range at the close of the Paleozoic. Probably initiated in late Devonian times, the mountain-building forces were active at irregular intervals culminating at the close of the Carboniferous, and were accompanied by several periods of igneous activity resulting in the emplacement of the various granitic batholiths and intrusive bodies of syenite and related rock types. The result of the pressure and heat accompanying these events was intense folding and crumpling of the rocks and complex changes in their mineralogical composition (metamorphism). The rocks exposed at the present surface were formerly the core of these ancient mountains, the superincumbent mass of rocks having been removed by long-continued erosion.

The following Mesozoic Age was essentially a time during which the forces of erosion acted to lower the high lands formed at the close of the preceding period. The numerous dikes of 'trap rock' found throughout the State may, however, belong to part of this period (Triassic). By the latter part (the Cretaceous) of the period, much of the State had been reduced to a low-lying plain (technically a peneplain) near sea level, over which streams meandered sluggishly and above whose surface rose a number of hills and low mountains whose continued existence was due to favorable location in regard to stream divides or to the occurrence of more resistant rocks.

An early Tertiary upwarping of the region raised this plain to about the present elevation of the central plateau and allowed the streams to resume the down-cutting of their valleys. Continuation of this process has produced the topography which is now found in the upland areas of the State. The relatively even-topped plateau surface is cut by narrow, steep-sided and winding valleys and surmounted by numerous more or less isolated hills and mountains, such as Mounts Monadnock and Kearsarge.

sarge. Early studies carried out at the former mountain disclosed the history of the region, and as a result it has become the generic name for all mountains having a similar erosional history.

The coming of the Pleistocene Ice Age ended the Tertiary erosion cycle and profoundly altered the appearance of the land surface. The great ice sheet sweeping down from the north covered the summits of even the highest mountains, as evidenced by the presence of ice-borne boulders (erratics) on the top of Mount Washington, and swept away the accumulated soil and loosened rock, leaving the present barren, rocky surface of much of the State. Mountain glaciers, forming on the high peaks in advance of the main ice sheet, excavated great amphitheater-like basins (cirques) in their flanks, of which the Great Gulf and Tuckerman's Ravine on Mount Washington are good examples. The moving ice sheet itself grooved and polished the rocks over which it passed, and ground off the sides of many of the valleys, changing them from the V-shape of stream-carved to the U-shape cross-section of glaciated valleys, as seen in Franconia and Crawford Notches.

The deposits of transported material left by the retreating ice are perhaps the most widely apparent results of the glaciation. Their effect upon the drainage system is very evident in the formation of the lakes and ponds of the State. These are largely the result of the great Pleistocene Ice Sheet which once covered the region and disrupted the normal drainage pattern. The vast quantities of rock débris (glacial drift), transported and left by the ice, dammed many streams to form lakes, while direct scouring action of the ice itself in places over-deepened valley bottoms, producing lakes. Many ponds also resulted from the melting away of stranded and gravel-buried ice blocks (kettle-hole lakes).

Great numbers of boulders, some of immense size, were left scattered throughout the State. The 'Madison Boulder,' three miles north of Madison, is the largest (7650 tons). Some of these are so delicately poised as to be readily moved, forming the so-called 'rocking' or 'balanced' stones. Boulders of such recognizable rock as the syenite of Red Hill in Moultonborough form 'boulder trains' extending many miles from their source in the direction of the ice movement.

Much of the material carried by the ice consisted of a mixture of sand, clay, and boulders called 'boulder clay' or 'till,' which material was dumped over much of the State. A special type of this deposit is in the form of low rounded oval hills, often of considerable size and presumably formed by compaction under the ice, termed 'drumlins.' These are widely scattered over the southern part of the State particularly in the vicinity of

Peterborough. Their long axes are normally parallel to the direction of ice movement.

Where the 'till' has been acted upon by running water, the material is sorted according to size — the boulders remaining behind while the sand is spread out in sand plains, such as the great sand plain between Milford and Nashua, and the fine clay is carried away to be deposited in bodies of still water. These transported clays frequently show a seasonal banding (known as varves), from a detailed study of which much information relative to the rate of recession of the ice front has been obtained. Studies in the Connecticut Valley have shown that the retreat of the ice from Hartford, Connecticut, to St. Johnsbury, Vermont (185 miles), took about 4300 years, a yearly rate of 238 feet.

At the close of the Ice Age the land stood at a lower elevation than today, the sea reaching as far inland as Rochester and up the Merrimack Valley as far as Manchester. Large glacial lakes occupied the upper Merrimack Valley as far as Plymouth, the Ashuelot Valley in the Keene area, the Contoocook Valley from Peterborough to Hillsborough, and the Connecticut Valley as far north as the mouth of the Passumpsic River. Lake Winnepesaukee was much larger than at present. Gradual elevation of the land and breaching of the glacial dams established the present shore lines and drained the lakes. Numerous gravel terraces along the valley sides represent successive stages in this process.

The remains of drowned forests along the coast, as at Straw's Point near Rye, indicate a slight recent submergence of the coast.

WILD LIFE

New Hampshire landscapes owe much of their beauty to the wealth of trees. The stately American elm is particularly prominent in the valley vistas. Maples of the sugar, the red, the silver, and the mountain varieties are abundant. Beeches, butternuts, and oaks are well distributed. Old field and white birches are plentiful everywhere, while the yellow birch is commonly met in the White Mountains in mixed stands of spruce and other hardwoods. Along the lower levels, the ash is frequently encountered. Several varieties of willows line the banks of streams, and in the fertile valleys of the southeastern section hickories are plentiful.

Among the evergreens, the white pine predominates south of the Presidential range, and the spruce to the north of it. On cool northern slopes and in ravines through the State, hemlock is found; and in the

north, balsam fir is associated with spruce. Except north of the White Mountains, arborvitae and cedars are scarce. Junipers are plentiful, especially in the southeastern part of the State, both in the prostrate and the columnar form. American yew, growing as a low shrub and resembling young hemlock, is plentiful throughout the State.

New Hampshire has a fair number of shrubs. Pin and choke cherries grow freely; red-osier is abundant; but the flowering dogwood is scarce, except in the lower Connecticut Valley. The American elder and several sumacs, of which the staghorn variety is the most prominent, are widely distributed. The showy mountain laurel flourishes, especially in the Monadnock region. Its lowly cousin, the sheep laurel or lambkill, has a more extended range, growing rather generally in waste places and abandoned pastures, and along roadsides. Blueberries fill many of the abandoned pastures throughout the State, the highbush variety ripening its fruit later than the dwarf. Wild grapes grow in profusion along the sides of back roads, while blackberries and wild raspberries are common.

The abundance of trees, the mountain brooks and larger streams, the quiet intervals and meadows of the State, account for a profusion of smaller plant life, the more interesting because it shows a blending of northern forms from the Hudsonian and Canadian zones with southern types of the Alleghanian-Transition zones.

The flowers of the State are so abundant in variety that it is impossible to list more than a few of them here. The goldenrod and wild aster enliven waste places in the autumn, as do the magenta flowers of the great fireweed. The friendly black-eyed Susans, daisies, and paint-brush are everywhere. Blue, white, and yellow violets are common, the last usually in the seclusion of damp woods. Along the banks of forest streams, the painted and purple trilliums are not uncommon. The fringed gentian occurs in the State, but must be sought in its own special haunts. The trailing arbutus, while not rare, is inconspicuous. Lady-slippers and other orchids are found in various places; in the White Mountains, the lady-slippers growing at elevations of 1800 to 2500 feet are prevailingly white instead of pink. The parasitic Indian pipe is another inhabitant of moist woodland. Several varieties of honeysuckle are found, one of which, the *Lonicera caerulea villosa*, grows in the moist ravines of the White Mountains. Wood and meadow lilies are a common sight along the roadside in summer, while in late spring the wild iris carpets the damp meadows of the tidewater region with blue flowers. Ferns are abundant in shady places, the most conspicuous being the large interrupted and cinnamon varieties, and occasionally the shy maidenhair. In open places, the brake

is common. Adding richness to the summer odors of pastureland is sweet fern — the small boy's tobacco.

New Hampshire is one of the few States having a number of Alpine plants, found especially on the higher slopes of the Presidential range. Above the timber line are weird and ancient gnome-like spruces, and here and there scrub birches and mountain alders. Labrador tea, frequently mingled with extensive patches of bilberry below the timberline, is said to be the flowering plant that approaches nearest to the North Pole. The large mats of Greenland sandwort make delightful blotches of color when in bloom. Beds of the three-toothed cinquefoil in blossom are also attractive, as are the *Diapensia*, bearberry, willow, moss campion, and Alpine azalea. Arctic rushes, sedges, and lichens thrive on the summits. An observer of Mount Chocorua states that lichens are so plentiful on its summit as to alter the color of the mountain after a heavy rain, when the lichens change from brownish gray to green. The Lapland rose-bay, an Alpine relative of the great laurel, occurs infrequently. The handsome *Geum radiatum peckii* gives a conspicuous yellow touch in July. Thirty-six other varieties of Alpines have been identified.

Jeremy Belknap, New Hampshire's first important historian, found within the State, after one hundred and seventy-five years of white occupancy, thirty-one different species of four-footed denizens. Among them he lists the 'musquash' (probably the muskrat), whose oil-bag, he says, 'wrapped in cotton, affords a perfume, grateful to those who are fond of musk.' Of the skunk he remarks that 'the flesh is white and sweet, and is by some people relished as food.'

Among larger animals, the deer is encountered throughout the State, although it is increasingly common in the less urban North. Other good localities for deer are the Ossipee region and Cheshire County. Bear are fairly numerous in the north, and are supposedly increasing. A herd of fifteen elk is kept in the Pillsbury Game Sanctuary in Washington, while fifteen or twenty lordly moose roam the Ossipee region. At Corbin's Park in Croydon is a large collection of buffalo, deer, moose, elk, wild boar, Himalayan goats, and antelopes.

The fox and cottontail rabbit are common; and in the northern part of the State the snowshoe rabbit is known to be abundant, though rarely seen. Mink and beaver are increasing, and colonies of the latter exist in Richmond and Sandwich. Raccoons, recently protected from night hunting, are rapidly growing in numbers, as is the wildcat. The pine marten inhabits the pine uplands, and that shy fisherman, the otter, still has his coasting slides on the banks of streams,

Among the animals whose numbers are decreasing are the Canada lynx and the fishercat. The wolverine, once abundant in the State, has not been seen for several years.

Found everywhere are the red and gray squirrels, the gray variety being particularly common south of the White Mountains; while their cousin, the striped chipmunk, still chatters from stone walls and pine trees. The skunk is especially evident because of its powerful odor and the large number that are victims of automobiles every year.

Common in the mountains is the porcupine, who frequently gnaws his way into cabins and outlying structures. The winding ridges of the mole's tunneling are visible in wet meadows; and prolific beyond all else are the voracious shrews and the wood and meadow mice.

New Hampshire apparently has always been a favorite with the birds. In 1672 John Josselyn, in his 'New England's Rarities Discovered in Birds, Beasts, Fishes, Serpents, and Plants of that Country,' reported that on the 'high hills of Ossapy' there were the 'ayries' of the 'pilhannaw, or mechquan, much like the description of the Indian ruck, a monstrous great bird.' Neither Ossipee nor the State elsewhere knows any such avian monstrosity, which apparently was a composite of the golden eagle, the bald eagle, and the great blue heron. More than a century later, Jeremy Belknap listed one hundred and twenty-two species of birds. In 1903, Glover Morrill Allen noted two hundred and fifty-four species, to which he added twenty-nine more observed in Durham by Ned Dearborn.

Commonly seen throughout the State are the robin, bluebird, and many varieties of sparrow. In the woodlands are the redstart, the ovenbird, and more than thirty varieties of the warbler. Six varieties of thrushes (including the hermit), four of vireos, and eight of woodpeckers (including the arctic three-toed in the North) are also found.

The Ornithological Society of St. Anselm College, active in the observation of birds through feeding stations and field trips, reports a large number of birds regularly seen. Apart from the ones already mentioned, these include the chimney-swift (especially noticeable on midsummer evenings), tree-swallow, junco, herring-gull, bronzed grackle, barn swallow, redpoll, chickadee, goldfinch, bluejay, red-winged blackbird, purple finch, American merganser, snow bunting, king-bird, chewink, phoebe, flicker, nighthawk, golden-crowned kinglet, cowbird, bank swallow, American scoter, golden-eye, and cedar waxwing.

Along the Atlantic coast in winter, members of the Society have noted the loon, great black-backed gull, herring-gull, white-winged scoter, sanderling, marsh hawk, bald eagle (a species now rare), and horned lark.

A spring migration route apparently crosses the Isles of Shoals, and the destruction of birds at the lighthouse caused Celia Thaxter to write: 'Many a May morning have I wandered about the rock at the foot of the tower, mourning over a little apron brimful of sparrows, swallows, thrushes, robins, fire-winged blackbirds, many-colored warblers, and fly-catchers, beautifully clothed yellow birds, nuthatches, catbirds, even the purple finch and scarlet tanager and golden oriole, and many more beside.'

Birds rarely seen, but whose presence in New Hampshire has been proved, include the American bittern, goshawk, duck hawk, short-billed marsh wren, Bicknell's thrush, dovekie, olive-sided flycatcher, saw-whet owl, buffle-head, Northern shrike, solitary sandpiper, mourning dove, Northern water thrush, and Acadian chickadee.

In the fall the hunter may delight in the whir of the ruffed grouse, abundant in the north, and the bright pheasant, a denizen of nearly every piece of woodland throughout the State. In a few coverts whose situation is not advertised, woodcock occupy an alder swamp or a gray birch ridge. A few quail may be found in the central and tidewater regions. The golden plover is nearly extinct, but large flocks of black-breasted plover have been seen at Hampton. Migratory water fowl such as the Canada goose, brant, ducks, and coots are common around Great Bay, which is the center for duck hunting in New Hampshire.

The State is provided with an abundance of fish life, ninety-eight species being found in its rivers and ponds. By far the most important, from the standpoint of the sportsman, are the brook trout, common in mountain streams throughout the State, and the black bass, equally common in larger ponds and lakes. Also found, though not so commonly, are the rainbow and brown trout.

Among game fish, the lake trout is the most eagerly sought for, and is plentiful in all the larger lakes. The aureolus or golden trout of Lake Sunapee is almost peculiar to the State, but in recent years has been introduced into various other parts of the country. Dublin Lake is inhabited by a carefully protected variety found nowhere else. At the New Hampton fish hatchery an albino species has been developed and reared. Although the Atlantic salmon no longer ascends New Hampshire streams, its relative, the landlocked salmon, is an important game fish. Through efforts of the State fish and game department, Chinook salmon have been imported from western waters and acclimated to New Hampshire lakes.

In addition to these game fish, the lakes teem with pickerel, yellow and white perch, and the ugly but edible horned pout. Summer shad, smelts,

eels, and dace are found in New Hampshire waters, as is the ubiquitous sucker — the delight of small boys who go fishing.

Living in the water near its natural prey is the snapping turtle, disliked by game wardens because of its depredations among the fish. Sunning itself near the edge of a pond, the painted turtle can frequently be seen. New Hampshire snakes, of which there are some twenty different kinds, are mostly beneficial. Exceptions are the rattler and copperhead, the only poisonous varieties and fortunately rarely seen. The harmless little garter, milk, and red-bellied snakes are often found in open glades of the woods. Most of the frogs and toads (there are twenty-one different kinds in the State) live near the water; although the peepers or tree frogs, who are responsible for the evening chorus with which New Hampshire greets the spring, climb trees by means of suckers on their feet. Some varieties of salamanders are easily found underneath stones and logs in damp places, but the larger spotted salamander keeps out of sight. Frequently seen on woodland paths is the red lizard, a handsome but immature form of the common olive-brown newt.

With respect to its insect inhabitants, as with several other forms of wild life, New Hampshire may be divided into three sections. The Canadian or Hudsonian zone, including the Alpine and sub-Alpine, occupies the northern part of the State, reaching its most southern extent at Plymouth. A diagonal band across the central portion of the State, its southern bound dipping southward to cross the Massachusetts Line at Fitzwilliam and then swinging northwest to Walpole, is the common meeting ground of the Hudsonian and Alleghanian species. The southeastern portion of the State falls within the Alleghanian zone.

Within these three zones, New Hampshire's insect life varies little from that of the rest of New England, with the exception of some Alpine and sub-Alpine species found in the White Mountains — one of the few regions in the United States in which they occur. Among these species are certain spiders, moths, sawflies, woodborers, and ground beetles.

The summits of the highest mountains of the Presidential Range were once islands where arctic fauna were left by the receding ice of the last glacial period. Many of the insects found on these summits are of the same species as those found in the European Alps. Almost peculiar to New Hampshire, however, are a wingless grasshopper (*Pezotettix glacialis*), the White Mountain fritillary (*Brenthis montinus*), and the White Mountain butterfly (*Oeneis semidea*). The latter has a sluggish flight, and seldom rises more than two or three feet from the ground because of the strong winds that sweep over the mountains; its caterpillars feed on

sedges growing above the timberline. The green *Polygonia comma* also inhabits the high slopes, while the striking banded purple *Basilarchia arthemis* is abundant in the mountain valleys.

NATURAL RESOURCES

Millions of years ago, Nature provided New Hampshire with an abundance of gravel, sand, and granite. Under the surface were hidden more than ninety-five different species of minerals, but of these the only commercially valuable minerals are feldspar, mica, fluorite, garnet, granite, and a little copper. Slate and soapstone were formerly quarried to some extent.

Deposits of feldspar and mica are found at scores of locations in Cheshire, Grafton, and Sullivan Counties. In 1934 New Hampshire produced twenty-eight per cent of the world's mica and was the fourth State in the Union in the output of feldspar. There are only two large abrasive garnet deposits in the world, of which one is at Wilmot, New Hampshire, and the other in Warren County, New York. Some of the world's largest crystals of beryl have been found in this State and fluorite has been mined in Westmoreland.

New Hampshire's granite is well known through its use in public buildings throughout the country, notably in the Library of Congress in Washington. The bulk of it, however, is used for monuments, paving, curbing, and other purposes.

Of the metallic ores, copper is found in six locations, lead (galena) in six, gold in four, magnetite in two, zinc in two, and molybdenite, bog iron, silver, and tin in one each. None of these, as far as known, is sufficiently abundant to warrant present-day exploitation.

Many large and useful rivers have their sources in New Hampshire, and, with their tributaries, open for cultivation 1,960,061 of the State's total of 5,940,531 acres. The power of these rivers has been harnessed at many points. According to the United States Geological Survey in 1934 the estimated developed water-power produced by 182 plants was 574,-776 horse-power. The outstanding example of utilization of the State's river resources is at Manchester, where the Amoskeag Dam across the Merrimack River furnishes power for the huge plants along its banks. Of the electricity produced in the State in 1934, 575,210,000 kilowatt hours of the total of 630,561,000 were generated by water-power. On the Connecticut River, at Fifteen Mile Falls in North Monroe, one of the

major hydro-electric plants in the country was completed in 1930 at a cost of \$100,000,000. Its transmission line of 127 miles is the longest east of the Mississippi.

New Hampshire's greatest natural resource consists of its forests. In common with the rest of New England, the State was covered with forests in the seventeenth century. Less than five per cent of all the existing forests in New England date back to the settlement of this part of the country. In New Hampshire, however, after three hundred years of occupation, the northern third of the State still has a wealth of spruce, fir, and pine, with occasional stands of birch, beech, and sugar maple. White pine is still found in abundance in the central and southeastern portions of the State, as well as along the Connecticut Valley. In the southern part forests contain both coniferous and deciduous trees.

New Hampshire has in public ownership more than 760,000 acres of forest lands, or nearly thirteen per cent of the total land area of the State. Of this amount about 20,000 acres are embraced in town forests, 40,000 in State forests and reservations, and nearly 70,000 in the White Mountain National Forest.

Towns, the earliest possessors of forest lands, obtained their forests either as unallotted lands, gifts, through tax delinquency, or through purchase. Although from its beginning the State possessed a few scattered tracts, it received its first gift of forests in 1891. During the next few years a small appropriation allowed the State to purchase needed areas for the practice and demonstration of forestry. The outstanding acquisition of scenic value was the purchase of Crawford Notch in 1911. From 1915 to 1930 the increase in State forest ownership was mainly through gifts, the only important purchase being that of Franconia Notch, acquired jointly by the State and the Society for the Protection of New Hampshire Forests (organized in 1901). During 1933-35 more than 4000 acres of forest land were acquired by the State, either by direct purchase or by gift, and it now owns 110 forests and reservations.

Marked concern was gradually coming to be felt, both within the State and by distinguished visitors, for the forests of the White Mountain region, especially where large-scale lumbering operations were carried on. The greater part of this region had been owned by the State, but in 1867 Governor Harriman sold this priceless heritage for a mere \$26,000. As a result of this transaction, the Federal Government had to pay more than \$6,000,000 in 1911, when it repurchased the region for a National Forest. Now known as the White Mountain National Forest, 32,000 of its total of 695,000 acres lie in Maine, and the remainder in the New Hampshire counties of Carroll, Coos, and Grafton.

This ownership has resulted in the better control and preservation of areas of scenic interest and in provision for public recreation. Both the National and the State Governments have been most generous in the use they allow of many of the reservations for recreational purposes.

Timber production and wild-life propagation are other important objectives in the National Forest program. To further these objectives, both the State and the Federal Governments have expended large sums of money. From July 1, 1934, to July 1, 1936, the United States Forest Service spent \$1,500,000 for labor and materials in the White Mountain National Forest, mainly in the work done by the Civilian Conservation Corps. To detect fires the State maintains twenty-eight fire-towers and, in the White Mountain National Forest, seven primary lookouts at points of advantage. The State Department of Forestry and Recreation is vigilant against insect pests and the depredations of small animals. It steadily reforests available land, its nursery near Concord having planted 2,167,000 trees in 1935 and 1936. It exercises a watchful eye over present-day lumbering, the output of which decreased from 220,665,000 square feet in 1929 to 106,000,000 in 1934. The Brown Company in Berlin, owners of the State's largest paper industry, maintains an experimental tract for forest research.

New Hampshire is fortunate in having several tracts of primeval forests. The White Mountain National Forest contains an acre of mixed growth in the 'Bowl' on the east side of Mount Whiteface, north of Wonalancet; 800 acres of primeval spruce in Mad River Notch, four miles north of the hotel in Waterville Valley; a tract on the upper slopes of the Great Gulf near Mount Washington; and a stand at the northern end of Crawford Notch on the slopes of Mount Webster. Part of the three square miles of forest in Kinsman Notch, six miles from Woodstock, is owned by the Society for Protection of New Hampshire Forests, which also owns with the town of Sutton, a grove of twenty-one primeval pines, one mile north of North Sutton Village. The College Woods at Durham contain primevals, including perhaps the largest pine tree in the State, appropriately named 'Paul Bunyan.' Pisgah Forest in Winchester, owned by the Harvard University Forest School and by the Dickinson family, has some very large pines and hemlocks.

The forests are important agents in water conservation. The headwaters of many of New England's principal rivers are situated in the White Mountain National Forest; the Saco, the Merrimack, and important tributaries of the Androscoggin and Connecticut Rivers lie within the boundaries of this forested area. This had an important bearing on flood con-

trol, and the prevention of erosion in the fertile soils of the farming region.

The soil of New Hampshire is predominately non-arable. Of the débris of glaciers, deposited within recent geologic time, ninety-five per cent is a sandy and stony loam, unsuited for any crop but its indigenous forest covering unless large amounts of fertilizer are regularly applied. Only 2330 acres are classified as excellent, mostly in the valleys of the Connecticut and Merrimack Rivers, in contrast to the 5,149,872 acres classified as poor and non-arable. There has been scarcely any gully erosion of this soil. In some instances fertility has been lost through severe forest fires and through a gradual leaching of the soil.

The chief problem of conservation is to restore submarginal land to forest growth. Three surveys have been made, complete ones by the Planning Section of the National Resources Board and the State Planning and Development Commission, and a partial one of Grafton County by Professor H. D. Woodworth of the University of New Hampshire. According to their findings a wise conservation policy will necessitate a close integration of the biological, hydrographic, and human factors involved.

Biological control through the preservation of the existing forested areas has meant fighting forest fires, through the maintenance of observatories and the construction of forest roads, and water-holes; the replanting of State-owned lands, and the eradication of forest pests.

Hydrographic control involves the building of dams at strategic points in the main drainage basins as flood-control reservoirs. Plans for these, as a result of the disastrous floods of 1936, are already under consideration. The problem of the pollution of the Merrimack and Connecticut Rivers, a serious one because of the many mill cities on their banks, is interstate, involving the co-operation of the Federal Government.

The human problem, that of resettling the hard-working farmers who at present eke out a barren existence on this submarginal land, has received careful consideration in each of the three surveys.

THE INDIANS

TWO great Indian linguistic families dominated the eastern United States, the Algonquians and the Iroquoians. The realm of the Algonquians stretched from the Atlantic Ocean to the Great Lakes and beyond, and from the Carolinas to Hudson Bay. Within this area was a small section where the Iroquois ranged and ruled. Although not living in New Hampshire, the Iroquois probably warred in this State against their Algonquian neighbors. The Indians formerly living in the immediate vicinity of Maine and New Hampshire are known generally by the name of Abnaki ('men of the East').

Within the confines of the State were such tribes as the Coosucs, who lived at the junction of the Connecticut and Ammonoosuc Rivers and northward; the Piscataquas, near Dover; the Sokokis, known as Pequawkets on the upper Saco River and as Ossipees around the lake by that name; and the Merrimack River tribes, more often known as the Penacook Confederacy. Members of this Confederacy in New Hampshire were the Nashuas residing along the river by that name, the Souhegans or Natacooks on the Souhegan River, the Amoskeags at Manchester, the Penacooks proper at Concord, and the Winnepesaukee in central New Hampshire. Sometimes included are the Coosucs to the north, the Squamscots at Exeter, the Winnecowets at Hampton, the Piscataquas at Portsmouth, and the Newichawanocks near Rochester. The Amarascoggins had a village on the Androscoggin River at Lewiston, Maine, and presumably roamed the eastern reaches of New Hampshire's north country. The Saint Francis Indians in Canada claimed portions of this area, and ranged in the vicinity. It was to this tribe that most of the New Hampshire Indians ultimately withdrew; for instance, little is heard about the Penacooks as a separate tribe after Queen Anne's War.

Moorehead, eminent chronicler of the 'Red Paint People' of Maine, made a survey of the Merrimack Valley in 1931 and reported evidences of this mysterious people in the New Hampshire lake country. The 'Red Paint People' represented a pre-Algonquian culture, and there is considerable probability that the Winnepesaukee district was the western outpost of their habitat.

Starr King in his classic volume, 'The White Hills,' deplored the ab-

sence of Indian names in the White Mountains, but aboriginal names still cling to the southern part of the State — in villages as Penacook, Suncook, and Contoocook; in lakes as Baboosic, Massabesic, and Sunapee; and in streams as Soucook and Piscataquog. With the mountain region is associated the legends of Chocorua, Passaconaway, Wannalancet, and the Great Carbuncle, and in the folklore of other New Hampshire regions the Indians have left their trace.

Indian relics have been found in some quantities in New Hampshire. At least eight communities — Nashua, Manchester, Concord, Franklin, The Weirs, Hooksett, Suncook, and Laconia — were built on the sites of Indian villages. One of the most interesting of these primitive villages was at The Weirs on Lake Winnepesaukee, where a large weir or fish-trap in the shape of a 'W' was built of stone and interwoven with saplings. It was thought that the Indians remained here until 1700. Another fishing village was at the division of the Merrimack into the Pemigewasset and Winnepesaukee Rivers. At this point the shad went to Lake Winnepesaukee and the salmon up the cooler waters of the Pemigewasset. Here (at Franklin) many relics have been found and collected. The remains of an Indian 'fort' at Little Bay in Sanbornton existed until well into the nineteenth century; it has been thought that this structure was built as a defense against the Mohawks sometime prior to 1675. Near Ossipee Lake a large Indian burial mound was discovered, where skeletons were uncovered in sitting posture, grouped in circles. Skeletal remains have also been found at Brookline, Hudson, Dover, Sutton, Franklin, Keene, and Claremont.

Numerous artifacts have been discovered, including axes, knives, adzes, pestles, engraved stones, spearheads, arrowheads, gouges, and chisels. Occasionally pipes and pottery fragments have been dug up. The lake region and the Merrimack Valley have been the most prolific sources of relics. The more important collections are at the home of Mary A. Proctor of Franklin, the Manchester Institute of Arts and Sciences, the Manchester Historic Association, the Peabody Museum at Salem, and the Peabody Museum at Harvard University.

In general, the New Hampshire aborigines conformed to the general pattern of the eastern woodland Indians. Living in wigwams rudely constructed of bark and skins, they ranged the forest hunting and fishing while their women cultivated the near-by fields. Hunting was carried on by means of the bow, spear, and 'culheag' or log trap. Fish were taken at weirs, in nets, or by the spear aided by the flare of a pine knot. In agriculture the Indians had made enough progress to be of invaluable

aid to the white man when he came. Maize or Indian corn was the chief crop, and the settler found most useful the Indian injunction to plant 'when the leaves of the white oak are as big as the ear of a mouse.' 'Girdling' or cutting a ring deep enough in a tree to kill the foliage, thus letting in the light, was another device learned from the primitive agriculturist and appreciated by the pioneer. Maize was the staple, but Indian agriculture also included beans, squashes, and pumpkins. Tobacco seems to have been raised in New England as far north as the Kennebec Valley. Corn when pounded in a mortar was known as hominy; mixed with beans it was called succotash. Mortars were manufactured of wood or stone; a glacial pothole, when small enough, was sometimes used — an example of such an outdoor mortar is at Willow Hill in Franklin.

The religion of these primitives was animism, or belief in spirits representing nature in its various phases. The name 'Manitou' was given to a spirit which might be good or evil, greater or lesser. Like many other savages, the New Hampshire Indians had their story of the deluge. Joselyn, in his 'Account of Two Voyages to New England,' reported the following version:

Ask them whither they go when they dye, they will tell you pointing with their finger to Heaven beyond the white mountains, and do hint at *Noah's Floud*, as may be conceived by a story they have received from Father to Son, time out of mind, that a great while ago their Countrey was drowned, and all the People and other Creatures in it, only one *Powaw* and his *Webb* foreseeing the Floud fled to the white mountains carrying a hare along with them and so escaped; after a while the *Powaw* sent the *Hare* away, who not returning emboldned thereby they descended, and lived many years after, and had many Children, from whom the Countrie was filled again with Indians.

Several Indian sachems left their impression upon New Hampshire history and legend. The greatest leader was Passaconaway, head of the Penacook Confederacy when the first Europeans came. His attitude was uniformly friendly to the newcomers, and he pursued a moderate policy in the face of white aggressions. Passaconaway gained considerable reputation as a medicine man or 'powwow,' as he was termed in the seventeenth century in this particular region. According to one chronicler he could

make the water burne, the rocks move, the trees dance, metamorphise himself into a flaming man. He will do more; for in winter, when there are no green leaves to be got, he will burne an old one to ashes, and putting those into water, produce a new green leaf, which you shall not only see, but substantially handle and carrie away; and make of a dead snake's skin a living snake, both to be seen, felt, and heard. This I write but upon the report of the Indians who confidently affirm stranger things.

As an old man he delivered a valedictory speech urging his followers to

maintain peace with their new neighbors. This speech has been variously reported. One rather fanciful version is given by Potter:

The oak will soon break before the whirlwind. . . . I commune with the Great Spirit. He whispers me now — 'Tell your people, Peace, Peace, is the only hope of your race. I have given fire and thunder to the pale faces for weapons — I have made them plentier than the leaves of the forest, and still shall they increase! These meadows they shall turn with the plow — these forests shall fall by the axe — the pale faces shall live upon your hunting grounds, and make their villages upon your fishing places!' The Great Spirit says this, and it must be so! We are few and powerless before them! We must bend before the storm! The wind blows hard! The old oak trembles! Its branches are gone! Its sap is frozen! It bends! It falls! Peace, Peace, with the white man — is the command of the Great Spirit — and the wish — the last wish — of Passaconaway.

Upon his death Passaconaway passed from history into legend, which relates that he was received into heaven after he had been transported to the summit of Mount Washington in a sledge drawn by wolves. It is probable that this Elijah story was invented originally for another Indian and another mountain, and then transferred to Passaconaway. His name has been preserved in New Hampshire by a village and a mountain.

Passaconaway was succeeded by his son Wonalancet, who strove to keep the peace even during King Philip's War. Unable to restrain his followers, he retired from leadership in 1685. A New Hampshire range and village perpetuate his name. His nephew, Kancamagus, after some provocation led the assault on Dover in 1689; in spite of this, a mountain bears his name. Another opponent similarly honored is Paugus, the doughty foe of Lovewell in the celebrated fight near Fryeburg, who can claim a peak in the Sandwich Range — thanks to the efforts of Lucy Larcom, poet and friend of Whittier.

The most celebrated of New Hampshire Indian legends has the least historical basis. From the top of the beautiful mountain that keeps his memory green, Chocorua is supposed to have launched his ineffective curse against the white men. This legend has been told in several forms (see page 116), and is the subject of a celebrated painting, 'The Death of Chocorua,' by Thomas Cole.

The more important repositories containing Indian relics from New Hampshire are as follows:

WITHIN THE STATE

Auburn, Griffin Free Library, 253 artifacts from vicinity of Massabesic Lake and 22 roller pestles.

Hanover, Dartmouth College Museum, a portion of the Indian material is from New Hampshire.

- Henniker*, Cogswell Library.
- Hinsdale*, John H. Smith private collection, material from Connecticut Valley.
- Hopkinton*, Hopkinton Historical Society, especially a dugout.
- Laconia*, Gale Memorial Library, material from the Lake Region.
- Manchester*, Historic Association, many roller pestles, axes, adzes, gouges, knives, points and arrowheads; also a soapstone dish with four handles, one of the best in New England. (More material stored.)
- Manchester*, Institute of Arts and Sciences, pottery, ornaments, adzes, axes, knives, war paints; some 600 or 700 articles stored.
- Franklin*, Mary A. Proctor private collection, most of the articles coming from within the borders of Franklin or not more than three miles away. It includes large tools of which 63 are grooved axes; semi-lunar knives, engraved stones, pestles (one of them well carved), and pipes. There is also a mortar at Willow Hill and a rock with carving of shad.
- Hillsborough*, Arthur Dowling private collection.
- Lakeport*, Abram L. Drake private collection, about 25 per cent of which is New Hampshire material from The Weirs and Belmont, including grinding stones.
- Manchester*, Dr. Harry L. Watson private collection, 1700 or 1800 objects from vicinity of Amoskeag Falls.
- Rochester*, Dr. C. S. Copeland private collection, 2000 items from Salmon Falls and Ossipee River, of which 41 are axes.
- The Weirs*, C. P. Wilcomb private collection, material from the old Indian fishing village in this place.

OUTSIDE THE STATE

- Cambridge, Massachusetts*, Peabody Museum, Harvard University, thunder bird of European copper from Amoskeag Falls and a knife from Contoocookville.
- Pittsburgh, Pennsylvania*, Carnegie Museum, articles from The Weirs.
- Salem, Massachusetts*, Peabody Museum, chipped objects from Governor's Island, Lake Winnepesaukee, and The Weirs.
- Harvard, Massachusetts*, Clara E. Sears private collection, artifacts from Governor's Island, Lake Winnepesaukee; also objects from Brookline.

H I S T O R Y

EARLY HISTORY (1603-1679)

THE first voyager to New Hampshire shores of whom there is any record was Captain Martin Pring, who, in June, 1603, sailed ten or twelve miles up the Piscataqua River and saw 'goodly groves and woods and sundry sorts of beasts, but no people.'

Two years later the coast of New Hampshire was visited by Samuel de Champlain, French explorer, who entered Piscataqua Bay, July 15, 1605, and probably landed at what is now known as Odiorne's Point, in the town of Rye.

The following year (1606), King James I of England issued a patent generally cited as the first Virginia Charter. In it the King claimed the right to colonize American lands from Cape Fear River, North Carolina, to Halifax, Nova Scotia. The territory was divided into two parts and called North and South Virginia. While the South Virginia Company succeeded immediately in establishing at Jamestown the first permanent English colony in the New World, the North Virginia, or Plymouth, Company completely failed to secure even a foothold in its part of the grant, including the section now known as New Hampshire, until the Pilgrims landed at Plymouth in 1620.

In 1614, Captain John Smith, whose many exploits have given him a permanent place in American history, ranged the shore from the Penobscot River in Maine to Cape Cod in Massachusetts, and during this voyage discovered the Isles of Shoals, giving them the name of Smith's Isles, and also the Piscataqua River which he found to be 'a safe harbor with a rocky shore.' Returning to England, he published there a description of the country, with a map of the seacoast. He presented the publication to Prince Charles, who gave the country the name of 'New England.'

Chiefly through the determined and persistent efforts of Sir Ferdinando Gorges, Governor of Plymouth, England, Captain John Smith, Captain John Mason, a London merchant, and a few others, a new charter was obtained in 1620 for the Plymouth Company, reincorporated

as the Council of New England, for a grant between the 40th and 48th latitudes, 'from the Atlantic Ocean to the South Sea.' Within these limits the Council was authorized to establish and govern settlements and to lease, sell, and otherwise dispose of its territory and its privileges, either to individuals or to proper interests. Among the recipients of the larger grants were Captain John Mason and Sir Ferdinando Gorges, who in 1622 received a joint patent to all land between the Merrimack and Kennebec Rivers, then called 'the Province of Maine.'

Among those who received smaller grants from the Plymouth Council were David Thomson, who landed with a handful of colonists at Odiorne's Point near Portsmouth in 1623, and Edward Hilton to whom a grant was given in 1631 of Hilton's Point, now Dover. This latter grant set forth that Hilton and his associates had at their own expense transported servants, built houses, and planted corn at Hilton's Point, and intended to develop the country. Whether the first settlement in New Hampshire was at Portsmouth or Dover is still a moot question, although general historical judgment favors Portsmouth.

In 1629, Mason and Gorges apparently came to an agreement regarding the division of the grant of the Province of Maine by which Mason secured a separate grant from the Council of Plymouth to that part of the territory which lay to the southeast of the Piscataqua River. In honor of the English county of Hampshire, where he had lived, he called it New Hampshire.

With a view to getting a share of the rich fur trade of Canada, Mason, Gorges, and others obtained in 1629 a rather indefinite grant of land known as the Laconia Grant, west of the Merrimack and Kennebec Rivers, bordering on Lake Champlain and extending thence westward to Lake Ontario and north to the St. Lawrence. Over this territory, which was considered simply as a region for commercial exploitation, the only government was the immediate direction of agents appointed by the proprietors. These agents were treated as a body of workmen and controlled in a manner similar to that in which the Hudson Bay Company controls its factors. New Hampshire's first town government was established by popular vote in Dover in 1633, and its first church was organized there in the same year.

At that time there were few women in this region, for Ambrose Gibbons, one of the early settlers, wrote to his employer, Captain Mason, in 1634, that 'maids, they are sonne gonne in this countrie.' Men worked for four and six pounds a year, and seldom received that. Food and clothes were scarce. Gibbons said that for himself, wife, child, and four men he

LOOKING BACKWARD

TO COVER New Hampshire's three hundred years of romantic history in a dozen pictures is impossible. It ranges from seacoast pioneering at Portsmouth and Dover to industrial renaissance of nation-wide interest in Manchester. For a century and a quarter of that period Concord's stately granite capitol has been the focal point of the State's life. Long a fortified settlement and later a conspicuous center for privateers, Portsmouth has many symbols of departed glory such as the anchor and the gun on the Benning-Wentworth estate.

The Jackson House (1664) at Portsmouth and the Weeks House (1638?) carry us back to the domestic scenes of the first settlers. Distinguished within and without is the Wentworth-Gardner Mansion (1760) in Portsmouth, while the Franklin Pierce Homestead (1804) in Hillsborough still stands in rural dignity. New Hampshire's famous son, Daniel Webster, first saw the gleams of light in the little two-room cabin at Franklin, while the original Uncle Sam spent his boyhood and early manhood in the little cottage at hilltop Mason.

St. John's Church tower, overlooking the Piscataqua at Portsmouth, also looked down on royal governors and George Washington when he visited here.

Little Newington carefully preserves an ancient block of granite placed by the early settlers for ease in mounting horses.



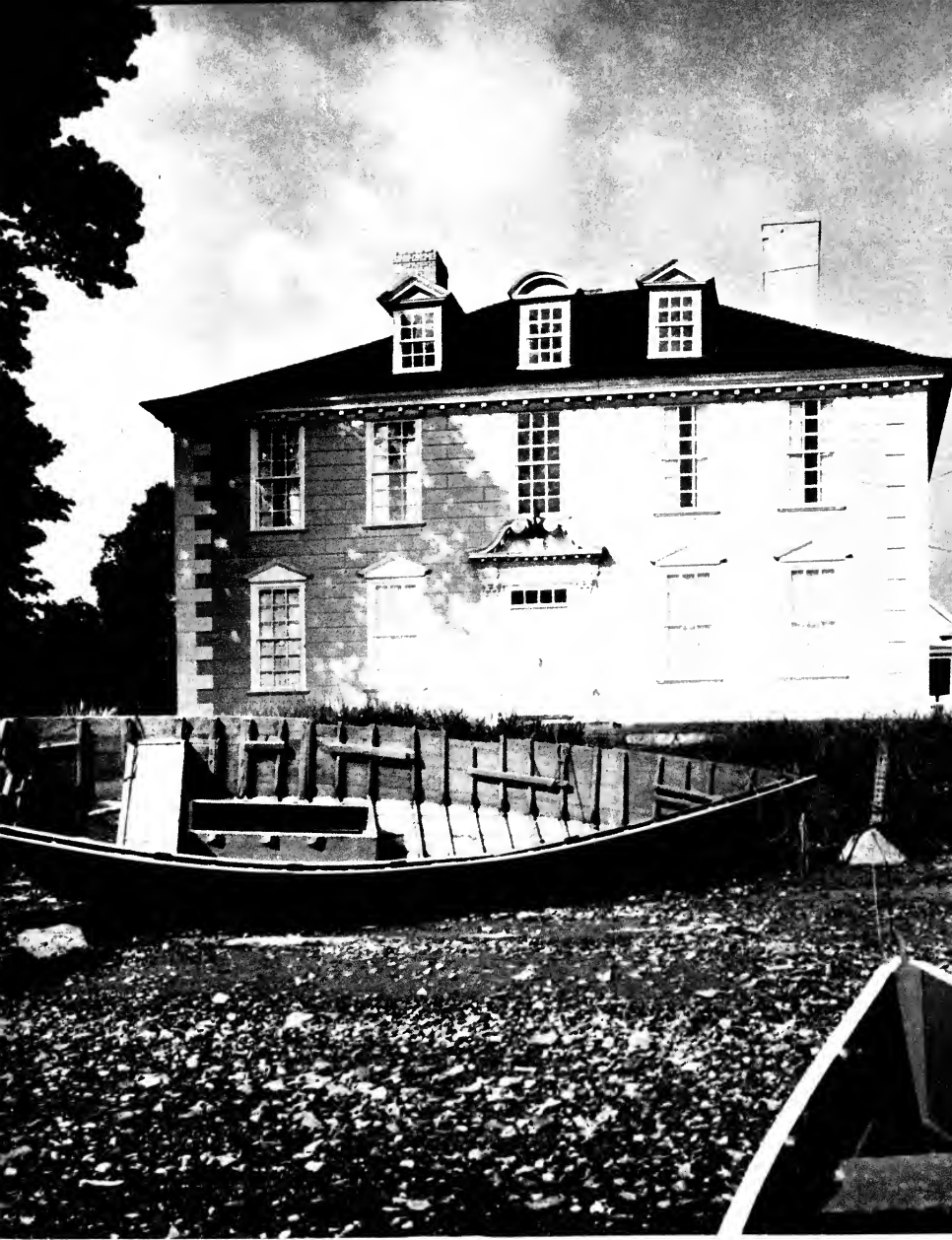
THE CAPITOL, CONCORD



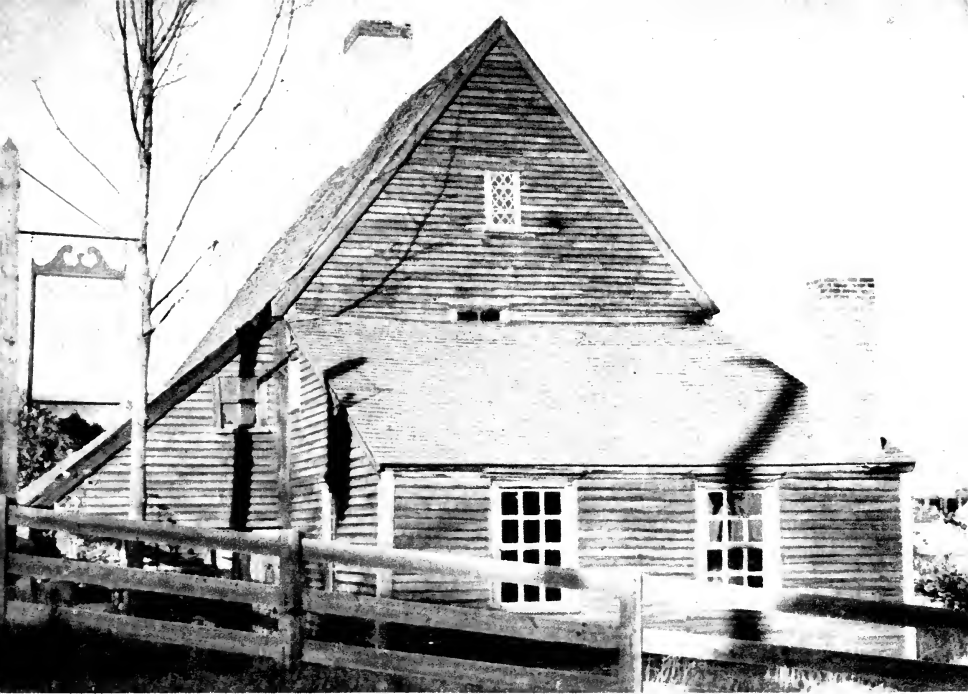
SYMBOLS OF DEPARTED GLORY, PORTSMOUTH

FRANKLIN PIERCE HOMESTEAD, HILLSBOROUGH





WENTWORTH-GARDNER MANSION, PORTSMOUTH



JACKSON HOUSE (1664), PORTSMOUTH

WEEKS HOUSE (1638?), GREENLAND





DANIEL WEBSTER'S BIRTHPLACE, FRANKLIN

UNCLE SAM HOUSE, MASON





ST. JOHN'S CHURCH TOWER, PORTSMOUTH



FIREPLACE, JOHN PAUL JONES HOUSE, PORTSMOUTH



ANCIENT HORSE-BLOCK, NEWINGTON

had but half a barrel of corn and only one piece of meat for three months. Industry, however, was slowly developing. As early as 1631, sawmills and gristmills were built near Portsmouth, and iron ore was shipped to England three years later.

It was Captain Mason's intention to establish a semi-feudal domain in the New World, and under his direction actual settlement began. After his death in 1635, since he had never received a penny for all his outlay in the plantations, his widow virtually told the colonists to shift for themselves. His heirs, however, received their claims for lands that were being colonized in a welter of grants with confusing and overlapping boundaries. Litigation, known as the Masonian Controversy, continued until 1787.

The settlements at Portsmouth and Dover were followed by those at Exeter (1638) and Hampton (1639). These four towns became in reality four independent republics. Since they felt that they were too weak to stand alone, the four towns in 1641 put themselves under the jurisdiction of Massachusetts, and were attached to the Massachusetts county of Norfolk. They did not practice, however, the rigid church qualifications of Massachusetts, since it was expressly granted that 'each town send a deputy to the General Court though they be not at present church members.' All local affairs pertaining to law, learning, and religion were debated and decided by the voters of the town in purely democratic assemblies. Officers were elected at town meetings and, as the King's commissioners of revenue later reported, 'the lowest mechanics discussed the most important points of government with the utmost freedom.' By order of the Massachusetts General Court, corn and beans were to be used in voting for councilors, the corn indicating a favorable vote, the beans the contrary. The population of New Hampshire at this time was about 1000.

A year after the union with Massachusetts, the first New England law on education was passed. It required masters and parents to provide instruction for their children, and was followed by the Act of 1647 which required the towns to furnish public education. Higher education, too, was valued, for in 1669 Portsmouth voted to contribute sixty pounds a year toward the support of Harvard College.

Little colonization was done outside of the four original towns. For nearly a century Portsmouth was the seat of government and the center of influence. Some further exploration of the State was carried on, however, in 1642, by Darby Field, Captain Neal, and Henry Jocelyn, who discovered the White Mountains, Field being the first man to scale Mount Washington.

The settlers in New Hampshire, unlike those of the Massachusetts Bay Colony, came here mainly for commercial rather than religious reasons. Although Hampton, Dover, and Exeter were Puritan, Portsmouth made the Anglican its established church. In all the settlements, however, there was little persecution of those who differed in religious matters.

Exceptions that proved the rule of toleration then existing in New Hampshire were the hanging of two Quakers, William Robinson and Marmaduke Stevenson, October 27, 1659, for 'returning to the province after banishment'; of William Leddra, March 14, 1660, 'for being a Quaker'; and the punishment in 1662 of the Quakeresses, Anna Coleman, Mary Tompkins, and Alice Ambrose, who, under the order of Major Waldron of Dover, were made fast to a cart's tail and drawn through the towns from Dover to Newburyport and publicly whipped upon their naked backs. The more liberal spirit in New Hampshire drew to it large numbers of Quakers from Massachusetts, where persecution of the Quakers was severe and long continued. They became an important element in Dover and near-by communities. It is worthy of note that during the days when witches were being harried and even hung in the Massachusetts Bay Colony, an old crone in Portsmouth, Goody Walford, who had been declared to be a witch, brought her defamers into court to answer for their slanderous words and succeeded in recovering damages.

Whenever these early colonists settled a new town, however, they promptly built a church and installed a pastor. The first ministers in New Hampshire had been educated at the English universities, and had a strong cultural as well as spiritual influence upon the life of the times. They brought with them valuable libraries, usually the only ones in the community. The minister was chosen by majority vote of the townspeople, and all taxpayers were assessed for his salary according to their ability to pay. The people went to church on foot or on horseback, the wife riding behind the husband on a 'pillion.' Every family was obliged to be represented at church on Sunday. During the hour of intermission, the farmers and mechanics gathered together to learn the important news of the week from some merchant or professional man whose opportunities for gaining information exceeded theirs.

Shipbuilding, fishing, lumbering, and the sale of pelts were the principal means of livelihood. By 1671, New Hampshire was shipping 20,000 tons of boards and staves and ten cargoes of masts yearly. Colonization in the interior was practically at a standstill. The settlement at Dunstable (now Nashua), begun in 1673, was the only one for nearly fifty years.

Although the settlers in southern New England had been involved

early in war with the Indians, the inhabitants of the territory embraced within the limits of Mason's grant fortunately remained on friendly terms with the natives until after the outbreak of King Philip's War (1675-78), during which Major Waldron made enemies even of the friendly Indians by disarming them in a sham battle at Dover.

A ROYAL PROVINCE (1679-1775)

A part of Massachusetts for thirty-eight years, New Hampshire became a separate royal province in 1679 through a commission issued by King Charles II empowering John Cutt of Portsmouth to be president of the Province and to govern it under the King. A council was appointed by the King and an assembly chosen by the people. Although a superior court and three inferior courts were established, judges were removed at will by the royal governors. New Hampshire is the only New England State to have had such a royal government. Military plans began to take shape. In 1679, the first militia was organized in each of the four towns, and put to use in the wars that followed.

From 1689 to 1763, England and France declared war against each other four times, involving the English colonists each time in wars with the Indian allies of the French. The first of these was King William's War (1689-97). Indians who had borne a grudge against Major Waldron for more than a decade murdered him in a night attack at Dover. Attacks in Salmon Falls, Exeter, Durham, Portsmouth Plains, and other places followed. It was during this war that Hannah Dustin performed her celebrated exploit in the vicinity of Concord.

The royal governors sent to New Hampshire by the King proved to be tyrants, and in 1698, New Hampshire, in revolt, allied itself with Massachusetts to the extent that the two Provinces had the same governor. This alliance continued for forty-three years, although each Province had its own legislature and council.

During Queen Anne's War (1702-13), New Hampshire was subjected again to minor Indian forays. The next conflict with the Indians is sometimes known as the Fourth Indian War (1721-25), but more often as Lovewell's War from the name of the popular hero of the conflict. This war was with the Pequawket Indians alone, and was concluded in 1725 when Captain Lovewell and his New Hampshire militia came upon some hostile Indians near Conway, New Hampshire. After the encounter,

in which the intrepid Lovewell met his death, Indian hostilities were curbed for two decades.

Fear of Indian attack, however, had hindered colonization. For many years the colonists of New Hampshire had to fight for their homes. Indians lay in wait for them; proprietors sought to rob them of their property; kings usurped the government; famine wasted their strength; and the French hired Indians to murder them. The marvel is not that colonization was so slow, but that any settlers remained to colonize. The population in 1732, more than a century after the first settlement, was only about 12,500.

By this time frontier forts had been established in the Connecticut Valley to protect Massachusetts inhabitants to the south. Others had crossed the boundary line of Massachusetts, as it is now known, to found towns in southern New Hampshire, while a spearhead of advance had been made up the Merrimack River. Meantime the interior, north and west of the four original towns, had begun to fill up with settlers. Towns in New Hampshire were granted to groups of individuals under charters of three types: (1) those issued under authority of the Massachusetts Governor, commonly called Massachusetts grants; (2) those after 1741 issued by the Governor of New Hampshire; (3) Masonian charters made by the Masonian proprietors. Thirty-eight towns were chartered by 1732. The years from 1719 to 1735 saw the beginnings of four important centers. Scotch-Irish settlers, numbering one hundred and twenty Protestant families seeking to escape the religious persecution of English kings, came to Londonderry after 1719, bringing with them the Irish potato and the art of spinning Irish linen. Rochester was incorporated in 1722, and the first settlement was made in 1728. Concord was settled as Penacook in 1727 and incorporated as Rumford in 1733, the name being changed to Concord in 1765. In 1735, Manchester, originally known as Harrytown, was granted by the Masonian proprietors to the 'snow-shoe men' of Captain William Tyng and the name changed to Tyngstown. Incorporated in 1751 as Derryfield, the town was not named Manchester until 1810.

Industrial and commercial conditions existing in the province of New Hampshire in 1737 are thus described by the New Hampshire historian, Jeremy Belknap:

The trade of the province at this time consisted chiefly in the exports of lumber and fish to Spain and Portugal and the Caribee Islands. The mast trade was wholly confined to Great Britain. In the winter small vessels went to the southern colonies with English and West Indian goods

and returned with corn and pork. The manufacture of iron within the province lay under discouragement and want of experienced and industrious workmen. Woolen manufacture was diminished and sheep were scarcer than formerly, the common land on which they used to feed being fenced in by the proprietors. The manufacture of linen was much increased by means of the emigrants from Ireland who were skilled in that business. No improvements were made in agriculture and the newly granted townships were not cultivated with the spirit of success.

The Reverend David Sutherland, of Bath, wrote at this time:

The people in these times were a very plain people, dressing in homespun cloth. Every house had its loom and spinning-wheel, and almost every woman was a weaver. Carding-machines were just introduced at the beginning of the nineteenth century and clothiers had plenty of work. The first coat I had cost me a dollar and a half per yard, spun and woven by one of my best friends; and I know not that I ever had a better. For many years there was not a single wheeled carriage in town. People who owned horses rode them; and those who had them not went on foot. Husbands carried their wives behind them on pillions. More than one half of the church-going people went on foot. Sleighs or sleds were used in winter. I have seen ox-sleds at the meeting-house. For years we had no stoves in the meeting-house of Bath; and yet in the coldest weather, the house was always full.

The fact that no public execution took place in New Hampshire in more than one hundred and twenty years is evidence of the freedom from capital crime in this period. In 1740, the New Hampshire-Massachusetts controversy regarding the boundary line, which had been carried on for years, was settled by decree of the King. From 1732 to 1742, during a period of freedom from Indian warfare, the population of New Hampshire nearly doubled (24,000), and four more small towns were settled.

In 1741, New Hampshire received her first governor in her own right in the person of Benning Wentworth, and at the same time the Provincial Legislature was given increased authority. This form of government was continued until changes brought about by the Revolution. In the twenty-five years of his rule, Governor Wentworth granted more territory and established more townships than all his predecessors put together. As a result of their participation in the wars, the troops had become acquainted with the interior, and there was a scramble to obtain this land. Governor Wentworth's method of granting townships, however, was the most objectionable of his practices, and had much to do with bringing about his downfall. Distributing about two hundred tracts of land of generous proportions to various groups of persons, it was his practice in each case to reserve for himself a personally selected lot of five hundred

acres. In less than twenty years he thus acquired, without expense to himself, one hundred thousand acres scattered over New Hampshire in such a manner that in whatever direction the growth of population and trade might turn, he could not fail to become rich. Besides getting the five hundred acres, he received a fee for each grant, the size of the fee depending upon the capacity of the grantee to pay. As a result, the townships went for the most part to successful men of New Hampshire, Massachusetts, and Connecticut. During Wentworth's incumbency, seventy-five townships were granted or incorporated in New Hampshire, and the population increased to 52,000.

From 1734 to 1744 there was a widespread revival of interest in religion in the State, traceable to the preaching and writing of Jonathan Edwards and of the great English preacher George Whitefield, who traveled through New Hampshire. The Puritan Church was practically, if not in theory, the State Church.

When hostilities were resumed in the conflict known as King George's War (1744-48), the outstanding event was the spirited defense of Fort Number Four at Charlestown. In the last struggle with the French, known as the French and Indian War (1754-63), Captain Robert Rogers and his Rangers made a spectacular raid against the St. Francis Indians near Quebec. Around this raid has grown up many a legend. Although the frontier was constantly in a state of alarm during the Revolution, New Hampshire in reality had seen the end of Indian fighting.

Journalism and overland transportation in New Hampshire had their beginnings in the next few years. In 1756, the first newspaper, *The Hampshire Gazette*, was printed at Portsmouth, and in 1761 the first regular stagecoach traveled between Boston and Portsmouth.

Upon the capture of Quebec and Montreal in 1759 and 1760, and the establishment of the Franco-English peace of 1763, the tide of migration into western New Hampshire received great impetus. The broad meadows and rich soil of the Connecticut River Valley attracted many settlers, who for some years had been slowly filtering in from the settlements of the Province to the south.

The last of the Royal Governors was John Wentworth II, nephew of Benning Wentworth, who held the office from 1767 to 1775. At the time he came into power the population of the State was 52,000, and in six years it increased forty per cent. The Governor distributed grants to townships, as had his predecessor, but also undertook to build good roads from the interior to the sea. He was instrumental in interesting the Earl of Dartmouth in the founding of Dartmouth College (1769) in

Hanover, and endowed it with some forty thousand acres of land. Manufacturing increased, the Governor reporting in 1768 that about twenty-five thousand yards of linen were manufactured annually.

As an aid to government, the legislature in 1769 passed an act to divide the State into five counties, Rockingham, Strafford, Hillsborough, Cheshire, and Grafton, all but Cheshire receiving the names of English noblemen who were personal friends of the Governor. The act did not go into effect until two years later.

This was a period of great public improvements that were usually financed by lotteries. The practice even entered the educational realm, for in 1773, the president of Dartmouth College petitioned the legislature to 'be empowered to set up a lottery for the benefit of Dartmouth College.'

The first armed resistance in New Hampshire to Great Britain occurred on December 14, 1774, when a small party captured Fort William and Mary in Newcastle, and removed the powder and guns to Durham. Some of this powder was later used in the battle of Bunker Hill.

Although Wentworth had not been a bad governor, in 1775 resentment toward Great Britain became so intense that his surrender was demanded and he left Portsmouth. To take his place a Committee of Safety was organized. This committee summoned a revolutionary assembly to meet at Exeter. Thus the first of five Provincial Congresses of New Hampshire came into authority.

On January 5, 1776, the Provincial Congress adopted a temporary constitution, drawn up in 1775, which lasted until a permanent constitution was adopted by the people nine years later. By this act New Hampshire became an independent Colony seven months before the Declaration of Independence was signed. The brief document established a bicameral legislature, but no real executive, the president of the upper house acting in an executive capacity. Never ratified by the people, this first New Hampshire constitution was put into effect on the day of its adoption, January 5, 1776, and lasted until June 2, 1784, during a momentous period in constitutional development in the United States.

Under this temporary constitution, the Committee of Safety was an important and necessary factor in State government. Since there was no governor, the committee was chosen from the House and the Council to administer the government whenever the legislature was not in session. Three Committees of Safety were chosen by the conventions and Provincial Congresses prior to January 5, 1776, and eighteen were chosen under the temporary constitution.

The fact that civil government was maintained for nine years, including

the Revolutionary War period, under a constitution so weak and imperfect, indicates that the people, though they had rebelled against the existing government, were essentially law-abiding.

On June 15, 1776, a convention of both houses adopted a Declaration of Independence that was sent to the New Hampshire delegation in Congress.

REVOLUTIONARY PERIOD (1775-1783)

At the beginning of the Revolution, after the battles of Lexington and Concord, New Hampshire was able to rush into the field three regiments of militia fairly well trained and equipped — due, ironically enough, to the arduous efforts of Royal Governor John Wentworth, who had encouraged drilling the militia as a defense against invasion ‘by His Majesty’s enemies.’ When the Continental Army was organized in June, 1775, New Hampshire’s quota was fixed at three regiments, and it was a simple matter for the State to change its three militia regiments already in the field from their status as State troops to those of the Continental Army. These three regiments fought throughout the war.

Officers and men were badly fed and poorly clothed, their monthly salaries running from \$6.66 for a private to \$166 for a major general. Terms of enlistment of New Hampshire men in the Continental Army differed greatly and were constantly expiring. On August 18, 1780, General George Washington wrote to Chairman Meschec Weare of the New Hampshire Committee of Safety: ‘I am largely persuaded that the duration of the war and the greater part of the misfortunes and perplexities we have had to experience, are chiefly to be attributed to the system of temporary enlistment.’ As the war dragged, various inducements were offered to get recruits. In addition to bounties of £10 each from town and State, the Continental Congress offered a \$20 bounty, 100 acres of land, and a suit of clothes. Even with this, the raising of troops became so difficult that in 1779 the State Legislature enacted the initial Draft Law.

Out of approximately 18,000 men of fighting age in New Hampshire, the largest number to render military service at any one time was about 4000. The greater part of the real fighting was done by a small nucleus, varying from 1000 to 2500 in the First, Second, and Third New Hampshire Regiments of the Continental Army. These regiments played an

important part in winning the war. They contributed to the repulse of the British at Bunker Hill, marched with Sullivan's ill-fated Canadian expedition, formed the right wing at Trenton, followed Arnold in his charge at Saratoga, starved and shivered at Valley Forge, were present at the surrender of Yorktown, and watched the British evacuate New York. When the war was over, the First New Hampshire Regiment had served continuously for a period of eight years and eight months, probably the longest service record of any Revolutionary regiment.

During the war, about three thousand New Hampshire men were engaged in privateering, preying upon unarmed British merchantmen or the supply ships of the British Army, and receiving liberal rewards for the risks they took. After 1776, about one hundred small privateers of eight or ten guns were operating out of Portsmouth. They cruised along the American coast from Nova Scotia to the West Indies, and even carried their activities into the mid-Atlantic, the English Channel, and the North Sea. One Portsmouth privateer did not hesitate to sail into the mouth of the Garonne River in France, to capture a British merchantman.

The commanding officer of the Portsmouth privateer 'General Sullivan' received £36,793 as his share of a single prize in 1780, not an unusual amount. The share of ordinary seamen on the same privateer amounted to about £2500. Many of the men were captured, impressed into the British Navy, or imprisoned in foul jails. These privateers risked being hung as pirates while they struck unceasingly at Britain's vital trade. In 1778, Dr. Josiah Bartlett of Kingston, New Hampshire, wrote:

I think experience has shown that privateers have done more to distressing the trade of our enemies, and furnishing these states with necessities, than Continental ships of the same force; and that is in my opinion the greatest advantage we can at present expect from our Navy; for at this period we cannot expect to have a Navy to cope with the British.

Three Continental naval vessels were constructed at the Portsmouth shipyards during the Revolution — the 'Raleigh,' the 'America,' and the 'Ranger,' the latter commanded by John Paul Jones and the first warship to carry an American flag, the one made by Betsy Ross.

New Hampshire was the only State of the original thirteen that was not invaded by the British forces during the Revolution.

From the time Vermont became an independent State in 1777 until 1782, New Hampshire was in constant trouble with its neighbor over the dividing line between them. A large number of towns that had previously been and are now included in New Hampshire desired to cast in their lot with Vermont. However, acting under pressure from General

George Washington in 1782, the Vermont Assembly dissolved the union of thirty-four New Hampshire towns with Vermont and they returned to New Hampshire. They demanded a representative from each town, resulting in a situation that still obtains and accounts for the large size of the present legislature.

The period from 1778 to 1783 was one of constitutional change. Since the constitution of 1776 was avowedly temporary, delegates met in 1778 to devise a permanent organic law. This proposed constitution, when presented to the people for ratification in 1779 at their town meetings, was found to have so many deficiencies that it was rejected almost unanimously. Another constitutional convention was appointed that had no less than nine sessions and continued for more than two years. Three constitutions were submitted to the people before a satisfactory document was accepted in 1784. Nineteen towns, including several in the western part of the State that preferred to belong to Vermont, did not send delegates to the convention.

Objections to the constitution proposed in 1781, which divided the government into three branches, legislative, executive, and judicial, centered around (1) a stipulation that a person must own property to be a voter, and (2) the suggested method of electing the House of Representatives, which the people felt gave undue political influence to the older towns in the State. In 1782, the constitution was again presented. Several changes had been made, including the abolition of property qualifications and provision for the election of representatives by towns, with every incorporated town of one hundred and fifty voters having the privilege of choosing one representative.

This second plan was generally approved, but was not completed at the time the news of peace arrived, so the old Constitution of 1776 was revived for another year. In the following autumn the new one was finished, and was declared to be 'the civil constitution for the State of New Hampshire' on June 2, 1784. The title of 'governor,' too reminiscent of royal rule, had been changed to 'president.'

This document, modeled on the celebrated Massachusetts constitution of 1780, is prefaced by a bill of rights of thirty-eight articles, roughly parallel to the first ten amendments to the Federal Constitution, but asserting the right of revolution (Article 10). Such fundamentals as freedom of the press and the right of petition and assembly are guaranteed. The functions of the legislative, executive, and judicial branches are clearly defined.

After the adoption of the constitution, political activity began to take shape in the two-party system.

PERIOD OF EXPANSION (1783-1900)

During the years immediately following the Revolution, the young State prospered greatly. Roads, turnpikes, mills, and factories were built, and schools, academies, scientific and religious societies multiplied. Phillips Exeter Academy was founded in 1781, and in 1791 academies at Atkinson and Amherst were incorporated. The New Hampshire Medical Society, one of the oldest organizations of its kind in America, was incorporated in 1791. A 'social' library was incorporated in Dover in 1792, and in the same year the first bank was established at Portsmouth. In 1793, seventeen years before Fulton, a steamboat was launched at Orford on the Connecticut River. In 1796, the first New Hampshire Turnpike, from Portsmouth to Penacook (now Concord), was incorporated. In 1798, a Medical School was founded in connection with Dartmouth College.

New Hampshire was the ninth State to adopt the Federal Constitution. The vote, taken at Concord on June 21, 1788, was close (57 to 46) and important, for with ratification by New Hampshire the Constitution became operative throughout the Confederation. New Hampshire's first Congressmen (1789) were Senators John Langdon (President *pro tempore* of the First United States Congress) and Paine Wingate, and Representatives Abiel Foster, Nicholas Gilman, and Samuel Livermore.

The opening of the nineteenth century found New Hampshire with a population of 183,858, well scattered over the State. Agriculture, lumbering, and fishing were the principal industries. Small water-powers were being utilized for sawmills and gristmills, but as yet there was no demand for or development of the great water-powers of the State. The first cotton-goods factory in New Hampshire was built at New Ipswich in 1803, deriving its power from the Souhegan River.

The farmer of this period lived upon the produce of his own soil and clothed himself in wool from his own sheep. Trade was carried on chiefly by barter. The mechanic was not only the helper of the farmer but his peer, as his work had high value in this heyday of handicraft. Town life centered around the church and the schoolhouse.

The primitive log houses, dark, dirty, and dismal, rarely outlived their first occupants. More permanent houses were needed. The first frame houses were small, low, and cold. The windows were small, without blinds or shutters. The fireplace, however, was sufficiently large to burn logs three and four feet in length, and was built with an oven in the back.

The furniture, all made of wood from native trees, was simple and useful. Pine, birch, cherry, walnut, and curled maple were most frequently chosen by the cabinetmaker. Vessels of iron, copper, and tin were used in cooking.

In *The New Hampshire Patriot* in 1821, a writer thus described the life of the period:

Farmers hired their help for nine or ten dollars a month — some clothing and the rest cash. Carpenters' wages, one dollar a day; journeymen carpenters, fifteen dollars a month; and apprentices to serve six or seven years, had ten dollars the first year, twenty the second, and so on, and to clothe themselves. Breakfast generally consisted of potatoes roasted in the ashes, a 'bannock' made of meal and water and baked on a maple chip set before the fire. Pork was plenty. If 'hash' was had for breakfast, all ate from the platter, without plates or table-spread. Apprentices and farm boys had for supper a bowl of scalded milk and a brown crust, or bean porridge, or 'pop-robbin.' There was no such thing as tumblers, nor were they asked if they would have tea or coffee; it was 'Please pass the mug.'

Traveling was difficult. Books were few. Newspapers and letters were rare. News from England did not reach the inland towns until many weeks after the occurrence of the events reported. News from New York traveled an entire week before it reached New Hampshire.

The seat of government, which had been at Portsmouth for a century, was permanently situated at Concord in 1808. A State prison was built there in 1812, and in 1816 a State House or Capitol. The State House, twice remodeled, is still in use, but a new State prison replaced the old one in 1880.

When the second war with England (1812-15) broke out, Governor John Langdon drafted 35,000 men at the request of the President. The State militia at that time was in its most flourishing condition, and consisted of three divisions, six brigades, and thirty-seven regiments. Fourteen privateers operated out of Portsmouth.

In 1815 the celebrated Dartmouth College controversy arose. This case forms an important part of the history of New Hampshire because of its bearing upon the rights of educational institutions and the inviolability of contracts. The case was argued and won by Daniel Webster. The Religious Toleration Act, passed in 1819, ruled that sects not in the Congregationalist fold could no longer be taxed locally to support an institution that they had renounced. The need of public libraries was beginning to be felt. In 1822, the first free library in New Hampshire was established at Dublin, and was followed ten years later at Peter-

borough by the first library supported by public taxation. A law passed in 1849 enabled all towns to establish and support public libraries by taxation. The State Library had its beginning in 1823, and for forty-two years thereafter the Secretary of State was the librarian. A new trend in education, based on the English public-school system, appeared when St. Paul's School was founded at Concord in 1855. At this time the Temperance and Anti-Slavery movements had their beginnings, and in 1855 the first Prohibition law was passed. It lasted until the License Act of 1903.

In 1819, the use of the power loom was introduced at the Amoskeag Mills in Manchester, and thenceforth these mills developed until they became the largest of their sort in the world. The first shoe factory in New Hampshire was built at Weare in 1823. A blast furnace was put into operation at Franconia in 1811. Gold was discovered at Plainfield in the Connecticut Valley in 1854. Despite these industrial developments, agriculture continued to be the major occupation in New Hampshire; in 1830, eighty-three per cent of the State's workers were still engaged in farming. A few years later (1838), with the chartering of railroads that soon reached most parts of the State, a period of great commercial development began. This led to the rapid growth of several towns that soon became chartered cities — Manchester in 1846, Portsmouth in 1849, Nashua and Concord in 1853, and Dover in 1855. To the five original counties organized in 1769 was added another, Coos County, in 1803; in 1827 Merrimack and Sullivan were organized; and in 1840 two more, Belknap and Carroll Counties. There has been no subsequent county division.

The Northeastern Boundary controversy between Great Britain and the United States, which incited the Indian Stream War and resulted in setting up the Indian Stream Republic, was settled in 1842 by the Webster-Ashburton Treaty. New Hampshire came into national notice in 1852, when Franklin Pierce was elected President of the United States, the only native of the Granite State ever to hold that office.

During the Civil War (1861-65) New Hampshire sent about 39,000 men to fight for the preservation of the Union, of whom 1900 were killed in action or died of wounds, 2500 died of disease, and 285 were recorded as missing. About 1600 men re-enlisted after their first term of service. The loss of men from the Fifth New Hampshire Volunteers was greater than that from any other regiment in the Union Army; and the Thirteenth New Hampshire Regiment had the honor of leading the Union soldiers into the evacuated Confederate capital, Richmond, when the Confederacy was finally overcome.

New Hampshire's share in this conflict was such a drain upon her resources that in the decade from 1860 to 1870 her population decreased 2.5 per cent, from 326,073 to 318,300 — the only decade in the State's history during which a more or less substantial gain was not recorded. It is probable, however, that the rapid tide of emigration to the West had something to do with this decrease. Shortly afterward, improved transportation and developed water-power inaugurated a period of great industrial activity. As the impact of the Industrial Revolution began to be felt in the United States, demands for continuous water-power drew new industries to New Hampshire, where from earliest times gristmills and sawmills along a river's edge had formed the nucleus around which towns were built.

This period was notable for the transformation of towns into cities. From 1873 to 1897, six were incorporated — Keene in 1873, Rochester in 1891, Somersworth and Laconia in 1893, Franklin in 1895, and Berlin in 1897. Revision and codification of the State laws were ordered in 1865, and completed in 1867.

After the Civil War, the State began to assume more responsibility for public education. The year 1866 marked the beginning of a State university, when the New Hampshire College of Agriculture and Mechanic Arts (now a part of the University of New Hampshire) was established at Hanover. Popular education was put on a firmer basis with establishment in 1867 of a Department of Public Instruction, and since that time the State has had a universal common-school system. In 1871, the first normal school in New Hampshire was established at Plymouth, and a compulsory school-attendance law went into effect the same year.

New Hampshire's constitution, which dates from 1784, can be amended only through a constitutional convention, the citizens being called upon every seven years to vote upon the necessity of summoning such a convention. If summoned, delegates are chosen upon the same basis as members of the House of Representatives. The convention of 1876 removed the requirement that representatives, senators, and the governor 'be of Protestant religion.' An amendment to strike out the word 'Protestant' in the Bill of Rights had been rejected by the people of New Hampshire twenty years earlier. Only twenty-one changes were made in the organic law during the century between 1792 and 1902; and even the pressure of the twentieth century has brought only slight modifications.

Public health came to the fore in 1881, when the legislature authorized the establishment of a State Board of Health. In the same year, the

State Forestry Department was created and the State began to purchase and preserve its forests.

In 1891 the legislature authorized the creation of a library commission to establish free public libraries with State aid. The New Hampshire College of Agriculture and Mechanic Arts was removed to Durham in 1893, and in the same year St. Anselm College was founded at Manchester. In 1895, the State library and supreme court buildings in Concord were dedicated.

In 1898, the war with Spain broke out, and New Hampshire sent 1358 officers and men to engage in the struggle.

THE TWENTIETH CENTURY

This period began with many industrial and racial changes. In 1900, wage-earners in New Hampshire received an average yearly wage of \$382; but from that year on, wages and the value of manufactured products increased. Corporation control of the mills first became noticeable about 1900.

With the rapid growth of factories came an influx of foreign-born workers, largely French-Canadians. By the turn of the century the percentage of foreign-born was 19.2, whereas the population had been almost entirely native in 1850 (95.2 per cent). This surge of foreign-born into the State continued until the passage of the United States Immigration Act of 1924.

From 1900 onward, developments in electrical engineering made hydro-electric power a reality. Generating stations were built on the most important water-power sites, and this new energy was made available for domestic and industrial uses.

In 1901, the present judiciary system, providing for a supreme court to consider questions of law and a superior court to pass on questions of fact, was inaugurated by the legislature.

In 1905, the State Aid Road Law, by which the towns and counties were entitled to receive funds from the State to build their roads, marked a new epoch in highway development in New Hampshire. Ten years later, the improvement of highways was further assisted by the Federal Aid Road Act, whereby the Federal Government contributed fifty per cent toward the building of roads, the remainder being supplied by the State and towns.

New Hampshire came into international notice in 1905, when the Treaty of Portsmouth, terminating the Russo-Japanese War, was signed at Portsmouth.

In 1909, the Direct Primary Law, doing away with the convention system of nomination, was adopted by the legislature. In the same year, an Act of Congress known as the Weeks Bill authorized the Federal Government to acquire the White Mountain region for a National Forest. A State Department of Agriculture was established in 1913.

New Hampshire shared in the World War without stint of men or means, sending more than 20,000 men to war services, including 1869 to the Navy. The State also contributed \$2,500,000 to war charities, and invested more than \$80,000,000, or one-fifth of the entire wealth of the State, in Government war securities. It is difficult to give an accurate account of New Hampshire men in the World War, for they served in more than one hundred different regiments scattered among many divisions. Many New Hampshire men were assigned to the Twenty-Sixth or 'Yankee' Division, which suffered the losses in battle of 2130 killed and 11,325 wounded. The Portsmouth Navy Yard was an important center of shipbuilding during the war, the construction of submarines and small boats and the repairing of warships being the principal activities.

New emphasis on public education came in 1919 with passage of a law providing for a powerful State Board of Education, composed of educational laymen, with a professional educator serving as State Commissioner of Education.

From 1920 to 1930, while the population of New England as a whole diminished 2.6 per cent and that of the United States increased only 1.2 per cent, the population of New Hampshire increased 3.1 per cent — from 443,083 in 1920 to 465,293 in 1930.

In 1923, the New Hampshire College of Agriculture and Mechanic Arts at Durham was incorporated as the University of New Hampshire, and was reorganized with three colleges — Liberal Arts, Technology, and Agriculture.

In 1922, the greatest strike in New Hampshire history occurred, involving the textile trades in a controversy that lasted nine months.

During the depression years of 1929-36, New Hampshire suffered with the rest of the country, the industrial centers being especially hard hit. As a demand for manufactured goods fell off, great industrial plants cut down the number of their employees and in many cases shut down entirely. In Hillsborough County alone, the cotton industries lost 110,000

spindles during the year 1934-35. Outside the industrial centers, the depression was not felt so strongly. There was a noticeable return of people from the metropolitan centers to the farms and small towns. Many of those who had left the homes of their forefathers were forced to come back when they had lost their positions elsewhere.

The extensive floods in March, 1936, caused the greatest damage of any in New Hampshire's history. Hundreds of families were rendered homeless, mills and factories were closed, and bridges went down like kindling before the raging rivers. Damage to public and private property amounted to more than \$7,000,000.

By the close of 1936, conditions in the State were once more definitely on the up-grade. In the great industrial centers, mills that had been idle for several years were again running full time. In Manchester the great Amoskeag textile mills had been taken over to some extent by a number of smaller concerns making a variety of products.

G O V E R N M E N T

IN 1784, the State of New Hampshire adopted a permanent constitution in place of the temporary one drafted in the first year of the Revolution. This permanent constitution has been amended many times, but it still remains the organic law of the State. It may be amended only in a constitutional convention. Every seven years the people vote on the advisability of revising it. If this vote shows the recognition of an apparent need, the convention is called. Such amendments as it proposes are then referred to the people for ratification. New Hampshire is one of the few States to retain this unwieldy method of amendment. From 1784 to 1792, the chief executive was called 'president,' but since the latter year he has been known as 'governor.' He is elected for a term of two years, and his official title is 'His Excellency.' The governor is entrusted with broad executive powers. He may call out the militia if occasion warrants; with the consent of the council he makes appointments and removals and draws pay warrants on the State treasurer; he has the right to veto proposed bills or resolutions. He must present a message to the legislature at regular and special sessions.

The governor is assisted by a council of five members elected biennially from districts rather than at-large. This council has concurrent rights with the governor in many cases of appointment and removal. It also has the right to advise the chief executive in various fields. New Hampshire is one of three States to retain this institution.

Other general executive officers include the secretary of state, the adjutant-general, the attorney-general, the controller, and the purchasing agent. Next in order are the service departments, in the respective fields of highways, education, health, public welfare, agriculture, forestry, labor, fish and game, and motor vehicles. Several boards and officials function in a regulatory capacity, such as the public service commission, the bank commissioner, and various boards of examinations. State institutions, including the State prison and the industrial school, are managed by separate boards of trustees.

The 'general court,' the official title of the legislature, is a bicameral institution consisting of a senate based on twenty-four districts, a division based upon an equal payment of direct taxes, and a house of representa-

tives based on population. It assembles biennially on the first Wednesday of January in the odd-numbered years, in the State House at Concord. The general court has broad legislative powers in all fields not circumscribed by the State and Federal Constitutions. The senate, consisting of twenty-four members elected for a two-year term, has the right of concurrent legislation with the lower house, and has the special duty of trying impeachment cases. The president of the senate acts as governor in the event of the governor's death, absence from the State, or otherwise.

The house of representatives, with 422 members, is the largest in any of the forty-eight States, and is exceeded only by the National House of Representatives which has 435 members, and by two or three legislative bodies in other lands. This size results from the township remaining the unit of representation; every town with a population of 600 sends one representative, and an additional member for each 1200 of population in excess of 600. Moreover, towns with a population of less than 600 have representation in the proportion of their population to 600. Thus Benton, with a population of 255, has a representative every third session. In New Hampshire, the ratio of membership to total population is one to 1100, as contrasted with the ratio of one to 282,000 in the National House of Representatives. Legislators are elected for a two-year term, but usually sit for a single session averaging six months in length. The house has the right to originate revenue bills.

The judiciary is on an independent basis, as the judges are appointed, not elected. The State supreme court has five justices; and the superior court, with six justices, convenes in each of the ten counties at stated intervals. Probate courts are established in each county, and municipal courts function in seventy-seven cities and towns throughout the State.

The counties, of which there are ten in the State, represent the secondary unit of local government. Three commissioners for each county are elected biennially. The functions of the county include the county farms, registry of deeds, probate courts, welfare aid, and law enforcement through an elected sheriff.

The primary unit of local government lies in the town and city. City government follows the traditional scheme of mayor and council, with a subdivision into wards. The town, a term embracing the whole incorporated area as well as the village within that area, clings to the democratic tradition of local government. Elective power is vested in the annual town meeting, the number of elected officers varying in each town. In all towns, however, there are three selectmen, vested with some degree of executive power. The clerk, treasurer, tax collector, trustees, fire

wardens, and auditors are all elected. In many of the smaller towns, such usually appointive offices as those of road agent and sexton of cemeteries are filled by vote of the town meeting. In large towns, for water, parks, and other departments, commissioners are elected.

The town meeting approves the broad policy for each year by accepting or rejecting the budgetary recommendations of the selectmen in the warrant for the meeting. Every resident of the town who is of legal age has the right to speak, and to vote vocally in matters of policy or by secret ballot in elections. Large towns may be further subdivided into districts, each of which is autonomous except in respect to financial matters.

Each town is further organized as a school district, the boundaries of which may or may not coincide with those of the town. In a separate meeting of the school district, usually on the same day as that of the town meeting, school officers — including a board of three members, a clerk, and a treasurer — are elected. Matters of policy are discussed and decided in this meeting, but financial control is retained by the town meeting.

While a recent State law allows a town to employ a town manager to handle the executive functions of the town under the supervision of the selectmen, this has never been done in New Hampshire.

The inhabitants of New Hampshire have been slow to make changes in their State and local government. The government of New Hampshire has worked with moderate success for more than one hundred years without radical overhauling. Recently, the Brookings Institution made a survey of the executive branch, and suggested that the governor be given more executive power, the council made purely advisory, the departments regrouped and consolidated, the tax system overhauled, and the county government strengthened.

INDUSTRY, COMMERCE, AND LABOR

THE State's two leading industries today, the manufacture of boots and shoes and of textile goods, had their beginnings in the homes of the early settlers. Before the days of the shoe factory, work was let out to be done in the homes. Certain towns, such as Northwood, became known as 'cobblers' towns,' young and old participating in the work of shoemaking. In other sections the itinerant craftsman went from town to town and cabin to cabin working up leather into crude shoes for the family.

The beginning of the manufacture of textile goods was even more a family affair. Each household had its own flock of sheep and its own patch of flax. From the wool of the one and the fiber of the other the women spun wool and linen respectively.

But such primitive methods of production were soon supplanted. Scotch-Irish settlers who came to Londonderry in 1719 grew flax and made linen for the market, and their product achieved not a little reputation in the Colonies. Governor Wentworth reported in 1768 that about twenty-five thousand yards of linen were manufactured annually for local markets. By the turn of the century the factory system was being introduced. The State's first carding mill, which gradually developed into a full-fledged woolen mill, was established in New Ipswich in 1801; and the first cotton mill in the Granite State was built in 1804, in the same town. The first shoe factory was established in 1823 at Weare. Growth in the number of mills and factories was rapid thereafter, the two industries dominating the industrial development of the State, cotton textile manufacture remaining in the lead until 1929 when it was out-ranked by shoe manufacture in terms of production value.

Of the two industries, shoe manufacture has been by far less spectacular in its development. In the Weare factory, established by Allen Sawyer, forty workmen turned out twenty thousand pairs of shoes a year. Not long after its establishment, factories were built at Farmington (1835), Rochester (1843), and Dover (1847). By the middle of the century, steam-power had been applied to that part of the industry engaged in making 'country shoes.' With the completion of the Middlesex Canal

there was an expansion northward from Lynn and other Massachusetts centers to Maine and New Hampshire. In 1934, New Hampshire ranked fifth among the States in the value of its shoe production — \$49,946,264.

Despite recent depression years there has been some expansion in the shoe industry in New Hampshire, but not so in textile manufacture. Here, as elsewhere in the Nation, it is 'the problem industry,' and the presence in the State of some unoccupied mills of the defunct Amoskeag Company dramatizes the seriousness of the adjustment that has been made and is being made after a century of amazing expansion that followed the founding of the first mill.

The Amoskeag Mill was the third established in New Hampshire. The New Ipswich Mill, although successful for a few years, was later abandoned. The second mill was built in 1807, near the site of the first. Benjamin Prichard established the third, at Manchester in 1809; in 1810, the group controlling this factory began to use the name Amoskeag after the falls in the Merrimack River here, and in 1831, the concern was chartered by the State legislature.

The census of 1810 reported twelve cotton mills in New Hampshire. In 1812, the Cocheco Mill at Dover was incorporated. A mill at Salmon Falls was established in 1822. The same year saw the founding of the Newmarket Manufacturing Company and the Great Falls Manufacturing Company at Somersworth. The Nashua Manufacturing Company, in which Daniel Webster subscribed for shares but never took them, was established in 1823. By 1832, forty cotton mills were operating.

Following the business revival of 1821, the foundations of post-Civil War high finance were firmly laid by the prosperity of manufacturing, more or less continuous, except for a brief lull in 1837-39. In this period of national expansion and growth, New England in general and New Hampshire in particular played leading parts. One of the most significant characteristics of this progress was the fact that in 1832 a committee of the New England Association of Farmers, Mechanics, and other Workmen estimated the mill workers under sixteen years of age in Rhode Island, Fall River, and two New Hampshire towns as forty per cent of the working population. In New Hampshire, as in other New England industrial centers, the manufacturers definitely preferred working girls fresh from the farm 'because, in the fluctuations to which manufactures are liable, there would be less distress among a population that could resort to other homes than if their entire interest was in the city.' By 1860, cotton was indeed King in the country and the key industry for New Hampshire's prosperity.

From the Civil War to the present the industry came gradually under the domination of finance capitalism through the rise of the merger movement. The Amoskeag Mills, through the building of new mills and the buying out of its competitors, finally became the world's largest cotton textile manufacturing plant. At one time the mills of this company employed seventeen thousand workers; even in the wake of the Amoskeag's financial juggernaut, between seven and eight thousand workers and their families were left stranded.

In 1922, the company bought out its one remaining competitor; the decline came rapidly thereafter. Gingham, the chief product of Amoskeag in the early post-war period, lost fashion favor in competition with the new rayon fabrics. The management and the owners, faced with the necessity of adjusting their production to meet the new demand or else discontinuing the business, agreed on a plan of reorganization which has been severely criticized. A holding company, the Amoskeag Company, was formed, and \$18,000,000 cash was transferred to it; the manufacturing properties were continued in operation by a subsidiary, the Amoskeag Manufacturing Corporation. The assets of this company were adequate at first to continue the business, even allowing for substantial modification and modernization of the plant.

In the course of the next two years, some \$14,000,000 more in liquid assets were transferred to the parent company which was being run by the same group of financiers as that which controlled the holding company. In 1927, enough money was obtained by the sale of new securities on the market to retire \$28,000,000 of preferred stock. The common stock which was sold at this time proved to be a poor investment, since the mills continued to lose money in each subsequent year except 1929 and 1933.

An attempt to open a small rayon division was abandoned after four years rather than make a heavy investment in new machinery. The management seemed content to close up the mill, provided the bondholders and the banks could be paid off in full, as they eventually were. No help was obtainable from the Reconstruction Finance Corporation, a Federal agency lending money to distressed business concerns, although application was made; the company was unable to meet the proper requirements. No effort was made to break up the plant into smaller units, although the worsted division had always been operated at a profit. Later experience, significantly enough, showed that other business men were quite prepared to continue also in cotton textile manufacturing at this site; a quarter of the mill space was leased almost immediately after the wind-

ing up of the Amoskeag to the Pacific Mills of Lawrence, who announced their intention of making gray cotton goods therein. By 1937, the Amoskeag Mills, which had been purchased for \$5,000,000 by a group of Manchester residents, had been split up into more than twenty independent and varied industries.

The history of other New Hampshire textile mills has been more fortunate. In 1927, the State had seventeen cotton and thirty-five woolen mills employing more than twenty thousand workers, and nearly all the mills were enterprises of many years' standing. The growth of cotton and woolen manufacture in New Hampshire during the last half-century has been chiefly through the enlargement of operations by existing corporations; scarcely a single new company has been organized in the State since the close of the Civil War. Many are owned and operated by corporations that have their business headquarters in Boston.

By 1931, the value of cotton production reached \$28,687,159 yearly. In the year 1935, New Hampshire ranked seventh among the States in the number of cotton spindles, 1,095,000. Hillsborough County continued to hold fifth place among the counties of the Nation, despite the loss of 110,000 spindles during the year.

The value of woolen products in 1931 was \$13,598,781. Like the cotton industry, woolen manufacture had its origin in New Hampshire at New Ipswich, where, in 1801, James Sanderson, an ingenious Scotchman, established the State's first carding mill. Its product acquired great reputation by reason of Sanderson's skill in the dyeing of indigo blue, an art up to that time practically unknown in this country. An early woolen mill was built by Daniel Saunders at Salem. Dover had one by 1823, and by the middle of the century there were fifty-six such establishments in New Hampshire.

The carding mill rather than the fulling mill was the real forerunner of the New England woolen mill as it exists today. The two were likely to be found side by side, for one was a help to the other, and both required water-power. Adjuncts originally of the household industry, they were frequently combined in one mill. Whenever that combination was effected, the step to the spinning-jenny and the loom was short and easy, and in this was the genesis of the American woolen factory.

A good example of a mill with a long-continued history is the Faulkner and Colony Company, founded at Keene in 1815. During the nineteenth century its staple product was a flannel cloth twenty-seven inches wide, in primary colors. Red was the favorite color of shirts for the 'Forty-

miners' and blue for New Orleans stevedores. Since 1900, the firm has specialized in white flannels and women's dress goods.

Next in importance in the State's industrial picture, after boots and shoes and textiles, are the industries connected with the exploitation of its forest resources.

The earliest known paper mill in New Hampshire was erected in 1793 at Alstead, by Ephraim and Elisha Kingsbury. Six years later, William Blake established the second paper mill in Alstead; and three years later, he removed his plant to the western bank of the Connecticut River at Bellows Falls, starting the paper-making industry there.

Today, there are numerous paper-manufacturing mills at such strategic water-power points throughout the State as Berlin, Livermore Falls, and Claremont. In the manufacture of paper and wood pulp, New Hampshire ranks eighth in the United States. More than 350,000 cords of wood, more than half of it domestic spruce, are used annually. In 1933, the paper industry, with production valued at \$11,641,000, took third place in the State. All kinds of paper are made.

Lumbering has played an important part in New England's industrial development since the days when the tallest and straightest pines in the primeval forests were felled for the King's Navy. There arose in the early towns that trinity of Colonial endeavor, the sawmill, the gristmill, and the cider mill, the first two being frequently combined. New Hampshire's inhabitants in the North Country sometimes journeyed as far as fifty miles to the gristmill. Frequently a lot was reserved in a town for the first sawmill. As early as 1647, the town of Exeter agreed with Edward Gilman to 'give and grant him liberty to set up a sawmill or mills in any river or within the liberty of Exeter, and to have the privilege of the river for the use of the mills and of pines for sawing, or masts or any other timber for sawing, to have the privilege of it with the liberty of Exeter.'

John Mason, in 1631, sent over eight Danish men and twenty-two Danish women, who settled in the vicinity of Portsmouth. The men were employed in sawing lumber and in making potash. The ashes of hardwood logs were used for the latter, the farmer usually attaining a double objective — the clearing of his lands and the manufacture of a salable product.

By 1671, when the population of New Hampshire was no larger than that of a modern village, this Province, nevertheless, shipped twenty thousand tons of boards and staves and ten cargoes of masts. The early

sawmills were primitive affairs, with a single sash-saw, pulled down by a water-wheel crank and up by an elastic pole. Even with this crude mechanism, a man and boy could saw one thousand board feet a day. At least one New Hampshire mill had four saws as early as 1700.

Growth in the lumber industry continued unretarded until great inroads had been made on the forests. The depletion was especially rapid after the pulpwood era began. Although New Hampshire's output declined after the turn of the present century, 90,202,000 board feet were cut in 1933, and a year later 174 portable sawmills were in operation.

Closely connected with the lumber industry was shipbuilding. In the Colonial period, Portsmouth built ships of from two hundred to three hundred tons for the West India trade. A special type, the mast ship, was constructed at both Portsmouth and Exeter. The celebrated 'Constitution' was built of timber from Allenstown, fifty miles from the shipyard; and New Hampshire timber went into the 'Independence' and the 'Congress.' Thus, in the present Navy Yard, which it shares with the adjoining town of Kittery, Maine, Portsmouth is heir to the Colonial industry. Submarines, instead of warships, are built here, three thousand people being employed in their production.

During the nineteenth century one of the best-known industries in the State was the manufacture of wagons and coaches at Concord by the Abbot and Downing Company. From 1813 until after the Civil War, these wagons became the principal method of transportation on the Western overland trails and were a vital factor in the opening of the West. Concord wagons used by migrating families and Concord coaches carrying the United States mail gave the company a national reputation. Although the coming of railroad transportation caused a decline in its business, the company survived until 1928 as a maker of motor bodies and trucks.

Some of the most beautiful buildings and monuments in the United States have been fashioned of granite from New Hampshire, the Granite State, although today it ranks eighth among the States in the value of production and thirteenth in the number of tons produced. New Hampshire granites belong to the White Mountain series, and are quarried in Concord, Redstone, Milford, and elsewhere on a smaller scale.

The growth of industry changed the population pattern of the State. A century ago about 83 per cent of New Hampshire's workers were engaged in agriculture and 16 per cent in industry. Today 45 per cent

are directly employed in industry, and only 11 per cent are engaged in agriculture. This percentage of 45 is high in comparison with the national figures, which show 30 per cent gaining their living in industry. According to the recent report of the New England Council (1936), 76.5 per cent of New Hampshire's income is due to manufacturing.

The principal groups of industries — textiles, boots and shoes, and lumber, paper, and woodpulp products — account for 32 per cent, 23 per cent, and 17 per cent of the workers, respectively. The remaining groups of industries are steel, with 6 per cent of the workers; food and clothing industries, 1 per cent each; and miscellaneous industries, such as printing and publishing, toys, upholstery, etc., 17 per cent. The average size of the manufacturing unit in New Hampshire is small, as shown by the fact that 78.7 per cent of all industrial establishments in the State employ not more than fifty wage-earners.

With the exception of Hillsborough County, which is highly industrialized, and Carroll County, which is sparsely populated, industry is fairly evenly distributed. Boots and shoes are concentrated in Manchester and Nashua, and knit goods in Belknap County, while the stronghold of paper manufacture is Coos County. Thirty-nine per cent of the manufacturing concerns are less than ten years old.

Trends for the State as a whole show that a decrease has taken place in the number of plants since 1909. The number of wage-earners since 1919 has also fallen off considerably. The average wage of \$1,076.38 in 1929 was reduced to \$976.66 in 1931. In 1928, the average hourly wage in New Hampshire for all occupations was forty-two cents per hour, higher than in any other New England State.

In the matter of ownership, there has been a marked trend toward corporation control. This form of control first noticeably became a part of New Hampshire industrial life, with the exceptions noted above, about 1900. Since that time it has expanded, until in 1929 the value of products manufactured by corporations was 87 per cent of the total of all industries.

Within the State are a number of industries that have not yet reached their maximum importance, and to which the State looks for expansion. These are broadly as follows: wood products, foodstuffs, printing and publishing, toys and games, textiles other than cotton, woolen, and worsted goods, metal castings, stone products, and mineral products. These industries represent, of the State totals, 65.5 per cent of the plants, 29.7 per cent of the wage-earners, 35 per cent of wages, and 33.4 per cent of total product value.

As in earlier days, commerce provides the life-blood for New Hamp-

shire's industries by taking the products of other States and working them over into finished goods for the market. The immense water-power resources of the Merrimack and other rivers attract capitalists, as do the excellent means of transportation and the proximity to seaport markets. Although the short interval between the seacoast and the fall line of the rivers prevents any inland navigation in New Hampshire, the rapid streams provide large quantities of electric power. In January, 1931, there were 64 public utility and municipal plants, with a capacity of 418,711 horse-power; and 182 manufacturing and miscellaneous plants, with 134,291 horse-power.

In 1935, there were 112 banks in New Hampshire according to the 'Statistical Abstract of the United States' of the year 1936. During the unprecedented crisis of 1930-33, the State suffered no bank failures. Fifty-two national banks, under Federal control, have assets of \$75,000,000. Manchester, the largest commercial center of the State, has only three of these. Total deposits of \$217,700,000.00 maintain ninety-six savings institutions, which include savings banks, trust companies, building and loan associations, and credit unions.

With a total population of 465,293, New Hampshire has 25,989 persons engaged in wholesale and retail trade and 3181 in banking, insurance, and real estate. While each of the eleven cities is a shopping center for the area around it, Manchester, the largest, draws a regular trade from an area including the major portion of five different counties. It is also the chief distributing center for the State, especially for automobiles and insurance.

Workers in the early factories labored long hours for little pay. The wage scale is illustrated by the figures below, typical of all New England mills about 1840:

<i>Wages Rec'd</i>		<i>Wages after Deducting Board of \$1.16</i>	
Carding	\$2.08	\$0.92	per week
Spinning	2.05	0.89	" "
Weaving	3.05	1.89	" "

Children were paid as follows:

10 years old	\$0.75	per week
12 " "	1.00	" "
16 " "	1.50	" "
18 " "	2.00	" "
20 " "	2.50	" "

Treated in many instances as though they were the personal chattels of the paternalistic mill-owner, the employees were subjected to many restrictions governing their personal life and conduct. Above all, they were forbidden to strike, and any attempt to organize a union meant instant dismissal. Workers in the Cocheco Mills in Dover had to sign a pledge 'not to be engaged in any combination, whereby the work may be impeded, or the Company's interest in any work injured; if we do, we agree to forfeit to the use of the Company the amount of wages that may be due us at the time.'

Despite this regulation, a strike occurred in these mills in 1828, in protest against new and more stringent regulations. A contemporary newspaper records that 'the aggrieved female operatives paraded the town in the received manner, with flags and inscriptions; but, being soon made sensible of their folly, returned, with few exceptions, to their work.' In 1834, a wage reduction sent five hundred girls out on strike in the same mills. The organizer of this strike went on to Lowell, Mass., to organize a larger and more successful strike in that city.

The New Hampshire State Federation of Labor was organized on June 3, 1902. About 22 per cent of the working population of the State is affiliated with organized labor (1937). Although New Hampshire is highly industrialized, the State has been relatively free from violent labor disputes. The most serious troubles occurred during the first post-war depression, in 1921 and 1922.

At the International Paper Company's plant in Berlin, six hundred workers walked out on May 1, 1921, protesting against a 30 per cent wage cut, and alleging that the company was attempting to drive out the unions and re-establish the open shop. Strike-breakers were imported from New York by the management, and violence immediately resulted. The mayor of the city requested that the strike-breakers be sent home, and the company finally acceded under protest. In September, the company reopened its plant, obtaining an injunction against any interference from the union. The strike dragged on through the winter, and finally dwindled away as the solidarity of the workers was broken.

In January, 1922, came the largest and longest textile strike that had ever swept New England, a strike that in New Hampshire was centered largely in the Amoskeag Mills. Faced with a loss of markets to the mills of the South, practically all the New England factories gave notice of a 20 per cent cut in wages only a year after the workers had been forced to take a cut of 22.5 per cent. From 60,000 to 80,000 workers walked out all over New England. In New Hampshire the strike was also against

increasing working hours from forty-eight to fifty-four a week. Dozens of injunctions were obtained against the strikers, while the local police and the deputy sheriffs, and the officials did their utmost to preserve 'law and order.' Lasting nine months, the strike was successful in that wages were restored to previous levels. The New Hampshire mills, though, finally forced their employees to work the fifty-four hours permissible under the State law.

In May, 1935, the employees of the Cocheco Mills in East Rochester, an old and paternalistic company, demanded higher pay and shorter hours, and on the owners' refusal they walked out. Organizers of the United Textile Workers immediately formed a union among the workers, but the company refused to negotiate with it or to re-employ any of its members. An injunction restraining the activity of the strike leaders was granted, and workers were then re-employed under the auspices of a company union, the Employees' Protective Association. The textile union kept the strike open for four months. After the resumption of operations, minor adjustments of hours and wages were made.

New Hampshire was among the first States to emphasize progressive labor legislation. It was one of the first to impose limitations on hours of work, having enacted in 1847 an act, still on the statute books, constituting ten hours' actual labor, a day's work. This law contained no provision for enforcement, however, and permitted the employer to make individual contracts with his workers for lengthening the hours. These contracts applied to children as well, the written consent of the parent being a valid excuse for employing children beyond the ten-hour limit.

Forty years later, in 1887, another law was enacted establishing a maximum work day of ten hours for women and children in manufacturing and mechanical establishments. In 1907, fifty-eight hours was established as the statutory work week for women and minors, with certain exceptions. This law has now been changed to provide for a forty-eight-hour week for women and minors in manufacturing. Under existing laws, peaceful picketing is permissible in New Hampshire, provided activities are confined to discussion and reasoning and involve no unreasonable interference with a person engaged in his lawful pursuit. On occasion, the industrial life of the State has been troubled by situations centering on 'fly-by-night' sweatshops.

In recent years, particularly, New Hampshire has enacted numerous laws designed to benefit labor and the industrial life of the State. It was the first State in New England, and one of the first in the Nation,

NEW HAMPSHIRE AT WORK

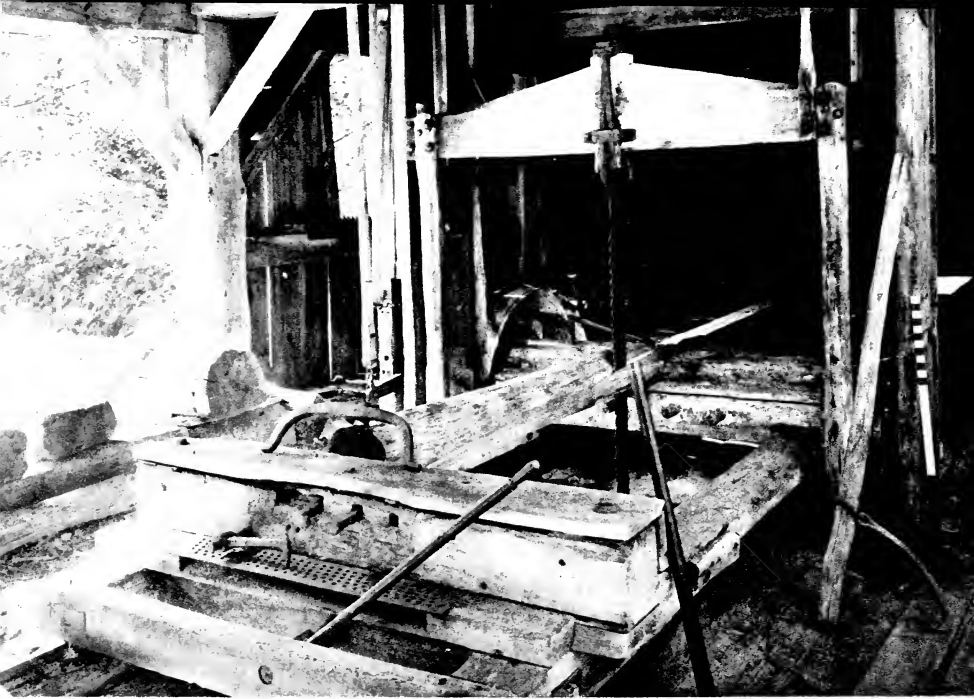
NATIVE New Hampshire has always been industrious, at first because it had to be, later because it had become a fixed habit. The old sawmill at Bow is about the last survivor of an early industry. At Cornish on Blow-me-down Brook, C. C. Beaman erected his fine model of an old gristmill. Along New Hampshire's rivers are a number of century-old textile mills.

Manchester's gargantuan mills, formerly owned by the Amoskeag Company, line both sides of the Merrimack River. Some of the buildings have been leased or sold to other industries, among which is the J. F. McElwain Shoe Factory. Wood products occupy the workers in the northern part of the State, Berlin, with its huge paper and pulp plant, overtopping all others. The pulp mills at Groveton have the Percy Peaks as a background; the paper mills at Livermore Falls have an even more picturesque setting. New Hampshire's rivers are vast reservoirs of power. One of them, the Connecticut, has been harnessed by the great Comerford Power Plant.

Many a fine and famous ship was built in New Hampshire in other days. Stark against the skyline stand reminders of Newington's famous industry as a shipyard.



OLD SAWMILL, BOW



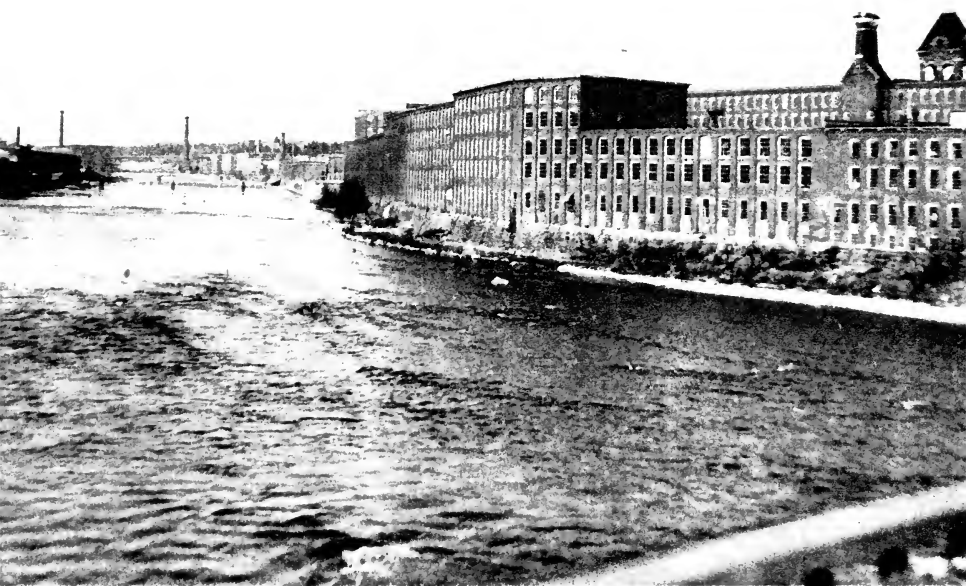
INTERIOR OF OLD MILL, BOW

GRISTMILL, CORNISH



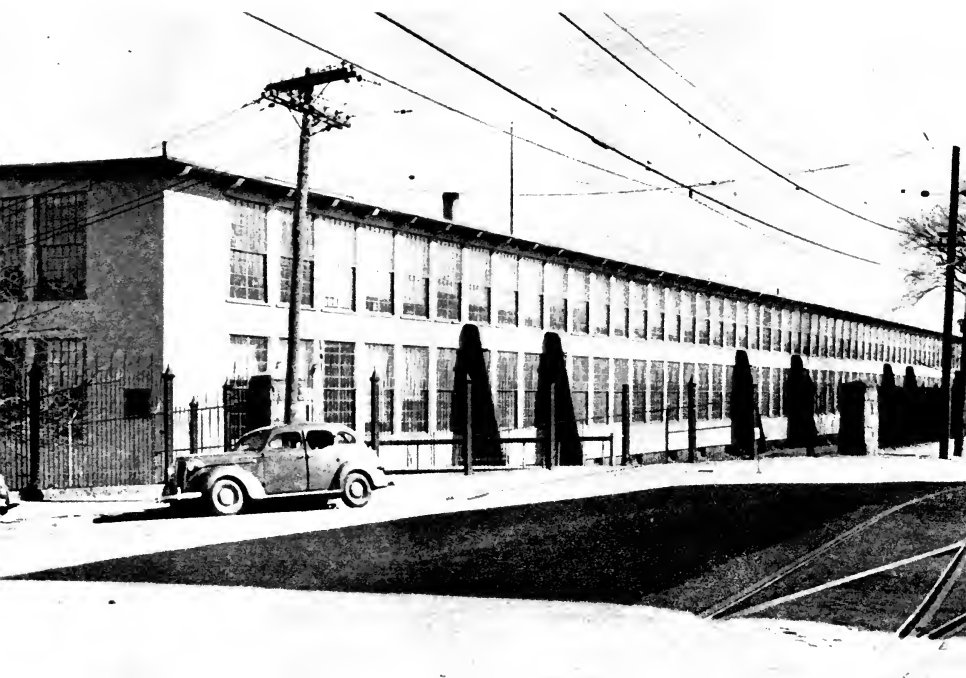


CENTURY-OLD MILLS ON THE ASHUELOT



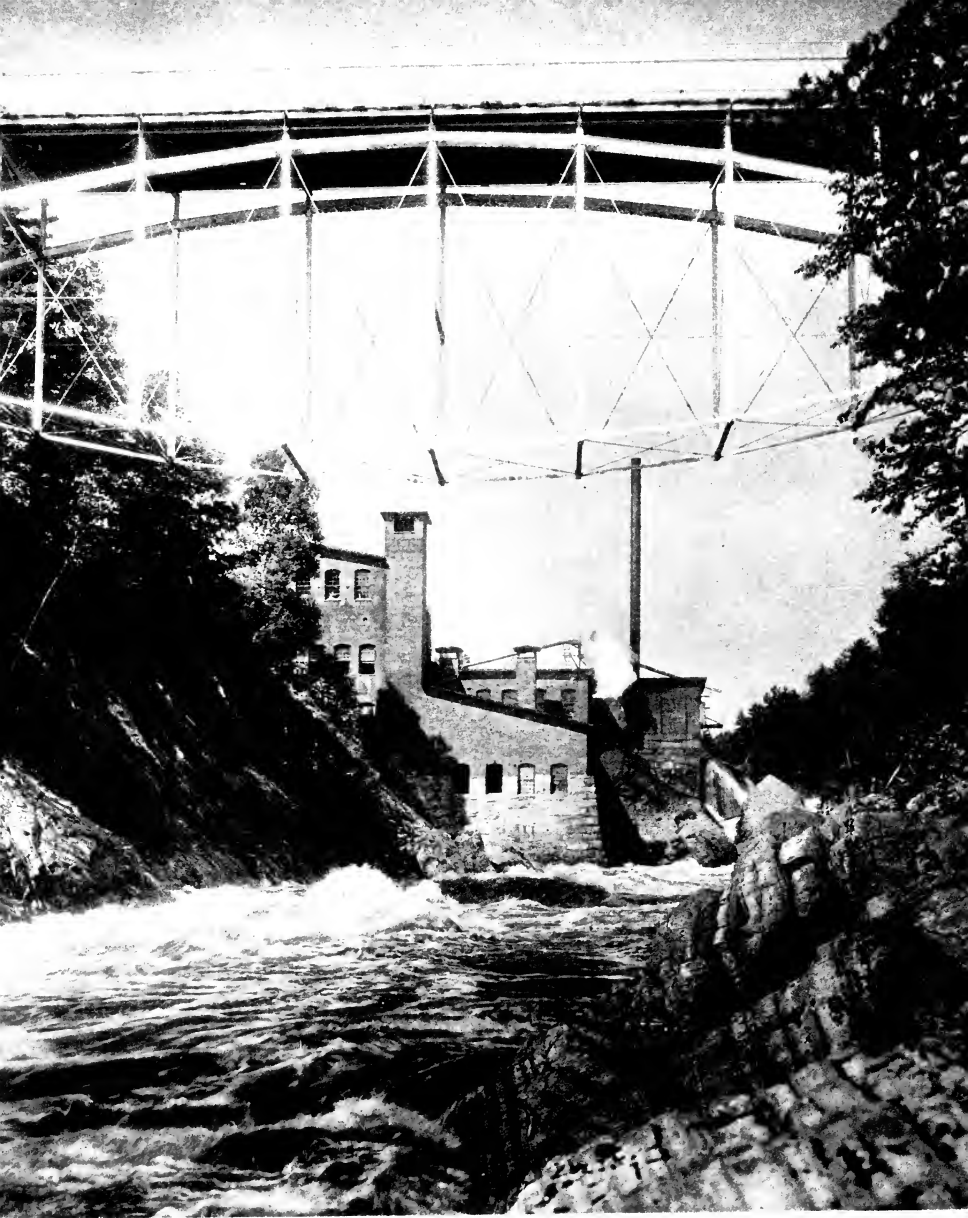
AMOSKEAG MILLS, MANCHESTER

J. F. MCELWAIN FACTORY, MANCHESTER





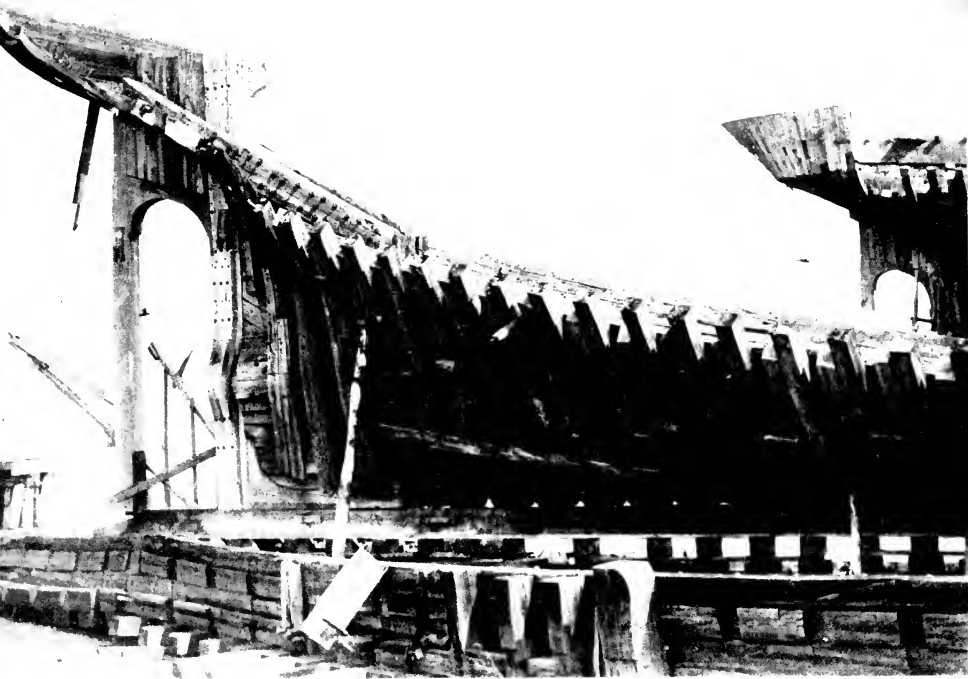
PULPWOOD, BERLIN



PAPER MILL, LIVERMORE FALLS



COMERFORD POWER DAM AT FIFTEEN MILE FALLS, CONNECTICUT RIVER



OLD SHIPYARD, NEWINGTON

GROVETON MILLS AND THE PERCY PEAKS



to adopt workmen's compensation laws; it was one of the first to adopt a minimum wage law, an unemployment compensation law, a child labor law, and to ratify the child labor amendment to the Federal Constitution. Among other laws, beneficial in their effect upon labor, in the passage of which New Hampshire was among the leaders, were those requiring the cash payment of wages, the prevention of defrauding of laborers, the factory inspection law, the weekly wage payment law, sanitary and safety laws, and provisions for sharing with the Federal Government in the costs of the old age assistance program.

In New Hampshire, children under fourteen years of age may not be employed except on farms and in housework. Children between fourteen and sixteen may be employed if a certificate is obtained from the school authorities. There are also regulations concerning work on Sundays and legal holidays. An interesting regulation forbids employers whose workers are on strike to solicit other workmen without specifically drawing attention to the strike in their advertisements.

T R A N S P O R T A T I O N

FOR a century after its first settlement at Portsmouth, New Hampshire depended for its land transportation upon blazed trails through the primeval forest. Cart roads, hardly more than widened trails, were gradually constructed in the interior. One of these was opened in 1727 from Concord to Haverhill, Massachusetts; the present US 3 follows the same route for a dozen miles.

John Wentworth, later governor, had great ambitions in the matter of roadmaking. In a letter dated April 5, 1758, on file in Halifax, he wrote:

A road may easily be made from Quebec to Winnepesaukee which would immediately connect almost all of the populous and the most fertile parts of New England, and one-third of the distance, trouble, time and expense of any other route.

As early as 1763, a highway known as the Old Province Road was planned, to connect 'Little Co-os,' or the settlement around Haverhill (New Hampshire) with Dover. A decree of the general assembly stated:

Whereas a Settlement is now carried on at the place called Cohass in this Province, and is represented to be in Great forwardness, where great Quantities of Corn Grain and other sorts of Provisions will soon be raised which will be Transported down Connecticut River for sale, unless a good High Way can be made to transport the same into this Province, the best way for which as is represented is to go through the townships of Durham, Barrington, Barnstead, Gilmanton.

This, the first farm to market road in the State, was gradually built, and was in general use as late as 1820.

In 1771, Governor Wentworth built his 'College Road' from Wolfborough to Hanover, by way of Plymouth, and rode over it to attend the first graduation exercises at Dartmouth College.

Toward the end of the eighteenth century, a demand for better roads led to the turnpike era in the State. By 1796 charters for turnpikes to the number of twenty-six had been granted. Of these the most important was the First, chartered in 1796 to run from Portsmouth to Concord (*see Tour 14, sec. a*). The Second Turnpike, chartered in 1799, opened up the territory from Amherst to Lebanon; the Fourth, chartered in 1800, ran from Boscawen to the Connecticut River at Lebanon. Scarcely less im-

portant than the First was the Tenth, chartered in 1803; part of a comprehensive scheme to link Lake Champlain and northern Vermont with Portland, Maine, it ran twenty miles from the upper line of the town of Bartlett through Crawford Notch, thus bringing the Coos country many miles nearer its market in Portland. Until the Portland and Ogdensburg Railroad was built through the Notch, this was one of the best-paying roads in the State, but soon after it was made a free road. Many small taverns and a few stagecoach taverns sprang up along its course. Each winter large numbers, traveling by ox-cart, made the trip to market to barter their pearl ash or potash, pork, cheese, butter, lard, and furs for merchandise.

Still farther north, a road was opened in 1804 from Colebrook through Dixville Notch, making more accessible the market at Portland.

Travel over these turnpikes was expensive, since they were built and operated by private companies. Toll gates were close together. It is not surprising that thrifty Yankees preferred long detours to paying extortionate toll charges. Although turnpike corporations to the number of fifty-three had been authorized by 1823, the turnpike era was short-lived, and by 1825 most of the corporations had liquidated and turned the roads over to the State. The Mount Washington Carriage Road is still a toll road, operating under its charter of 1853.

About the same time that the highways were being developed, great schemes for river navigation were proposed. A system of canals and locks was built from Boston to Concord, New Hampshire. The Middlesex Canal at Chelmsford, Massachusetts, in 1803, connected Boston Harbor with the Merrimack River. Samuel Blodgett sank his entire fortune in a canal around the Amoskeag Falls at Manchester in 1794. Several minor falls had to be conquered, besides the larger ones at Hooksett and Garvin's Falls at Bow. In all there were six canals — the Middlesex, Wicassee, Amoskeag, Hooksett, Bow, and Union.

The Merrimack Boating Company was formed in 1812, and under its supervision the way was cleared to Concord. The Middlesex Company, which held a controlling interest in the canals, is said to have collected a total of \$592,000.

Although a steamboat had come up the Merrimack in 1814, the first steamboat to make regular trips between Nashua and Lowell was the 'Herald,' launched May 2, 1834. Not successful as a freight carrier, it was converted into a passenger boat for Sunday excursions, which so outraged staid Nashuans that they called a meeting to prohibit the nuisance.

Concord, Piscataquog, Litchfield, and Nashua each had its line of

boats on the Merrimack. For nearly forty years this waterway formed the principal channel for heavy transportation between Boston and Concord, until its usefulness was destroyed by the railroads.

It was thought that navigation could be extended beyond Concord, north through the Merrimack and Winnepesaukee Rivers to the Lakes. A proposal was made to join the Merrimack and the Connecticut Rivers via the Contoocook and Warner Rivers, Lake Sunapee, the Sugar River, and Lake Champlain. A survey was made in 1816, and plans were drawn by United States Army engineers and reported to Congress in 1828; but the project fell through when it was realized that on each side of Lake Sunapee the canal would have a fall of more than 800 feet; and the expense of the locks and canals would be more than \$2,000,000.

Among other proposals for transportation by water was that for a canal between Lake Winnepesaukee and the Cocheco branch of the Piscataqua in Dover, a distance of 27 miles, with a fall of 452 feet, requiring 53 locks. A charter was granted for this proposed canal in 1811 and renewed about 1820, but the canal was never constructed.

During the early nineteenth century, transportation by flatboats was made possible on the Connecticut River by three canals — at Bellows Falls, Vermont, Plainfield, and White River Junction, Vermont. In 1816 it was said that 'The Connecticut River is navigable two hundred and fifty miles above Hartford [Connecticut], for boats above fifteen tons and fifty miles higher for floats and pine timber.'

A century ago there was not a mile of railroad track in New Hampshire; no 'iron horse' had invaded its valleys or passes. It was still the day of the stagecoach, which seemed to many to represent the limit of speed in transportation. A New Hampshire newspaper asked, 'What can be more palpably absurd and ridiculous than the prospects held out of locomotives going twice as fast as stagecoaches?' Even when built, railroads were slow to receive favorable reception. Accidents were so frequent that the governor urged the legislature to make the railroads responsible for loss of life or injury through carelessness, the guilty person to be sentenced to hard labor for life.

New Hampshire's earliest railroads were built to serve the larger centers in the Merrimack Valley and along the coast. The first of these roads, the Nashua and Lowell, was chartered by the State legislature on June 23, 1835. Financial difficulties, caused by a stringency in the money market and general business depression, necessitated the seeking of a loan of \$50,000, which was granted by the State of Massachusetts in April, 1838, and secured by a mortgage on the road. The railroad was completed and

passenger trains first operated on October 8, 1838, from Lowell, Massachusetts, to a temporary station in Nashua at the intersection of Temple and Amory Streets. Freight trains began running two weeks later.

On June 27, 1835, the Concord Railroad Corporation obtained a charter for a railroad between Nashua and Concord; but competition with rival companies, difficulties of financing following the panic of 1837, general lack of public interest, and especially opposition by owners whose land was to be taken, delayed the construction of the road. Litigation with landowners continued for years, and even questions of constitutional law were raised — until the Supreme Court decreed that a railroad is such a 'public use' as affords just grounds for taking private property for public uses, and that the United States Constitution does not interfere with this right. The road was not finished until September, 1842, when the first train pulled into Concord.

The Boston and Maine Railroad was chartered in New Hampshire on June 27, 1835, and in 1849 opened its first line into the State — from Haverhill, Massachusetts, to Exeter. The next year this line was extended to Dover. In 1836 the Eastern Railroad was chartered to construct a track from the Massachusetts to the Maine State lines through Portsmouth, and this was completed in 1841.

To cover the section between Concord and White River Junction, Vermont, the Northern Railroad was chartered in 1844. Two years later the road was opened to Franklin, although the Northern had no equipment and engaged the Concord Railroad to operate its line. Trains first crossed the Connecticut River at West Lebanon in June, 1848. Extensions north from Concord were also made by the Boston, Concord and Montreal Railroad. Tilton was reached in 1848, Meredith in 1849, Plymouth in 1850, Warren in 1851, and Woodsville in 1853.

A charter was granted in July, 1846, to the Sullivan Railroad to operate from the Massachusetts to the Vermont State lines through Keene, and the road was opened in February, 1849. After operating for two years, it was surrendered to trustees for the benefit of creditors. In 1863 it was leased to the Vermont Central Railroad, but three years later the corporation became bankrupt and the property was sold for \$500,000 to the bondholders, who formed a new corporation and changed the name to the Sullivan County Railroad. In 1880 the road was purchased by the Vermont Valley Railroad Corporation, thus becoming a part of the Connecticut River system. In 1893 it was leased to the Boston and Maine Railroad, and is now a part of the latter's Fitchburg Division.

The most difficult railroad engineering feat in the State was the con-

struction of the stretch of track from Glen to Crawford through the Crawford Notch (*see Tour 8, sec. b*). A charter was granted to the Portland and Ogdensburg Railroad in Maine in 1867 and in New Hampshire in 1869. The road was opened to Fabyan in 1875, but it did not prove a financial success, and went into the hands of a receiver in 1887. Later it came under the control of the Maine Central Railroad, which still owns and operates it.

Interest in a railroad serving the North Country resulted in the chartering of the Atlantic and St. Lawrence Railroad in Maine in 1845, and in New Hampshire in 1847. Shortly after its completion in 1853 from Shelburne to North Stratford, it was leased to the Grand Trunk for 999 years. It is now operated by the Canadian National Railways.

During the 1850's, Sylvester Marsh, a retired business man of Littleton, proposed to build a railroad to the summit of Mount Washington. When the legislature granted him a charter, it included permission to build a railroad to the top of Mount Lafayette. A waggish solon proposed that he should also be given permission to build a railroad to the moon. The charter was granted in 1858, and work begun eight years later. With the aid of Walter Aiken of Franklin, who designed the cogwheel engine, a quarter mile was completed as a demonstration. This convinced the Boston, Concord, and Montreal officials of the practicability of the scheme, and secured their financial assistance. The first train to the summit of Mount Washington was run on July 3, 1869 (*see Tour 8, sec. b*).

A short stretch of road between Bethlehem Junction and Franconia Notch was built by the Profile and Franconia Notch Railroad in 1892. Originally a narrow gauge, it was changed in 1900 to standard gauge to allow Pullman service. By 1924, lack of patronage led to abandonment of this road by the Boston and Maine Railroad, which had taken possession of it.

In 1874, New Hampshire had more than 890 miles of railroad, owned by 32 companies and built at an expense of more than \$30,000,000. In 1884, the total had reached 1218 miles. In 1937, the total trackage is 1101 miles, of which the Boston and Maine owns and operates 948, the Grand Trunk 48, and the Maine Central 105.

The era of modern highway construction in New Hampshire began in 1908, when a short piece of bituminous road was laid near Nashua. In the following year a mile of asphalt road was put down between Nashua and Manchester. The first pieces of bituminous macadam, about a mile in length, were laid in 1915, in the neighborhoods of Bedford and Tilton. Three years later the first cement road, half a mile in length, was put down

in Hooksett; and the first three-lane highway between Portsmouth and the Massachusetts State line, in 1929-30. The State now has a trunk-line mileage of 252 miles of cement concrete, 152 of bituminous macadam, and 1013 of gravel macadam. In addition, 1912 miles, consisting in part of cement concrete, gravel macadam, and gravel, are maintained by State aid.

Interstate bus service began in 1923, when the Interstate Stage Line opened from Manchester to Lowell. Two years later the Boston and Maine Railroad began a bus service to replace a few unprofitable trains between Manchester and Boston; and in the following year (1926) it bought out the Interstate Line. In 1932 its service was extended to Concord. Seasonal operation to the White Mountains through Laconia had been begun as early as 1925. Subsequent extensions of this company were from the Massachusetts State line to Keene (1928); to North Walpole and across the Connecticut River to Bellows Falls, Vermont (1934); and from Dover to Concord (1935). In 1925, the Boston and Maine opened a bus line from Boston to Portland through Portsmouth. The Maine Central Railroad opened a line from Portland, Maine, entering the State at Center Conway and running through Crawford Notch to Littleton, in 1936. Railroad service has, in part, been replaced by the Boston and Maine Transportation Company between Nashua and Keene, Concord and Claremont, and Manchester and Salem, New Hampshire, and this company's bus service has entirely replaced railroad service from Dover to Laconia. Since 1930, six other interstate bus lines have been established in the State.

The development of both interstate and intrastate bus lines has been restrained by the policy of the Public Service Commission, which has sought to keep competition with existing railroad lines at a minimum. This has been done to retain present railroad service, which has in late years been carried on at a loss. A number of bus lines have been permitted to replace railroad branches which were not successful financially. Local bus lines have largely replaced electric car lines, but with indifferent success financially, owing to competition with private motor cars and irregular carriers. No interstate or intrastate bus lines have been opened in territory not previously covered by either train or electric car service.

New Hampshire's single air line is operated by the Boston-Maine-Central Vermont Airways over a route between Boston and Montreal. It was opened in 1934 to Concord, with a stop at Manchester, and extended the following year to Burlington, Vermont. Entering the State through Salem, New Hampshire, this route follows in part the Merrimack

Valley, between Mount Sunapee and Mount Kearsarge, slightly east of Lake Sunapee and above Lake Mascoma, and leaves the State at West Lebanon. Along this route, numerous southern peaks other than Sunapee and Kearsarge are visible in the distance, including Mount Monadnock in the southwest, Mount Moosilauke and Mount Carrigan in the north. Far to the northeast are visible in clear weather the peaks of the Franconia and Sandwich Ranges, and the Presidential group centering around Mount Washington.

New Hampshire has municipal airports at Berlin, Claremont, Concord, Manchester, and Nashua, ten auxiliary and four commercial ports, and a number of private landing fields.

Seaplane service is maintained at Hampton Beach, Lake Winnepesaukee, and Lake Sunapee in the summer season.

A G R I C U L T U R E

NEW HAMPSHIRE'S first settlers came not in search of silver or gold, but to seek a living. Farming was then a heroic adventure. Trees had to be felled and rocks had to be cleared away before land was available for homes and farms. The timber was cleared from the valleys as rapidly as possible, and what was not converted into lumber for immediate building purposes was burned and the residue sold for potash. Except in the seacoast region, there was little trade in lumber, as the lack of transportation was an insuperable difficulty. Tree stumps were sometimes burned out of the ground and sometimes dragged out by oxen — in either case a laborious process. The cleared land was then immediately sown to rye and redbtop, to prepare it for grass for the sheep and cattle that were the mainstay of the farmer. The resulting farms maintained a form of 'self-sufficient domestic economy,' in which the farmer had few economic interests outside his own township.

That farming in those days brought little return in hard cash is shown by the scale of prices current for 1777 in Dublin. Although wheat was worth \$1 a bushel, oats brought only 28 cents, cheese and butter 8 cents to 12½ cents a pound, shoes were 50 cents a pair, and wool cloth, spun by the housewife from wool from the farm sheep, brought \$1.33 a yard. A laborer's long day's work on the farm brought him 33 ⅓ cents, while a yoke of oxen could be hired for 25 cents a day. But despite the absence of ready money, large families of children were raised on the farms — a crop that has been one of New Hampshire's chief contributions to the country.

As the seacoast region and the more fertile valleys of the Connecticut and Merrimack Rivers were taken up, settlers pushed into the hills to occupy what has since been recognized as submarginal land. Sometimes the soil proved too stubborn for even this hardy people; and today in many regions the only evidences of their struggles are the stone walls, laboriously erected with the aid of oxen, in fields now covered by second-growth timber and scrub pine. Nowhere is this more apparent than in the Monadnock region, where, on the higher slopes of the mountain, fields for the pasturing of sheep were once enclosed with walls.

The importance of cattle and dairying was early recognized, but be-

tween 1830 and 1840 there was an emphasis on sheep-raising. In the latter year, however, farmers were beginning to feel the competition of Western sheep, and turned their attention once more to cattle. A profitable venture for farmers in the south was the summer pasturing of cattle from Massachusetts — thus cows were included among the earliest summer boarders. In the middle of the nineteenth century, from the cheap pastures of the State, large droves of cattle were taken south annually to be sold either at the Brighton (Massachusetts) market or to feeders and dairymen in the three southern New England States. Grass was the chief fodder, supplemented by grain, but corn was used to a less extent than in the West. Hay still remains an important product, the annual yield being about 400,000 tons.

In addition to cattle, the early New Hampshire farmers grew cereals in quantities that today seem surprising. Corn, barley, and rye were the first grains produced, wheat being added later. This production of cereals reached its height between 1850 and 1860, when the growth of 1,329,000 bushels of oats, 239,000 bushels of wheat, and 1,574,000 bushels of corn was an annual average yield. During the Civil War and the years following, the opening of the 'Corn Belt' in the Middle West made cereals unprofitable in New Hampshire. Their production declined sharply, and today is practically non-existent — a weakness in view of the dependence of the dairy and poultry farmers on grains for foodstuffs.

During this same period, the Shaker communities at Enfield and Canterbury were raising and processing herbs on a large scale for a world market. In February, 1852, for example, they put up 10 pounds of lily root and 100 pounds of ground sage in pound packages, and sold \$200 worth of pressed herbs to a California company and 4 large boxes and \$15,000 worth of canned herbs to two Boston companies. In the same year they pressed 250 pounds of hops and packed 79 different varieties of herbs in two-pound packages for shipment to England. This business declined only when the communities themselves declined. It is now experiencing a slight revival through the efforts of the Works Progress Administration, which maintains a project at Pembroke for medicinal-plant research in the following fields: adaptability of plants, medicinal yield, plant culture, methods of harvesting and preparation for market, market analysis, oil extraction, condiments, and perfume plants. An experiment station, including a greenhouse, has been set up.

The relation of agriculture to industry underwent a marked change during the last century. An early gazetteer of the State proclaimed in 1825 that 'the great pursuit of the inhabitants is and must continue to

be agriculture,' and to bolster this statement it reported that 52,384 people were engaged in farming, 7068 in commerce, and 8699 in industry in 1820. At first, local industries kept the people on the farms by supplying piece-work that brought ready money to the daughters of the house; but as the factory system grew with the natural development of the State's magnificent water-power, this situation changed so radically that in the hundred years from 1830 to 1930 the percentage of population engaged in agriculture dropped from 83 to 11. After the Civil War a similar decline took place in respect to the total acreage under cultivation. Between 1910 and 1930, such total acreage dropped from 3,449,458 to 1,960,061.

This story of decline does not necessarily mean that agriculture is of no importance in the State at the present time. During the depression years of 1929-33, many of the abandoned farms were taken over by people from the cities. Western competition, long the whipping-boy for the Eastern farmer, is being met by direct producer-consumer marketing either through house-to-house peddling or through wayside markets; by a co-operative egg auction; and by State control of the milk market, the final form of which is still unsettled (1937). Many of the fruit, dairy, and poultry farms, specializing in high-grade products, ship directly to Boston and New York, where the quality of their goods receives financial recognition. The co-operative egg auction, first held in Derry in 1934, is patterned on those operating in Massachusetts and Connecticut. For a small membership fee, the auction conducts the sales and returns the net proceeds to the shipper, and is alert to expand the market outlet. Grading and labeling are among its services.

Figures of \$9,369,000 in 1932 and \$11,117,000 in 1933 indicate a gradual increase in the value of the marketed crops. From diversified dairying came the largest cash income of any one agricultural commodity in 1933, an income estimated at \$6,441,000. Poultry products brought in an estimated \$3,472,000, and apples more than \$750,000. New Hampshire cannot compete with its neighboring State of Maine in raising potatoes, but in 1934 it produced 1,850,000 bushels, with Coos County leading in production. The maple sugar and syrup crop, so dependent on weather conditions in the late winter and early spring, totaled 446,000 pounds in 1933 — a considerable drop from the previous year. Excluding what was consumed on the farm, the State Department of Agriculture estimated that New Hampshire crops and livestock produced in 1933 were sold for nearly \$15,000,000.

With its surface broken by ancient mountains worn down by weather

and glaciers, and with much of it covered with a layer of gravel and clay as a result of the ice cap of recent geological time, a large portion of New Hampshire soil is unsuitable for modern farming. The best heavy soil is found in the river valleys, the Androscoggin and Baker Rivers in the north, as well as the Connecticut and Merrimack Valleys. Scattered throughout the upland regions are other areas of high fertility. Large areas, however, are best suited for indigenous forest covering; although some, through much fertilization, has been made to support small farms. Some of the mountain land, denuded of its forests, and pasture-land, especially in the south-central area, pay good returns in the production of wild fruit, such as blueberries. A large extent has been returned to forest, particularly the slopes of Monadnock and the White Mountains. Notwithstanding the demolition of the forests during the nineteenth century, there is little evidence of gully erosion, although floods have torn through the valleys and the soil has lost some fertility through a gradual leaching process. The return of the submarginal land to forested areas, some of which would be suitable for recreational parks, and the building of flood-control dams in the tributaries of the important rivers as a result of the floods of 1936, are methods of conservation now under consideration by the State and Federal Governments.

Much of the State's progress in agriculture is due to the work of various organizations devoted to that end. The State Department of Agriculture, created in 1913, has an animal industry division, a bureau of markets, a licensing and inspection service for commercial feeds, fertilizers, and seeds, an apiary inspection service, a division of insect and disease control, a dairy testing and inspection service, and a nursery division. As a result of its work since 1918, bovine tuberculosis has been reduced to a minimum, and the State is now a 'modified accredited area' in this respect. Educational work among the farmers is carried on by the Grange, organized in 1873; and by the Extension Service of the University of New Hampshire, which through the county farm bureaus has oversight of county work and the 4-H clubs for boys and girls. The College of Agriculture of the University offers a special two-year course at reduced rates to young men who wish to become practical farmers, in addition to giving highly technical training in many related fields to the graduates of its regular courses. Agriculture fairs are held during the summer and fall in various towns throughout the State.

R A C I A L E L E M E N T S

UP TO one hundred years ago almost all the people of the State were of British origin — first an English group that came to the coast, then other settlers who came up the rivers from early Massachusetts and Connecticut towns. Most of the names of New Hampshire towns, when not Indian, are derived from Old England — Albany, Bath, Bristol, Walpole, Winchester, Windsor. The pioneers were a literate group. Their leaders were familiar with the British technique of government, and from the first they held elections and kept written records. They were, moreover, a group interested in ideas: many came because they held strongly to political and especially to religious doctrines that had made them unpopular or even persecuted in their home communities. This English-Yankee stock determined and still largely determines the institutions and the general course of events in New Hampshire. There was also an appreciably large Scotch-Irish group around Manchester ('Derryfield'), Londonderry, and Derry, and a share of the later Irish immigration to New England reached New Hampshire.

The marked later drift of foreign-born to the State began after the Civil War. By 1890, the percentage of foreign-born reached 19.2 per cent, climbed to 22.4 per cent by 1910, dropped to 20.6 per cent in the next decade, and fell off to 17.8 per cent by 1930.

The more recent immigration was essentially an industrial phenomenon. Before the Civil War, New Hampshire was definitely an agricultural State; more of its people were engaged in farming than in manufacturing. But at present, factory employees outnumber farm workers three to one. The factories in their rapid growth needed more workers than they could get near-by. Young people from the farms did go into the mills to some extent, especially where they could do so without leaving home and without loss of social status; but these were not enough, and employers were soon bringing immigrants from Canada by families and even by train-loads. The flood of French-Canadian workers from the north was supplemented by a smaller current from various European countries, often by way of the mill towns of southern New England. Most of these people became town and city dwellers, giving New Hampshire mill towns an aspect as polyglot as that of any border community. About

forty per cent of the present population is of the original British or Yankee stock; as many more are native-born but of recent foreign stock, and almost twenty per cent were born outside the United States.

At least fifty countries have contributed to New Hampshire's population. More than half of the foreign white stock counts Canada as its country of origin, the French-Canadian being the largest single element with forty-five per cent. Then come the British, Irish, Poles, Scandinavians, Italians, Germans, Russians, Austrians, Czechs, and Hungarians, in that order. The census of 1790 listed 158 Negro slaves; in the 1930 census the Negro population numbered 790.

The French-Canadian group has kept its own culture, traditions, home ways, and types of recreation longer than might be expected; the French Catholic elementary schools are conducted in French.

Native stock still cultivates seventy-one per cent of the farms in New Hampshire, and there is little indication of any tendency among foreign groups to supplant it. Of the foreign-born engaged in agriculture, fifty-six per cent are from Canada, twenty-four per cent being French. The number of those from other countries who are engaged in farming is almost negligible, the largest group being the English, who comprise eight per cent of the total.

In Manchester, where the largest foreign ethnic groups are concentrated, the French-Canadians comprise about one-third of the city's population. No other foreign group approximates their number, since the Irish, their nearest rivals, can muster only 9.1 per cent. In Nashua, the Greeks occupy second place, behind the French-Canadians; in Concord, the British, including English, Scotch, Welsh, and Northern Irish, rank second. Although Berlin is another bilingual city with a large group of French-Canadians, its Norwegian settlement is worthy of note. Members of this group were pioneers in winter-sports activities in the North Country and founders of the celebrated Nansen Ski Club.

As the racial groups became established in New Hampshire, they began to set up their own newspapers and clubs. The first French-Canadian newspaper printed in New Hampshire was called *La Voix du Peuple* and flourished for a few months in 1869 at Manchester. The leading French-Canadian journal is the Manchester daily, *L'Avenir National*; it shares the field with *L'Impartial*, a Nashua tri-weekly. The Greeks have two newspapers, the Manchester *Ergatis* (Worker), a tri-weekly, and *Athena*, a Nashua weekly.

In the field of politics, French-Canadians have played an increasingly important part. Members of this group were elected to the Manchester

EDUCATION AND ART

IN ITS three centuries New Hampshire has moved from the modest little schoolhouse by the road to world-known institutions of learning. Dartmouth College is no longer the one-building school of Eleazar Wheelock in 1770. About its Georgian Colonial Baker Memorial Library are over sixty buildings. Thirteen years after Dartmouth, Phillips Exeter Academy opened its doors. In their wake have come other distinguished institutions of college and academy caliber.

The mountains and lakes began to draw artists to New Hampshire as early as the middle 1800's, to be followed by art colonies. In 1887, Augustus Saint-Gaudens bought 'Aspet,' and established his famous studios at Cornish.

Luxury-minded owners of large houses went in for gaily colored French wall papers in the early 1800's, as the two samples, in Keene and Center Harbor, show.

Manchester's Currier Art Gallery is itself a work of art with many treasures. Dartmouth College is the proud possessor of the brilliant series of frescoes by the Mexican artist, José Clements Orozco.

The Federal Arts Project in the State is demonstrating that creative artistry is by no means dead.



BAKER MEMORIAL LIBRARY AND SANBORN ENGLISH HOUSE, DARTMOUTH COLLEGE,
HANOVER



PHILLIPS EXETER ACADEMY, EXETER



ASPET, ST. GAUDENS MEMORIAL, CORNISH

PERGOLA OF LITTLE STUDIO, CORNISH





FRENCH WALL PAPER, KEENE

FRENCH WALL PAPER, CENTER HARBOR





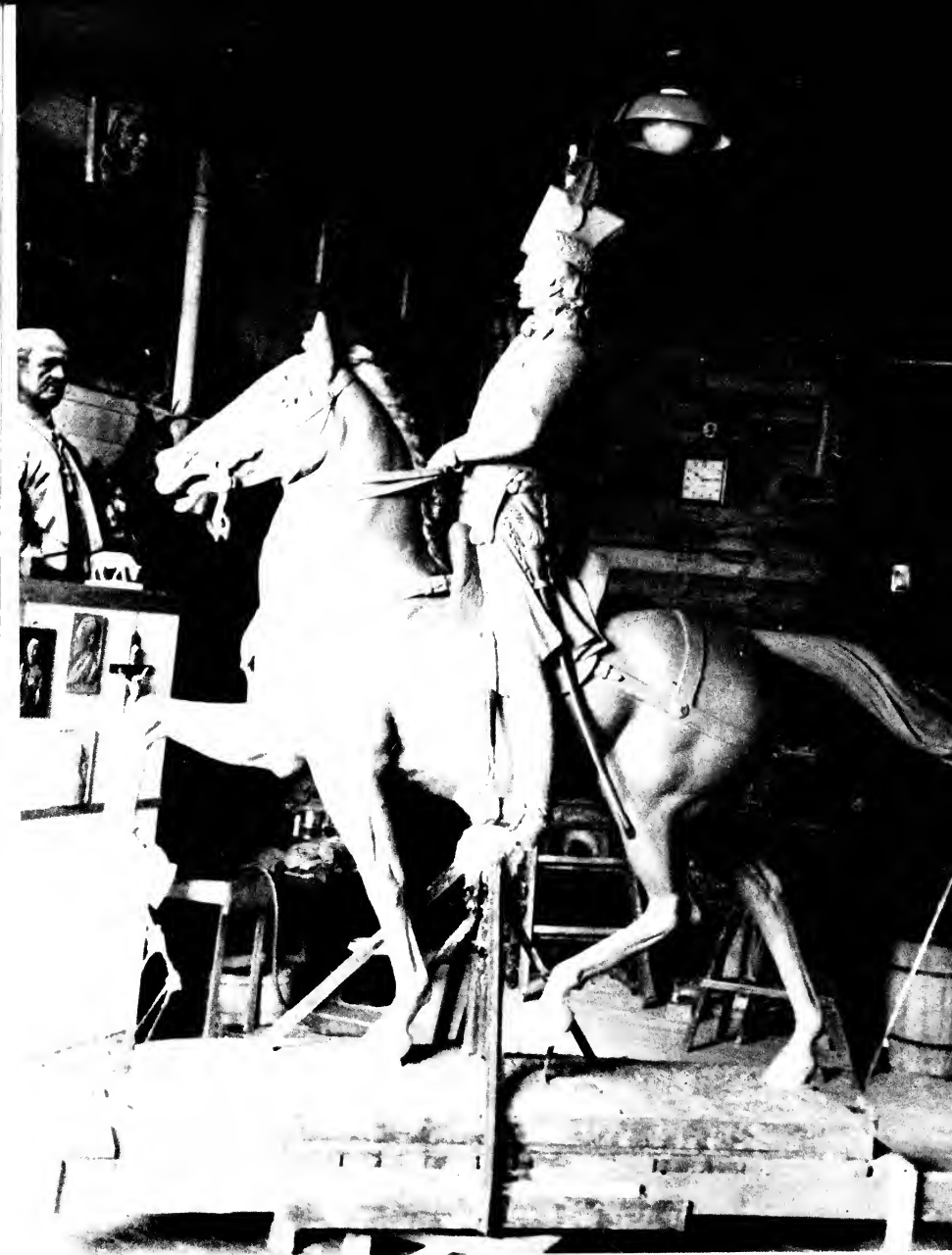
CURRIER ART GALLERY, MANCHESTER



SECTION OF OROZCO FRESCOES, HANOVER

PANEL FROM OROZCO FRESCOES, HANOVER





PULASKI STATUE IN THE STUDIO, MANCHESTER



HISTORICAL MURALS, PORTSMOUTH

SAINT-GAUDENS' STANDING LINCOLN



SAINT-GAUDENS' THE PURITAN



city council and to the State legislature as early as the 1880's, and the last four mayors of Manchester have been of French-Canadian stock. Other cities of the State have also chosen executives and legislators of other than English extraction.

A final word is in order regarding the attitude of the original Anglo-Saxon inhabitants to the newcomers. At first there were some who regretted what they considered the 'dilution' of the early stock; a doleful writer in Fogg's *Statistical Gazetteer* prophesied in 1874, 'In a half century . . . not a vestige of pure, original New Hampshire blood will be left.' While this attitude still is occasionally encountered, the new stock's adaptability to traditional ideals has for the most part dissipated all resentment.

EDUCATION

A YEAR after the four original towns in New Hampshire joined the Massachusetts Bay Colony (1641), the united thought of the colonists was turned toward the enactment of the first New England law on education. A notable act was passed in 1642 as follows:

Forasmuch as the good education of children is of singular behoof and benefit to any commonwealth, and whereas many parents and masters are too indulgent, and negligent of their duty in that kind,

It is ordered, that the selectmen of every town in the several precincts and quarters where they dwell, shall have a vigilant eye over their neighbors, to see, first, that none of them shall suffer so much barbarism in their families, as not to endeavor to teach, by themselves or others, their children and apprentices so much learning as may enable them to read perfectly the English tongue, and to get knowledge of the capital laws, upon penalty of twenty shillings for each neglect therein.

Also, that all masters of families do, once a week at least, catechise their children and servants in the grounds and principles of religion.

This measure, while it required parents and masters to provide instruction for the children dependent upon them, placed no obligation on the towns for education at public expense.

In 1647, an act was passed that, as an educational milestone, was not equaled in importance for one hundred and fifty years. The Great and General Court of Massachusetts, of which Colony the New Hampshire settlements were then a part, passed what is known as the Act of 1647, requiring each town in which there were fifty or more householders to maintain a school for teaching reading and writing, and every town in which there were one hundred or more householders to maintain a grammar school, for the following odd reason:

It being one chiefe project of thatould deluder, Sathan, to keepe men from the knowledge of the Scripture as in former times, by keeping them in an unknowne tongue, so in these latter times, by perswading from the use of tongues, so that at least, the true sence, and meaning of the original might be clouded by false glosses of saint-seeming deceivers, that learning may not be buried in the grave of our fathers in the church and commonwealth the Lord assisting our endeavors.

Although the Act of 1647 was compulsory in that it left the towns no

choice as to whether a school should be maintained, it did not in any way make it compulsory for children to attend school.

That the importance of education was realized in the towns is seen, for instance, in the statutes of Portsmouth, where mention is made of funds contributed to the erection of a building at Harvard Collège in 1669 because of the need of perpetuating 'knowledge, both religious and civil, among us and our posterity after us.'

The premises considered, we have made a collection in our town of sixty pounds per annum (and hope to make it more), which said sum is to be paid annually for these seven years ensuing, to be improved at the discretion of the honored overseers of the college for the behalf of the same, and the advancement of good literature there, hoping withal that the example of ourselves (which have been accounted no people) will provoke the rest of the country to jealousy.

Dover added thirty-two pounds and Exeter ten pounds to this fund for Harvard College.

In 1680, when the New Hampshire towns were separated from the Massachusetts Colony, the educational laws of Massachusetts were copied upon the New Hampshire statute books. The New Hampshire lawmakers first put the word 'free' into the school laws of the State in 1708, in 'An Act for a free school to be kept at Portsmouth,' which provided for 'a free School for writers, Readers and Latinists.'

In general it may be said that education in New Hampshire in the Colonial period (1623-1776) was a matter of local initiative. The State laws required only that there be schools in the towns supported *someway* and conducted *somehow*. So badly were these laws carried out that Governor Wentworth declared in a message to the Assembly in 1771 that 'nine-tenths of your towns are wholly without schools or having vagrant teachers... worse than none... unknown in principle and deplorably illiterate.'

As the towns increased in population, settlements were made in sections so remote from the central town schools that there arose demands for the right to establish separate schools in these places. The beginnings of the district school system are traceable as early as 1716 when the Legislature voted:

That where any Parish is sett off from any town to maintain a minister by themselves, they shall have pow^r wthin themselves to agree wth a publick schoolmaster & to build or hire a School house, as they shall think convenient.

This act initiated a long period of decentralization in control and sup-

port, of dependence upon local maintenance and insistence upon local management that later (1805-85) resulted in a vast number of small, locally supported, mismanaged, and tradition-ridden 'destrict schools.'

After years of opposition by those who treasured the New England tradition of local self-government, a period of increasing State influence (1885-1919) followed, during which the district organization was abolished, the town restored as the unit of administration and support, and supervisory unions of town districts formed for the purpose of employing professional school superintendents toward whose salary the State contributed.

In 1919, a State school system was established by a law providing for a powerful State board of education composed of educational laymen, with a professional educator serving as State commissioner of education and acting as executive officer of the board. The powers of the State board of education include the certification of teachers, superintendents, and nurses, responsibility for teacher training, enforcement of attendance and of the child-labor laws, the organization of supervisory school unions, the preparation of a program of study, and general enforcement of education laws. Local boards in the various school districts are considered responsible for the immediate direction, control, and management of the schools. With this administrative organization, provision was made for generous financial aid from the State, making it possible for the poorest towns to have full-term schools, with State-accredited teachers, suitable schoolhouses and professional supervision.

The latest trend of school management lies in the gradual demolition of one-room district-school buildings, and the transportation of children from the outlying districts to a central school in each town. Beginning in the late 1920's, this trend has been greatly accelerated by the necessity for economy in government since 1929. State laws regulate the use of busses for this purpose, with the safety of the children as their main import.

The achievements since 1919 can be measured in various ways. The school year has been extended to at least thirty-six weeks a year, and schools have not fallen below that minimum except during epidemics. School attendance increased from 91.60 per cent in 1917-18 to 94.63 per cent in 1925-26. In 1930, 74,240 pupils were enrolled in elementary and secondary public schools. The number of superior school buildings has increased and of unsuitable buildings has decreased. By 1924, the advantages of medical inspection were extended to all districts. The hit-or-miss training of teachers was abandoned for genuine State certification. The greatest gains have been made in the primary schools.

If the percentage of illiteracy be made a test of educational efficiency, New Hampshire offers a creditable showing. The general average of illiteracy, which stood at 4.4 per cent in 1920, was reduced to 2.7 per cent by 1930. This reduction was largely in terms of foreign-born among whom the 1920 percentage of 15.4 was reduced to 9.6 by 1930. Among the New England States only Vermont has a lower rate of illiteracy than New Hampshire.

Enrollment in secondary schools has doubled since 1920. During the school year of 1933-34, 27,381 pupils were enrolled in the secondary schools, while the number of graduates was 3859. In 1937 there were ninety-one approved high schools.

Naturally the cost of education in the State has mounted. The sum of \$6,000,000 was expended during the school year of 1933-34. Financial support of educational and related services constitutes about one-third of the burden on New Hampshire taxpayers. The public schools absorb about ninety per cent of this educational tax.

Catholic parochial schools have an important place in the educational system of New Hampshire. A total of 25,378 children was enrolled in these schools in 1936.

Private schools and academies still play an important part in New Hampshire education. In common with other New England States, New Hampshire went through the 'academy period,' and the first public high school was not established until 1830, at Portsmouth. As early as 1768, an academy was founded at Windham, only to disappear by 1790. New Hampshire's most famous academy, Phillips Exeter, is also the oldest, dating from 1781. A college-preparatory school of the highest academic and social standing, it has an enrollment of 700 students. Ample endowments and a recent gift from Edward H. Harkness make possible the conference method of instruction, with one tutor for every twelve boys. Other leading academies, with dates of their founding, are Kimball Union (1813) at Meriden, New Hampton (1821) at New Hampton, and Brewster (1887) at Wolfeborough. In the field of private schools, apart from Phillips Exeter, St. Paul's School at Concord is the most distinguished in the State.

Provision for teacher training is maintained by two State normal schools, the first established at Plymouth in 1871, the second at Keene in 1901.

New Hampshire has several junior colleges: Colby, at New London with a student body of two hundred and sixty girls; Tilton at Tilton, founded in 1846 and recently opened to women as well as men; and

Stoneleigh, at Rye, a progressive institution offering two years of college work, now (1937) in its second academic year.

In the field of higher education there are five collegiate institutions in New Hampshire. Oldest and largest is Dartmouth College at Hanover, founded in 1769; its present enrollment of about 2500 includes students from forty-seven States and eleven countries. One of the most distinguished colleges in the country, it has many famous men among its graduates. The University of New Hampshire, the State university at Durham, has three colleges and a graduate school, with an enrollment of nearly 2000. In the suburbs of Manchester is St. Anselm College, a Roman Catholic college for men founded by the Benedictine Order in 1893, with a present enrollment of two hundred and fifty. Mount St. Mary, a Roman Catholic college for girls in Hooksett, was recently empowered to grant degrees, and has an enrollment of about thirty. The same status applies to Rivier College at Hudson, with twenty-four students. Each of these institutions is more fully described in the story of the town in which it is situated. Of the graduates of New Hampshire's secondary schools who continue their education, about seventy per cent enroll in the State's higher educational institutions.

Under educational facilities should be noted evening schools, of which in 1934 there were three (in Dover, Manchester, and Nashua) with a membership of 908. Residents of New Hampshire, during the same year, took 61 university extension courses, covering a wide range of subjects. In 1936, the Works Progress Administration established classes in adult education. Vocational education is provided for trades and industries, home economics, and agriculture, under the Smith-Hughes and George-Reed Acts, whereby the sum of \$30,718.25 was made available for the State if matched by local funds. New Hampshire has no specialized schools for blind and deaf children, but the State assumes the expense of their board and tuition in schools in other States.

The contribution of libraries to New Hampshire education is noteworthy. By 1792, Jeremy Belknap, New Hampshire's first historian, was urging citizens of the newly established State to found 'social' libraries as the 'easiest, cheapest and most effectual mode of diffusing knowledge among the people.'

The earliest library was incorporated in 1792 by 28 citizens of Dover, organized in what they called the Social Library Company. Groups of citizens in Rochester and Portsmouth soon followed this example. As early as 1796, Tamworth, with only two hundred and sixty-six inhabitants, had a 'social' library. By 1820, one hundred and fifty-six of these

'society libraries,' supported by members of societies and by private endowments, had been incorporated.

These were succeeded by public libraries. In this field, New Hampshire had two 'firsts.' The Juvenile Library at Dublin, established in 1822, was the first free public library in the United States. At Peterborough was founded (1833) the first free public library in the United States to be supported by public funds. The trend toward the free library was continued by the law of 1849, which authorized towns to levy taxes for the support of libraries. In 1891, a library commission was appointed to establish free libraries with State aid.

The movement became so general that by 1934 only twelve towns in New Hampshire were without libraries, and these were served by circulating libraries. There are about 1,600,000 volumes in the public libraries of the State, with nearly half a million more in the colleges. Reduced to statistics, the per capita appropriation for public libraries in New Hampshire is forty-three cents, but the per capita income of public libraries is sixty-two cents. The volumes owned by public libraries total 3.48 per capita, and the annual circulation rate is 6.75. In 1934, New Hampshire stood third in per capita circulation, being outranked in this respect only by California and Massachusetts.

R E L I G I O N

THE first settlers in New Hampshire carried with them a King James Bible and a Puritan conscience. They were usually Separatists, ancestors of the modern Congregationalists, and the old white churches scattered throughout the State largely belong to this denomination. In some instances, however, rival denominations obtained an early foothold, the Episcopalians establishing a chapel at Portsmouth in 1638 and the Scotch-Irish Presbyterians starting their first church at Londonderry in 1719.

The date of the founding of the earliest church in the State is a matter of dispute. The settlement on Dover Neck had a minister in 1633, but no church was organized here until 1639. The honor appears to belong to Hampton, where church organization took place in 1638. In the same year the town of Exeter was founded by the Reverend John Wheelwright, who had been banished from the Massachusetts Bay Colony because of his Antinomian principles. Other settlements and their churches grew up around Great Bay; and in 1747 the first ministers' convention, known as the 'Convention of Ministers in the Province of New Hampshire,' was formed at Exeter.

Churches in the interior came slowly. Organized in 1685, a church in Dunstable, then part of Massachusetts, was fifth in the State. Organized religion traveled up the Merrimack to Concord in 1721, and up the Connecticut to Keene in 1738.

Ministers of these early churches were often educated in the English universities, although the later ones were graduates of Harvard College. Settling with the town, they received a grant of land; and many of them spent their lives in the service of one church. Among these long early pastorates were those of Joseph Adams at Newington for sixty-eight years, Laban Ainsworth at Jaffrey for sixty-six years, and Ebenezer Hall at Mason for fifty-eight years. Occasionally the profession was marred by a black sheep — as, for example, Stephen Bachiler of Hampton, of whom it was said that 'there were some shades over his moral character for which it is trusted he made amends by penitence and a good life'; or Hanserd Knollys of Dover, who appears 'to have been destitute of a moral character.' But more of them were stern Puritans of the type of

Seaborn Cotton of Hampton, who 'loved to sweeten his mouth with a piece of Calvin before he went to sleep.' Ministers of outstanding reputation often received young men into their homes to read divinity, a practice that seems to have ended with the establishment of the Andover (Massachusetts) Theological Seminary in 1808.

During the nineteenth century the caliber of the ministry declined, both in education and in the length of pastorates. Nathaniel Bouton, minister of Concord, lamented this in 1845, at the end of a forty-two-year pastorate, and attributed it to denominational separatism, which took away from the established churches much of their financial and popular support.

During the first two centuries, town and church were united into a small church-state, in which the ruling elders had more power than any modern minister or town officer. This restricted the democracy of the town, since none but freemen could be church members and only these could vote in town matters. Oftentimes two-thirds of the townspeople were excluded from the churches. Many compromises resulted, such as the 'Halfway Covenant' of 1662, which allowed such people admission for the baptism of their children but refused them the Lord's Supper.

Services in these early churches were long and tedious. Often a shivering congregation sat through three hours of theological hair-splitting in an unheated building. In Dover non-attendance was punished by a fine of five shillings for each offense, and beadles were always in the churches to ensure that no one slept.

Opposition to the established order began in Dover, when three Quaker women came from Massachusetts in 1662 to hold a preaching mission. They were rudely treated by the elders, and sentenced to be whipped from town to town in the dead of winter, until they were out of the State. Despite persecution and stringent laws, converts were attracted, and the Quakers later included one-third of the population of Dover. Their first meeting-house was built at Seabrook in 1701. In 1740, George Whitefield, the English evangelist, passed through New Hampshire, and one result of his preaching was a widening of the denominational cleavage.

In 1750, the first Baptist church was organized at Newton, the fruit of seed sown by Mrs. Rachel Scammon, the first avowed Baptist in New Hampshire. This church branched into surrounding towns; and in 1771 the church at Brentwood, serving six other towns, had seven hundred members. Out of a schism in this denomination, largely because of a dispute over the freedom of the will, arose the Free-Will Baptists, whose first church was organized at New Durham in 1780. By 1795, both

Baptist denominations were serving forty-one churches with 2562 members.

In 1791, Jesse Lee, a Methodist, began preaching at Portsmouth, and the result of his continued mission was a church at Chesterfield in 1795. The next year, Phillip Wager began circuit-riding over a territory fifty miles square. Much of the early strength of the Methodists lay in the towns north of Concord, where Congregationalism had never obtained the same firm footing that it had in the seacoast towns. Jacob Cram, a missionary to the north country in 1808, found it 'in its full bloom' in Wolfeborough and Ossipee.

Once started, the separating spirit was hard to quell. In 1781, the Universalists formed a society at Portsmouth, and by 1850 they had seventy societies in the state. Later a dispute over the Trinity drove the Unitarians out of the Congregational fold; and occasionally, as in Peterborough, an entire church went over to the Unitarian denomination. As a result, some of the original town churches are now Unitarian rather than Congregational.

Since the established churches were financed through a town tax, the rise of other denominations brought serious disputes over finances. Methodists and Baptists disliked paying taxes to support a church whose services they would not attend, and the town at first was not loath to distrain their property. As the denominations grew in power, however, the towns granted releases from this tax. In 1819, the matter was finally settled when the State passed a toleration act, permitting persons to join or leave a religious society as they pleased. This act effected the disestablishment of the Congregational Church.

Despite its denominational differences, the State remained predominantly Protestant until the latter half of the nineteenth century. In 1823, Roman Catholics built their first church at Claremont, and by 1854 they had four churches in the State, with 1450 members. Then came the Civil War and the greater development of the textile industry. French-Canadians, imported into the cities by the trainload, brought their own priests and established their own parishes. Irish and Italian immigration in turn created separate churches, until today every industrial locality in the State has a preponderance of Catholics. Other immigrant groups have brought their own religions, and now there are Greek and Russian Orthodox churches and Jewish synagogues in several cities.

Some progress is being made at the present time toward a greater unity of churches. The two conferences of the Congregational and Christian Churches were joined in 1932. Several towns have merged their separate

churches into one, as in Greenville. Small churches in separate towns have become associated under one minister; and in the north the 'larger Parish,' incorporating three or four towns, has proved feasible. However, the problem of 'over-churched' communities still troubles the religious leaders of the State.

New Hampshire is closely associated with the development of the Christian Science religion. Brought to the attention of the religious world in 1866 by Mary Baker Eddy, a native of Bow, New Hampshire, this religion quickly made many converts, and today there are twenty-one branch churches and societies within the State. During the period from 1892 to 1908, Mrs. Eddy made her residence in Concord, New Hampshire, and from that place directed the founding and establishment of the present Christian Science organization, The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, with branches throughout the world.

No discussion of religion in New Hampshire would be complete without mention of the two Shaker communities at Enfield and Canterbury. Shakerism began in England in the latter half of the eighteenth century, when Ann Lee, a Manchester Quaker obsessed with a sense of sin, began to preach that perfect holiness could be obtained only through physical purity and a complete withdrawal from all worldly pleasures. Subjected to a great deal of persecution, she and her followers came to America in 1774 and settled in the Hudson Valley at Watervliet. Thence they sent out missionaries to other communities, and in 1792 and 1793 two New Hampshire colonies were started.

A Shaker community attempted to be a religious state, separate from the world in economics, politics, and religion. Like the early Calvinists, the Shakers were efficient in practical affairs, and during the nineteenth century the two New Hampshire communities were very prosperous. The sect's rule of celibacy made necessary a continuous influx of converts; but once their main communities were founded, they practiced no direct proselyting, since they were confident that their way of life would attract many world-weary people. Many of their converts were made among children left in their care. For more than a century the communities were strong and prosperous; but today they lack any continuous stream of converts, and consist largely of a few elderly people.

The educational contributions of organized religion to the State have been many. From its interest have sprung several schools. New Hampton Academy was organized by Baptists in 1826 as the Academical and Theological Institute of New Hampton, and Colby Junior College was

started by the same denomination in 1853 as the New London Academy. For a time this same body had schools at Rockingham and Hancock. Tilton School was organized by Methodists in 1845, and St. Paul's School at Concord and the Holderness School at Plymouth by Episcopalians in 1856 and 1878, respectively. Roman Catholics have been responsible for the founding of St. Anselm College at Goffstown, Mount St. Mary College at Hooksett, and Rivier College at Hudson.

In 1847, the Wesleyan Theological Institute was moved from Newbury, Vermont, to Concord, and was renamed the Methodist General Biblical Institute. It remained in Concord until 1868, when it was moved to Boston to become the foundation stone of Boston University. In the twenty-one years of its life in Concord, five hundred and seventy students were given theological training, and two hundred and eleven became effective ministers of the Methodist Church.

The *Herald of Gospel Liberty*, a religious weekly, began publication at Portsmouth in 1815, under the direction of Elias Smith. This later became the *Congregationalist*, and still later the *Advance*, the present organ of that denomination, now published at Boston. Another early religious paper, the *Concord Observer*, was started by George Hough in 1819. After a troubled life, it evolved into the *Congregational Journal* in 1841, continuing publication until 1862, when it was merged with the *Congregationalist*. The Free-Will Baptists had a denominational press at Dover, issuing the *Morning Star*, a weekly paper. At Enfield, Elder Ebenezer Chase published a Baptist organ, the *Religious Informer*. The Universalists were represented in the Concord press by the *Star in the East*, founded in 1834 by John G. Adams; and the *New Hampshire Baptist Register* was published there from 1832 to 1846, when it was merged with the *Christian Reflector* of Boston. Most of these early publications were short-lived, changing hands frequently; but they formed a major addition to the reading of many people during the last century, and contributed to their religious thought.



First period



Second period



Third period

TYPES OF EARLY NEW HAMPSHIRE ARCHITECTURE

A R C H I T E C T U R E

THE first structures in New Hampshire were built by individual pioneers. In the southeastern part of the State these pioneers were fishermen and traders in furs with the Indians. On the Connecticut River they were traders and farmers who sought the rich alluvial lands along the river. In the second phase, colonies and settlements were organized in England, or sprang up as shoots from older colonies to secure rich land or to find freedom from particular religious practices.

In these developments, fortresses, blockhouses, or garrisons were the first buildings, followed by houses, churches, and gristmills. A few of the garrisons, fairly complete, are practically all that remains. The Dam House at Dover, built in 1675, is a good example of a one-story garrison house. These structures were generally of heavy squared logs, with dovetailed corners, small windows or portholes, and an overhang completely around the building. Doors were disproportionately thick and heavy, for defense against the Indians. Another existing example is the Gilman Garrison House (1658) at Exeter, which, however, preserves less of its original character. This was of the more common two-story type. In the Cobleigh Tavern at Lisbon, an original blockhouse dating from about 1750 was enclosed by a later building, and now is a part of the second story of the building.

Houses were framed after the English manner, and may be divided into periods. The first period is reminiscent of Tudor work in England; the second is inspired by the work of Wren and his contemporaries, which was the tradition here from about 1700 to 1790; the third, following 1790, is in the lighter and more graceful manner reminiscent of the Adam brothers in England, but humanized and adapted to the local setting by American builders.

The early houses on the seacoast and shores of Great Bay and its tributary waters were built in the manner of the first period. Of these, the Jackson House (1664) in Portsmouth is one of the few survivors, and a careful restoration has disclosed its full beauty. This frame house with its weathered clapboards, five leaded casements in the main façade, and an unornamented doorway has a sharply pitched roof brought in a slight curve to the ground level at the rear. On the right side a small ell con-

tinues the line of the roof, while on the left is a one-story lean-to. The Guppy House (1690) at Dover has the pitched roof sloping almost to the ground, but the leaded windows of the earlier house have here given way to the small-paned sash. Representing a later development of this period is the Old Parsonage at Newington (1697), with the long rear roof ending at the windows of the first story, and with the windows on the front arranged in the typical New England pattern of four on the first floor and five on the second, revealing the transition to the houses of the second period.

Most of New Hampshire's interesting old houses are of the second and third periods. They were built of wood from her forests, of the brick for which the State is still famous, and occasionally of native stone. Due to the abundance of timber, the use of heavy frames was continued through the third period and later, although in eastern Massachusetts such frames had disappeared before the end of the third period.

Houses of the second period often have gambrel roofs, with either three or five dormers. Variation in the façade is achieved by alternating pointed and segmental pediments over the windows. Occasionally when the front door has a pointed pediment, the dormer above it will repeat this motif, even though the pediments of the other windows are different. Representative wooden houses of this period are the Gilman-Ladd House (1745) in Exeter, the Buckminster House (1720), the John Paul Jones or Samuel Lord House (1730), and the Jacob Wendell House (1789) in Portsmouth.

The hip-roofed house of this same period had many variations. Sometimes it was with dormers, as in the Wentworth-Gardiner House (1760) in Portsmouth; or without, as in the General Moulton House (1769) in Hampton. Sometimes it was highly ornamented, as in the Governor Langdon Mansion (1784) in Portsmouth; sometimes severely plain, as in the Robert Means House (1785) in Amherst. The type possessed great flexibility in the hands of early builders.

The first brick house of the early period in the State was probably the Weeks House (1638?) of Greenland; its dark brick with black headers is reminiscent of the early brickwork in Philadelphia. Another interesting example is the Warner House (1718) in Portsmouth, which combines the best English traditions with a free adaptation to suit local needs. It is a plain gambrel-roofed three-story house of hand-made brick laid in Flemish bond, with a quaint cupola and two fine doorways. The three chimneys at the ends are integral with the walls, and between them is a square parapet. A captain's deck with balustrade runs the entire length

ARCHITECTURAL GLIMPSES

NEW HAMPSHIRE architecture runs the gamut from the little story-and-a-half cottage under a great protecting elm to the stately mansions of Portsmouth; from the demure, modestly towered church by the roadside to the graceful and ornately spired meeting-house, a landmark for miles. Sandown's wine-glass pulpit looks down on original pews occupied in 1773. The First Church in Walpole is typical of many in compact centers, while the church in South Merrimack is one of dozens that seems to sit in loneliness and rusticate apart from human activity. The Wheeler House in Orford is a specimen of the beautiful late Colonial country houses found along the New Hampshire side of the Connecticut River.

Ornamentation was a fine art in the early nineteenth century as evidenced by the two church spires. For the highest examples of exterior and interior ornamentation, however, one must go to Portsmouth where the architect and woodcarver had full opportunity. A few specimens are given here.



PULPIT IN MEETING-HOUSE (1773), SANDOWN



INTERIOR OF MEETING-HOUSE, SANDOWN

WHEELER HOUSE, ORFORD





FIRST CHURCH, WALPOLE

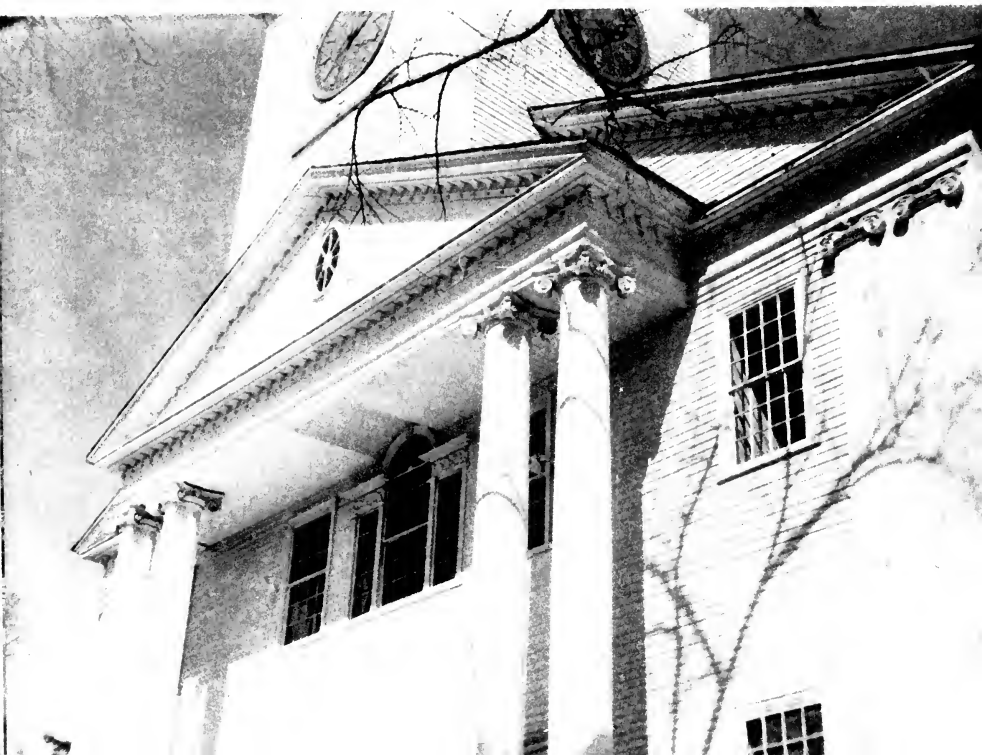


CHURCH SPIRE, NEWPORT



CHURCH SPIRE, FITZWILLIAM

DETAIL OF CHURCH, FITZWILLIAM





CHURCH AT SOUTH MERRIMACK



A BIT OF OLD PORTSMOUTH



PORCH, LANGLEY BOARDMAN HOUSE, PORTSMOUTH



DOORWAY, WENTWORTH-GARDNER HOUSE, PORTSMOUTH

of the roof. Five dormers with alternating pointed and segmental pediments break the long roof expanse. The Swift House (about 1825) in Orford has brick the texture and salmon color of which rivals the best at Salem; the general proportions of its façade are excellent, especially in the three columnar entrances, the front one having a fine wrought-iron balcony above it. But the large arched window in the pediment shows the difficulty that the early builders sometimes encountered in adapting set forms to fit the New England scene.

In New Hampshire, the mansions of the years from 1790 on, with their three-story façades and tall chimneys, are mainly confined to Portsmouth and Exeter. One exception is the Lord House (1822) at Effingham. That this type allowed great freedom of expression is evident from the variations in the Portsmouth houses — from the Langley-Boardman House (1805), with its gracefully rounded Ionic portico and Palladian window, through the austere severity of the brick Larkin House (1815), to the well-balanced design of the Peirce Mansion (1800). Other variations show the use of a triple terrace to give added height, or delicate iron balconies to relieve the severity of a plain façade.

Portsmouth and Exeter are outstanding as centers of noteworthy early architecture, but scattered throughout New Hampshire are small groups of houses of the early type. There are four at Park Hill on a commanding eminence above the Connecticut Valley; three frame houses and one — the earliest, the Cobb House (1800) — of brick with four chimneys. Walpole has some half-dozen frame structures of the late eighteenth and early nineteenth centuries, among them the General Allen House (1792), the Bellows House, and the especially fine Mason House (1830) on the River Road. Well back on a ridge parallel to Orford's elm-shaded main street is a row of incomparable houses, among them the General Wheeler House (about 1820), suggesting the love of luxury and ease of their prosperous builders. Near Haverhill's little fenced Common is another group of superb early houses, fine in design and elaborate in decoration; among these are the Hazen House (1765), the Porter House and the Colonel Johnston House (about 1770), and the General Montgomery House (1790). It should be noted that all of these groups representing the wealth and taste of the early settlers are on the eastern banks of the Connecticut River. The contrast between them and the simple early houses of the same period on the western bank in Vermont is striking. Windsor and Newbury alone have comparable groups.

New Hampshire did not take very kindly to the Greek Revival which came into vogue about 1820, but it has a few examples of the style, most

of them isolated. In two places there are outstanding groups. One of these, on the main street of Alstead, consists of four frame houses with Greek Doric motifs, all apparently on the same plan with the exception of one in which a second-story porch is incorporated. Central Street in Claremont has a remarkable group of six similar houses, four of brick with wooden gables (1835-36), and across the street two frame houses of the same type — although one of these, the Swasey House, dates from 1780.

New Hampshire landscapes are dotted with hundreds of cottages of a modified Cape Cod type, with one story and a low attic, in various stages of physical condition. Many stand beside a large weathered barn which emphasizes the smallness of the house. The whole effect is of closest intimacy with the soil. These cottages are in great demand by those who wish summer residences in the State; and many of them, restored with care and taste, possess architectural merit.

Farmhouse architecture has a charm of its own in New Hampshire, not so much from perfection of design as from the grouping of the buildings. In many instances, the house and other buildings are detached; but more interesting architecturally are the examples in which they are connected. In some groups of the latter sort, there is a gradual stepping down from the house through the ell, the woodshed, the carriage shed, and the outhouse in such manner that one feels as though the whole group could be pushed together like a child's nest of boxes. Other groups have the house in the center, with a graduated series of other buildings on each side. A few notable groupings are U-shaped, the finest example of this kind being the Daniels Homestead (1800) in Plainfield, with the house at one side, the barns at the other, and the carriage house and woodsheds connecting them at the rear.

In common with the rest of New England, New Hampshire had no precedents to follow in its church buildings. The dominant purpose was to avoid all suggestion of the English Gothic type. The building had to serve the double purpose of church and town-meeting house. The immediate result was a spireless rectangular, gable-roofed building, pre-eminently two-storied, with simple paneled doors, many windows, and little decoration. The oldest example of such a church is at Newington (1713), of which parts of the outer shell remain unchanged, although extensive alterations in 1838 ruined the interior. Two other admirable specimens are at Sandown and Danville. The exterior of the Danville church is original, and the interior was restored (largely with original material) in 1936.

The Sandown Meeting-House is the finest early frame church structure in the State. It is a large rectangular building with three dignified doorways, two of which have different dates — 1773 and 1774 — indicating the stages in the completion of the building. The structure is notable for its large windows, containing more than a thousand panes of glass, most of them original. Decoration is confined to simple detail work in the pediments of the doorways and the cornices. The heavy doors of the main façade are paneled with oak on the outside and pine on the inside, and provided with heavy wooden bars. The interior preserves its original condition, even to the heavy-timbered free benches and slaves' pen in the gallery. Of unusual gracefulness is the canopied pulpit, thirty feet high, of the rare wine-glass type. The only discordant note is the presence of two imitation marble pillars, but these are a century old. Wooden pegs were used in the framing, and hand-forged staples are evident in the construction of the pews.

Union Church in West Claremont represents a transitional type from box to towered structures. This church was begun in 1773, from plans provided by Governor John Wentworth — who also agreed to furnish the necessary nails and glass, but failed to keep his bargain. Only partially finished, it was first used in 1789, and the following year the interior was completed. The church is unusual for its period in having only one story, although it once had a gallery in the rear. A touch of sophistication was added in the curved windows. The interior is original, with box pews topped by a narrow spindle railing. The tower and belfry were added in 1800, and are most obviously additions, appearing as though pushed up against the original structure. The low belfry is a concession to the increasing demand, then current, for more elaboration of church buildings.

Saint John's Church (1806) in Portsmouth is the outstanding brick ecclesiastical building of this early era. Its cupola is an architectural delight. Above the cornice of the short square tower rises a domed octagonal lantern, with eight paired Ionic pilasters supporting the dome and four arched windows between the pilasters. Resting on the pilasters is a denticulated entablature, from which the dome rises in a graceful curve to the weathervane.

This church, however, does not represent the trend of early nineteenth century ecclesiastical architecture in New Hampshire, nor did it establish any precedent. Such architecture indicates markedly the influence which was coming into power in Massachusetts and Connecticut at this time. It is interesting to note, however, that in the southeastern part of the State the antagonism to Massachusetts was not alone political but

in a measure esthetic. This led the people of that section to go on independently and retain unchanged their rectangular spireless churches. In the Connecticut Valley there was no such antagonism to the States immediately to the south; and their ideas, architectural and otherwise, were freely accepted. Furthermore, many of the settlers themselves were from Connecticut and Massachusetts towns. The material success of many of these communities in this most fertile region made it possible for them to give expression to their taste in decorated spires and other architectural embellishments. Moving on from the stage represented by the Union Church at West Claremont, their towers and spires were skillfully added to the old rectangular churches to achieve a harmonious unit.

A group of this later type is in the lower Connecticut Valley, beginning at Fitzwilliam (1817), Hancock (1820), Park Hill (1824), and Acworth (1825), each in its way embodying ideas revolutionary for New Hampshire. In every case, the square towers were integrated into the body of the church building. Ionic or Tuscan pillared and pedimented porches adorn the façades. Above the tower are superimposed elements of decreasing height, an open-arched square belfry, one or more octagonal lanterns, and a surmounting weathervane. Balustrades surround each deck above the tower. Palladian windows appear in the pediments or above the doors. The decoration of entablatures and cornices is of extreme delicacy. It has been stated that 'in the early part of the nineteenth century, architectural styles traveled up country [in New Hampshire] at the rate of about two and a half miles per year.' The Fitzwilliam church follows the Ionic order, Acworth the Tuscan. The Acworth tower is generally rated the best in the group.

New Hampshire unfortunately fell victim to the jigsaw or gingerbread architectural style which became popular in the Victorian era. This style seems traceable to the perfection of wood-working machinery in the middle of the nineteenth century, and to a restless but futile desire for beauty in a people who had no indigenous culture. Some interesting examples of the phase are the Sawyer Mansion at Dover, the French House at Portsmouth, and a number of houses at Littleton.

As 'the Granite State,' it seems natural to expect that New Hampshire should make considerable architectural use of the stone for which the State is famous. But except in scattered houses and late public buildings and churches, the use of granite is largely confined to the southeastern section of the State, where it appears in numerous houses, and in one fine mill at Newmarket. In the very heart of the quarrying section at Concord, only a few granite houses and one mill, at Penacook, the

northern ward of the city, may be found. It is remarkable that granite has not been more commonly used, but the time and expense of preparing it for building purposes have evidently been too great for thrifty New Hampshire.

Two educational centers are of interest architecturally. At Hanover, Dartmouth Hall, a long three-story brick building, was erected in 1935-36 to replace a wooden structure of 1791, the original lines of which were closely followed. There is a simple dignity in the façade broken only by a pedimented section thrust forward in the center. The delicate detail of the late Colonial cupola and a somewhat elaborated cornice relieve the severity of the building as a whole. The long red-brick Baker Memorial Library was designed as an architectural focus for the Dartmouth College campus. Of simple Colonial-Georgian design, it is dominated by a fine central porch, above which rises a low brick tower, supporting a white wooden clock tower with the corner posts treated as Ionic pilasters. From this rises an open-arched octagonal lantern, which in turn supports a slender spire dominated by a weathervane. The whole steeple, strongly suggestive of that at Independence Hall in Philadelphia, is accented by large urn-finials on the posts of the balustrades that surround each section. This memorial library was built in 1928 through the generosity of George Fisher Baker, from plans by Jens Frederick Larson. Sanborn House and Carpenter Hall are so integrated with the library as to form a pleasing unity.

Phillips Exeter Academy at Exeter is most fortunate in having Ralph Adams Cram, a native of near-by Hampton, as its architectural adviser. It was from his designs that the simple Gothic, English-type, stone Phillips Church, now a part of the Academy group, was built in 1897. The Davis Library (1911), also designed by him, is rich in ornament, recalling Christopher Wren's work at Hampton Court in England. The Academy Building (1794) was destroyed by fire in 1870. Mr. Cram reproduced it in 1914 with a certain fidelity and with the delicacy associated with the best Colonial design, combined with a dignity proper to its position and function. The belfry deserves high praise. In 1925, Amen Quadrangle was constructed after Mr. Cram's designs, and two other quadrangles designed by him were built in 1930 and 1933. A number of other single buildings on the campus are of his creation.

Town planning in New Hampshire was largely a matter of necessity. The houses of settlers were built in a compact group or within a short range along a single street. Back from the houses, each settler had farm land in amount sufficient to maintain his family. This compactness

made defense easier, and communal interests were more effectively maintained.

When mills came into the larger centers, housing conditions for the workers required the building, generally by the owners of the mills, of a large number of inexpensive frame houses. Such housing groups are to be found in Keene, Somersworth, and Berlin. Manchester has a notable group of mill houses erected by the Amoskeag Company about 1870. Built on sloping banks, the long rows of connected brick buildings avoid monotony by being staggered. A further variation is the placing of some of the units at right angles to the prevailing lines.

Mill architecture in New Hampshire had its beginning in the lean-to sawmill or gristmill operated by some adjoining stream. Early mills of this type are now jumbled masses of decaying lumber, if they remain at all. At Bow is a mill with an up-and-down saw, housed in a long and low weathered structure, which has been in active use since the early 1800's. Other early mills of architectural interest include one of brick at Exeter, one of stone at Newmarket, and one at Shaker Village in Enfield in which the stone is not only cemented but fastened by iron dowels.

Among the master builders or architects associated with New Hampshire, the Whiddens, father and son, worked in Portsmouth, Crehore at Walpole. William Durgin, builder of bridges and churches, lived in Sanbornton. Charles Bulfinch, who is reputed to have designed the Wheeler House at Orford and the Unitarian Church at Peterborough, seems to have cast his influence in neighboring towns along the Connecticut, as well as in Portsmouth on the seacoast. Even the influence of Asher Benjamin, who set a notable example of domestic architecture at Windsor, Vermont, across the Connecticut River, must have been felt on the New Hampshire side.

An atmosphere of serenity pervades such old towns as Amherst and Haverhill, with their shaded greens and well preserved buildings. Almost as restful are the towns laid out along a highway — as for example, Orford, with its double rows of arching elms and back on the ridge a row of beautiful houses suggesting luxury and comfort. The lover of architecture cannot soon forget the charm of Exeter's early homes. Portsmouth presents several aspects — the elegance of a few remaining streets of noble residences, and the picturesqueness of the older town near the water, with its winding streets and weathered houses. To come suddenly upon the splendid groups at Park Hill and Lord's Hill is a memorable experience. New Hampshire rewards the traveler who responds either to the formal or to the picturesque in architecture.

L I T E R A T U R E

THE literary record of New Hampshire has not been conspicuously concerned with the stuff that dreams are made of. Instead, it has been characterized by an essential practicality, a material concern with everyday living. A century ago, while the Transcendentalists on Beacon Hill and in near-by Concord discussed voluminously the lofty destiny of mankind, New Hampshire could claim no member of the inner circle as its own; but it provided the group with a publisher whose rôle as such was not unappreciated. More recently, though no native of New Hampshire is an outstanding literary figure, Pulitzer prize-winners and other distinguished men and women of letters have found a haven in its two renowned art colonies, one at Cornish, the other at Peterborough. There, in ideal settings, today's dreamers work partially free, at least, from material cares. Meanwhile, New Hampshire's own practical sons and daughters — and Horace Greeley was among them — were in the vanguard, using their talents, not in projecting worlds 'nearer to the heart's desire,' but in making the best of the one world of which they were certain.

This practicality of New Hampshire was evident at an early date. The State had no Jonathan Edwards to conjure fearful thoughts about worlds to come, nor did it have a Thomas Paine to promulgate a democratic Utopia. Characteristically, its first literary figure of note was a lexicographer. He was Joseph E. Worcester (1784-1865), compiler of one of the first American dictionaries of the English language, published in 1830; twenty-seven thousand copies of this work were sold in the first three years. School children everywhere in the United States were growing up on and with the 'National Spelling Book and Reader,' and the 'North American Arithmetic,' written by Benjamin D. (1781-1872) and Frederick (1789-1880) Emerson, who were natives of Hampstead. Of equal importance was the 'Scholar's Arithmetic,' written by Daniel Adams (1772-1864), who, though not a native, spent the middle years of his life at Mount Vernon.

There was no paucity of writers in New Hampshire in those early years. When Bela Chapin of Claremont compiled his 'Poets of New Hampshire' in 1883, it included selections from more than three hundred versifiers, the majority of them born within the State. The preface states:

'A writer in the *North American Review*, some sixty years ago, marveled that a State so rich in sublime and beautiful scenery as New Hampshire had given no considerable indication of poetic talent. That the muses have dwelt among our mountains, lakes, and rivers, and that our State literature is by no means meager in poetry, a reference to the following pages will afford convincing proof.' But the poets, it is evident, were less skillful than their more practical contemporaries; in the three hundred pages that follow, one finds much of such doggerel as this, from 'The Eagle's Speech' by Horatio Hale:

But tyranny's chains are too feeble to bind
 When the will is unfettered, unbroken the mind;
 So I made my adieus with a very bad grace,
 And I threw my superfluous head in his face;
 And southward I sped, over forest and sea,
 To France, the bright region of Liberty!

However, for the nineteenth century New Hampshire had better things to show. The State's most famous son, Daniel Webster (1782-1852), was born in Salisbury (now Franklin). Perhaps the greatest of American orators, some of his speeches hold the same place in this country's literature that those of Burke hold in English literature and those of Cicero in Latin literature. He was a commanding figure, with his lofty frame, his menacing brow, his coal-black hair, his fiery eye, his perfect self-possession. 'A demon of a man,' so Van Wyck Brooks describes him in 'The Flowering of New England,' 'a full-blooded, exuberant Philistine, with a demiurgic brain and a bull's body, a Philistine in all but his devotion to the welfare of the State. He was fighting, in and out of Congress, first for the Constitution, for the Union, . . . and secondly for the manufacturing interests that lay behind New England's rising fortunes.'

Webster's orations were read aloud by thousands. He dominated politics. People of his time felt that all nature, the soul of man, the forests, the fields, the mountains — everything found expression in Daniel Webster's flaming words. Perhaps no small element of his appeal was that for all his lofty sentiments he could — to borrow from Kipling — dream and yet not make dreams his master. His politics and his economic doctrines were those of any sound New Hampshire farmer who owned a dam and a mill and turned his dollars over to the Boston bankers, as Van Wyck Brooks continues the characterization.

Samuel Gardner Drake (1798-1875) of Pittsfield, author of 'A History and Biography of the Indians of North America,' was a Boston bookseller of antiquarian tastes. He edited many historical works, and also wrote

a 'Memoir of Cotton Mather,' 'Entertaining History of King Philip's War,' 'History and Antiquities of Boston,' and 'Annals of Witchcraft in the United States.' Two New Hampshire sons made distinguished early contributions to religious literature: Hosea Ballou (1771-1852), a native of Richmond, the 'father of Universalism' and founder of Tufts College the year of his death; and James Freeman Clarke (1810-88), long influential in Unitarian theology, who was born in Hanover.

A feminine literary figure of some note during this early period was Mrs. Sarah Josepha Buell Hale (1789-1879) of Newport, whose name is little known, but whose work is in three ways an integrated part of American tradition. It was largely through her efforts that Thanksgiving Day became a national holiday; for forty years (1837-77) she was editor of *Godey's Lady's Book*, forerunner of today's women's magazines; and she is credited with being the author of 'Mary Had a Little Lamb.' As a young widow, she taught the little school at Guild in order to support her two children and herself, and began a literary career. She wrote poems, romances, books on how to live well and happily, and biographical criticism. She edited cookery books, compilations, annuals, and the 'Letters of Madame de Sévigné.' In 1828 she was invited to become editor of a new monthly publication in Boston, the *Ladies' Magazine*, and while holding that position, she wrote in 1830 the famous nursery rhyme.¹

The powerful voice of Webster still reverberated through the second quarter of the new century, though others were beginning to be heard, coming from Boston way — Emerson, Thoreau, Hawthorne, Whittier, Channing. Although New Hampshire could claim none of these as her own, she was not a mere onlooker in the great social upheaval taking place and in the literary reflections of it. The famous ones came to New Hampshire, then as now. Emerson wrote that 'the God who made New Hampshire taunted the lofty mountains with little men.' The State

¹ Mrs. Hale's authorship of the verses has been challenged by Henry Ford, automobile manufacturer and antique collector, who has given credence to an old claim first made public in the late eighteen-seventies by Mrs. Mary Sawyer Tyler. Mrs. Tyler asserted that she was the 'Mary' of the poem, that it originally consisted of only twelve lines, and that it was written and given to her by a youth, John Roulstone, who died in 1822. Mr. Ford pointed out that 'McGuffey's Second Reader' (1857) contains the poem without any credit, although it is recognized that none of McGuffey's Readers gave credit to any authors.

Against this claim are the following facts: (1) The entire poem as now known was included in 'Poems for Our Children' by Mrs. Sarah J. Hale, published by Marsh, Capen, and Lyon of Boston, the date of the preface being May 1, 1830, and in this preface Mrs. Hale states that she wrote this book and gives no suggestion of its being a compilation. (2) It was included in the 'School Song Book' compiled by Lowell Mason, musical composer of Boston, with Mrs. Hale's name as the author. (3) Four days before her death, Mrs. Hale dictated a letter stating that she wrote the poem early in the year 1830 at the request of Lowell Mason.

could ignore such slurs, for not only had she had Webster, but another native son, Horace Greeley, was already in the forefront of national affairs. Born at Amherst in 1811, he became one of the greatest of American journalists. By 1840 he was spokesman for the common man in America, and for two decades he led the extreme liberals of this country in various attempts to solve the problem of social well-being. His fighting enthusiasm was given to the agrarian movement, and to the cause of the depressed laboring classes in the cities. He was one of the foremost opponents of slavery. For the most part, his reputation as a writer lies buried in the files of the *New York Tribune*, which he founded.

Greeley was not the only journalist from New Hampshire who was active in that vociferous period. The first newspaper in Chicago, *The Democrat*, was established by a native of Sandwich, John (Long John) Wentworth (1815-88). Charles A. Dana (1819-97), editor of the *New York Sun*, was born in Hinsdale; and C. Carleton Coffin (1823-96), a native of Boscawen, became the noted Civil War correspondent of the *Boston Journal* as well as a popular writer of books for boys. After the war there were others, among them the noted journalist and reformer, Franklin B. Sanborn, who was born at Hampton Falls in 1831. His career with the *Springfield Republican* began in 1868. He was the author of a 'Life of Thoreau' and 'Life and Letters of John Brown.' Horace White (1834-1916), editor of the *New York Tribune* and the *New York Evening Post*, was a native of Colebrook; and Charles R. Miller (1849-1921), long editor of the *New York Times*, was born in Hanover. Benjamin P. Shillaber (1814-90), well known as the creator of Mrs. Partington, was a native of Portsmouth; and Charles Farrar Browne (1834-67), better known as 'Artemus Ward,' spent his apprenticeship on the *Coos County Democrat*, published in Lancaster. Other natives of the State who founded newspapers of national note are: Stilson Hutchins of Whitefield, the *Washington Post*; George W. Kendall of Amherst, the *New Orleans Picayune*; and Charles G. Greene of Boscawen, the *Boston Post*.

In the book-publishing field in the nineteenth century, the State's record was no less important than in journalism. James T. Fields, who with William D. Ticknor, a native of Lebanon, founded the firm of Ticknor and Fields, was a Portsmouth man. Their well-known house — the predecessor of Houghton Mifflin Company — was the publishing center of Boston. Fields was 'a sort of liaison-officer between the European celebrities and the literati of Beacon Hill and Cambridge.' Very early, as a Portsmouth boy, he began to read voraciously; and as he came to understand the progress of New England letters, he made up his mind

to devote himself to furthering that progress. Fields, a man of letters in his own right, created the Old Corner Bookstore, long a prominent Boston institution, where he sat behind the green baize curtains of his office, 'laughing and manufacturing reputations.' His firm was the authorized American publisher for several prominent English authors, among them Browning and Tennyson. Later publishers from New Hampshire were E. P. Dutton, a native of Keene, and Daniel Lothrop, who was born in Rochester.

Nor were the women silent during this era. They included the novelist, Mary E. W. Sherwood (1826-1903), a native of Keene; the poet, Edna Dean Proctor (1829-1923) of Henniker; the poet and essayist, Celia Thaxter (1835-94), daughter of a lighthouse keeper on the Isles of Shoals; the novelist, Katherine A. Sanborn (1839-1917) of Hanover, better known as Kate Sanborn; and Constance Fenimore Woolson (1840-94) of Claremont, also a novelist. To this period belongs Mary Baker Eddy (1821-1910), a native of Bow, founder and expounder of Christian Science.

Although most of his active literary career was associated with Boston, Thomas Bailey Aldrich (1836-1907) was born at Portsmouth and spent his boyhood years there. Readers of an older generation will recall the Portsmouth background of his delightful semi-autobiographical 'Story of a Bad Boy'; and in more formal fashion, Aldrich dealt with the same background in one of his later volumes, 'An Old Town by the Sea.'

Several New Hampshire writers, whose talents were as various as the fields in which they worked, belong in the record of the early twentieth century. In 'Tiverton Tales' and other volumes of fiction, Alice Brown (1857-) developed the vein of homely New England character study scarcely less successfully than did Mary E. Wilkins and Sarah Orne Jewett. Among a number of books written by Edwin D. Mead (1849-1937), perhaps the best known is his 'Martin Luther: A Study of the Reformation.' Sam Walter Foss (1858-1911), a versifying philosopher of Candia, provided the nation's 'gift shoppes' with a perennial best-seller in his 'House by the Side of the Road.' The American theater likewise profited immensely from the work of two New Hampshire dramatists, Denman Thompson (1833-1911), a native of Swanzey, and Charles H. Hoyt (1860-1900), who was born in Concord; Thompson's 'The Old Homestead' and Hoyt's 'Temperance Town' were famous dramatic successes of their time. Indigenous to the State but widely read were the fascinating tales of real boys in Exeter, such as Plupy, as told by one of them, Judge Henry A. Shute (1856-), who was born in the town.

If New Hampshire has produced but little native literature of high distinction, she has at any rate provided the inspiration or the setting for much verse and prose by distinguished literary visitors from outside her borders. An anthology of such writings would include John Greenleaf Whittier's poems about the Sandwich and Ossipee regions, along with those of the serene Lucy Larcom. Longfellow came many times, translating New Hampshire's legends into verse. The region around Mount Monadnock drew Ralph Waldo Emerson, Henry D. Thoreau, and William Ellery Channing. Nathaniel Hawthorne's tale of 'The Great Stone Face,' reputedly written about the Old Man of the Mountain, is one of the lesser classics in American literature; and the story of the Willey Slide is told in another of his tales, 'The Ambitious Guest.' Hawthorne was also the biographer of Franklin Pierce, New Hampshire's only native son to become President of the United States. A later visitor of distinction was John Hay (1838-1905), former Secretary of State, accomplished writer as well as distinguished statesman and diplomat, who for several years made his summer home within the State.

In the early years of the twentieth century, a number of writers came to share the quietude of Cornish, where the sculptor Augustus Saint-Gaudens had found sanctuary. Among them were Louis Evan Shipman (1869-1933), the dramatist, and Herbert D. Croly (1869-1930), author of 'The Promise of American Life' and editor of *The New Republic* from 1914 until his death. They were followed by the novelist Winston Churchill, the journalist the late Norman Hapgood, the poet Percy MacKaye, and the dramatists Langdon Mitchell and Philip Littell. Other summer visitors here were Mildred Howells, Witter Bynner, William Vaughn Moody, and Robert Herrick.

In 1896, Edward MacDowell, the composer, made his summer residence at Peterborough. After his death in 1908, his wife and others established the MacDowell colony here, as a memorial to him. This was no Bohemia, but a workshop in the woods, with the services of a modern hotel, so arranged and managed as to allow the greatest freedom from material cares for the creative artists who came to it. Probably no other small community in America has sheltered so many noteworthy American writers, artists, and musicians as Peterborough. The list includes four Pulitzer prize-winners: the poets Edwin Arlington Robinson and Stephen Vincent Benét, the novelists Willa Cather and Thornton Wilder. Among others who worked at Peterborough were Hervey Allen, William Rose Benét, Maxwell Bodenheim, Abbie Farwell Brown, Padraic Colum, Florence Wilkinson (Evans), Frances Frost, Herman Hagedorn, Joseph-

ine Preston Peabody (Marks), Robert Haven Schauffler, Alan Seeger, Ridgely Torrence, and Margaret Widdemer. The *Peterborough Anthology*, published a few years ago, is a sheaf of selections from these and other writers who have been members of the colony. Here Thornton Wilder wrote 'The Bridge of San Luis Rey.'

Aside from the Cornish and Peterborough colonies, there are few towns or villages in New Hampshire that cannot boast of an adopted literary son or daughter. Ernest Poole, author of 'The Harbor' and other novels, is a resident of Sugar Hill. Swanzey takes a special interest in Joyce Kilmer, who wrote his poem 'Trees' while summering there. Sandwich claims Cornelius Weygandt, who has skillfully caught the spirit of New Hampshire and put it into his writings. North Haverhill is not only the seat of the country estate of Frances Parkinson Keyes but provides the locale for a number of her novels. And so it would be possible to go on, through a considerable list of other names.

But with no other of its adopted children is the State so intimately identified as with the poet Robert Frost. Although born in San Francisco and now a resident of Vermont, Frost has a special kinship with New Hampshire that every reader of his work will readily recognize. In a letter to the author of this essay, he says: 'Not a poem, I believe, in all my six books, from "A Boy's Will" to "A Further Range," but has something in it of New Hampshire. Nearly half my poems must actually have been written in New Hampshire. Every single person in my "North of Boston" was friend or acquaintance of mine in New Hampshire. I lived, somewhat brokenly to be sure, in Salem, Derry, Plymouth, and Franconia, New Hampshire, from my tenth to my forty-fifth year. Most of my time out of it I lived in Lawrence, Massachusetts, on the edge of New Hampshire, where my walks and vacations could be in New Hampshire. My first teaching was in a district school in the southern part of Salem, New Hampshire. Four of my children were born in Derry, New Hampshire. My father was born in Kingston, New Hampshire. My wife's mother was born in New Hampshire. So you see it has been New Hampshire, New Hampshire with me all the way. You will find my poems show it, I think.'

Frost sought out and endeared to a wide audience a corner of America that seems less caught in the contemporary whirl than other sections, a corner that has kept its house in order and its fields marked off because 'good fences make good neighbors.'

NEWSPAPERS AND RADIO

THE first newspaper in the State, the *New Hampshire Gazette*, was established in Portsmouth in 1756 by David Towle, and has been appearing each week ever since, the oldest continuously published newspaper in the United States. David Towle, the printer, had begun business in Boston in 1740, but in 1754 he was arrested by order of the Massachusetts House of Representatives on suspicion of having printed a pamphlet entitled 'The Monster of Monsters, by Tom Thumb, Esq.,' which contained severe criticisms of some of the members of the House. Finally released from prison without trial, Towle was so disgusted with the government of Massachusetts that he transferred his printing press to Portsmouth.

His nephew and partner, Robert Towle, having had a difference of opinion with his uncle respecting the rights of the Colonies, established a printing office in Exeter in 1774. His newspaper, the title of which was changed every few weeks, was issued at irregular intervals until some time in the year 1777, when his Tory proclivities became so obnoxious to Exeter that he was obliged to decamp. It was said that after he had been employed to print some of the paper money issued by New Hampshire, a great quantity of bills of the same typography, but with forged signatures, was found to be in circulation. Suspicion at once fastened upon Towle as having supplied his loyalist friends with printed sheets, and instead of awaiting an investigation he hastened to place himself within the British lines at New York.

As a result of the topography of New Hampshire and the distribution of its population, a few newspapers serve large sections in some parts of the State. This wide circulation enables the papers to combine their treatment of provincial matters and national affairs with a skill that places many of them out of the 'small-town' class. A few of these papers have had an important influence upon national as well as State life. Notable among these latter is the Concord *Monitor-Patriot*, established as a weekly in 1809, and now a progressive Republican daily. This was one of the papers to which the country turned when it wished to know the opinions of Andrew Jackson's so-called 'Kitchen Cabinet'; and through its columns in 1852, Franklin Pierce, then its owner, announced

his views and policies as a candidate for the Presidency of the United States. It was also the original mouthpiece of Mary Baker Eddy in promulgating the doctrine that is known today as Christian Science.

Isaac Hill, founder of the *Monitor-Patriot*, was an ardent Jeffersonian Democrat. His support of the Madison administration brought him the favor of Andrew Jackson, while his editorials in support of the State during the Dartmouth College case embroiled him in State politics. During Jackson's administration he disposed of the *Monitor-Patriot* and became a member of the 'Kitchen Cabinet,' powerful in that period. He served as United States Senator from 1830 to 1836, and as Governor of New Hampshire from 1836 to 1839.

The *L'Avenir National*, published at Manchester, is the only foreign-language daily in New Hampshire, and perhaps the principal French paper of some thirty in New England. A tri-weekly, *L'Impartial*, is published at Nashua. Two Greek newspapers are published in New Hampshire — *Ergatis* (Worker), a tri-weekly, at Manchester, and *Athena*, a weekly, at Nashua.

The forty-two weekly newspapers in the State which feature local news of interest represent the survival of the fittest among many that have come and gone. Among the survivors is the *Milford Cabinet*, established in Amherst in 1802 by Joseph Cushing, under whom Isaac Hill served his apprenticeship, and ever since conducted by lineal descendants of Richard Boylston, who purchased it in 1809. It is said that during the Civil War, when print paper was scarce and there was not enough left in the office for his work, Boylston used rolls of wall paper which he had in his shop.

When the *Coos County Democrat* of Lancaster first appeared in 1840, it had a rival in the *Mountain Aejis*, which printed verse by the prominent poets of all periods, Whig news, and woodcuts of everything from stage coaches to stove-pipe hats. The editor of the *Democrat* began immediately to call attention to the fact that the *Aejis* was printed on a second-hand press and from old type. The editor of the *Aejis* replied that it was indeed a second-hand press, having been used to print religious papers and Bibles. Nevertheless, these pious associations could not save the Whig paper in a Democratic community, and the *Aejis* was eventually discontinued, while its rival, the *Democrat*, endures today. It was with the *Democrat* that the noted Yankee humorist, 'Artemus Ward' (Charles Farrar Browne), served as an apprentice.

An oddity among New Hampshire papers was *Among the Clouds*, appearing just after the Civil War. It was run off twice daily in the snow and sleet at the top of Mount Washington, and came to an end when the

printing shed burned and an apprentice was killed in a 'shingle-express' descent. This 'express,' a primitive sort of sled, part iron and part wood, which natives call a 'Devil's Shingle,' may still be seen at the railroad base of Mount Washington. *Whip and Spur*, a campaign newspaper published at Newport in 1839, was one of the first illustrated papers in the United States.

New Hampshire now has fifty-four newspapers, twelve of which are published daily, the remainder weekly. No Sunday newspaper is published in the State. The paper having the largest circulation is the Manchester *Union-Leader*, founded in 1863 as an organ of the Democratic Party. From its editorial chair, Gordon Woodbury went to Washington as Assistant Secretary of the Navy during President Wilson's administration. Its present owner is Colonel Frank Knox of Chicago, Republican candidate for Vice-President in 1936.

New Hampshire has three radio stations. The Laconia station, WLNH, opened in 1922, is the pioneer station in the State and one of the oldest in the country. Stations WFEA in Manchester and WHEB in Portsmouth were opened in 1932. In addition to their other services, all three stations carry frequent programs broadcast by the New Hampshire University Extension Bureau, including lectures by agricultural experts intended primarily for the farmers of the State, talks by women prominent in the field of home economics, and Farm Bureau programs dealing with the activities of 4-H Clubs throughout the State. Manchester broadcasts weekly a market report for farmers, compiled by the State Department of Agriculture. Portsmouth turns to the students of the near-by University of New Hampshire for occasional talent, and broadcasts during the academic year a fortnightly panel discussion of current affairs by students.



Printed Twice Daily on the Summit of Mount Washington, - 6283 Feet Above the Sea.

T H E A R T S

NEW HAMPSHIRE'S first arts were handicrafts whose techniques are now undergoing a revival. Formerly a part of the normal life of the State, local craft traditions have a good chance of permanent survival because more than eighty per cent of the population are born within the State. Of the work of the early craftsmen none is more famous than the glass made in a few small factories in Keene, Stoddard, and Suncook. Less widely known than that of Massachusetts, the New Hampshire glass has a distinct character of its own, being dark green or amber in tone and rather coarse in texture.

The story of glass begins in 1780, when Robert Hewes established at Temple, the first glass house in New Hampshire. Being without financial resources, he petitioned the Legislature for permission to hold a lottery. Unfortunately the tickets would not sell, and after a disastrous fire, he was forced to discontinue the work.

From 1815 to 1850, bottles and decanters made by Henry Schoolcraft and later by Justus Perry and John V. Wood were the principal products of the Keene houses, those with Masonic and patriotic designs proving the most popular, many of them bearing the name 'Keen.' In Stoddard, the industry started by John 'Bottle' Foster in 1842 and continued by the firm of Scripture, Whiton, and Curtice, produced glass bottles for the Saratoga Springs water and also made carboys, demijohns, flasks, and medicine bottles of pressed glass. When the manufacture of clear glass became less expensive around 1870, the glass house at Stoddard, unable to compete with this product, was forced to close.

Two other glass plants were established during this period at Suncook and at South Lyndeborough, the latter plant blowing bottles holding from one ounce to fourteen gallons. Both plants were closed by 1886. Six fine specimens of the very rare Suncook glass are on display at the Currier Gallery of Art in Manchester.

Except for some small plants at Moultonborough and New Durham, the only early pottery of note in New Hampshire came from Keene, where some original work was done by the Hampshire Pottery from 1871 to 1926, chiefly a white opaque ware for sale at summer resorts.

Of early furniture makers in New Hampshire, very little is known.

Peter Wilder began the manufacture of chairs in New Ipswich in the late eighteenth century, making most of the pine-seated, curved-back chairs in that region, later supplying many rocking chairs from his factory.

Isaac Blaisdell (1738-1791), a descendant of the famous clock makers of Newburyport, settled in Chester in 1762 and there manufactured clocks. His son, Ebenezer, continued this work until his death in 1813.

A handicraft revival of considerable interest, growing from an educational and artistic experiment in Center Sandwich by Mr. and Mrs. J. Randolph Coolidge, is taking place under the League of New Hampshire Arts and Crafts. Now sponsored by the State, the League encourages residents in the rural sections to develop their own specialties in weaving, needlework, metal and wood work, pottery, jewelry, and cooking. Excellent jewelry made from semi-precious stones found in the State, pottery from the blue clay of Durham, and many other hand-made articles, all rigidly measured by the League's high standards of workmanship, are on sale in 23 shops throughout the State. Religious jewelry of a unique character is made in Mason by George E. Germer, a former employee of Tiffany's, who migrated to New Hampshire in 1917.

The first painters who came to New Hampshire were doubtless of the itinerant variety, of whom little is known. One John Greenwood toured the southern part of the State before 1752, and painted a portrait of Benjamin Champney's father in New Ipswich, thus giving to that later artist and friend of artists, his first acquaintance with palette and brush. The wealth of the merchant class in Portsmouth at the close of the eighteenth century brought into the State John Singleton Copley (1737-1813) and Joseph Blackburn (1752-63), who painted many portraits of the merchants. While most of these have been placed in museums outside the State, some may still be seen in Portsmouth at the Moffat-Ladd House. In 1815, Samuel F. B. Morse (1791-1872) came to New Hampshire and painted a number of cabinet portraits at fifteen dollars each. Some of his work is exhibited in the New Hampshire Historical Society in Concord and at Dartmouth College in Hanover.

New Hampshire's wealth of scenery naturally created art centers by attracting many famous landscape artists. Thomas Cole and Thomas Doughty, two of the earliest, visited the White Mountains as early as 1828, Doughty painting the 'Silver Cascade' in 1835. In 1850, Benjamin Champney (1817-1907) a native of New Ipswich, discovered the artistic possibilities of the North Conway region and established an art colony there. To his home came so many landscape painters of the 'Hudson River School' that he records in his autobiography, 'in 1853 and 1854

the meadows and banks of the Saco were dotted all about with white umbrellas.' From their work in this region, the group also became known as the 'White Mountain School.' Among these men were Asher Brown Durand (1796-1886), chiefly famous for his engravings, but celebrated as a co-founder with Thomas Cole of the first American school of landscape painting; John Frederick Kensett (1816-72) whose thin foregrounds were enriched by his sincere love of nature and the airy beauty of his distances; John William Casilear (1811-93) who approached nature in a reverent and poetic mood; Albert Bierstadt (1830-1902) whose more notable works, done later, were the huge and labored canvases depicting the Rocky Mountains; and George Inness (1825-94) who broke away from the Hudson River style into one filled with lyricism and 'the rich full throbbing life of the earth and sky.' As a tribute to these artists and the many others who roamed the neighborhood, there is now an Artist Brook in Conway, and Champney says that the region around it was 'almost as famous as Barbizon and Fontainebleau after Millet, Rousseau and Diaz had set the fashion.' Representative pictures of this school are displayed in Concord, where the 'Crawford Notch' of Thomas Hill (1829-1913) adorns the staircase of the Historical Society's building, and the 'Profile Mountain' of David Johnson (1827-1908) is in the State Library. Works by George Inness are displayed in the Currier Gallery of Art in Manchester. For a time many of these early landscape painters frequented the Campton region to catch the beauty of the upper Pemigewasset Valley.

The first decade of the twentieth century saw the rise of Cornish as an art center. Built around the forceful personality of Augustus Saint-Gaudens, the colony has sheltered many prominent modern painters, among them being Maxfield Parrish, noted for his colorful illustrations, Thomas Wilmer Dewing, portrait painter, Kenyon Cox (1856-1919), mural decorator and art-critic, his wife, Louise Cox, noted for her portraits of children, and William Henry Hyde, also a portrait painter.

Keene can lay claim to Barry Faulkner, now of New York City, whose murals 'The Declaration of Independence' and 'The Constitution of the United States,' adorn the National Archives Building in Washington. Other native artists of note include Frank French (1850-1933), etcher and engraver, whose work is displayed at the Currier Gallery of Art in Manchester, Kathryn Woodman Leighton, now a resident of California, who is considered a noted painter of Indians, U. D. Tenney (1826-1908), a copyist of Copley and Blackburn, and Susan Ricker Knox, a native of Portsmouth whose portraits of children and pictures of emigrants at Ellis Island have attracted some attention.

The Peterborough and Dublin region is still favored by artists. Of the score of active painters in New Hampshire, half the number work in these two towns. A list would include such names as Joseph Lindon Smith, who has paintings in the Boston Museum of Fine Arts, and George de Forest Brush, noted for his 'mother and child' portraits.

Some mention should be made of the 'Peterborough Idea,' through the development of which many musical, literary, and graphic artists are given opportunity to do creative work at the MacDowell Colony. Here, under the direction and with the support of Mrs. Edward MacDowell, widow of the composer, cottages have been built where the artist may work and share the society of kindred spirits.

A host of anonymous woodcarvers lived in the Portsmouth region during the late eighteenth and early nineteenth centuries. Although the figureheads they carved for the clipper ships have long since disappeared, some of their domestic carving, mostly flat work, remains in the Wentworth-Gardiner House and the Moffat-Ladd House in Portsmouth, (*see PORTSMOUTH*). The last of these carvers, Joseph Bellamy (1836-1914), lived in Kittery, Maine, but during the Civil War worked at the Portsmouth Navy Yard, carving figureheads for warships. The art of woodcarving is represented in New Hampshire today by Edgar Keen of Warner, who has specialized in work for churches and public buildings. His creations are found in churches in England, the Montreal Cathedral, and the Cathedral of Saint John the Divine in New York City.

Before Saint-Gaudens made New Hampshire a Mecca for art students, John Rogers (1829-1904), an outstanding folk-artist, found shelter in Manchester. Country fairs throughout the State inspired his famous miniature groups, in which he recorded multitudinous details of American life of the 19th century. An important collection of these is displayed by the Manchester Historic Association, and a copy of his popular 'Checkers up at the Farm' is owned by the Franklin Public Library. An early statue of Abraham Lincoln, executed while Rogers was living in Manchester, stands before the Central High School in that city.

Augustus Saint-Gaudens (1846-1907) began his summer residence in Cornish in 1885 and became the central figure of the art colony that sprang up there. His residence and studios there from 1900 until his death, now belonging to the State, are kept as a memorial to his genius. In the studios are displayed copies of his standing 'Lincoln,' now in Chicago, of his memorial to Mrs. Henry Adams, known variously as 'Grief' or the 'Peace of God,' in the Rock Creek Cemetery in Washington, and many others. Specimens of his cameos, cut during his student days

as a means of support, are also displayed. Another sculptor associated with this colony is Herbert Adams, noted for his portrait busts of women.

Two native sons of New Hampshire have taken the sculptor's chisel, Larkin G. Mead (1835-1910), an artist of the classical school, chiefly famed for his vigorous statue of Ethan Allen in the Capitol at Washington; and Daniel Chester French (1850-1931), who is the State's outstanding sculptor. Born in Exeter, with Daniel Webster and John Greenleaf Whittier among his forebears, he is known as a sculptor of memorials, the most important being the seated figure of Lincoln in Washington. Among works in his native State are a war memorial at Exeter, noteworthy for the idealized face of the young soldier, and the statue of Commodore Perkins at the rear of the State House in Concord. With the aid of his daughter, Margaret French Cresson, who completed the work after her father's death, he perpetuated the dignity of Daniel Webster in a bronze bust standing before the Congregational Church in Franklin.

Other noted sculptors who have left their imprint on the State include Thomas Ball (1819-1911), whose statue of Daniel Webster stands in the plaza of the State House in Concord; Martin Milmore (1844-83), who has effective soldier's monuments at Keene, Peterborough and Claremont, and Bela L. Pratt (1867-1917), who has a recumbent figure of Dr. Coit, a portrait bust of Dr. Shattuck, and a memorial to the boys of the Spanish War at St. Paul's School, Concord. Critics have put the young soldier among his best work in feeling and treatment.

New Hampshire possesses no regular art school, but a normal art course is offered by the Manchester Institute of Arts and Sciences. The several colleges and normal schools have art courses as a part of their curricula. During July and August a school is held in Madison with instructors from the Boston Normal Art School.

There are two leading picture galleries in the State. The Currier Gallery of Art in Manchester includes paintings by Copley, Stuart, and Winslow Homer. Ralph Albert Blakelock (1847-1919) and Alexander H. Wyant (1836-92), landscapists, are well represented. Carpenter Hall at Dartmouth College, Hanover, has a fine collection of modern art given by Mrs. John D. Rockefeller, Jr. This includes paintings by Thomas Eakins, Gifford Beal, James Chapin, Stefan Hirsch, and Jules Pascan; important bronzes by George Kolbe and Charles Despiau; some early American paintings on glass, tin, and velvet, and other specimens of early folk art. Both galleries exhibit special loan collections from time to time.

In the Baker Library at Dartmouth, the famous Orozco murals con-

tinue to provoke comment of all kinds. These significant works, portraying the coming and return of Quetzacoatl, the Great White Father, are symbolic in conception and critical in content. Possessing undeniable artistic power in their conception and execution, they are a telling arraignment of modern civilization, and call for the release of man from the spiritual bondage that heretofore has chained his nobler aspirations.

THEATER AND MUSIC

New Hampshire has no permanent theater. The nearest approach is the summer stage, which is gaining in popularity. Early in this field and still the most prominent is the group known as the Barnstormers, sponsored by Francis Grover Cleveland, son of the late President. The Barnstormers have their center and a new theater at Tamworth, but tour the territory south of the White Mountains and north of the State's lake region. At Conway an old mill, rather than a barn as the group name might imply, has been remodeled by the company for theatrical purposes. The Forty-Niners, who began at Notchland in Crawford Notch, later moved to Whitefield, where they use as theater and business headquarters a barn which was contributed by the music critic of a New York paper. The players are largely drawn from the Yale University Theater. In Rye Beach, at the other end of the State, are the Farragut Players. Other groups are located at Keene, Peterborough, and New London.

It may well be questioned to what degree the summer theater, supported largely by vacationists, touches the life of the permanent inhabitants. It is chiefly through amateur performances that citizens of the Granite State come into contact with the drama. A dramatic publication company in Boston reports that 'New Hampshire is a hotbed of activity for amateur plays and we consider the State one of our very best trading centers.' A similar concern in New York stated that in 1935 royalty performances of its plays to the number of 198 had been given in New Hampshire. During the same year the University of New Hampshire lent 457 plays by well-known authors for amateur production.

Much of the dramatic activity of the State centers around the University of New Hampshire. Mask and Dagger, the university's dramatic club, has won State-wide recognition through the performance of such plays as 'Dear Brutus,' 'The Late Christopher Bean,' and 'Outward Bound.' Through the farm bureau, the university extension service holds

annual contests for the best production of one-act plays in the various granges throughout the State.

A dramatic club at Dartmouth College, the Dartmouth Players, stages three or four major productions and a number of minor ones during the college year. Numbered among its offerings in the past have been 'Merrily We Roll Along,' 'Androcles and the Lion,' 'What Price Glory,' 'Yellow Jack,' 'Iolanthe,' and a student-written musical comedy, 'Banned in Boston.' An experimental theater producing student-written plays and an interfraternity one-act play contest are other activities of this group.

For a number of years the little summer colony at Cornish, headed by Augustus Saint-Gaudens, was a center for dramatic activity. Summer residents here included Percy MacKaye (b. 1875), writer of community masques and pageants. Among his works written here are: 'Sanctuary' (1913) for the opening of the Meriden Bird Sanctuary; and 'The Masque of Saint Louis' (1914), in which 7500 people took part. Langdon Elwyn Mitchell (1862-1933), author of 'Becky Sharp' and 'The New York Idea'; Louis Evan Shipman (1869-1933), who wrote 'The Masque of the Golden Bowl,' celebrating the twentieth anniversary of Saint-Gaudens' residence in Cornish; and Philip Littell (b. 1868), a journalist who adapted W. J. Locke's novel 'Septimus' for George Arliss, are other playwrights who made their home at Cornish.

The Federal Theater Project of the Works Progress Administration, which began in New Hampshire in February, 1936, has done much to stimulate interest in the theater. In addition to playing for rural communities, for organizations, and for Civilian Conservation Corps camps, during the summer of 1936 the project set up a small theater in Manchester, offering a new play each week. In the first year of its existence the Drama Unit of the project gave 113 performances of such plays as 'Your Uncle Dudley,' 'Heart Cry,' 'The End of the Road,' 'Retribution,' and 'The Scandal Monger.'

As with drama, music in New Hampshire is amateur rather than professional. Small symphony orchestras are maintained at Berlin, Concord, Manchester, and Keene. Other active musical groups include college glee clubs and several choral societies in the larger cities. Noteworthy among these are the Concord Oratorical Society and the Keene Choral Club.

Several musicians of some note belong to the State by birth or adoption. Jesse Hutchinson and his twelve brothers and sisters of Milford, who toured Europe and America as the 'Hutchinson Family,' were singers of renown from 1841 to 1860. Walter Kittredge, whose 'Tenting on the Old Camp Ground' became nationally famous in the last century, was

born in Merrimack. Mrs. H. H. A. Beach of Hillsborough (b. in Henniker), outstanding woman composer and pianist, Robert W. Manton of Durham, and Werner Janssen, for a time a student at Dartmouth, are modern musicians to whom the State lays claim. William S. B. Matthews of Loudon and Percy Goetschius of Manchester are well-known as authors of musical textbooks and music critics.

Probably the State's outstanding musical contribution comes from the MacDowell Colony in Peterborough. Edward MacDowell (1861-1908) purchased an old farm there in 1895, and, secluded in a log cabin which he built in the woods, composed some of his most famous works, among them the 'Norse Sonata' and 'Keltic Sonata,' the 'New England Idylls,' and 'Fireside Tales.' His dream of creating on this farm a place where artists, writers, and musicians could do intensive work in inspiring surroundings, has been brought to fruition through the efforts of his wife, Marian Nevins MacDowell, herself a well-known pianist. Representative composers of the Peterborough group and the works they have produced there include Edward Ballantine, 'Love's Creed' and 'Symphonic Poem'; Marian Bauer, 'Viola Sonata'; Rossiter G. Cole, 'The Rock of Liberty' and 'The Broken Troth'; Mabel W. Daniels, 'In Springtime' and 'A Choral Cycle'; Edgar Stillman Kelley, 'Orchestral Suite' and 'New England Symphony'; Charles Wakefield Cadman, 'Orchestral Suite' and 'Trail Pictures.'

F O L K L O R E

IN NEW HAMPSHIRE'S rich accumulation of legend and tradition there is the usual complement of Indian lore, of tales of pioneer and Revolutionary days, of records of witchcraft and superstition, and of anecdotes concerned with persons and animals. Some of the legends, particularly those associated with the White Mountain region, were fixed in literature by writers who visited this section in the first half of the nineteenth century.

Nathaniel Hawthorne made use of the White Mountain locale in many of his short stories. 'The Great Carbuncle' is associated with the eastern slope of Mount Washington, where many people were lured in search of this magic and mysterious stone. If the Profile were not already immortal, Hawthorne would have made it so in his story 'The Great Stone Face.' Another legend of the Profile has been perpetuated by Edward Roth in 'Christus Judex.' He relates the search of an Italian artist, Casola, to find a suitable model for the face of Christ sitting in judgment. Indians guided him from the banks of the Kennebec to the Profile, which was the fulfillment of his ideal.

Many Indian legends depicting the origin of the White Mountains in a vast flame and thunder of falling rocks, and showing the veneration in which the Indians held the region as the abode of the Great Spirit, are related in John Hubbard Spaulding's 'Historical Relics of the White Mountains.'

One of these, as told by Spaulding, centers around a lone Indian hunter:

One night, when he had laid down his coal, and seen a warm fire spring up therefrom, with a blinding smoke, a loud voice came out of the flame, and a great voice, like thunder, filled the air; and there rose up a vast pile of broken rocks. Out of the cloud resting upon the top came numerous streams, dancing down, foaming cold; and the voice spake to the astonished red hunter, saying, '*Here the Great Spirit will dwell, and watch over his favorite children.*'

Spaulding records another legend in this form:

The Great Spirit sent a high wind, in a thick mist, and caught up to the top of Agiochook [Mount Washington] a single sanop and his squaw, that

the wilderness and all the mountains except this, might be covered for two suns with water, and that they might then return the only mortals who should ever come down the 'White Rock' from his dwelling-place.

One of the better-known Indian legends is that concerning Chocorua, of which there are several versions. One version runs that Chocorua, a descendant of the Indians defeated by John Lovewell in 1725 at the battle of Pequawket, was friendly enough with the whites to entrust his motherless son to the care of one Cornelius Campbell while he went on a journey. Unfortunately, the boy died from drinking some fox poison in the Campbell house, and when Chocorua returned, his grief would not permit him to accept the accidental character of the tragedy. Desiring to avenge his boy, the Indian slaughtered every member of Campbell's family while the white man was away at work. With his mind unhinged by the desolation of his life, Campbell pursued the murderer to the top of what is now called Mount Chocorua and shot him. The dying Indian plunged from the sharp peak of the mountain to the rocks below. There he raised his broken body long enough to invoke a curse on the white settlers, concluding, 'Chocorua goes to the Great Spirit — his curse stays with the white man!' The sickening of cattle in the region was long attributed to this curse, until more practical men discovered an overabundance of muriate of lime in the drinking-water, for which a dose of soapsuds was an effective antidote. In still another version, Chocorua is killed by a brother of one of Lovewell's men, who did not survive the 'Pigwacket Fight.'

Persistent in White Mountain legend is the story of the silver image. In 1759, Robert Rogers led his Rangers to the St. Lawrence River, where they destroyed the Indian village of St. Francis. Among the plunder from the church was a large silver image. On their return journey, the men broke up into smaller groups to escape the pursuing Indians. The band with the silver image was led into the gorges of Israel River by a treacherous Indian, who later killed the leader by scratching his hand with a rattlesnake fang. Only one of the Rangers survived the hardships and reached civilization. Some of the lost plunder was later found around Lake Memphremagog and in Coos County, but the silver image has never been recovered. A solitary hunter, so the legend relates, camped one night in a lonely spot in the mountains, and, as the mist came up from the valleys, he had a vision of the St. Francis church with its kneeling communicants, among whom were a tribe of Indians. Then with a change in the wind the church vanished and was followed by a line of haggard men before whom the silver image glittered and danced. In a sudden burst of mocking laughter everything disappeared.

From the southern part of the State comes the story of 'Ocean-Born Mary' of Henniker. Tradition relates that she was born at sea in a ship later captured by pirates. The ferocity of the pirate chief was softened by the baby, and he insisted that she be named 'Mary,' after a lost love. Then he presented her with exquisite material for a wedding gown.

Many stories, later to become legends, originated in the country store, which even today in some localities is a meeting place for all the village. The country storekeeper was, and still is, a public character, used by the townspeople as banker, oracle, referee, newspaper, directory, and intelligence man. Gossip and small talk are retailed with each gallon of molasses and ounce of peppermint drops. Thoroughly democratic as an institution, the country store recognizes no caste, and its doors swing freely open to all who come. In summer the bench at the door is never empty, and in winter the pot-bellied stove is a magnet for the tellers of tall stories.

New Hampshire can claim few customs that she does not share with the rest of New England. In some localities children continue to hang May baskets, and on Christmas Eve carol singers make the round of the village. Corn-huskings are often held in the rural sections each fall, when farmers invite all their neighbors for miles around to gather and help husk the corn. Tradition allows any girl who finds a red ear to be kissed by the first man who can catch her. Needless to say, provision is always made for an abundance of red ears. Quilting-bees persist, and friendship quilts continue to be exchanged by interested women. Some communities have chopping-bees. The men belonging to a certain church in Jaffrey go out in the morning with their saws and axes, to cut and chop a supply of wood for the church and rectory. At noon, the women of the church serve them a hot dinner of chowder, beans, and coffee in the woods.

In Portsmouth, several English customs are still maintained. On Thanksgiving Eve children go from door to door with bags and carts, crying, 'Give us something, this is Beggars' Night' — and are seldom refused. On November 5, Guy Fawkes Day, a traditional English feast, is celebrated by urchins who wander through the streets dressed in fantastic costumes, while on New Year's Day the doors of many of the houses extend hospitality to anyone needing food. In the Shaker community at Canterbury members wear the distinctive garb of that sect.

In the rural sections the old-fashioned dance continues to appear, and loud voices still call out, 'Swing your partners for the Portland Fancy,'

and, 'Gents bow, the ladies know how.' In many small towns square dances are no less popular than the modern dances. Warren and Bailey's Orchestra, its youngest member sixty-three and its oldest eighty-four, plays at many of the country dances in the vicinity of Francestown and New Boston. Its success is built on the old-time tradition of music combined with humor. The players are farmers, and like all farmers have turned their hand to many another trade; but they have all played the fiddle since they were lads. Forgotten is any such thing as hard times, or whether or not the hens are laying, when partners are swung to the strains of 'Little Sally Waters' or 'The Devil's Dream.' The day of the polka is not over, and one still popular song, first sung years ago by the orchestra that perpetrated it (Goodnow's of East Sullivan), runs as follows:

Oh, I had a bonnet trimmed with blue.
 Why don't you wear it? So I do,
 And go to a ball with a handsome man.
 Hi, Billy Martin, Tiptoe Jim,
 Here's the way the polk' begins.
 First your heel and then your toe,
 That's the way the polka goes.
 What will mother say to me
 When I come home with a broken knee?
 I'll tell my mother to hold her tongue,
 For she did the same when she was young.
 Hi, Billy Martin, Tiptoe Jim,
 Here's the way the polk' begins.
 First your heel and then your toe,
 That's the way the polka goes.

The morning star, Virginia reel, quadrille, Hull's victory, patronella, chorus jig, and money musk are still danced. Contra-dances have always been more popular in New Hampshire than square dances. A real Yankee calls them 'contry' dances, which a stranger may think means 'country'; but the word is 'contra,' meaning that two lines of dancers stand opposite each other, whereas in square dances four couples form a square. One of the most popular is the 'merry dance,' originated in Stoddard by boys who are contemporary Yankees still living there.

Like other New England States, New Hampshire has its quota of superstitions. There are the usual signs of fair and foul weather, just as there are portents of the seasons and the best time to plant crops. A cat washing its ear is a sign of a freshet, the number of strokes over the ear indicating the number of days to the freshet. If the strokes go over the ear, the water will go over the banks; if a cat should wash up

onto the ear, it will be fair weather. Old-timers often look out at night and, seeing a halo of light around the moon, they count the stars within the circle and predict with uncanny accuracy a storm within as many days. If the cows come within sight of a barn or pasture gate to lie down, it is another sign of rain. That no New Hampshire man ever gives a downright 'yes' and 'no' as an answer to questions on the weather is shown by his reply:

Mack'rel sky, wet or dry,
Can't sometimes always tell,
Maybe 'twon't, maybe 'twill.

When the frogs begin to chirp, the sap is supposed to stop running. Merriment is still regarded with suspicion among the descendants of the Puritans; and oftentimes if a child wakes in the morning feeling happy and gay and starts to sing before breakfast, his mother will hush him by saying, 'Sing before you eat, cry before you sleep.'

If a dishcloth slips from the housewife's tired fingers and falls on the floor, guests will arrive that day; if a fork falls to the floor and the tines stick in the wood, guests may be expected from the direction of the pointed handle. If the table is laid accidentally for more people than there are in the family, a guest will arrive. If a fork is dropped, a woman is coming; if a knife, a man. A piece of pie passed with the point toward anyone will bring him a letter.

Certain salty expressions have come down from pioneer days. The expression 'talk turkey' was first used, it is said, by an Indian who lived in Antrim, about the middle of the last century. An Indian and a white man, while out hunting in the woods one day, agreed to divide the spoils of their hunt, which proved to be a fat wild turkey and a worthless black crow. In this dilemma the white man proposed that they divide evenly by saying, 'I'll take the turkey and you can take the crow; or you can take the crow and I'll take the turkey.' 'Ugh,' exclaimed the Indian, 'you no talk turkey!'

Some unusual New Hampshire expressions are, 'that cake is done to a turn,' 'down Maine,' 'where's your runnin' mate,' 'that sticks in his crop,' 'not enough to shake a stick at,' 'this is a gripper, I calls it' (meaning a very cold morning), 'he don't need it any more than a dog needs two tails,' 'he don't amount to a hill of beans,' 'uneasy as a fish out of water,' 'he scratched my back, now I'll scratch his.' A New Hampshire Yankee is seldom vehement in his language, and extreme anger is indicated by such expletives as 'cat's foot' and 'holy mackerel.'

New Hampshire observes one holiday not possessed by any other

State. This is Fast Day, falling on the last Thursday in April, and dating from Colonial times. It is the traditional day for replacing storm windows with screens, and for unpacking the insulation of leaves and pine branches from foundation walls of homes. Decoration Day is considered the day on which to plant corn. On Election Day, a sort of rich fruitcake known as 'lection cake' has been made by New Hampshire housewives ever since stagecoach days, when the entire week before election was a holiday and was condemned by ministers as a time 'to meet, to smoke, to drink, carouse, and raise the devil.'

II. MAIN STREET AND
VILLAGE GREEN

B E R L I N

City: Alt. 1030, pop. 20,018, sett. 1821, incorp. 1897.

Railroad Stations: B. & M. R.R., Mason St.; Grand Trunk R.R., Exchange St.
Bus Stations: Maine and N.H. Stages, Berlin House, Green Sq.; Greyhound Bus Line and Costello Bus Line, Costello Hotel, Green Sq.

Taxis: 50¢ within the city.

Accommodations: Three hotels.

Information Service: Chamber of Commerce, City Hall.

Swimming: Pool at the Y.M.C.A. field; Berlin Mills Swimming Pool, Upper Main St.

Annual Events: Berlin Winter Carnival, February; Androscoggin Valley Fish and Game Club Field Day; White Mountain Sportsmen's Club Field Day; Feast of St. John the Baptist, June 24.

BERLIN, a city of smoking factories, lies in a valley at the confluence of the Dead and Androscoggin Rivers at the northern edge of the White Mountains, and is surrounded by rugged hills. A mile of huge brick mills lines the western bank near the falls. Above them loom tall, scattered stacks and steel devices for handling pulpwood and other materials. Brick business blocks and frame tenements are crowded together along the Main Street, while modest frame houses line the streets that run from it up toward Mt. Forist.

The Androscoggin, rising in Umbagog Lake, furnishes the only outlet of that chain of water, and receives in addition the drainage of the Magalloway, the Swift and Dead Diamond Rivers, Clear Stream, and many others. This large flow of water is compressed at Berlin between narrow walls of rock and pours over a succession of rapids and abrupt cataracts with tremendous force, falling about four hundred feet in six miles, and furnishing one of the greatest power sites in New England.

As a result of its natural resources, the town has long known the whine of the whirling saw, and the tremendous churning of logs when the ice goes out on the river. From the town, lumberjacks used to trudge into the woods, toting fifty-gallon pots of frozen mush and returning with tall stories of timber and bears. Although many of the more picturesque aspects of its life disappeared with the coming of modern methods of lumbering, the city still depends for its livelihood on the saw and the river.

The combination of mills and encircling mountains makes the city important in both industrial and sporting life. Here are made many of the products that the world uses: newsprint, napkins, towels, bags, and artificial leather, and enough paper each year to make a road fifteen feet wide that would run nineteen times around the world. Around Berlin is some of the wildest hunting ground in New Hampshire, with bear, deer, and

moose, and a variety of small game birds. The severe winters mean winter sports, and the annual carnival of the Nansen Ski and Outing Club, the oldest skiing club in the United States, founded more than fifty years ago, draws thousands each year. In addition to the usual skiing events and the sixteen-mile sled dog race, there are loggers' contests in sawing and chopping that help to perpetuate the skill of the old lumbermen.

Near to the Canadian border, it is natural that the population of the city should be largely of French descent. The annual Feast of Saint John the Baptist, patron saint of the French-Canadians, is observed by religious processions in the main streets of the city and by special services in the three French Catholic churches. The French people brought many of the Canadian sports with them, and the citizens of Berlin played ice-hockey long before the game became popular elsewhere. Besides the French-Canadian population, there is a large group of Norwegians that founded the Nansen Ski and Outing Club. Russians and Jews add to the racial mixture. Services in the thirteen churches are read in five different languages. For a long time the divisions between these races were very distinct, with the result that the city was divided into several districts known as 'Little Canada,' 'Irish Acre,' 'German Town,' and 'Norwegian Village.' Only in recent years has there been much intermingling of these groups.

The intellectual development of the city has not been stunted by its industry. A fine school system is adequately backed by a Carnegie Library with an annual circulation of 90,000 volumes. A local weekly newspaper, the *Berlin Reporter*, circulates throughout Coos County. Several novels and volumes of verse have Berlin as their background. Herbert Goss' 'T. Thorndyke, Attorney-at-Law,' deals with local business and professional men of the 1880's, and Thomas Littlefield Marble's 'Product of the Mills' uses the paper mills for its locale.

Berlin has always had choral societies and orchestras. The chief musical organization in the city is the Berlin Symphony Orchestra, established in 1926, financed and directed by Dr. E. R. B. McGee, a former mayor. The orchestra of fifty members gives concerts each winter.

The municipal government has the distinction of being the only Farmer-Labor government in the East. The industries of Berlin long dominated city politics, and the present government (1937) is the result of dissatisfaction among the workingmen and the small business men. The Farmer-Labor Party is influential throughout Coos County.

For many years before the white men's advent, the American Indians, more particularly the St. Francis and Penobscot tribes, passed down the fertile valley of the Androscoggin to eastern points.

In the late 1760's plantation lines were run in this vicinity, but it was not until the last day of 1771 that the New Hampshire Assembly granted a charter to Sir William Mayne and others under the name of Maynesborough.

The settlement contemplated in the charter was never made, nor was it

attempted until the early 1800's. For many years the forest wilds were invaded only by the hunter or trapper, or in later times along the Androscoggin, by the lumberman, who found in its richly wooded river banks a treasure easily transported by the river highway to the settlements in Maine. Through Berlin occasional bands of Indians passed to descend upon the early settlers of Gilead and Bethel, and return with their captives on the way to their Canadian homes. Except for these occasional visitors the town remained an unbroken wilderness until 1802, when the Massachusetts proprietors sent two surveyors to explore the tract. In 1821 a few adventurous spirits from points down the Androscoggin River, among them William Sessions, settled in the rich meadows of the Maynesborough intervale. Seven families resident in the region, wresting a bare existence from unwilling Nature, on July 1, 1829, were granted a legislative charter and adopted the name Berlin.

Although the first few settlers were farmers, the tillable land proved very scarce, and the later prosperity of the city was due to its proximity to miles of encircling forests and the Androscoggin River.

The first logging camp was erected about 1825 by Thomas Lary and Thomas Green. Soon thereafter Berlin's prosperity began. Virgin timber of huge dimensions was cut, and it is related that in one day 40,000 feet of pine logs were placed on the ice with the use of one four-ox team.

Soon after the first of Berlin's 'little mills' began turning logs into lumber, and in the growth of one of them was the beginning of the Brown Company, the city's dominant enterprise.

The rise of the mills greatly increased the population of the little town, bringing in many French-Canadians and Norwegians, until by 1897 it had 8000 people and was incorporated into a city. In thirty years, the population doubled, reaching its present number of 20,000.

POINTS OF INTEREST

The *Brown Paper Company* (open on permission at the office), a long range of brick mills by the river, acquired its name during the World War, when the supposed German connection of its earlier name, the Berlin Mills, drove away most of its business. It now operates two wood-pulp mills with a combined capacity of about 400 tons, two paper mills with a capacity of about 200 tons, chemical plants, an artificial leather plant, a wood-fiber string plant, and a bituminized fiber conduit plant. In addition, the company operates hundreds of square miles of woodlands in New Hampshire, Maine, and Canada.

The foundations of the company were laid in 1852 when a group of Portland, Maine, business men, J. B. Brown, Josiah S. Little, Nathan Winslow, and Hezekiah Winslow, formed a partnership under the firm name of H. Winslow and Company to engage in the lumber business.

The name of Berlin Mills Company, which prevailed for half a century, and is now perpetuated by use of the word 'Bermico' as a trade name for some products, dates from 1866, when it was adopted by the partners. In 1868, William Wentworth Brown purchased the interest of J. B. Brown, and thus started the present line of control.

To meet competition from foreign producers, the company organized in 1913 an industrial research department, gradually expanding the work by recruiting young scientists from leading eastern universities. A great many avenues have been explored. At first the emphasis was placed on chemical specialties such as chloroform, carbon tetrachloride, and hydrogenated vegetable oil for use as cooking fat. After the World War, attention was largely directed to wood pulps and their conversion into lacquers, explosives, plastics, and artificial silks. As a result the company owns 600 patents and is rapidly changing the whole wood-pulp industry.

The depression of 1929 severely injured this company, and for a time it seemed as if the city would follow it into bankruptcy. The State government, faced with the possibility of having a bankrupt city on its hands, endorsed the city's notes, and so enabled the company to rehabilitate itself.

West on Mt. Forist St., 0.5 m., and on a high elevation is the *Russian Church*, a white frame structure surmounted by a low tower topped with a large onion-shaped dome, and flanked by four smaller towers with similar domes. Above the front gable a separate tower has the same type of dome. All the six domes have the patriarchal cross above them.

Points of Interest in the Environs:

Ski Jump, 1.5 m. N.; Nansen Ski and Outing Club Hut, 2 m. N.; Jasper Cave, 2 m. NW.; Cates Hill, 2 m. W.; Mt. Forist, 2 m. N.; Black Mountain, 3 m. SW.; Maynesborough Game Sanctuary, 4 m. N. (see *Tour 2, sec. d*), York Pond Fisheries and State Game Refuge, 8 m. N. (see *Tour 6*).

CLAREMONT

Town: Alt. 561, pop. 12,377, sett. 1762, incorp. 1764.

Railroad Stations: B. & M. R.R., Main Station, Pleasant St.

Bus Stations: B. & M. Transp. Co., Hotel Moody, Tremont Square; Champlain-Frontier Coach Line, Vermont Transit Co., Bee Line, Inc., Condos Bus station, Tremont Square.

Taxis: 25¢ within 1 m. of Tremont Square.

Traffic Regulations: Three parking spaces on Pine St. off Pleasant St.

Accommodations: Three hotels.

Tourist Information Service: At north end of Broad Street Park, near Town Hall, during summer months.

Swimming: Boynton Swimming Pool (*public, free*), foot of North St.

Annual Event: Russian Easter celebration.

CLAREMONT is larger in population than three of the cities of the State, but prefers not to be organized as one. It is the largest town in the State. Situated above the Sugar River, it is modern in many ways, but still has many visible evidences of a Colonial past in its old well-kept homes and extensive and well-shaded lawns. A nature magazine once referred to Claremont as 'the town that takes care of its trees.' Claremont is surrounded by hills, among them Green Mountain (alt. 1800) on the northeast, from which in large part the town water supply is drawn, Bible Hill and Flat Rock on the south, and Twist Back Hill on the west.

Dividing the community geographically as well as socially is Sugar River, which has its source in Lake Sunapee and runs from east to west emptying into the Connecticut in West Claremont. Along its banks are many mills and factories. South of the river is the business and old residential quarter, and north of it is the newer tenement house section, where centers an interesting group consisting mainly of French-Canadians, Poles, and Russians. Many Scandinavians have bought old farms on Town Hill in the western part, and their appreciation of the Colonial history of their houses is marked by their excellent care of them, and of the land.

The center of the town is Tremont Square, from which radiates the business section of two- and three-story brick buildings, nearly all of which have been remodeled. Since this is the shopping district, not only for the town, but for surrounding villages in both New Hampshire and Vermont, the square is a busy place.

Claremont maintains a high degree of culture and social interest. Congregations representing eleven major denominations and groups of several minor sects contribute to the religious life of the town. Among the outstanding social service organizations are monthly health clinics for cancer and tuberculosis. The New Hampshire Tuberculosis Association was started here in 1921. National fraternal and patriotic organizations have active groups, and in addition there are a number of Scandinavian, Polish, and French organizations. A cultural club made up of women, the Monday Reading Club, meets weekly to discuss current books, and has been in existence for nearly half a century. Claremont is much interested in dramatics, the high school having a dramatic club and the town two very active clubs. The Community Players won a State award in 1934.

Claremont is a music-loving town, due in part to the large number of foreign-born inhabitants and their children. A town band is supported; and the high school has two bands and a symphony orchestra. The Stevens A Band has twice been rated the best high school band in the State.

The most exotic cultural event in Claremont is the Easter observance of the Russian inhabitants. The service begins at 11.30 o'clock on Holy Saturday. At midnight a procession is formed, led by the priest carrying above his head a representation of a coffin in which lies the Saviour. He is followed by the men of the fraternity of the church carrying crosses and ikons, and by the choir with lighted candles, singing 'Christ Is Risen,' and lastly by the congregation. After traversing the streets, they return to the church, where, standing outside, the choir and congregation sing an antiphonal response. Finally they exchange kisses and enter the church for the rest of the service. Another event among local Russians is a Christmas entertainment in the Town Hall for their own people. Gifts are distributed from the tree by 'Old Man Frost,' who takes the place of Santa Claus.

Claremont was granted in 1764, taking the name of Claremont in honor of Governor Benning Wentworth's friend, Lord Clive, whose English estate bore that name. Only three of the sixty-nine grantees ever settled here and they were preceded in 1762 by two Connecticut men, Moses Spafford and David Lynde. The settlement spread almost immediately to Town Hill, where many of the old houses, some of them former taverns and early farms, still remain.

The inhabitants soon began to realize the possibilities of using the water-power of Sugar River, which in Claremont has a fall of three hundred feet. In 1767, Colonel Benjamin Tyler built the first dam across the river and erected a small grist and saw mill. He also brought ore from Charlestown and started a forge and smelting works. Eight years later, he erected a gristmill in the Lower Village, and in 1800 a flax mill to prepare flax for the old hand-spinning wheels was put in operation.

Industries continued to multiply in the town, among them shoe factories, and in 1813 Asa Meacham built the first mill for the manufacture of woolen goods. In 1810, the first Merino sheep ever imported into this country were brought by William Jarvis, consul to Spain, and introduced into Claremont by his kinsman, Dr. Leonard Jarvis. In 1831, the Sugar River Manufacturing Company was granted a charter for manufacturing cotton and woolen goods; the name in 1846 was changed to the Monadnock Mills. For about a century these mills were important factors in the growth and prosperity of Claremont, manufacturing the famous Marseilles quilts, and at one time were reputed to be the largest bedspread mills in America.

Although paper-making had been begun as early as 1810 in West Claremont and is still carried on by the Coy Paper Company (*see Tour 11*), it was not until 1866 that the Sugar River Paper Company was organized in Claremont to produce print paper. This company later took the name of the Claremont Paper Company and now specializes in Kraft paper.

Another of Claremont's industries began in 1868, when Roger W. Love and Albert Ball of Windsor, Vermont, came to Claremont to interview James Phineas Upham in regard to some newly invented and patented stone-channeling machinery. They are said to have found Mr. Upham

pruning apple trees near the highway and to have spread out the drawing of their invention on a large flat stone. This was the romantic beginning of the present large industry known as the Sullivan Machinery Company, which in 1851 took over the foundry and machinery business of D. A. Clay and Company. In April, 1891, the company was consolidated with the Diamond Prospecting Company of Chicago in the production of the celebrated Diamond Drills and various types of mining and mill machinery.

The first railroad, known as the Sullivan, reached Claremont in 1849, by way of the Connecticut Valley, but a greater impetus to the growth of the town came with the completion of the Concord and Claremont Railroad in 1871-72, thus bringing it into closer communication with such important centers as Concord and Boston.

After annexing part of Unity in 1828, Claremont's growth was steady through the years, as is evidenced by its increase in population from 2526 in 1830 to 12,377 in 1930. Present industries include foundries, manufacturing of knitting, hosiery machinery, hosiery, needles, paper and mining machinery.

TOUR 1 — 2 m.

Tremont Square.

1. *Tremont Square* is the heart of Claremont. In the center of it, the *Rossiter Drinking Fountain* is said to have its base on the steps of the *Old Tremont Hotel*, built in 1800 by Josiah Stevens, one of the first merchants in town, and burned in 1879. Lafayette is said to have stopped in this hotel on his way through Claremont in 1825.

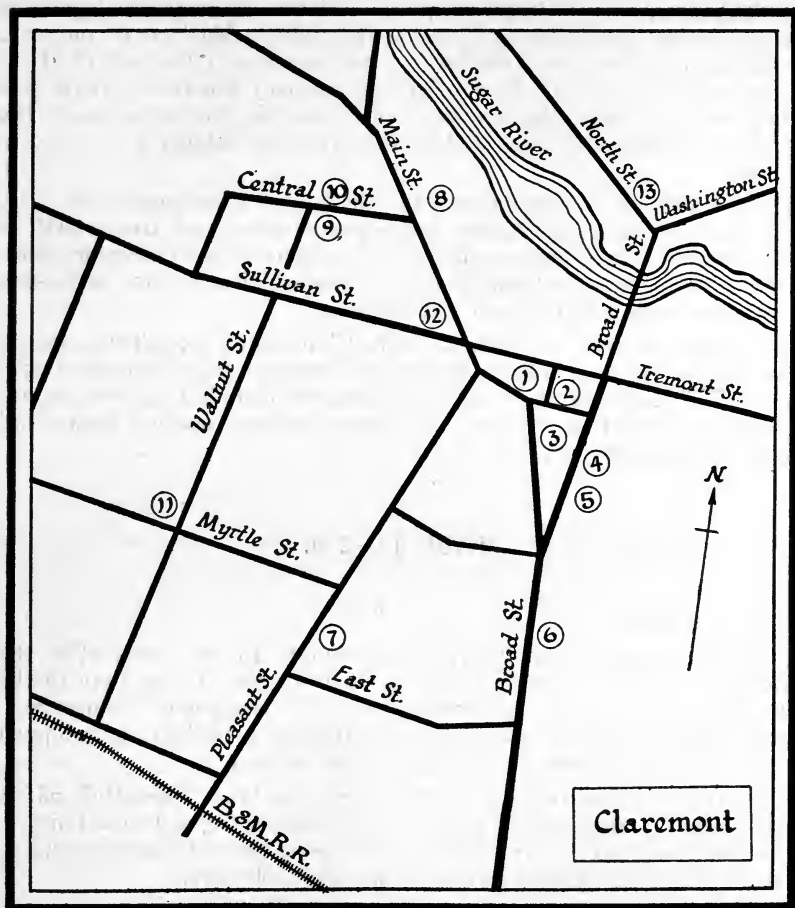
2. On the southeast corner of the Square is the brick *Town Hall*, which was erected in 1896, and is a successor to the old Town House built on Junction Road in 1785. In addition to the usual town offices, the building has an opera hall. Public rest rooms are available here.

S. from Tremont Sq. on Broad St.

Broad Street is one of the widest residential streets in New England, averaging 165 feet in width.

3. *Broad Street Park*, a triangular plot, was a gift of Colonel Josiah Stevens. In the center of the park a *Soldiers' Monument*, a bronze figure of an infantry soldier, was designed by Martin Milmore, a contemporary of Augustus Saint-Gaudens, who also designed the soldiers' and sailors' monument on Boston Common and the huge granite sphinx in Mount Auburn Cemetery, Cambridge, Massachusetts. Peterborough so approved of this monument that it has a duplicate in its Town Common. Weekly band concerts are held in this park during the summer.

4. The *Fiske Free Library* (open 10 to 9 except Sundays and holidays),



CLAREMONT. POINTS OF INTEREST

- | | |
|-----------------------|-------------------------------|
| 1. Tremont Square | 8. Sullivan Machinery Company |
| 2. Town Hall | 9. Four Southern Houses |
| 3. Broad Street Park | 10. Swasey House |
| 4. Fiske Free Library | 11. Ball House |
| 5. Trinity Church | 12. Woolson Birthplace |
| 6. Stevens House | 13. Dexter House |
| 7. Clark House | |

Broad St. (L), a Carnegie Fund structure of stone, was built in 1903. In 1873, Samuel P. Fiske, a native of Claremont, founded a library by giving the town 2000 volumes. At their death, Mr. and Mrs. Fiske left \$10,000 for the purchase of books. In the basement are three *Historical Rooms*, the first containing furniture, jewelry, pictures, china, clothing, maps, books, dolls, and many other articles, mostly connected with early Claremont history. The second room includes such household implements as spinning wheels, looms, swifts, and candle molds. In the third room is a natural history collection, consisting of minerals, shells, mounted birds, and bird eggs. On the main floor is a small art collection given by the family of George Farwell, consisting of several fine originals, excellent copies of masterpieces, photographs, porcelains, and a few pieces of sculpture. Rod Miller, one of Claremont's most distinguished artists, has lent some of his best-known landscapes to the Library.

The Library has a *Tall Clock*, a duplicate of that in the Green Vault in the royal palace of the kings of Saxony in Dresden, Germany, lent by the Farwell family. The clock is made of inlaid rosewood, with brass trimmings, and stands nearly nine feet in height. On top of the clock is a brass figure of Atlas bearing the world on his shoulders, to the left a winged-footed Mercury, and to the right a figure of a woman, running, probably representing Atalanta. The signs of the zodiac, and the month, day, hour, minute, and seconds are all registered on the face. On the face appears the name of Samuel Ruel Ratterdan, an English clockmaker of Queen Anne's time. The clock was given about the year 1880 to Mr. Farwell by his friend Alfred Sully of New York City. Mr. Sully's agents are said to have scoured Europe to fill the order for a valuable antique tall clock, and when landed in New York it cost him \$1000. For 80 years the clock had been in a Dutch admiral's family.

5. *Trinity Episcopal Church*, Broad St. (L), a neo-Gothic structure of wood, has several stained-glass windows of interest, that over the altar having been designed by Harry Kensington Lloyd, a native of Claremont.

6. The *Stevens House (not open)* (R), Broad St., a Doric-styled southern Colonial brick house, was the home of Paran Stevens, who was at one time the proprietor of the old Tremont Hotel, built by his father. In 1843, Mr. Stevens was asked to take charge of the New England Coffee House, in Boston, built in 1846, and supposed at that time to be the most elegantly furnished and equipped hotel in the country. He later became general manager of the Fifth Avenue Hotel, New York City; the Continental, Philadelphia; the Battle House, Mobile, Alabama; and the Tremont House, Boston. He has been called 'the father of the American hotel system.' His gifts to Claremont made possible the Stevens High School.

R. from Broad St. on East St.; R. from East St. on Pleasant St.

7. '*Father Endeavor*' *Clark House*, 108 Pleasant St. (R), a two-story frame house, was the boyhood home of the Rev. Francis E. Clark, D.D. (1851-1927), the adopted son of the Rev. Edward W. Clark, minister of the Congregational Church. In 1881, while pastor in Portland, Maine, Dr.

Clark founded the Young People's Society of Christian Endeavor and was affectionately termed 'Father Endeavor' by members of that organization.

TOUR 2 — 2 m.

W. from Tremont Sq. on Main St.

8. The *Sullivan Machinery Company*, Main St. (R), Claremont's most important single concern, occupies a number of brick buildings. It was organized in 1851, but since 1891, when it was consolidated with the Diamond Prospecting Company of Chicago, it has specialized in the manufacture of air compressors, coal mining and rock drilling machinery. One of its best-known products is the Diamond Drill.

L. from Main St. on Central St.

9. *Four Southern Houses*, Central St. (L), brick structures, Doric in style and built in 1835 and 1836 by Charles L. Putnam, Simeon Ide, Ormon Dutton, and Henry Russell, are now owned by the Roman Catholic Church. Two of them are occupied by *St. Mary's Parochial School*, opened in 1890 under management of the Sisters of Jesus and Mary, who were replaced by the Sisters of Mercy in 1896. In 1921, a high school was added. While the interior of these buildings has been changed, the outer structure has been left intact.

10. The *Swasey House (not open)*, 5 Central St. (R), a Doric-styled southern Colonial frame house with northern Colonial roof, was built in 1780 by John Swasey on land under a 99-year lease. The oldest daughter married Captain Henry Partridge, who founded the U.S. Military Academy at West Point in 1802 and later sold it to the U.S. Government. When Captain Partridge was actively engaged in warfare in Turkey, he rescued an Armenian boy, Colvocoresses, by throwing an American flag over him. Later the boy was brought to America and grew up in Captain Partridge's home. He married Swasey's youngest daughter and became a captain in the U.S. Army.

L. from Central St. on Walnut St.; R. from Walnut St. on Myrtle St.

11. The *Ball House*, 31 Myrtle St. (R), was the home of the inventor Albert Ball. At Worcester, Massachusetts, in 1863, he devised his first invention, a combined repeating and single-loading rifle, popularly known as the Springfield rifle. Coming to Claremont in 1868, he formed a partnership with James Upham to manufacture another of his inventions, a diamond drill channeling machine for quarrying stone, especially marble. In 1873, Upham, Ball, and others organized the Sullivan Machinery Company, Ball becoming the chief mechanical engineer. Among his many inventions in mining and quarrying machines was a diamond four-core drill, capable of boring a mile deep, that was first used in opening up the gold fields of the South African Transvaal. Ball received 135 patents for various inventions.

L. from Myrtle St. on Walnut St.; R. from Walnut St. on Sullivan St.

12. The office of the *Claremont Daily Eagle* (established in 1834), Sullivan St. (L), is on the *Site of the Birthplace of Constance Fenimore Woolson* (1840-94), 19th-century author, among whose books are 'For the Major,' 'Jupiter Lights,' and 'East Angels.' Miss Woolson's grandfather made the first successful cook stove in America about 1818.

13. The *Dexter House* (1810), North St. (NE. from Tremont Square 0.5 m.), has unusual architectural interest. A five-bay, gabled frame structure, its doorway and cornice have superb ornamentation. Instead of the dentils customary in a house of this type, a sub-frieze of varied yet harmonious motifs surmounts the doorway and is repeated in the main cornice. Small-paned windows in the first story have reeded and denticulated caps. Giving an impression of delicate sophistication, the parlor is elaborately ornamented, with reeding in the baseboards, door trim, and cornice. The cornice also contains fine dentils. The fluted mantel is enriched with elaborate moldings of fruit clusters and urns.

Outstanding Points of Interest in the Environs:

Halfway House, 0.75 m. W.; Tory Hole, 1 m. N.; Town Hill, 1.5 m. W.; John Tyler House, 1.5 m. W.; Union Church (1768), 1.75 m. W.; First Roman Catholic Church in the State (1823-25), 1.75 m. W.; High Bridge, 2 m. W.; Lottery Bridge, 4.5 m. W. (*see Tour 11*); Birthplace of Judge Salmon P. Chase, 6 m. W. (*see Tour 4A*).

C O N C O R D

State Capital: Alt. 288, pop. 25,228, sett. 1726, incorp. 1853.

Railroad Station: B. & M. R.R., Railroad Square, one block E. of Main St. at the foot of Pleasant St. Extension.

Bus Stations: B. & M. Transp. Co., R.R. Station, Putnam's Drug Store, Main and Pleasant Sts., State House Plaza, North Main St.; Vermont Transit Co., Frontier Coach Line, Sullivan's Drug Store, Main and Pleasant Sts.

Airport: B.-M.—Central Vermont Airways, Municipal Airport, 2.5 m. E. from city on US 4; taxi fare, 50¢, time, 5 min.

Taxis: 15¢ for first half mile and 15¢ each mile thereafter.

Traffic Regulations: Parking at foot of Pleasant St. Extension and on Park St. opposite State House, nominal fee.

Accommodations: Seven hotels.

Tourist Information Service: Booth on N. Main St. in front of State House; New Hampshire Automobile Association desk in Eagle Hotel.

Swimming: Public swimming pool at Broken Bridge, 2 m. S. of city.

Annual Events: American Legion Carnival, July 4; Air Show, Labor Day week-end; Winter Carnival, February.

CONCORD, the capital of New Hampshire, carries about it an air of its importance to the State. This is symbolized by the green-domed capitol which marks the approximate center of the city. The presence here of the State's principal governmental offices and the biennial meeting of New Hampshire's 422-member legislature makes Concord the clearing-house for the State's problems, political, social, and economic, and the rendezvous of New Hampshire's leading citizens. It is the key city in transportation, the crossroads of the State's railroads and highways.

Situated on the west bank of the Merrimack River, the city has a compact business district, grouped within an area of seven blocks between Main and State Streets. In the center of this is the spacious Government section filled with imposing granite buildings and wide green lawns. The skyline is mostly low, broken only by the church steeples and the State House tower, the focal point, especially when flood-lighted at night. The residential streets lie mainly on the west and north, and include the homes of many people of State prominence. On the outskirts of the city are various State, educational, and charitable institutions.

Concord, since 1808 the capital of New Hampshire, was founded as the Plantation of Penny Cook by a grant in 1659 from the Massachusetts Bay Colony to Richard Waldron and others. In 1725, it was regranted by Massachusetts to a group including Ebenezer Eastman, who was an early settler in 1727. A New Hampshire grant of the town of Bow in 1727 conflicted with this, and the dispute was not settled until 1762. In 1733, the town was incorporated by Massachusetts as Rumford and reincorporated in 1765 by New Hampshire as Concord. The right to settle the region had been granted to various groups of Massachusetts colonists between 1659 and 1725, but none had taken advantage of the rich alluvial lands of the Merrimack River, with the exception of a few scattered clearings. The rigid provisions of the grant delayed operations so that it was not until Friday, May 13, 1726, that the committee and the settlers arrived at Penny Cook, after a long trek from their home town of Haverhill, Massachusetts.

They found Judge Sewall, the first white settler, living on his five hundred acres on the east side of the Merrimack. After surveying the tract, the band, with the exception of Dr. Rolfe and Richard Urann, returned to Haverhill. Wentworth's attempt to stop these settlers marked the beginning of the boundary disputes.

Settlement began in 1727 on the more fertile west banks of the snake-like turns of the Merrimack, from which the Indian name for the place, Penacook, 'the crooked place,' was derived. The early settlers were of Anglo-Saxon stock, strict Protestants, and deeply religious, and included farmers, legislators, and professional people. They devoted their efforts to agriculture, later utilizing the water-power in the early development of a sawmill and a gristmill.

The friendliness of the neighboring Indians made Concord's early history free from Indian troubles. During the French and Indian wars (1740-63) there were a few scattered slayings, kidnappings, and some property

destruction, but the most noteworthy incident was the killing of five men in the 'Bradley Massacre' of 1746 (*see Tour 15*).

Concord men took part in the Colonial expeditions against the French and Indians in such battles as the capture of Louisburg (1745), the assault on Crown Point (1755), the battle of Lake George in September, 1755, against the French and the Indian troops commanded by the French Baron Dieskau, the reduction of Ticonderoga (1758), and the massacre by colonists of about two hundred Indians and destruction of their village at St. Francis (1759).

During the Revolution, three companies went with General John Stark to fight at Concord and Lexington. In 1775, Concord companies under the command of Captain Joshua Abbott and Benjamin Emery fought in the battle of Bunker Hill, and in the next year marched to join the Continental Army in New York. Concord men saw service at Valley Forge with Washington, at Saratoga, at Monmouth, in Rhode Island, in Sullivan's expedition against the Tories and the Six Nations, and in the Virginia campaign that resulted in Cornwallis' surrender at Yorktown.

During this time, there were Tories in Concord and some who were suspected of being Tories. These were usually thrown into jail until they had signed declarations of loyalty to the Colonies; and while under suspicion several were boycotted and outlawed by the rebel colonists. In the War of 1812, Concord was the mustering-point for about five hundred of the State's soldiers.

When news of President Lincoln's Civil War call for 75,000 troops reached Concord, a recruiting station was set up in a small tent near the State House yard, and fifty volunteers were enlisted by the close of the first day of recruiting. It is claimed that the first regiment of volunteers 'to go to the front in 1861, from any State, fully equipped with uniforms, arms, accoutrements, baggage, hospital and supply train, was the First New Hampshire.'

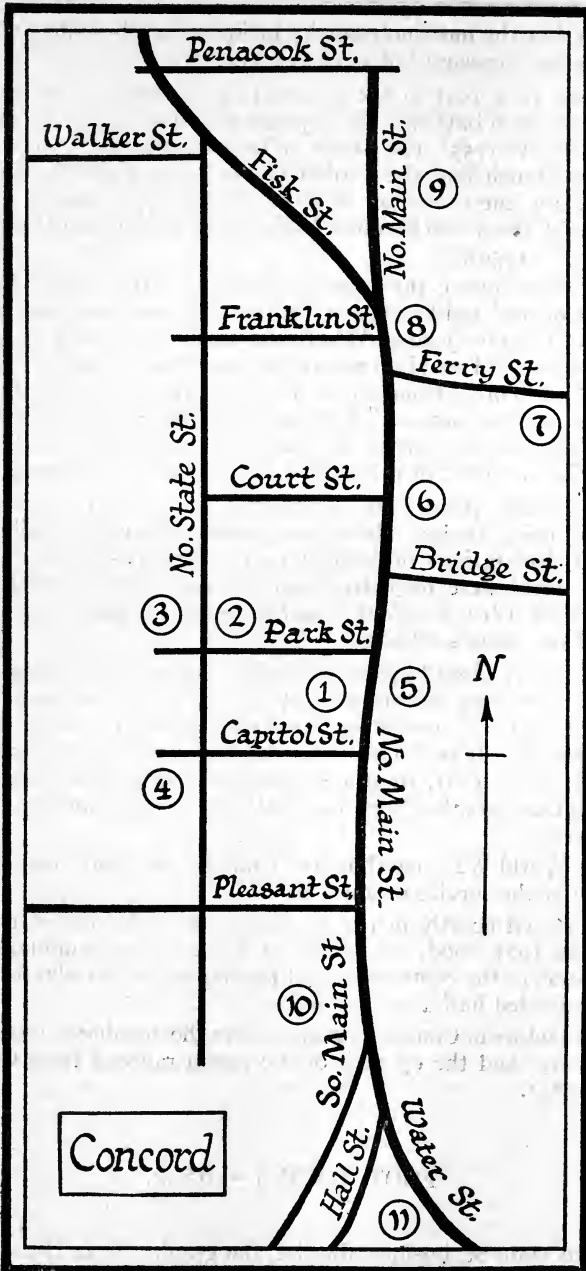
During the World War, one thousand Concord men and women served in one branch of the service or another.

Concord suffered greatly in the flood of 1936, with losses far exceeding those of the 1927 flood. One-third of the city was inundated by the swollen waters of the Merrimack and the damage to farmlands and other property exceeded half a million dollars.

Two major factors in Concord's growth were the opening of the Middlesex Canal in 1815, and the opening of the steam railroad from Concord to Boston in 1842.

FOOT TOUR 1 — 0.8 *m.*

West of the Main St. business district, the granite State House, guarded by stately elms and four statues of New Hampshire's prominent sons, is



the major structure of Concord's civic center. The Concord Public Library, City Hall, State Armory, Post Office, Historical Society Building, and State Library complete this group.

1. The *State House* (open weekdays, 8.30-5; except Saturdays, 9-12), Main St., built of Concord granite and Vermont marble, stands back from the street in the rear center of a block bounded by North Main, Capitol Park, and North State Sts. It is a three-story structure of neo-classic design with quoined corners. The severity of the façade is relieved by arched windows on the second story, and a balustrade above the cornice. A wide two-story columnar central porch rises to the full height of the main structure; the first story, lower than the second in height, has modified Doric columns, the second story Corinthian. The main building is surmounted by a central octagonal dome with arched windows, above which is a second balustrade. The dome has dormers with circular windows and is topped by a third balustrade and an octagonal lantern. The original or front part of the building was completed in 1819 and the annex, in the rear, was added in 1911.

In the broad elm-shaded plaza in front of the State House, entered through a memorial arch of white New Hampshire granite, are bronze statues on pedestals of granite of Franklin Pierce, New Hampshire's only President of the United States, Daniel Webster, General John Stark, and Senator John P. Hale.

Through the front door is entered the *Hall of Flags* with flags and relics of New Hampshire's troops from Colonial days to the present. Portraits of notable statesmen, military and other figures prominent in the State's history cover the walls of the corridors and offices.

On the second floor are the *Senate Chamber* and the *Representatives' Hall*, home of the lower branch of the Legislature, the largest legislative body (422) in the country, with the exception of the National House of Representatives; and the *Executive Department*, including the Governor's Private Office, and the Governor's Council Chamber containing portraits of recent governors.

The second-floor corridor is a *Portrait Gallery* of New Hampshire governors.

Behind the capitol on State St. stands the bronze and granite memorial to Commodore Perkins, the State's outstanding naval hero, the work of Daniel Chester French.

W. from Main St. on Park St.

CONCORD. POINTS OF INTEREST

- | | |
|---|--|
| 1. State House | 7. Rumford Press |
| 2. State Library | 8. League of New Hampshire Arts and Crafts |
| 3. New Hampshire Historical Society | 9. Home of First Minister |
| 4. First Church of Christ Scientist | 10. Abbot and Downing Company |
| 5. Eagle Hotel | 11. Rolfe and Rumford Home |
| 6. Museum of the New Hampshire Historical Society | |

2. The *State Library* (*open weekdays, 8.30-5*), 20 Park St. (R), is a two-story structure after the Romanesque manner, of rough-faced red granite with gray granite trim. The portico is colonnaded with engaged Corinthian columns, and the pediment is ornately decorated. From the left wing rises a short square tower. Erected in 1895, with A. P. Cutting, of Worcester, Massachusetts, as the architect, the interior is being remodeled (1937). The library contains legislative, legal, historical, and other non-fiction books, records and manuscripts. To the right of the landing, on the stairs leading to the librarian's offices and the reference library, hangs an oil painting, the 'Profile,' by David Johnson. The librarian's office contains an oil portrait of General John Stark, by an unnamed artist. The New Hampshire Supreme Court sits in this building.

L. from Park St. on N. State St.

3. The *New Hampshire Historical Society* (*open weekdays, 9-5; Saturdays, 9-12*), NW. cor. State and Park Sts. (R), occupies the center of the city block. A long, one-story building of white granite, designed by Guy Lowell of Boston, it has two wings faced with Doric pediments. The main doorway is flanked by Ionic pillars and a heavy cornice surrounds the building. The massive sculpture above the entrance, depicting the progress of history, the work of Daniel Chester French, was carved from a block of Concord granite weighing 22 tons, and required more than six months' work. The building, donated and endowed by Edward Tuck in 1912, contains a rare collection of records and manuscripts dealing with New Hampshire history, pottery, china and glassware, paintings, and antique furniture. On the second floor by the marble stairway, adorned with a painting 'Crawford Notch' by Thomas Hill, two smaller rooms opening to the south contain collections of personalia of some of New Hampshire's prominent persons of earlier days. Among them are several pieces, such as a watch, a brace of pistols, a pair of swords, and other military relics, formerly belonging to General (afterward President) Franklin Pierce, used in the Mexican War, and other pieces dating back to his military career. An oil portrait of General John Stark, the work of Samuel F. B. Morse, adorns the south wall of this room. Other exhibits include Oriental and foreign collections gathered by New Hampshire people in their wanderings over the globe. The large room on the east end of the second floor houses several collections and many odd pieces of China and early glassware. Old pewter and other metalware are typified by a set of communion cups from the Hampton Church (1713-44). The silver service, with a polished granite base, presented by the State to the U.S.S. 'New Hampshire,' was designed and made by the W. B. Durgin Company, Concord. There are several pieces of silverware and metalware by Paul Revere. The same case contains a waistcoat, spurs, and other personalia presented by the Marquis de Lafayette to General John Sullivan. Still another group of about 300 pieces, mainly of Staffordshire and other English chinaware, is known as the *Durgin Collection*. Among the paintings on these walls are two portraits by Samuel F. B. Morse, and a group of Arab horsemen by one G. Washington.

4. *First Church of Christ Scientist*, cor. N. State and Capitol Sts., is built of granite in the style of the Gothic Revival. The structure is cruciform, with a square tower surmounted by a high and ornate steeple in the front. The main façade is embellished with three arched doorways supported by Corinthian columns, and a rose window. The church was erected in 1905 by Mrs. Mary Baker Eddy. It houses an auditorium and a library.

L. on Capitol St.; L. on N. Main St.

5. The *Eagle Hotel*, North Main St. (R), a five-story brick building trimmed with limestone, with an unadorned façade, is a 'home' of legislators, where more political schemes have been hatched than in any other place in the State. It was in this hotel Winston Churchill in his novel 'Coniston' placed some of the political machinations of Jethro Bass. His room, No. 1, was later used by Mr. Churchill when he was running for Governor.

6. The *Museum of the New Hampshire Historical Society* (*open daily, except Sundays and holidays, June 15–Sept. 15, 9–5, Sat. 9–12*), 52 North Main St. (R), a three-story Georgian Colonial brick building erected in 1826 with a rectangular doorway supported by Ionic pillars and bearing an iron balustrade, was the Concord house of ex-President Franklin Pierce, in the southern corner of which was his law office. It was remodeled in 1923, and contains a number of the relics of the Pierce family as well as a small collection of pieces too bulky to be housed in the Society's main building on Park St.

R. from N. Main St. on Ferry St.

7. The *Rumford Press* (*open*), a plain four-story building with the steel frame faced with brick and concrete and with large windows filling the remaining space, prints 50-odd of America's 'class' magazines. Established in 1909 as a small country printing office, doing about \$70,000 worth of business annually, the Rumford Press has grown until it has become an institution with an annual business of more than \$1,000,000. The press employs 600 persons. A branch of the U.S. Post Office has been established there to handle the large volume of the Rumford Press. The plant's composing room has one of the largest monotype plants in New England. In the number of keyboards, it is exceeded in the United States only by the Government Printing Office and one other private shop.

Retrace on Ferry St.; R. from Ferry St. on N. Main St.

8. The *League of New Hampshire Arts and Crafts*, 260 N. Main St. (R), has displays of handicraft and workmanship of almost every description.

9. The *Home of the First Minister* (*not open*), 276 N. Main St. (R), is a large brown two-story house with a gambrel roof. A long ell connecting with a carriage house extends from the right. Erected in 1734 by the Reverend Timothy Walker, first minister of Concord, to whom the town granted fifty pounds as a partial payment of its cost, the house originally consisted of the main structure and a one-story ell. When his son Timothy acquired the property in 1782, the house was enlarged to provide room for

the fourteen children in the family; the ell was lengthened and another story added, while the roof was pierced with two dormer windows. About the same time the present square porch with its Doric columns was added. In 1746 the first garrison in Concord was erected around the house to shelter the families of Walker, John Chandler, Abraham Bradley, Samuel Bradley, John Webster, Nathaniel Rolfe, Joseph Pudney, Isaac Walker, Jr., and Obadiah Foster. On one side of the driveway is a round, flat stone, formerly used as a *Mounting Block* at the old North Church. The house has remained in the Walker family for many generations, one of its owners being Joseph Burbeen Walker, a 19th-century historian of the State.

FOOT TOUR 2 — 1.25 m.

S. from Capitol St. on N. Main St. At Pleasant St. N. Main St. becomes S. Main St.

10. *Abbot and Downing Company Shops*, S. Main St. (R), covering an area of six acres, with the main building now occupied by a garage, for generations housed the builders of the noted Concord wagons, stage-coaches, and covered wagons. With \$60 capital, Lewis Downing, in 1813, started building Concord wagons. For 12 years he employed from three to six men, but in 1826 he hired Stephen Abbot to help him with the 'Concord Stage Coach.' During the next 20 years the excellence of this vehicle brought prosperity to the firm of Downing and Abbot, their 40 employees, and to Concord, for these coaches were known all over the world. The Civil War created additional business for the firm, in the need for army wagons and ambulances. Through a period of partnership changes, Concord's carriage, wagon, and coach business grew until the Abbot-Downing Company, as it was known at its liquidation in 1928, employed 275 men. With the passing of horse-drawn transportation and the rapid development of motor vehicles, Abbot-Downing's business fell away to a shadow. For a while it managed to struggle along with the manufacture of parts and the repairing of wagons. From 1915 to 1928 the company engaged in the manufacture of motor trucks. The competition for cheaper transportation spelled the end for craftsmen employed by the firm. The shops are now occupied by a variety of industrial activities. In the Boston & Maine R.R. waiting-room stands one of the Abbot-Downing coaches, lent by Mrs. J. Randolph Coolidge.

R. from S. Main St. on Hall St.

11. *The Rolfe and Rumford Home*, 15 Hall St. (R), was erected by Colonel Benjamin Rolfe about 1764 while he was a bachelor. He soon married the eldest daughter of the Rev. Timothy Walker, but lived only a few years afterward. Before his death, a young man, Benjamin Thompson from Woburn, Massachusetts, became the town school teacher, and shortly married the widow of Colonel Rolfe. Because of his brilliancy and possibly his wife's wealth, Thompson became a close friend of Governor

Wentworth and also a firm supporter of his royalist ideals. This eventually resulted in his leaving Concord to live in England, where he received royal recognition for his philosophic and scientific attainments. In 1791 he was made Count of the Holy Roman Empire, taking the title of Count Rumford. (It is to be noted that the Count took his title from the town, and not the town from the Count.)

Thompson's daughter remained in Concord with her mother, but in the latter part of her father's life joined him in Europe. Becoming interested in efforts to care for destitute children, she endeavored to get her father to establish an institution in Concord. Some years elapsed before this institution was founded by the Countess of Rumford herself, who left a bequest for that purpose. The home at present is maintained for orphan girls.

Points of Interest in the Environs:

Granite Quarries, 2.5 m. N.; Hannah Dustin Monument, 6 m. N. (see *Tour 3, sec. c*); Mary Baker Eddy Birthplace, 5 m. S. (see *Tour 3, sec. b*); Municipal Airport, 2 m. E. (see *Tour 14, sec. a*); Christian Science Pleasant View Home, 1.5 m. W.; Bradley Monument, 1.5 m. W.; St. Paul's School, 2.4 m. W. (see *Tour 15*).

D O V E R

City: Alt. 67, city pop. 13,573, sett. about 1622, incorp. 1855.

Railroad Station: B. & M. R.R., Third St.

Bus Stations: B. & M. Transp. Co., R.R. Station, Third St.; Interstate and Grey Lines, Union Bus Terminal, 36 Third St.

Accommodations: Two hotels.

Information Service: Room 13, City Building, Central Ave. at Hale St.

Swimming: Municipal Pool, Henry Law Park, Franklin Square on Central Ave.; Bellamy Park, Bellamy Road.

DOVER, a busy manufacturing city spread over two low hills at the fall-line of the Cocheco River, with the Piscataqua and Bellamy Rivers flowing down on either side to meet in Great Bay, is five miles northwest of the original settlement at Dover Point. Only ten miles from the open sea, the city enjoys the salty air, and its rivers are tidal to the fall-line. From the city a narrow neck of land stretches to the southeast, forming a triangle of good farming land, on which the early history of the city was enacted.

Dover's center is at Cocheco Falls, with open squares on either side of the

river. Every aspect of the city suggests industry: the blank walls of its mills and the long rows of tenement houses behind its finer squares. Along its streets can be heard snatches of the French, Greek, and other languages spoken by its polyglot population. The river divides the city socially as well as physically, and the inhabitants of either side somewhat slightly refer to those 'on the other side of the river.' On the south bank, life revolves around Tuttle and Central Squares, spacious areas surrounded by a few dignified buildings. Here is the brick meeting-house of the First Parish, a substantial bank building, and eighteenth-century houses. This was formerly the intellectual center of Dover, where many Harvard men settled when they came to this frontier town to make their fortunes. On side streets running off from the squares are the solid houses of the mill-owners, some ornate with Victorian scroll-work, others in the Colonial tradition. Here, also, are the public buildings, the high school with the library flanking it, and in front of both the new city hall.

Central Avenue, the main business street, crosses the Cocheco to the northern section of the city centering around Franklin Square. A business section lines one side of the Avenue, and humming mills, the other. Antique stores in the narrow side streets suggest the Orient with their *objets d'art* from old shipping families. In the main, Franklin Square knows best the mills, their workers, and their simple houses. On Saturday evenings this square is a busy place, when last-minute shoppers come from the surrounding towns and groups of University students from Durham flock in, intent on an evening's entertainment. These, with the mill workers dressed in their finery, make it a gay and lively place.

An abrupt drop of thirty-three feet in the Cocheco River gives an excellent water-power site to the city, and around this most of the mills are erected. In addition to the textiles that are its main support, the city manufactures shoes and leather goods, bricks, boxes, electro-plate, and woodworking machinery.

Successive waves of immigration, attracted by the development of the textile industry, have overlaid the once-predominating English population with many other groups, including Irish, French-Canadians, Poles, Armenians, and Greeks. These have retained much of their own culture through their churches.

Many have been the changes in the city since farming and fishing gave way to weaving, and Dover retains a strong appreciation of its history, evidenced in the collections of antiquities in the Woodman Institute, in the lecture courses maintained by the Institute, and in the excellent preservation of old houses and careful marking of historic sites.

Dover's first white visitor was probably Martin Pring, who in 1603 noted that, sailing down the 'mayne' coast southwesterly, reaching the Piscataquack, going in and out of inlets, continuing westerly, 'we come to the fourth and most westerly the best.' Undoubtedly, the region was visited by Captain John Smith in 1614. How long David Thompson had been there before 1622 is not known, but by that year he had made a

temporary settlement at Thompson's Point on the Dover shore, about a mile from Dover Point, and set up a fishery in the cove where the salmon came to their spawning beds. In 1623 the 'Providence' brought as passengers to Dover Point, Edward and William Hilton and Thomas Roberts, representatives of English merchant families, who landed at Hilton's Point, four miles south of the city. These early settlers came with grants from the Plymouth Council, organized in 1620 for the planting and governing of New England in America.

In 1633, Captain Thomas Wiggin brought a party to Dover Neck and settlement began there on the hill, centering around the little meeting-house. The inhabitants had aspirations for building a city that would rival Plymouth in the Massachusetts Bay Colony. On Dover Neck along both rivers were farms, fishing docks, and logging camps. Many of the massive trees were hewn into masts for the King's Navy, but some went down the river to build houses in neighboring settlements. Ships were built along the Piscataqua, many of them intended to drive the pirates from the seacoast. The business sagacity of one of the first settlers, Richard Waldron, led him to begin lumbering and milling at the falls of the Cocheco about four miles north of Meeting-House Hill. For nearly half a century after 1641, the plantation, by will of the majority, was under the jurisdiction of Massachusetts.

The territory was originally occupied by the Indians. They had given the names to the rivers: Piscataqua (Ind.: 'dividing point of waters'), the Newichawanock (Ind.: 'wigwam place'), separating Maine from New Hampshire, and the Cocheco (Ind.: 'swift, foaming water'). They were willing to sell their lands to the white men, and at first were cordial to them. Among the signatures that appear on the forms of transfer were those of two Indians known as 'Ould Robin Hood' and 'Hope Hood,' father and son. Ould Robin Hood was a chieftain over a territory extending as far north as Gonic. His son Hope, whose Indian name was Wahowah, was but a boy when the first settlers came. When the time arrived for him to inherit his father's title and lands, he contemplated vengeance against the white men. He became suspicious of the Englishmen's methods of trading, but was particularly friendly with Major Richard Waldron, who was the leading and probably the wealthiest English settler.

In 1675, rumors of discontent among the Indians caused alarm. Fortifications around the meeting-house and dwellings and main garrisons were quickly erected. In 1689 the little settlement at Cocheco was practically wiped out by an Indian attack in which many of the first inhabitants were killed and the houses burned.

Attacks took place soon after in other parishes of the town: Salmon Falls, completely destroyed, Fox Point (Newington), and Oyster River (*see DURHAM*). In the Fox Point skirmish Wahowah, said to have been the leader in these movements, was mistaken for an opponent by a French Indian and killed. Legend says that he was buried at Hopehood's Point, where as a boy he had lived with Ould Robin Hood, and that in storms his moans can be heard in the branches swaying over his grave.

The devastations of Indian warfare necessitated a fresh beginning. The center of settlement gradually shifted north from the hill at Dover Neck. A new meeting-house for the orthodox was built at Pine Hill in 1712, to which the seat of town government was moved. The Quakers, however, retained their original meeting-house and burying ground for another fifty years. In 1758 the town center again shifted to Tuttle Square, and the First Parish built a wooden church on the site of the present brick church. Other parishes were established. When they grew to sufficient size, they petitioned to become separate towns and today Dover is bounded by its offspring, Newington, Durham, Madbury, Somersworth, Rollinsford, and Salmon Falls.

During the Revolutionary years, Dover's chief minister, the Rev. Jeremy Belknap, later author of the first history of New Hampshire, stirred up much activity by his fiery sermons. Prominent among the preachers of his day, Belknap was not deterred by the threat of treason for condemning the Royal government.

Industrial Dover began with the use of the water-power of the falls of the Cocheco by Major Waldron, who established sawmills and gristmills there. In 1812, when the war and the embargo interfered with mercantile pursuits, cotton mills were erected. In that year the Dover Cotton Factory was incorporated. In 1823 the name was changed to the Dover Manufacturing Company, but the company was not successful, and the Cocheco Manufacturing Company was incorporated in 1827, purchasing all the works and property of the old company. The success of this enterprise gave great impetus to the cotton industry in Dover.

For nearly a hundred years this company was supreme in Dover. The changing tenor of the city was reflected in the successive waves of immigrants who tended its looms. Then in 1909 the company was bought by the Pacific Mills of Lawrence, Massachusetts, who moved part of the plant to Lawrence and kept the remainder as a branch factory. The Sawyer Woolen Mills, established in 1824, built up the western part of the city known as 'Sawyers' along the Bellamy River, and did a flourishing business until the general decline of Northern textiles after the World War. The Kidder Press, originating in Somersworth in 1848, still does a large business in industrial machinery of all kinds.

Dover has had a number of names. Bristol was used for a time in connection with the first settlement. For about two years, to please a minister who came from Northam, England, the name Northam was used. The Society of Northam Colonists in Dover today is an organization of the descendants of the first settlers. The name Dover soon began to appear on the records and to supersede all others. Dover was incorporated as a city in 1855.

TOUR 1 — 3 m.

N. from Central Ave. on Hale St.

1. The *Municipal Building*, NE. cor. Central Ave. and Hale St. (R), an impressive structure of Colonial architecture, has a tower modeled after that of Independence Hall in Philadelphia. Above a fine Grecian portico, the square brick tower, with two arched windows on each side and a delicate wooden balustrade, is surmounted by a wooden clock tower, painted white. Topping the whole is a domed octagonal lantern bearing a gilded weather-vane. Two low, flat-roofed wings extend from the rear of the main building. Constructed of red brick trimmed with limestone, the building was erected in 1935, replacing one destroyed by fire in 1933. The interior, with roomy halls having terrazzo floors and paneled dadoes, holds all the municipal offices. On the second floor is an auditorium seating 900 people.

2. The *Lafayette House*, SW. cor. Hale and Locust Sts. (L), a square, three-story mansion, built in 1805, is the Parish House of St. Thomas' Episcopal Church. The architectural detail of the interior — its fine trim and cornices, the staircase in the front hall with its mahogany hand-rail and white spindle balusters, and its beautifully paneled doors with their original knobs and hinges — is executed with skill and restraint. The northwest front bedroom was occupied by Lafayette in 1825 when he visited William Hale, the original owner. This house formerly stood on the site of the Municipal Building.

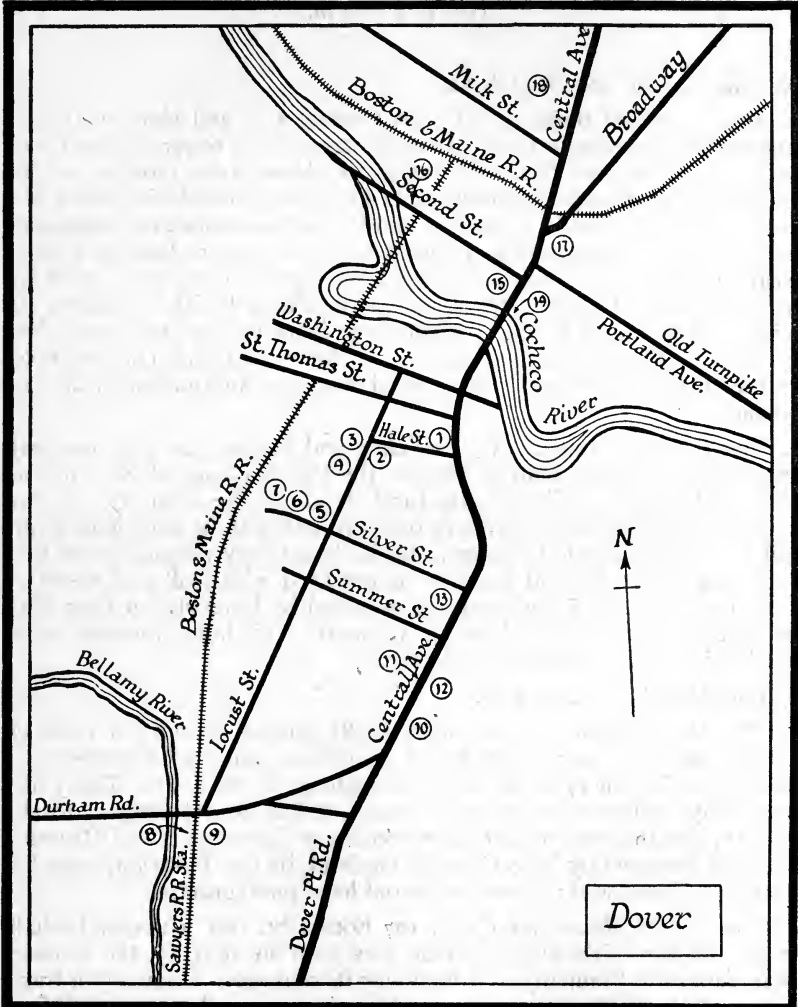
L. from Hale St. on Locust St.

3. The *Dover Public Library* (open 10-9), Locust St. (R), a Carnegie Library built in 1905 of brick and limestone, had its beginnings in a Library Society in 1792, the first social library in the State. Today as a part of its collection of 50,000 volumes, it has 4000 belonging to this Society. On the second floor is a *Collection of Genealogical and Historical Material* compiled by Miss Carolina Garland, its first librarian, some fine Audubon plates, and a collection of old local photographs.

4. The *Lincoln House* (not open), 107 Locust St. (R), a two-and-a-half-story mansion with wide veranda, was built in 1831 by the Cochecho Manufacturing Company as a home for its manager. Originally a frame cottage, it has undergone many modifications and enlargements. Many distinguished visitors to Dover had been entertained here, among them Abraham Lincoln, who slept in the northeast chamber in 1860 after making a political address at the old city hall.

R. from Locust St. on Silver St.

Silver St., containing many of the finest houses in Dover, some of them built with their front doors flush with the sidewalk, was so named from the large amount of silver plate that once graced the sideboards of its



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homes. Notable houses on this street include the *Piper House* (*not open*), 52 Silver St. (L), built in 1786, and the *Dr. Dow House* (*not open*), 30 Silver St. (L), a two-and-a-half-story frame cottage with green shutters.

5. The *Captain John Tebbet House* (*not open*), 45 Silver St. (R), a low-ceilinged building, erected before 1780, was kept as a tavern by Captain Tebbet's widow after his death at sea. Here the Fish and Potato Club, a social club of the early 19th century, held regular meetings to discuss village affairs and have supper in the back room. Among the frequent visitors to the tavern were Daniel Webster and John P. Hale.

6. The *Green House* (*not open*), 57 Silver St. (R), an early 18th-century house with an old brass knocker on the front door, was once occupied by Dr. Ezra Green. A graduate of Harvard College, he practiced medicine in Dover, was appointed a surgeon in the army, and later served on the 'Ranger' with Captain John Paul Jones. In his diary at this time he records: 'Saturday, 14th Feb'y (1778)... Came to sail at 4 o'clock P.M. saluted the french Admiral & rec'd; nine guns in return *this is the first salute ever pay'd the American flagg.*' On his return to Dover, he was appointed its postmaster by President Washington, his route extending to the White Mountains. An ell on the north side of the house, now removed, held the Post Office.

7. 79 Silver Street (*not open*) (R), a hip-roof house in a setting of dwarf evergreens and well-kept lawns, was the home of Dr. Ezra Green from 1800 until his death at the age of 101 in 1847.

Retrace on Silver St.; R. from Silver St. on Locust St.; L. from Locust St. on Central Ave.

8. The *Sawyer Woolen Mills*, Central Ave. (R), a group of brick buildings attractively arranged around green lawns on the bank of the Bellamy River, have been closely associated with the commercial prosperity of Dover since 1824, when Alfred I. Sawyer came from Marlborough, Massachusetts, and established the business from which the present concern has sprung. Flannel was the exclusive product until 1862 when fine cashmere and suitings were made. Since the World War the industry has been depressed and runs only part time.

9. The *Sawyer Mansion* (*not open*), 47 Central Ave. (R), an ornate

DOVER. POINTS OF INTEREST

- | | |
|------------------------------|--|
| 1. Municipal Building | 11. Parson Grey House |
| 2. Lafayette House | 12. Friends Meeting-House |
| 3. Public Library | 13. Woodman Institute |
| 4. Lincoln House | 14. Cocheco Manufacturing Company |
| 5. Captain John Tebbet House | 15. Site of Major Richard Waldron's Garrison |
| 6. Green House | 16. Osgood House |
| 7. 79 Silver Street | 17. Kidder Press |
| 8. Sawyer Woolen Mills | 18. First Church of Christ Scientist |
| 9. Sawyer Mansion | |
| 10. Pine Hill Cemetery | |

Victorian house on high ground, was once the home of Jonathan Sawyer, the youngest brother of Alfred, who succeeded to the control of the Sawyer Woolen Mills in 1850. Its cupolas, towers, scroll-work, and bay windows are typical of the Victorian Gothic period.

10. *Pine Hill Cemetery*, Central Ave. (R), the first burying ground of the city of Dover, was the *Site of the Third Meeting-House* of the First Parish. Near the Cushing Tomb (*right on the driveway from the entrance after passing the Chapel left*) is a marker indicating the path to the meeting-house.

11. *The Parson Grey House (not open)*, 120 Central Ave. (L), a white frame cottage with a cross panel or 'Christian door' in the doorway, was built in 1787 for the Rev. Robert Grey, who succeeded Dr. Jeremy Belknap as pastor of the First Parish. Putting up the ridge-pole was accompanied with a swig of rum, a practice Dr. Belknap did not discourage. The Rev. Robert, being of a different temper, refused to give any to his carpenters, and when they reached the ridge-pole, they broke into song:

'Oh, Jeremy has gone and Robert has come,
So we'll put up the ridge-pole without any rum.'

12. *The Friends Meeting-House*, Central Ave. (R), a frame building with a balcony story, built about 1768, was formerly near the old First Parish meeting-house on the Dover Point Road. Its vestibule contains two doors, a custom of the sect, the left leading to the women's side and the right to the men's, with partitions to divide them. The partitions have not been used in recent years, nor have meetings been held for worship. Small-paned windows admit a pleasant light into the meeting-room. The walls are gray, to avoid distracting the thoughts of the worshipful. The second-story windows are on a level with the steep inner galleries. At present these contain no seats, but they were necessary when the Quakers formed one-third of the population of Dover. The building has large beams and thick walls and the timbers are fastened with wooden pins. Little cupboards are scattered here and there. The most modern features are the oil lamps hanging above the seats in the room now used for the quarterly business meetings.

John Greenleaf Whittier, the Quaker poet, was a frequent attendant here when visiting his grandmother at the Hussey Farm, the birthplace of his mother on the outskirts of the city.

13. *Woodman Institute (open weekdays 2-5)*, 182-192 Central Ave. (L), two large brick houses and the old Dam Garrison joined by a latticed colonnade into a single architectural unit of great charm, is primarily a museum, established by the donations of private individuals and supervised by a board of trustees. Free public lectures on matters of scientific or public interest are given periodically by men prominent in their fields.

The Woodman House, 182 Central Ave., one of the first houses in Dover built with brick, was erected in 1818. In 1915, Mrs. Annie E. Woodman bequeathed it to Dover together with \$100,000 to found an institute for the ennobling of man through 'every kind of human knowledge.' It is the

scientific building of the Institute, and houses a fine *Natural History Collection*.

The *Hale House*, 192 Central Ave., was erected in 1813 by John Williams, who founded the cotton industry in Dover, importing skilled workmen from England. For many years this was the home of John Parker Hale (1806-73), one of New Hampshire's most noted sons. Born in Rochester, he was admitted to the bar in Dover in 1830 and two years later was elected to the Legislature on a 'working man's ticket.' At the age of 28 he was appointed U.S. District Attorney by President Jackson. In 1843, aroused by conditions in the Army and Navy, particularly by the flogging of sailors, he introduced measures in Congress to correct these abuses. From 1847 he waged such a campaign against slavery from his seat in the Senate that Whittier was prompted to write in his poem, 'New Hampshire,' 'New Hampshire thunders an indignant No.' At this period he was called the 'Democratic Boanerges' and was frequently referred to as the 'Hale Storm.' Vice-President Calhoun once remarked that he 'would sooner argue with a maniac from Bedlam than with the Senator from New Hampshire on the question of Slavery.' A candidate for President on the Free-Soil ticket in 1852, he was instrumental in building that party into a political threat. In 1865, he was appointed Minister to Spain, a position that he held for three years. His former home is now the lecture hall of the Woodman Institute.

The *Dam Garrison*, a small log cabin standing behind the latticed colonnade (see *Architecture*), was erected in 1675 on the Back River Road by William Dam and his son, as a protection against Indian attacks, and was one of the few houses that escaped destruction in the several massacres. In 1915, in order to ensure its preservation and accessibility, it was given to the trustees by Mrs. Holmes Rounds and moved to its present location. It contains *Collections of Household Articles* used in the period of the log house. Another room in the same building contains a *Collection of Clothing* used during this period.

TOUR 2 — 1.5 m.

E. from Municipal Building on Central Ave.

14. The *Cochecho Manufacturing Company* (R) is housed in a group of somber brick buildings built around the falls of the Cochecho River with their walls abutting the river. These buildings occupy nearly the entire side of Central Avenue between Central and Franklin Squares. They represent the importance of the textile industry in Dover. Since 1909 the plant has been owned by the Pacific Mills of Lawrence, Massachusetts, and is known as the Cochecho Branch of that factory. Major Richard Waldron first saw the industrial possibilities of the Cochecho Falls when he built saw and grist mills on this site about 1680.

15. The *Site of Major Richard Waldron's Garrison*, 448 Central Ave. (L),

is marked by a tablet between Liggett's Drug Store and the United Shoe Store. On this spot occurred the Cocheco Massacre of 1689. When refugee Indians fled from the territory west of the Dover settlements, they were befriended by the Cocheco Indians. Major Waldron in his trading had had close association with the Cochecos, despite his reputation for sharp dealing. They held conferences in his house and signed their agreements there. Wahowah (Hope Hood) was a forceful leader of his people, and, still suspicious of the English, was more than willing to join forces with the refugees. An attack was planned. The squaws were instructed to sleep by the firesides of the white men, as was their custom, and, when all in the houses were asleep, to open the gates to the hidden Indians.

On the night of the massacre Wahowah was eating in Major Waldron's house. The major refused to listen to the rumors that the 'strange Indians' were dangerous influences, and at supper, when Wahowah asked what he would do if there should be an attack, Waldron gave an indifferent answer. That night the squaws opened the gates in all the garrisons but one where they had been refused admittance, and the Indians fell upon the sleeping white men, including Major Waldron, who was tortured, scalped, and killed.

Many of the inhabitants were taken captives to Canada, among them Waldron's little granddaughter, Sarah Gerrish. The girls were placed in nunneries for care and education. Many of them later married and never returned. Some, however, were brought back by relatives who went to Canada to buy their exchange.

L. from Central Ave. on Second St.

16. The *Osgood House* (open 9-5), 35 Second St. (R), is a gray frame cottage with brick ends and two tall chimneys, built about 1830. The front door, shrouded in old shrubs, opens into a small hallway containing a narrow staircase with box turns and a spindle railing. The east room of the second floor is decorated with crudely painted murals depicting scenes of Dover in the early 19th century. Over the fireplace is a scene of the town park formerly on the old Landing. On a bank in the bend of the river is a man fishing, carefully watched by another man from the gracefully arched bridge. Boats in the river and houses on the knoll in the background give an accurate transcription of a New Hampshire scene. On the opposite wall is a scene interpreted as depicting Dover Neck in Piscataqua Bay, showing a church on meeting-house hill. The window intervals on the other walls are filled with panels of tall sweeping trees. Although the technique of the painter is untaught (his trees are like nothing that grows in Dover), the murals are a good example of the untutored art of early New Hampshire.

In 1919, the National Civic Federation opened this house as an experiment in the Americanization of immigrants through education, recreation, and friendship. The Director, a trained social worker, acts as an intermediary for immigrants ignorant of the customs of the country. By 1929, the house was being used by 527 persons each week including Poles,

Armenians, Greeks, and French-Canadians. In 1933, the Americanization classes were removed to the High School, but social work of the Neighborhood House, as it is now called, is continued.

Retrace on Second St.; L. from Second St. on Central Ave.; R. from Central Ave on Broadway.

17. The *Kidder Press*, 115-125 Broadway (R), originating as the Somersworth Machine Company, and incorporated in 1848, has built up, from a limited business in general jobbing and textile machines, a world trade in industrial machinery, specializing in printing presses. Through its agencies machines are shipped to European, Asiatic, and South American countries. The Japanese imperial government is numbered among the company's customers, as are various railroads.

Retrace on Broadway; R. from Broadway on Central Ave.

18. The *First Church of Christ Scientist*, 604 Central Ave. (L), was remodeled in 1913 from an old dwelling house with a mansard roof. The present domed structure has a Greek colonnaded portico on the front which conceals the French roof. It faces a sunken lawn, shaded with stately evergreens. On this site once stood the Richard Otis Garrison House. In the Indian massacre of 1689, Otis was slain, and his wife and daughter Christine were carried off to Canada. Christine was rescued, and in later life kept a tavern in Tuttle Square.

TOUR 3 — 5 m.

E. from Central Ave. on Portland Ave.

19. The *Cochecho Burying Ground* (L) abounds in old tombstones. Here among others is buried Major Richard Waldron, killed in the Indian massacre of 1689.

20. The *Guppy House* (*not open*), 138 Portland Ave. (L), a two-story 'salt-box' house, with a long roof sloping to the ground in the rear, and preserving in the windows the original small-paned glass, is notable for its construction. The frame is of white oak, with smooth beaded beams. Running along the side of the two front rooms is a 12-inch beam joined to a cross-timber. Mortised into these, an 18-inch beam runs across the ceiling of the two front rooms. Heavy corner posts protrude into the rooms at the outside corners.

Built in 1690 by Captain Benjamin Heard, the house was purchased in 1767 by Captain James Guppy, who retired with an ample fortune from a long seafaring life. After an extensive training as a private sea captain, in 1782 he was sent by the United States Government as pilot to the French fleet on the American coast. He brought five of the fleet to Portsmouth Harbor and remained with them for three months as the confidential adviser to the Marquis de Vaudreuil, a French naval officer who,

during the Revolution, commanded a division under Count de Grasse in the Chesapeake engagement with Admiral Graves and in the siege of Yorktown.

The last owner-occupant of the house was Jeremy Belknap Guppy, who willed it to the county of Strafford. The county did not accept it and by the terms of the will it went to the city of Dover. Guppy's will was almost a prayer that this old house and home should be cared for as he had cared for it.

Retrace on Portland Ave.; R. from Portland Ave. on Central Ave.; R. from Central Ave. on Varney St.

21. The *Varney-Ham House* (*not open*), 7 Varney St. (R), a dark brown shingled frame house, with a large porch at the front door and a side porch with trellised walls, originally built about 1694, has lost its early character through remodeling. The old ell of the house has completely lost its identity and a large chimney, at one time said to be the oldest in Dover, has been removed.

The house was originally built by Ebenezer Varney after his marriage to Mary Otis, granddaughter of Richard Otis, who was killed in the massacre of 1689. It remained in the Varney family until 1829, when it was bought by John Ham. Later owners have transformed it into a two-family house.

22. *Garrison Hill* (alt. 284), reached by a path from the north end of Varney St., has a fine grove, with walks, seats, and a steel observatory, affording a view that encompasses the White Mountains to the north, with Mounts Washington, Lafayette, and Chocorua clearly visible, and east the Atlantic Ocean with the Isles of Shoals. At the foot of this hill was the Heard Garrison, the only one saved during the destruction of Coheco, in 1689. On that night Elder William Wentworth and his family were in the garrison and the Elder was aroused by the barking of a dog. He held the gate against the Indians until the family came to help him. He was the ruling Elder of the First Church and ancestor of several of the Royal Governors of the State.

Points of Interest in the Environs:

The 'Old Roberts Farm,' 2 m. S.; Pomeroy Cove, 4.5 m. S.; Middle-Brook Farm, 5 m. S. (*see Tour 2, sec. a*); Willey Farm, 2 m. W. on State 9; Barbadoes Pond, 3 m. W. on State 9.

D U R H A M

Town: Alt. 60, pop. 1217, sett. 1635, incorp. 1732.

Railroad Station: B. & M. R.R., Main St.

Bus Stations: B. & M. Transp. Co., College Pharmacy, Main St., R.R. Station, Main St.; Interstate, College Pharmacy, Main St.

Accommodations: One hotel.

Swimming: College Pond, Main St. (*open*); Oyster River, Newmarket Road.

Annual College Events: Mother's Day, third week in May; Father's Day, November; Home-Coming Day, October; Graduation Week — second or third week in June.

DURHAM, an old town with elm-shaded streets, is the seat of the University of New Hampshire. The oldest part lies on the banks of the Oyster River, a cluster of white houses around a low dam. A short distance westward the brick buildings of the University are scattered on the wide slopes of a low hill and dominate the newer section of the village.

The town gives little evidence of the stirring events of its early years when red warriors poured in to attack it, or when Revolutionary history was made within the walls of its sturdy homes. Instead it is filled with students, and centers its activities around the University. There is no sharp division between 'town and gown,' since most of the residents work in the University or have business connections with it. Only on town-meeting day, when the farmers from the outlying districts meet the resident professors, is there any suggestion of the rivalry traditional in college towns.

As early as 1635, a group of settlers sailed up the Piscataqua River from Dover Point and settled at the mouth of the Oyster River in what is now Durham. The common law of Dover, of which the settlement was a part, required all persons to attend church on the Lord's Day, but it was a long distance for the settlers on Oyster River to travel on their boats against wind and tide to Dover Neck and get there before Richard Pinkham finished beating the drum as a warning for all to attend. In 1655, the settlers at Oyster River built a meeting-house at their own expense, and from 1699 until its incorporation in 1732 this settlement was known as the parish of Oyster River. At its incorporation under the name of Durham (for Durham, England), it included Lee, which separated in 1766, a part of Madbury, cut off in 1768, and a portion of Newmarket, which was turned over to that town in 1870.

During the first years of its struggle for existence, Durham was the scene of some of the worst Indian massacres in American history. The first Indian attack in the King Philip's War was made here in 1675, and was followed by a series of savage raids. The worst occurred in 1694, when

more than one hundred people were killed or captured, and all but five garrison houses were burned. This attack had been long planned. In fact, it was publicly talked of in the streets of Quebec months before it occurred. Led by the Sieur de Villieu, who had distinguished himself in the defense of Quebec, and accompanied by a French priest, a body of two hundred and fifty Indians gathered in the forest at the appointed time, and at dawn attacked the hapless settlement. The early historian Belknap says: 'The defenseless houses were nearly all set on fire, the inhabitants being either killed or taken in them, or else in endeavoring to fly to the garrisons. Some escaped by hiding in the bushes and other secret places.' Another Indian war broke out in 1704 in which Oyster River suffered, more than fifty of its inhabitants being killed and many others taken prisoners.

In the second meeting-house (*see below*), on the site of which a monument to General Sullivan now stands, was hidden the powder seized in December, 1774, from the British at Fort William and Mary in Newcastle. Sullivan took part in this seizure and thereby became one of the first Americans in active rebellion against the British, anticipating the battles of Concord and Lexington by four months (*see Tour 1A*). It took the Durham men two days of freezing weather to cut the ice in the Oyster River so that they could float the powder to Durham in gundalows, short squat sailing boats designed by fishermen for navigating Great Bay. During this time they waded waist-deep in icy water, carrying more than one hundred barrels of gunpowder, cannon, and guns from the boats to the land. Two days after they had safely hidden the powder, the British frigate 'Scarborough' arrived at Portsmouth to take it away, but was unable to get up the shallow river to Durham.

Another citizen of Durham, Colonel Alexander Scammell, became Washington's adjutant general and died at the age of thirty-five from wounds received at the battle of Yorktown. Years afterward, when Lafayette visited this country, he proposed a toast at a gathering of Revolutionary veterans 'To the memory of Yorktown Scammell,' which was enthusiastically drunk. The twin bridges across the Bellamy and Piscataqua Rivers on the route from Durham to Portsmouth are named the Colonel Alexander Scammell Memorial Bridge and the General John Sullivan Memorial Bridge respectively (*see Tour 14, sec. a and Tour 2, sec. a*).

After its burst of Revolutionary activity, the town lapsed into rural quiet until the closing years of the nineteenth century, when the University of New Hampshire was brought here. Founded in 1866 at Hanover, the University was associated with Dartmouth College for twenty-seven years. Following a bequest to the State of half a million dollars by Benjamin Thompson in 1892 upon condition that a college of agriculture be established upon his farm in Durham, the institution was moved in 1893 to its present situation.

TOUR 1 — 0.75 m.

E. from Mill Road on Main St.

1. *Burnham House (not open)* (L), a square white frame house built in 1750, is notable for its blue-domed porch and its bulging pillars.
2. *Valentine Smith House (not open)* (L), a solidly built two-story frame house with a fine doorway, was built about 1735. According to tradition the Rev. George Whitefield, the famous evangelist of the 18th century, dined in the east front room when he passed through Durham in 1740.
3. *Smith Park* (R), 0.5 m., is a stretch of forest land bordering on the river. A tiny *Gothic Chapel* in it was erected for the private use of the Smith-Onderdonk family. Around it, in a narrow graveyard, are the graves of Hamilton Smith and his wife. This park with its many pleasant walks and river views is a favorite trysting place of Durham students.

R. from Main St. on Newmarket Rd.

4. On the northern bank of the Oyster River (L) is the *Judge Frost House (not open)*, built by Valentine Hill in 1649. Its broad acres stretching to the water's edge were farmed by his 'seven Scots,' who worked for him until they were free men. The elaborate frame house of Colonial type bears little resemblance to the original primitive garrison house which was able to resist many Indian attacks.
5. The *Home of General John Sullivan (not open)* (L), on the south bank of the river on a terraced slope edging the water, is a large white, gambrel-roof house. Sullivan was distinguished as a brigadier general in the Revolutionary War and as chief executive of New Hampshire with the title of President from 1786 to 1790. Built in 1716, the house was purchased by Sullivan in 1764. Behind it is a little *Cemetery* where he is buried. One of the outbuildings was used by him as his *Council Chamber*. The road leading to the wharf ran between this house and the old meeting-house. Until a few years ago, one of the favorite Durham landmarks was the General Sullivan 'slave house,' a little ramshackle building that stood at the far end of the present monument site. Opinion differs as to whether this building actually was a 'slave house,' some maintaining that it was merely the General's office.

Claiming descent from a line of English-hating Irish noblemen, General Sullivan showed his eagerness for independence in a letter to John Adams in 1775, urging Congress to declare independence at once: 'Let me ask if we have anything to hope from his Majesty or his Ministers. Have we any encouragement from the people of Great Britain? Could they exert themselves more if we had shaken off the yoke and declared ourselves independent? Why, then, in God's name is it not done? Do the members of your respectable body think that they will throw their shot and shells with more force than at present? Do they think the fate of Charlestown or

Falmouth might have been worse, or the King's Proclamation more severe, if we had openly declared War? Could they have treated our prisoners worse had we been in open and avowed rebellion than they do now?'

One of the traditions centering around this Revolutionary hero relates to his mother. When she was coming to America someone asked her what she was going to do among the people of the Colonies. 'Raise governors for them, to be sure,' was the ready reply. Her prediction came true. John Sullivan's father saw the girl as she landed, and, struck with her beauty, paid for her passage with shingles, and later married her.

6. In front of the house is the *Site of the Second Meeting-House*, with a *Monument to General John Sullivan*. It was in this meeting-house that the powder brought from Newcastle was hidden.

7. At the junction with the Durham Point Road (L) is the *Town Pound*, marking the first center, and illustrating the westward shift of the village since the first settlement was made.

TOUR 2 — 0.75 m.

W. from Mill Road on Main St.

The campus of the University of New Hampshire extends for more than half a mile on both sides of the street. Grouped according to their functions as dormitories, classrooms, or administrative offices, the buildings, mostly of modified Georgian design with a planned unity in each group, are on the broad slopes of a low hill where outcroppings of granite mingle with fine trees. Two sidewalks run west through the campus: (R) *Prexy's Prom*, on which no freshman dares set foot during the first semester; (L) *Wildcat Walk*, passing through a rocky gully popularly but yet facetiously known as 'Durham Notch.'

Shortly before the State accepted Mr. Thompson's gift in 1892 and moved the University from Hanover to Durham, the Legislature further provided for the college by accepting the provisions of the Morrill Act which made available Federal appropriations 'for instruction in agriculture, the mechanic arts, the English language and the various branches of mathematical, physical, natural and economic science, with special reference to the applications in the industries of life and to the facilities for such instruction.'

From the time of its removal to Durham, the school grew rapidly, and in 1923 the New Hampshire College of Agriculture and Mechanic Arts, as it was earlier known, was incorporated as the University of New Hampshire, with its three colleges of Liberal Arts, Technology, and Agriculture. In 1928 a Graduate School was added.

A few years ago the State Legislature imposed a mill tax for its support, the first instance of the kind in the East, with the result that the Univer-

sity now possesses an income in excess of a million dollars a year. Its students come from the whole New England region, and its extension service and Summer School have had a marked influence on New England life.

8. On a high elevation (L) the *Charles Harvey Hood House*, Georgian Colonial in design, with low wings gracefully extending over the brow of the hill, is the University Infirmary, donated in 1932 by the late head of the Hood Dairy Company of Boston.

9. The *Hamilton Smith Library* (*open weekdays, 8-10; 2-10 Sundays*) (L), an imposing two-story building of red brick, with its doorway framed in Doric columns that rise to the pedimented second story, contains 79,000 bound volumes and a collection of New Hampshire historical material.

10. *Thompson Hall* (*open weekdays, 8-6*) (L), a much-turreted structure, with a square, pointed tower and a carriage-porch, all of red brick trimmed with granite, is the academic center of the University, and is the oldest and least handsome of the buildings.

11. *James Hall* (*open weekdays, 8-6*) (L), the chemistry building, a three-story ell-shaped brick structure set on a low terrace, was named for the late Professor Charles James, nationally known for his researches on rare earths. In this building the League of New Hampshire Arts and Crafts has a workshop. The pottery made on the premises is sold by the League in its shops throughout the State.

L. from Main St. between Morrill and Nesmith Halls.

12. Across the railroad tracks are the *Lewis Fields*, a new athletic plant containing a stadium seating 5000 spectators, six fields for football, soccer, and lacrosse, four baseball diamonds, a quarter-mile cinder track with a 220-yard straightway, and 20 tennis courts. This \$218,000 sports area, completed in 1936 after three years of construction work by the WPA and the University Alumni Association, was dedicated to the memory of Dr. Edward Morgan Lewis, late president of the University.

L. by a path from the Lewis Fields.

13. The *College Woods* comprise a fine tract of pines containing many primeval trees that include 'Paul Bunyan,' one of the largest pine trees in the State. There are many delightful paths through the woods, and fine picnic spots along a little brook.

EXETER

Town: Alt. 30, pop. 4872, sett. 1638, incorp. 1638.

Railroad Station: B. & M. R.R., Lincoln St., 0.5 m. west from center of town.

Bus Stations: B. & M. Transp. Co., R.R. Station, Thompson's Drug Store, 107 Water St.; Interstate, Thompson's Drug Store.

Taxis: 25¢ per mile.

Traffic Regulations: Observance of stops rigidly enforced. Two hr. parking on Water St.; all night parking on streets forbidden.

Accommodations: Three hotels.

Tourist Information Service: Chamber of Commerce, 107 Water St.

Amusements: Concert Hall, Phillips Exeter Academy, Front St., free musicales, Sunday evenings, during the fall and winter seasons; one motion-picture theater.

Swimming: Exeter River above the dam.

EXETER is an old Colonial town among low, rolling hills, the home of Phillips Exeter Academy, preparatory school for boys. Its winding elm-shaded streets, its dignified white houses, and its Academy buildings give it a serenity in sharp contrast to the stirring and perilous days of its early history. Exeter, always sufficient unto itself, is still imbued with that spirit of independence which made it a hotbed of patriotic activity during the days of the Revolution.

Ten miles east of Exeter are the waters of the Atlantic Ocean. When the wind is 'in the east,' the tang of the sea is strong. This has given Exeter somewhat of the spirit of Gloucester or Marblehead, which is also evident in the architecture and the arrangement of the streets.

Settled in 1638 and antedated in New Hampshire only by settlements at Dover and Portsmouth, Exeter sprang up by the falls of the Squamscott River and grew around the personality of the Rev. John Wheelwright, a political and religious outcast from Puritanic Boston. He was a graduate of Cambridge University and a fellow collegian of Oliver Cromwell, who afterward said that he was more afraid of meeting Wheelwright at football than he had been since of meeting an army in the field, for he was infallibly sure of being tripped up by him. A brother-in-law of Anne Hutchinson, who was banished from the Massachusetts Bay Colony because of her radical religious views and who fled to Rhode Island, Wheelwright's non-conformity was apparently his only sin.

Since land travel was very difficult, Wheelwright undoubtedly came by water to the settlement at Strawberry Bank (Portsmouth) and through the wilderness to the site of Exeter. It is thought that he stayed through the winter with Edward Hilton, one of the settlers of Dover, who had moved to neighboring territory. At the first signs of spring, Wheelwright

secured a deed from Wehanownowit, Sagamore of the Squamscott tribe, who owned the land in the vicinity of Exeter, and Primnadockyon, his son. This deed is preserved at Exeter Academy and reads:

Know all men by these p^rsents y^t I Wehanownowitt Sagamore of Puschataquaque for a certajne some of money to mee in hand payd & other m^chandable comodities wch I haue recd as likewise for other good causes & considerations mee y^r unto spetially mouing haue granted barganed alienated & sould vnto John Wheelwright of Pischataqua & Augustine Storr of Bostone all those Lands woods Medowes Marshes rivers brookes springs with all the app^tenances amoluments p^ritts commoditys there unto belonging lying and situate within three miles of the Northerne side of ye river Meremake extending thirty miles along by the river from the sea side & from the sayd river side to Pischataqua Patents thirty Miles vp into the country North West & soe from the ffalls of Pischataqua to Oyster river thirty Miles square ev^y way, to haue & to hould the same to them & yr heyres for euer only the ground wch is broaken vp is excepted & it shall bee lawful for y^e sayd Sagamore to hunt fish & foule in the sayd lymitts. In witness w^of I have hereunto sett my hand & seale the third day of April 1638.

The first year saw few settlers except Wheelwright's family and a few loyal parishioners from Boston, who organized the first church with Wheelwright at its head. The settlement grew and in 1642, upon petition 'to the Right Worshipful Governor,' Exeter was admitted with the three other New Hampshire settlements to the sovereignty of Massachusetts. Wheelwright fled to Wells, Maine, to escape the jurisdiction of the Massachusetts Bay Colony, but later was pardoned and returned to preach in Hampton.

Exeter supported the New Hampshire Provincial Government that was set up in 1680, but in 1682, when Royal Governor Cranfield sent his marshal to collect taxes without the consent of the Assembly, he was informed by the leading women of Exeter that 'a red-hot spit and scalding water' were ready for him, and he returned home with his purse as empty as when he came. From 1686 to 1690, New Hampshire was without formal government. When reunion with Massachusetts was renewed from 1690 to 1692, Exeter, along with other settlements, acknowledged the necessity of a recognized governmental authority and gave allegiance to the Bay State.

As a frontier town Exeter suffered during the French and Indian wars. Although there was no general attack upon the town, her citizens gained military experience in their fights with the Indians.

Exeter's defiant attitude toward 'Royal Commands' never abated and was shown in the Mast Tree Riot of 1734 against the practice of marking the best trees for the Royal Navy. Believing that the men of Exeter were cutting these trees for their own use, David Dunbar, surveyor general for the Crown, sent ten men to set the King's mark, a broad arrow, on any trees he might find at the Exeter mill. A group of Exeter Colonials dressed as Indians dragged the men from their beds in Samuel Gilman's tavern and hustled them out with threats and blows. The 'unlucky wights'

found their boat scuttled and their sails destroyed and had to return to Portsmouth as best they could.

Around the little village of Exeter centers more of interest touching the struggle for American liberty than any town in the State. In January, 1774, the town resolved that, 'we are ready on all necessary occasions to risk our lives and fortunes in defence of our rights and liberties'; and two British ministers, Lords North and Bute, were burned in effigy before the jail.

In 1775, the capital was removed to Exeter from Portsmouth, there being too many Tories at Portsmouth, while Exeter was almost wholly Revolutionary. The first Provincial Congress met in Exeter, July 21, 1774, and several sessions were held in the town in the next year. They alternated with the Committee of Safety, so that one body or the other was sitting continuously. The first of the Provincial congresses assembled December 21, 1775, and 'took up government' by resolving itself into a house of representatives and by adopting, January 5, 1776, a written constitution. By this act New Hampshire became an independent colony. Seven months later a messenger brought the Declaration of Independence, which was read to the people by John Taylor Gilman, afterward Governor of the State for fourteen years. Exeter was then the center of the State's activity — civil, legislative and military. The town ran riot with patriotism and in all the village there was but one downright Tory, the town printer, who afterward was imprisoned for counterfeiting the provincial currency. He escaped, however, and fled within the British lines. From 1776 to 1784 the sessions of the State Legislature, with few exceptions, were held in Exeter.

When George Washington came through the almost primeval woods from Portsmouth in 1789, he wrote: 'This is a place of some consequence but does not contain more than 1000 inhabitants. A jealousy subsists between this town, where the Legislature alternately sits, and Portsmouth which, had I known of it, in time, would have made it necessary to have accepted an invitation to a public dinner.'

Fishing, lumbering, and cattle-raising were the first industries. In 1795, Joseph Scott wrote of Exeter in his volume, 'The United States Gazeteer,' 'Here are also ten grist mills, a paper mill, a fulling mill, a slitting mill, a snuff mill, two chocolate and six saw mills, iron works, a printing office and a duck manufactory which was lately established. Previous to the Revolution this town was famous for ship building but latterly it has been much neglected.'

In time Exeter's territory, which, according to the Indian agreement, covered about four hundred square miles, was reduced to about seventeen square miles, the towns of Newmarket (1727), Epping (1741), Brentwood (1742), and Fremont (1764) having separated from it and set up their own housekeeping.

Although Exeter is largely residential and academic, it has several industries manufacturing cotton, brass, and marble products, shoes, and building materials.

TOUR 1 — 0.5 m.

SW. from Water St. on Front St.

1. The *Bandstand*, cor. Water and Front Sts., a circular pavilion of great dignity, with a pointed roof supported by simple Doric columns, was designed by Henry Bacon, architect of the Lincoln Memorial in Washington, D.C. This was given to the town in 1913 by Ambrose Swazey, Exeter's chief benefactor. Tradition records that when the town meeting was discussing the proposed acceptance of the gift, one voter with true Yankee spirit moved that the offer be rejected, as he didn't hold with any man's giving so much money outside of his family.

2. The *Town Hall*, NW. corner of Water and Front Sts. (R), was built in 1855. An impressive structure of brick, topped with a white cupola, it is a good example of the architecture of the period. The granite walls of the basement are a much later addition.

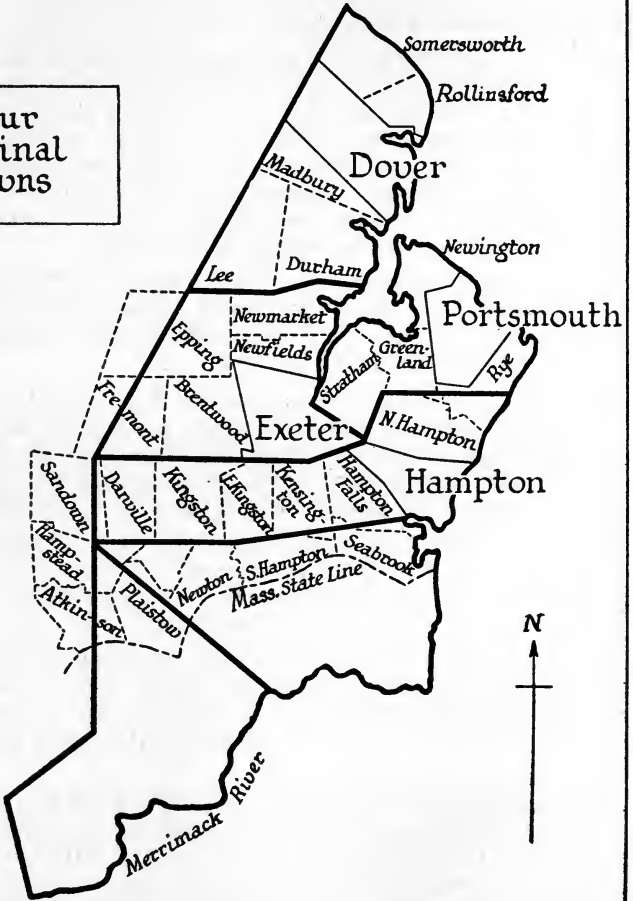
3. The *George Sullivan House (not open)*, 4 Front St. (L), a three-story mansion, with a lavishly adorned doorway, a finely denticulated cornice, and window caps, formerly the home of George Sullivan, son of General John Sullivan of Revolutionary fame, is the first of a row of three similar houses, that give an atmosphere of quiet dignity to the street.

4. The *Gardner House (not open)*, Front St. (L), with a plain square porch with Doric columns, a finely denticulated cornice, and reeded window caps, is the second of these three houses. This was built in 1826 and was held in the same family for three generations.

5. The *Home of Dr. William Perry (not open)*, Front St. (L), of simpler design, lacking any elaboration of doorway or windows, completes the series. Dr. Perry had an office here in 1814 and was adventurous enough as an undergraduate to take a trip down the Hudson in Fulton's steamboat.

6. The *Congregational Church*, Front St. (R), built in 1798, is unique among New Hampshire churches in the treatment of the front façade. The four groups of pilasters are separated in each of the two stories, making each story a separate entity. Those at the second story support a lavishly decorated cornice. The short steeple, composed of a tall octagonal belfry with open arches, and a domed octagonal lantern, rises from the main roof of the entire structure. In the earlier church antedating this the General Court was sitting in 1786 when insurgents from the western towns of the county arrived to dragoon the legislature into a fresh issue of paper currency. They surrounded the church and held the legislature captive all day. At nightfall a ruse was planned by Colonel Nicholas Gilman to secure their release. A high fence prevented the besiegers from seeing what went on outside the churchyard, and in the dusk Colonel Gilman collected a small number of men, who, while a drum was briskly

Four
Original
Towns



beaten, approached the church with a military step. 'Hurrah,' cried the astute Gilman, 'here come Hackett's artillery!' The crowd took up the cry and the rebels vanished.

7. The *Nathaniel Gilman House* (*open daily, 9-5*), cor. Front and Elm Sts. (L), a large white house with a gambrel roof hipped at one end showing a later alteration, was built in 1740, and was restored by its present owner, Phillips Exeter Academy. The front façade has a simple doorway with a gracefully leaded fan-light, and a finely denticulated cornice. The wide hall, with dadoed walls and deeply cut paneling, has a staircase of pleasing lines. Many of the upper rooms are wainscoted.

8. The *Benjamin Clark Gilman House* (*not open*), 39 Front St. (R), has the same simple elegance and dignity of line as the Nathaniel Gilman House, which it resembles, but its doorway is slightly off center.

9. *Phillips Exeter Academy*, Front St. (R and L), is Exeter's central attraction, its dignified brick buildings having an unaffected charm well suited to an old academy nestling under the elms of a still older New Hampshire village.

John Phillips, from whom the Academy takes its name, was a native of Andover, Massachusetts. A graduate of Harvard at sixteen, he trained for the ministry, although he never engaged in it. Coming to Exeter in 1741, he taught school for a time, but trade attracted him more and he succeeded admirably in it. In his later years he became a benefactor of education. Dartmouth College in its first years received his aid. In 1778 with his brother Samuel, he founded Phillips Academy in Andover, Massachusetts. Later he cherished a plan of establishing an academy in his own town. Phillips Exeter Academy was made possible by his benefactions and was opened in 1783 with William Woodbridge, as principal, followed by Benjamin Abbot, whose scholarship and executive ability established the standards that succeeding principals have maintained.

The Academy is a college preparatory school having an enrollment of 700 students. It is amply endowed, and the recent gift of Edward S. Harkness makes possible the conference method of instruction with an instructor for every 12 boys.

In the Academy's century and a half of existence the list of graduates who have risen to the highest rank is an imposing one. Three Presidents have sent their sons to Exeter: Lincoln (Robert), Grant (Ulysses, Jr.), and Cleveland (Richard and Francis).

The *Yard* (R), the oldest part of the Academy property, was given by Governor Gilman in 1795. Here are the *Older Dormitories*, their barrack-like severity indicating the austerity of student life in the nineteenth century; the *Academy Building*, combining Georgian Colonial tradition with dignity proper to its function as the school chapel; *Alumni Hall*, of massive construction and classical design, reminiscent of the English college commons; and *Phillips Church*, built of stone in simple Gothic style.

Dormitories and Classroom Buildings, built since 1925 around two quad-

rangles behind the Academy building, and the other buildings erected since 1907, were designed by Ralph Adams Cram, architect of the Cathedral of St. John the Divine in New York City. The characteristic features of these later dormitories are the general simplicity of design, the gambrel or hipped roof, a succession of windows with rounded pediments in the first floor, and small dormers in the roof, all with uniformly small panes of glass and wide muntins. The occasional accent is effected by a gable, a pavilion, or a second-floor balcony.

The *Principal's House* (L), a fine three-story house with a hip roof, is set far back from the street under wide-spreading trees. Built in 1811, it was originally a two-story house of simple Colonial design. Around it are some of the newer dormitories, the library, the physical education group of buildings, and the playing fields.

R. from Front St. on Tan Lane

10. The *Faculty Club* (*not open*), Tan Lane (L), a very small two-story structure with a hip roof, combines its almost miniature proportions with great skill. Severely plain in every detail, its charm comes from the harmony of its proportions. Erected in 1783 as the first academy building, it originally housed all the school activities. It was recently restored by Ralph Adams Cram.

Retrace on Tan Lane; R. from Tan Lane on Front St.

11. The *Edward Tuck Birthplace* (*not open*), 72 Front St. (L), a small two-story white house with a pitched roof and a large central chimney, is set behind a white picket fence. It was built in 1750 and is owned by the Academy. Edward Tuck, born here in 1842, founded the Amos Tuck School of Administration and Finance at Dartmouth College and contributed to many other institutions.

R. from Front St. on Lincoln St.

12. *Robinson Seminary*, Lincoln St., housed in a brick building typical of the 1870's, was founded in 1867 through the bequest of William Robinson, a native son who had acquired a fortune during his life in Augusta, Georgia. This made possible the founding of a female seminary where 'the course of instruction should be such as to make female scholars equal to all the practical duties of life; such a course of education as would enable them to compete, and successfully, too, with their brothers throughout the world, when they take part in the actual duties of life.' This principle has been successfully maintained through the decades, and this school offers its facilities, gratuitously, to the girls of Exeter. The Seminary has 350 students from Exeter and neighboring towns.

Retrace on Lincoln St.; R. from Lincoln St. on Front St.

13. The *Soldiers' Memorial*, cor. Front and Pine Sts., depicts an idealized soldier in overseas uniform under the sheltering arm of a guardian angel represented by a statuesque female with flowing drapery and an olive branch in her hand. It was executed by a native, Daniel Chester French (1850-1931). The group is cast in bronze, and stands in a small landscaped plot.

L. from Front St. on Pine St.

14. The *Home of Henry A. Shute*, 3 Pine St. (L), is known to countless readers because his 'Real Diary of a Real Boy' was written here. Between 6 and 27 Court St. (*L. from Pine St.*) is the locale of these stories by Judge Shute, for in this section were the homes of 'Plupy,' 'Beany,' and 'Pewt.'

TOUR 2 — 0.5 m.

E. on Water St.

15. The *Gilman-Clifford* or *Garrison House* (*not open*), cor. Water and Clifford Sts. (R), is the second oldest, if not the oldest, building in New Hampshire. The main part of this rambling, red 'wooden castle' was built between 1650 and 1658 by Councillor John Gilman and was designed to thwart Indian attack. The upper story projected a foot or more beyond the lower. This overhang is visible at the back of the house. The windows were hardly more than loopholes and the door had a portcullis that could be instantly dropped. A small portion of the wall is stripped to the original timber to show the joining of the square logs.

The front wing, which projects toward the street, was added by Brigadier General Peter Gilman in 1772 to provide a proper place of entertainment for Governor John Wentworth and his staff. The interior of these rooms is distinguished by paneling and elaborately carved woodwork. The Royal Governor liked to visit a battalion he had formed at Exeter called the 'Cadets,' whom he had brilliantly uniformed and equipped and of whom he was very proud, although they repaid his courtesies by taking his weapons and marching away to Cambridge as soon as they heard of the affair at Lexington. John Phillips, founder of Phillips Exeter Academy, was colonel of the corps.

While a student at the Academy in 1796, Daniel Webster boarded at this house with the family of Ebenezer Clifford, a noted woodworker who made the paneling in the old room, now displayed in the Metropolitan Art Museum of New York. The youth's crude table manners often shocked Clifford, but knowing that the boy was sensitive he was reluctant to correct him. Instead, Clifford fell upon the scheme of reproving the apprentice of his shop, who in the homely fashion of the time sat at the same table, for the same faults and was relieved to see the quick-witted young Webster mend his table etiquette accordingly.

L. from Water St. on High St.

16. The *Boarding-Place of Robert Lincoln* (*not open*), cor. High and Pleasant Sts. (L), is a two-story brick house with a store on the ground floor, joined at the left side to another brick house having its front façade curved to fit the bend in the street. Here Abraham Lincoln visited his son while the latter was a student at the Academy.

The junction of the streets at this point forms Hemlock Square, so named

from the time the militia trained in the Square in the 17th century, when in rainy weather hemlock boughs were strewn over the ground to cover the mud.

17. The *Fields House* (*not open*), 25 High St. (R), a small two-story house with a hip roof and a lofty chimney on either end, is one of the most charming of the Exeter houses. The front façade contains a simple doorway with an elliptical fan-light. At one time an elderly gentleman named Coffin Smith lived here. He had three sons and three daughters, all of whom married and settled in Exeter. Tradition relates that every morning Mr. Smith made a round of calls on his six children to find which one had the most appetizing dinner menu. He would then invite himself to the meal that pleased him best.

18. The *Tenney House* (*not open*), 65 High St. (R), an imposing three-story residence with a pedimented central section and a two-story wing on either side, is different from any other house in this region and resembles the mansion of an English country manor much more than other New Hampshire houses. The front doorway carries a heavy pediment, and massive caps top the windows of the lower story. The hip roofs of the two wings are surrounded by a latticed balustrade, and from each of them rises a tall, rugged chimney. This house was built in 1798 by Dr. Samuel Tenney, who served as a surgeon at Bunker Hill and at Yorktown. His wife, Tabitha Gilman, author of 'Female Quixotism,' was the earliest woman novelist in America. It is related that the doctor and his wife, while planning their house, drove around the countryside in their chaise looking for a model. The source of their final inspiration is not known. Originally this house stood on Front Street, where the Courthouse now stands, and the feat of moving it across the river seems almost impossible.

TOUR 3 — 0.2 m.

W. from Town Hall on Water St.

19. The *Gilman-Ladd House* (*open on application to the caretaker: free*) (L), cor. Water and Governor Sts., now the chapter house for the New Hampshire Cincinnati, a slightly asymmetrical two-story house with three dormer windows piercing the pitched roof, has two front vestibules, indicating a later wing. Built in 1721 by Nathaniel Ladd, it passed into the hands of the Gilman family 30 years later and became the dwelling of several famous men, including Nicholas Gilman, Jr., a signer of the Constitution. The original house of brick was later expanded into the present rambling structure and covered with wood. The interior is finished with deep window seats, paneled wainscoting, and huge fireplaces. The Ladd family is an old one in Exeter. An earlier Nathaniel Ladd sounded the trumpet in Gove's Rebellion against Governor Cranfield (1682-85) and was afterwards killed in a battle with the Indians. Simeon

Ladd, three generations later, according to historian Bell, was president of a society of choice spirits called the 'Nip Club,' which used to assemble at one of the taverns for convivial purposes. His eccentricity may have been inherited from his father, who kept a ready-made coffin in his house to meet an emergency, and invented a pair of wings which he fondly believed would enable him to cleave the air like a bird, until he tried the experiment from an upper window.

More staid, and also more distinguished, the Gilman family gave two governors to the State and a Senator to Congress. From the 'treasury room' at the left of the main entrance Nicholas Gilman, treasurer of the Colony, issued all New Hampshire's Colonial currency during the Revolution, and many a night he sat armed in his office, expecting a British attack. Governor John T. Gilman, another member of the family, lived to a ripe old age in this house. According to tradition, on the night before his death he was brought downstairs by a Negro servant to enjoy for the last time the company of his family. Realizing that his time was nearly spent, he gave full oral instructions about his burial and the manner in which he wished to be remembered, insisting that his family should not wear mourning for him. 'Spend upon the living, not the dead,' he said. A few minutes later, feeling very tired, he left the room, remarking, 'I have no disposition to leave this precious circle. I love to be here surrounded by my family and friends.' Then he gave them his blessing and said, 'I am ready to go and I wish you all goodnight.'

20. The *Folsom Tavern (not open)*, cor. Water and Spring Sts. (L), a large, Georgian Colonial house with a hip roof and a pedimented doorway, is also owned by the New Hampshire Chapter of the Cincinnati. At present, the small panes are missing from the lower sashes of the windows, but restoration of the house is being undertaken by the chapter. It was erected by Colonel Samuel Folsom in 1770, and moved from its original site on the corner of Front and Water Sts. a few years ago. In 1789 George Washington, then on a visit to New Hampshire, was entertained here.

21. The *Swazey Parkway*, entrance on Water St. (R), is a beautifully landscaped drive along the Squamscott River, from which is visible on the opposite bank the little square brick *Powder House* with its peaked roof, built in 1771 on the eve of the Revolution to house the town's stock of powder.

TOUR 4 — 1.5 m.

W. on Water St.; L. from Water St. on Main St.; R. from Main St. on Cass St.

22. The *Birthplace of Lewis Cass (not open)*, 11 Cass St. (R), with its gable end to the street, was built in 1740, and was the home of Major Jonathan Cass. His son Lewis (1782-1866) was a noted soldier and states-

man, Governor of Michigan Territory from 1813 to 1831 and afterward Secretary of War.

23. The *Odiorne House* (*not open*), 25 Cass St. (R), a two-story house with a high gambrel roof, a simple pedimented doorway, and a small wing on the ground floor, once fitted up as a store, was built in 1735 by Major John Gilman, whose military exploits included an escape from the massacre of Fort William and Mary in 1757. Major Gilman was handsomely equipped for this expedition if we may judge from his 'Inventory of cloaths, &c., Taken by the Indian' that he filed with the legislature and for the loss of which he collected £300. From this inventory it appears that an officer taking the field in those days carried with him a two-volume Bible, a wig, glass and wooden bottles, gold-laced hats, coats, waistcoats, jacket, great-coats, gowns, sermon book, ivory book, and dozens of articles that would puzzle the modern soldier. Major Gilman had 12 children, and one daughter married Deacon Thomas Odiorne, who built the little store on one side of the house.

L. from Cass St. on Park St.

24. *Giddinge's Tavern* (*open on application to owner*), cor. Park and Summer Sts. (R), a square, hip-roofed house with large overhanging eaves, was built in 1724. The front door, four panels wide, is one of the widest in Exeter. A large millstone serves as a door step. This tavern was built by Zebulon Giddinge, who catered to the loggers hauling logs to the river. In the tense days before the Revolution, it was used as a meeting place by the Exeter patriots.

25. The *Jeremiah Smith House* (*not open*), 77 Park St. (R), a gambrel-roof house with pedimented dormer windows and capped windows on the lower floor, formerly had a notched square porch over the front door. A tall chimney rises at either end. This house, built in 1750, was the home of Judge Jeremiah Smith, a soldier in the Revolutionary War, Governor of New Hampshire, 1809-10, and Chief Justice of the State.

L. from Park St. on Epping Rd.; R. from Epping Rd. on Winter St.

26. The *Leavitt House* (*not open*), 91 Winter St. (R), a long, rambling mansion with beautiful woodwork, built in 1740, was at one time a tavern, later an establishment where stovepipe hats of fur and plush were made. It was also the headquarters of the 'White Cap Society.'

In 1797, this society was formed by a sharper from New Jersey, Rainsford Rogers, to dig for buried treasure, the whereabouts of which he claimed to know because of his power over evil spirits. On dark nights he repeatedly conducted the members, among them many prominent citizens, to out-of-the-way places to dig in the swamps, instructing them to wear white caps on these expeditions. On one of these nocturnal excursions there appeared before the eyes of the awe-stricken diggers a figure all in white, representing a spirit, which uttered some words which were not well understood. One of the 'white caps,' anxious to lose nothing of the weighty communication, responded, 'A little louder, Mr. Ghost, I'm rather hard of hearing!' Dig as they might, they reached no treasure.

Rogers said what they needed was a divining rod costing several hundred dollars. The deluded company raised the money and delivered it to the sharper, who mounted his horse, and, with a saddle and bridle borrowed from one of his dupes, rode off to parts unknown, never to return.

F R A N K L I N

City: Alt. 335, pop. 6576, sett. 1764, incorp. 1895.

Railroad Station: B. & M. R.R., Depot St.

Bus Station: B. & M. Transp. Co., Griffin's Drug Store.

Taxis: 15¢ first half mile.

Accommodations: Three hotels.

Amusements: Two motion-picture theaters.

Swimming: Webster Lake, 2.5 m. (north) of city.

Golf: Mojalaki Country Club, 9 holes, fee \$1.25.

FRANKLIN is a typical small New England industrial city. Situated at a junction of the turbulent Pemigewasset and the mildly flowing Winnipesaukee where they meet to form the Merrimack, Franklin's mills and factories have an abundance of water-power. East of the junction is the industrial section of the city where, somewhat back from the rivers, Franklin's four blocks of stores and offices gradually give way to schools, churches, and dwellings, the latter climbing to the very tops of the city's protecting hills several hundred feet above the main thoroughfare, Central Street. West of the junction the older part of the city stretches along an elm-shaded highway.

For a city of its size, Franklin's business section at first glance seems more than adequate for the local trade, but it is also the shopping center for a large summer population. Of Franklin's population more than sixty per cent is native-born and more than fifty-five per cent is composed of registered voters. The cultural level of the city is reflected in the public library circulation, which in 1936 was the highest per capita of any city in the State, and in the popularity of the *Journal-Transcript*, the city's weekly newspaper, which has a circulation of 3100 among 10,000 people within the regional area.

Among the community's recreational features is the Hogback Ski Trail which draws many winter visitors (*see Ski Trails*).

Most famous of all the sons of Franklin is Daniel Webster (1782-1852), whose birthplace, originally in Salisbury, is now, as a result of a change in

town lines in 1828, in Franklin, on a road leading from US 3, a mile and a half south of the city (*see Tour 3, sec. b*).

Franklin's history closely parallels that of Salisbury (*see Tour 14*), since it was part of that town until 1828, when it was incorporated as the town of Franklin, taking its name from Benjamin Franklin. Sanbornton, Northfield, and Boscawen also contributed portions of their townships to the new town. In 1895 it was granted a city charter.

Preceding the first settlement, this part of the township of Salisbury was the headquarters of the Abenaki tribe of Indians. Of late years many relics of this early Indian occupation have been found.

The founder of Pemigewasset or East Village, which later became Franklin, was Ebenezer Eastman, who built a sawmill here in 1764, and kept a tavern, besides conducting his farm and a lumber business. His homestead is at Webster Place, two miles south of Franklin on US 3 (*see Tour 3, sec. b*).

The industrial history of Franklin is written in the development of its mills and manufacturing plants. The Indians chose their site because of its accessibility to water transportation; the white men because of the enormous power of the two swift rivers. Harnessing that power, the settlement developed rapidly.

The first mill, a sawmill, was erected in 1764 under the terms of a Masonian charter. In the course of the years a number of mills were started, and by 1828 the use of water-power in industry had become an established fact. Sawmills and gristmills were followed by paper mills, knitting mills, and factories for making machinery, tools, and particularly textile needles.

POINTS OF INTEREST

1. The brick *City Hall*, Central St., a small, two-story building with a square tower, contains in the city clerk's office the treasured manuscript (1798-1809) of the records of the Republican Bridge. This toll bridge across the Pemigewasset, connecting Franklin with the Falls, was named in honor of the winning political party of the town. Originally a covered wooden affair, 400 feet long and ingeniously constructed by 'Boston' John Clark, it was replaced in 1931 by the Daniel Webster Bridge.

2. The *Franklin Library*, Central St., west of the City Hall, built in 1907 partly with funds from the Carnegie Foundation, contains 21,000 volumes and has on exhibition a Rogers group, 'Checkers Up at the Farm' (*see The Arts*).

3. The *Acme Needle Company*, 92 Memorial St., north of City Hall, has its origin, with other Franklin industries, in the inventive genius of Walter Aiken and his father, who, in 1840, started a needle and tool factory. The former invented the latch needle, a major improvement in textile machinery.

Walter Aiken contributed much to the development of the cog railroad on Mount Washington, lending his mechanical ability to the problems encountered by Sylvester Marsh (*see Tour 8, sec. b*). For some time after his shop turned out parts and machinery for similar mountain-climbing roads in other parts of the world.

4. The *G. W. Griffin Company*, 93 Memorial St., north of City Hall, makers of hacksaws, also traces the origin of its products to the Aiken family, since it was by the Aiken family and in the Aiken Machine Shop that hacksaws were invented about the time of the Civil War.

5. *Odell Park*, Central St., west of City Hall, is a tract of land bordering on the Winnepesaukee River and known familiarly as the Island. Adjacent to the entrance is a recreational center. Nearer the water the Island is pleasantly shaded, with many quiet nooks.

6. In the *Mortar Lot*, east of City Hall, a half-acre plot adjacent to the road, owned by the Women's Club of Franklin, is a granite boulder with a depression two feet deep and three feet in diameter. It is clearly a mortar in which the Indians, and later the colonists, ground their corn into meal. Behind this and left, an early millstone represents a further evolution in meal grinding. Across the lot is *Shad Rock*, a small boulder, on the face of which is the crude carving of a shad, undoubtedly done by the Indians to mark their favorite grounds. This rock was discovered in 1934 by workmen constructing a dam and brought from the river to Mortar Lot for permanent preservation.

7. The *A. W. Salloway Mills*, Central St., west of City Hall, had their origin in 1808 in another of Walter Aiken's textile inventions, the improved circular knitting machine. The company now manufactures hosiery.

8. *Daniel Webster Bridge*, Central St., west of City Hall, over the Pemigewasset, made entirely of New Hampshire granite, connects the two sections of the city. From the bridge may be had excellent views of the northern and southern rapids of the river.

9. The *Congregational Church*, N. Main St., west of City Hall, a plain white low-spired building, was Franklin's first church. Originally built in 1802, the remodeled building was damaged by fire in 1902, but was restored and is one of Franklin's landmarks. In 1933 a bronze *Bust of Daniel Webster*, the work of Daniel Chester French and his daughter Margaret French Cresson, was placed in front of the church, in memory of its most famous communicant (*see The Arts*).

H A N O V E R

Town: Alt. 530, pop. 3043, sett. 1765, incorp. 1761.

Railroad Station: B. & M. R.R., Central Vt. R.R., Hanover and Norwich, Vt., 0.8 m. (west) on W. Wheelock St.

Bus Station: Bee Line, Hanover Inn.

Airport: B.-M. — Central Vt. Airways, Twin State Airport, White River Junction, Vt., 5 m. (south).

Taxis: 50¢.

Accommodations: One hotel.

Tourist Information Service: Hanover Inn, New Hampshire Auto Association, 33 Main St.

Swimming: Storrs Pond, 2 m. (north) on State 10, (R) on Reservoir Road, (L) to Oak Hill.

Ski Jump: 2 m. (north) on State 10, on the Golf Club grounds.

Annual Events: Dartmouth Winter Carnival, mid-winter.

HANOVER, situated on a plateau above and half a mile back from the Connecticut River, is surrounded on three sides by hills that rise gradually to a culmination in Moose Mountain (alt. 2300). It is a typical New England college community, the seat of Dartmouth College, New Hampshire's oldest and largest educational institution, and one that occupies a pre-eminent position among American colleges as one of the few remaining champions of a liberal arts education. Distinctly a college for men, here in 1937 was a student body of 2442 under the instruction of a faculty of some 250 members, occupying 64 buildings representing a valuation of about \$9,000,000.

The center of the town and of the college is the elm-shaded Green, criss-crossed by walks. Everywhere about it are impressive buildings, from the dignified, white Colonial group of the earlier days on a slight rise on the eastern side of the Green, to the graceful white tower of the library and the fine row of Georgian structures on the west. Everywhere there is the feeling of fitness and harmony. Seemingly, as though by common consent, Hanover's only business section is compressed into a small area on South Main Street, leaving the rest of the town unmarked by trade.

During the college year streets, sidewalks, and the Green are alive with students. Separately, in pairs, or in groups, they are headed in all directions, 'going places' in true collegiate fashion. On occasion more sedate members of the faculty are seen. In the warmer seasons the well-kept lawns of the Green are a favorite lounging-place. So large a part of the town's population is connected with the college as faculty or students that 'townies' are hard to find. So closely interfused are town and college that it may truly be said that Hanover is Dartmouth College.

Before Dartmouth College, however, there was a little settlement here on this high land above the Connecticut. The town of Hanover, a tract of 22,400 acres, chartered by Governor Benning Wentworth of New Hampshire on July 4, 1761, was not settled until the spring of 1765. In that year young Colonel Edmund Freeman, his wife, two children, and his brother came up the Connecticut trail to make their dwelling in the eastern part of the township. Freeman is credited with selecting the name for the settlement, taking it, undoubtedly, from the reigning house of Great Britain at that time. Characterized as 'most serious, steady inhabitants' the early settlers of Hanover were chiefly farmers.

In the closing years of the 1760's the Rev. Eleazar Wheelock was rounding out fifteen years of conducting Moor's Indian Charity School in Lebanon, Connecticut, and was considering the relocation of his school. He had sent one of his former Indian students, Samson Occom, a preacher, to England where his sermons attracted much attention. Through his preaching and his personality Occom succeeded in raising an endowment of £11,000 sterling. With these funds at his disposal Wheelock determined to seek a new site and widen the scope of his school. At his request a charter for a new school was granted by King George III in 1769, authorizing the establishment of a college 'for the education & instruction of Youth of the Indian Tribes in this Land in reading, writing & all parts of Learning which shall appear necessary and expedient for civilizing and christianizing Children of Pagans as well as in all liberal Arts and Sciences; and also of English Youth and any others.'

A number of sites from New Hampshire to Virginia had been offered to Wheelock, among them one by the Hanover settlers, then numbering twenty families. Possibly with an eye to appreciation in land values if the college were located here, they pressed for a decision in their favor and were rewarded with success. Merging its interests with Lebanon, Hanover offered Wheelock a tract of three thousand acres in addition to money, labor, lumber, and outlying lands. Rich in forests of pine, the territory had little else to commend it; as a whole it was reputed as one of the poorest offered. It was a fortunate day for the struggling settlers when Wheelock chose the town for the site of his new college.

Governor John Wentworth, with unusual modesty, set aside the proposal that the college bear his name, and proposed that it take its title from the Second Earl of Dartmouth, England, who had been an ardent friend to the new project and head of the English group of trustees. In 1770, Wheelock brought his ideal, his library, and his funds up through the wilderness to Hanover and built a single log hut, the first Dartmouth College building.

It soon became evident that Indian youth were not keen for Christian education, and the institution was gradually changed into a school for the education of white youth. In 1771 the first class was graduated, composed of four men, one of whom was the president's son. The occasion was graced by the presence of Governor Wentworth who had a road

constructed through the forest from Wolfeborough 75 miles to the east for the purpose (*see Tour 13, sec. a*).

The governor presented the young institution with some valuable woodlands, among them the unorganized grant in the northern part of the State still known as the Dartmouth College Grant. Among his other gifts at this time was a silver punchbowl which still graces the president's commencement reception. In order that the president might be distinguished from other notables, he donated a large and ornate badge for him to wear at state functions. It is now presented to each president at his inauguration.

On the death of President Wheelock in 1779, his son, John Wheelock, took the presidency. Under his direction a chapel was erected in 1790, and the following year Dartmouth Hall was completed. The college prospered and by 1791 the graduating class numbered forty-nine.

During these early years village growth was concurrent with that of the college. Business, completely in the hands of President Wheelock at the beginning, gradually was undertaken by others, but was almost exclusively confined to trade and building. The prosperity of the college was reflected in the prosperity of the town, and as the college disposed of its southernmost lands to various incoming merchants, numerous business establishments were set up. By the turn of the century the village could boast of two general stores, an inn, blacksmith shop, tannery, bookstore, several tailor shops, a hatter's, and other trade establishments. Manufacturing has never played an important part in Hanover's economic life. During the early years, however, presumably because of the difficulties in obtaining goods from outside, several manufacturing establishments were founded, including a pottery, a weaving establishment, a mill, a tannery and several potash plants. In 1795 appeared the *Hanover Gazette*, one of the first newspapers in northern New Hampshire.

Dartmouth branched out into the realm of medicine in 1797 when the New Hampshire Medical Institution was established in connection with the college.

Meanwhile, the college was growing under President John Wheelock, but his leadership proved less happy in his later years, when a controversy between him and the board of trustees became a State-wide political issue which culminated in his removal in 1815. His removal did not end the controversy. In 1816, the State Legislature passed a bill changing the name of the college to Dartmouth University and named the deposed president as its head, creating a situation in which there were two educational institutions in the town instead of one. Wheelock's successor was faced with the existence of a rival institution, a dilemma which gave rise to the famous Dartmouth College Case. In a bitterly fought contest which followed, the majority of the students remained loyal to the old college, although obliged to meet in private buildings for their classes. The case was waged first in the State and finally before the United States Supreme Court. With funds furnished by John Wheeler of Orford, a town

eighteen miles north of Hanover, Daniel Webster, Dartmouth's most famous graduate, took the case before the Supreme Court and in an impassioned plea maintained that not only was the existence of Dartmouth College as a private institution at stake, but the sanctity of every contract as well, closing the speech with the fervid statement, which has since become a slogan of Dartmouth men, 'It is a small college, gentlemen, but there are those who love it.' On February 2, 1819, Chief Justice John Marshall handed down a decision in favor of the college, and Webster was hailed as Dartmouth's uncanonized saint.

With the termination of the short-lived university, which followed immediately upon the Supreme Court's decision, the college made a fresh start. For the first time since the Revolution, it was freed from debt. The moral tone of administration in that day is evident from the fact that thirty-nine students were, at one time, fined two dollars each for attending a dancing school.

Apparently the site of the college had not met with general approval as is evidenced in a contemporary gazetteer:

Though a more central situation for the only collegiate institution in the State would be on some accounts more desirable, yet it has often been remarked, that the location of Dartmouth College is peculiarly favorable to study and the preservation of morals. Circumstances conducive to these objects in addition to establishments wisely arranged for the pursuits of literature are to be found in the salubrity of the situation, the uniform temperature of the climate and the pleasantness of the village, which is neither too populous nor too solitary.

Hanover continued to have a growth parallel to that of the college. In 1848, business here received a decided stimulus with the coming of the Central Vermont Railroad to Norwich, Vermont, just across the Connecticut River. It was a time of political tension over slavery, and a strong feeling of anti-slavery was gradually rising in the town. In 1860, the town backed Lincoln in the Presidential election. The slavery question led to the undoing of the president of the college who had been rash (or brave) enough to write several pamphlets defending it as a divine right. Popular feeling reached such height in 1863 that he was forced to resign after thirty years in office. During his term, however, the college had become two and a half times richer than when he took the presidency, its assets having increased from \$85,000 to more than \$200,000.

During the years from 1863 to 1877, the innovation of 'elective' courses was introduced into the curriculum. Stirring songs began to be written such as 'Men of Dartmouth,' 'Eleazar Wheelock,' and the 'Hanover Winter Song,' by Richard Hovey, '85, which have ever since had chief places in the college repertory.

In 1866, Hanover for the second time had two colleges within its confines, but they were not rivals. In that year the State established here the New Hampshire College of Agriculture and the Mechanic Arts which maintained a sort of step-daughterly existence until its removal to Durham in 1893, when it was lured away from Hanover, as half a million dollars

became available from a bequest to the State by Benjamin Thompson on condition that a college of agriculture be established on his farm (see *DURHAM*).

The 'modern era' of the college had its beginning in the administration of William Jewett Tucker, president from 1893 to 1909. A great builder of the institution in power, prestige, and size, he was responsible for the growth of that marked characteristic of the college, the Dartmouth spirit. Even the alumni caught it, as was evidenced by their gift, within twenty-four hours, of sufficient money to rebuild Dartmouth Hall when it burned in 1904. President Tucker was responsible for the inauguration of the world-wide institution known as 'Dartmouth Night' when alumni throughout the world meet in their respective sections. From 1909 to 1916 two outstanding innovations were the establishment of the Dartmouth Alumni Council, a nation-wide advisory group of Dartmouth graduates, and the starting of the Dartmouth Outing Club, the first collegiate organization of its kind.

During 167 years Dartmouth has had eleven presidents and only in the case of the last two has it broken with the tradition of a clergyman as the head of the institution.

Among Hanover's notable sons and daughters have been James Freeman Clarke, historian, Henry F. Durant, founder of Wellesley College, Laura D. Bridgman, who, though deaf, dumb, and blind, rose to a celebrity only slightly less than that of Helen Keller, and Kate Sanborn, prolific nineteenth-century writer. Dartmouth has had a large number of graduates who have attained high rank in all lines of endeavor, too large to list in a brief sketch.

Hanover and Dartmouth College are an ideal combination of a fine New England town and a strong New England college, from whose highways and halls have gone men and influences to the ends of the world.

TOUR 1 — 3.5 m.

N. on North Main St. from Hanover Inn.

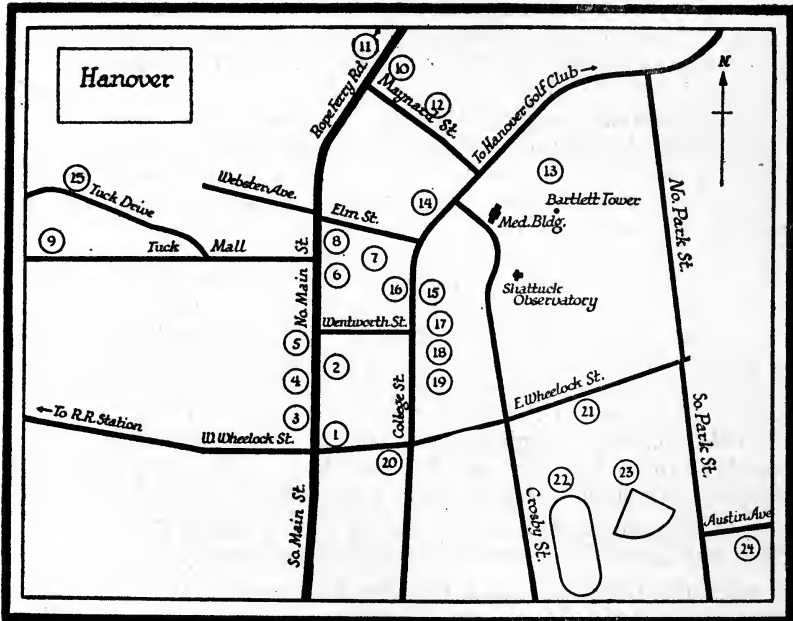
1. *College Green*, North Main St. (R), in the heart of Hanover, is owned by the town but controlled by the college. In the warmer seasons its well-kept greensward, shaded by magnificent elms, is a popular open-air haunt for students. Its winter aspect, when covered with snow, is one of dignity.

2. *Senior Fence* (R), long wooden rails on granite posts, is a conspicuous feature of the Green. These weather-worn, initial-adorned rails are the possession of the Seniors who alone can sit on them and add their knife-carved initials to the thousands already there.

3. In *College Hall*, North Main St. (L), one of the group of three modern brick buildings of the Georgian type along this side of North Main St., are

the Commons, the eating hall for Freshmen, also general reading and lounge rooms for the student body, and a ticket office of the B. & M. R.R. The upper floors are used for dormitory purposes, while the basement is a general cafeteria.

4. *Robinson Hall*, North Main St. (L), is an attractive brick building, 'devoted to the uses of student organization.' Here undergraduate publications, musical and other groups, including the Little Theater and the Dartmouth Outing Club, find a home. *The Dartmouth*, college daily,



HANOVER. POINTS OF INTEREST

- | | |
|---|--------------------------|
| 1. College Green | 13. College Park |
| 2. Senior Fence | 14. The Church of Christ |
| 3. College Hall | 15. Rollins Chapel |
| 4. Robinson Hall | 16. Webster Hall |
| 5. Parkhurst Hall | 17. Wentworth Hall |
| 6. Sanborn English House | 18. Dartmouth Hall |
| 7. Baker Memorial Library | 19. Bissell Hall |
| 8. Carpenter Hall | 20. Wilson Museum |
| 9. Amos Tuck School of Administration and Finance | 21. Gymnasium |
| 10. Dick's House | 22. Davis Field House |
| 11. Dartmouth Outing Club House | 23. Memorial Field |
| 12. Mary Hitchcock Memorial Hospital | 24. The Austin Shops |
| | 25. Tuck Drive |

was first published in 1839 and is the oldest college newspaper in America and one of the few having membership in the Associated Press.

5. *Parkhurst Hall*, North Main St. (L), erected in 1911 by Lewis Parkhurst, '78, and his wife, as a memorial to their son, Wilder Lewis Parkhurst, '07, is the administrative center of the college.

6. *Sanborn English House*, North Main St. (R), at first sight appears to be a wing of the impressive Georgian Library unit. It is, however, a separate building, the gift of Edwin Webster Sanborn, '78, in memory of his father, Edwin David Sanborn, professor of English in the college, his mother, and his sister, the authoress, Kate Sanborn. As its name suggests, it is more than a public building, and has the air and furnishings of a home for lovers of English literature. Here is housed the Department of English.

7. *Baker Memorial Library* (7.45 to 10; open during college year; during vacation, guide obtainable at *The Tavern*), North Main St. (R), is one of the most noteworthy architectural works in the State, a structure the college owes to George Fisher Baker, New York banker, who erected it in 1926-28 as a memorial to his uncle, Fisher Ames Baker, of the class of 1859. The design of the building carries suggestions of Independence Hall in Philadelphia combined with the graceful spire characteristic of early New Hampshire churches. Designed by Jens Frederick Larsen as a Colonial Georgian brick structure, it harmonizes with the fine old group, Dartmouth Row. Within the tower a chime of 16 bells ranging from 20 pounds to 3 tons may be played either from the manual in the tower or from the console of the organ in Rollins Chapel. An automatic device rings the bells at the hours for changing classes. The white spire is surmounted by a weather-vane 6 feet high and 8½ feet long, representing President Wheelock instructing an Indian under a pine tree.

The main entrance leads into the *Delivery Hall*, a stately Colonial room in gray-white, set off by crimson hangings and mahogany furniture.

Left from the Delivery Hall is the *Treasure Room* or Hough's Room, presented by the class of 1879 in memory of one of their members, Judge C. M. Hough of New York City. The cathedral-glass windows portray legends of the library and of the college. Among the treasures of this room are books printed before 1500; medieval books and manuscripts, illuminated by hand; the Eliot Indian Bible; the Eleazar Wheelock letters and papers; the Libbie collection of bookplates; the collection of fine printing gathered under the direction of Mr. H. G. Rugg, assistant librarian, including the Kelmscott Chaucer, the Ashendene Dante, the Doves Bible, the Vale Shakespeare, and many others; and the Curtis monographs on the American Indian, with some portfolios of superb photographs.

At the head of the western stairs is (R) the *Woodward Room*, a memorial to Bezaleel Woodward, first librarian of the college. Through a manuscript list it was possible to identify a number of books in the college library as having been in the original library. These are now kept in the

bookcases of this room. The room itself carries out the suggestion of age: a fireplace; beside it an old drum; a flat desk on which is an open *Gradus ad Parnassum* (a handbook for literary composition); on the table, a Bible. The room and its furnishings carry out the spirit of Richard Hovey's poem, 'Eleazar Wheelock':

'Oh, Eleazar Wheelock was a very pious man:
He went into the wilderness to teach the Indian,
With a *Gradus ad Parnassum*, a Bible and a drum,
And five hundred gallons of New England rum.'

The rum has long since disappeared.

The *Tower Room*, occupying the central part of the second floor is the largest reading room in the building and has all the luxury and informality of the library of a city club. It is a place for pleasurable reading rather than study. In winter a fire burns continually in the large fireplace. In this room is a collection of great and famous books of many languages in fine editions.

In the basement is another large study room, on the walls of which are the *Orozco Frescoes*, a series of panels completed in 1934 by José Clemente Orozco, Mexican artist. In 1932 he came to Dartmouth as a teacher and remained until 1934. During this time he painted the panels covering 3000 square feet of wall space. An illustrated pamphlet (\$1) giving details of the frescoes is obtainable at the delivery desk.

The striking conception, the remarkable drawing, and the brilliant coloring of the frescoes have all aroused comment both favorable and unfavorable. They are, however, typical of the freedom of expression at Dartmouth.

Starting with low brown tones in the first panel, symbolic of the early Mexican, the coloring rises to brilliant reds and greens in later panels, symbolic of higher stages of development and especially of the garishness of elements of present civilization.

The whole series centers around Quetzalcoatl, the Great White Father. Part I, containing seven panels, portrays the coming of Quetzalcoatl. Part II, with an equal number of panels, depicts his return.

Part I: Panel 1 (left of western entrance to room), 'Migration,' stalwart emigrants from the North entering the Valley of Mexico. Panel 2, 'Ancient Human Sacrifice,' preparation of propitiatory human sacrifice to Aztec God of War, by masked priests. Panel 3, 'Aztec Warriors,' with tribal emblems, eagle, tiger, and plumed serpent, symbols of Quetzalcoatl. Panel 4, 'Coming of Quetzalcoatl,' who rises from temple pyramids of Teotihuacan, with parade of primitive gods. Foreground sleeping figures and conversing groups symbolize beginnings of understanding and co-operation. Panel 5, 'Pre-Columbian Age,' as seen in the industry, art, and science of the golden age of ancient America. The integrating of the ventilator in this panel is admirably done. Panel 6, 'The Departure of Quetzalcoatl,' evil figures suggest ominous events leading to Quetzalcoatl's departure on a raft of serpents. Panel 7, 'The Prophecy,' concluding First Part, symbol of European civilization and the Spanish conquest, with columns and capitals symbolic of European architecture.

Part II. Seven panels on long wall of east wing, taking up story of post-Columbian

period, do not portray actual return of Quetzalcoatl even in coming of conquering Europeans, but are a prophecy. Panel 8, 'Cortez and the Cross,' against a background of burning ships destroyed by himself and of a stern cross both supporting, and supported by, ascetic priest. Slain natives in foreground represent brutality of conquest. Panel 9, 'The Machine,' white man's development of natural resources in both constructive and destructive aspects of industrial development. Panel 10, 'Anglo-America,' most serene panel, typifying coming of English in the north and Latins in the south. Panel 11, 'Hispano-America,' with central figure of Latin-American peasant, surrounded by figures symbolic of war, usury and treachery. Panel 12, 'Gods of the Modern World,' stillborn knowledge delivered from a skeleton parent, a protest against dead knowledge for its own sake. The panel's background suggests a world aflame. Panel 13, 'Modern Human Sacrifices,' a protest against hypocrisy of using reverence accorded Unknown Soldier to further nationalistic and warlike ends leading to the continuation of war. Propaganda suggested by instruments, orator and microphone in upper left hand corner. Panel 14, 'Modern Migration of the Spirit,' a complement to first panel. Militant Christ with axe and cross, symbolic of aroused and aggressive spirituality. Junk heap symbolizes antiquated creeds and religions; release from spiritual bondage indicated in destroyed war materials.

Two small panels at east end of room symbolize trumpery of nationalism — helmets, eagles, lions, etc. Small panel over door suggests, by pile of chains and forlorn vultures pecking at them, institutional sterility and imprisonment of spirit. Central panels on south walls opposite the delivery desk, represent modern industrial man, anticipated product of return of Quetzalcoatl. Symbols of iron and steel on projecting walls indicate distinguishing characteristics of modern man, while central panel depicts intellectual labor in use of new leisure.

Several decorative panels tie up different parts of color composition. Over west end door serpent panel (introducing recurrent symbol of primitive deity) refers in bright red and luminous green to high color key of concluding panels at opposite end. On narrow projecting walls, separating delivery desk area from two wings, twin decorative panels face into wings. Pair of panels in west wing depict totem poles representing aboriginal civilization of North; panels in east wing represent machinery as predominating element in post-Columbian civilization.

8. *Carpenter Hall* (*open weekdays 1 to 5, Sun. 2 to 6; during vacation guide obtainable at The Tavern*), North Main St. (R), like Sanborn House seems to be a part of the library group, but it, too, is an institution by itself. Here in a brick building presented to Dartmouth in 1929 by Frank P. Carpenter of Manchester and admirably adapted to its purpose, is the art center of the college. In addition to its many facilities for the teaching and study of art, it has a permanent collection of modern art given by Mrs. John D. Rockefeller, Jr. (*see The Arts*). Loan exhibits are a special feature.

R. from N. Main St. on Tuck Mall.

9. *Amos Tuck School of Administration and Finance*, Tuck Mall (R), is a group of four structures built along Georgian lines, on a commanding point at the edge of the plateau above the Connecticut River. The group, presented by Edward Tuck, '62, as a memorial to his father, the Hon. Amos Tuck of the class of 1835, embraces a central administration building flanked by two dormitories, Chase House (L) and Woodbury House (R). At the extreme left is Stell Hall, the refectory.

Retrace to N. Main St.; L. on Webster Ave.

Webster Avenue, with many fine edifices, is the main center for fraternity

houses, most of them modern brick structures following the Georgian Colonial line. Fraternity life plays a large part at Dartmouth.

Retrace to and L. on N. Main St.; continue on Rope Ferry Rd.

10. *Dick's House*, Rope Ferry Road (R), was the gift of Edwin K. Hall, '92, and his wife in memory of their son Richard Drew Hall, '27, who died in his sophomore year. The following explanation accompanied the gift:

The purpose of Dick's House is to provide a home for the boys of Dartmouth when they are sick or ailing.

It is our hope that the boys will come to feel that 'going up to Dick's House' is the next best thing to going to their own homes when they are in need of either the care or the surroundings that the dormitory or fraternity house is unable to furnish.

The House will richly serve its purpose if it is able to bring some measure of comfort to the boys of Dartmouth when they need it most, and if the boundless joy, the good cheer and the helpful spirit which filled the life of the boy whose name it bears may for all time abide and carry on within its walls.

In 'Have Faith in Massachusetts,' one of the volumes in the library of the house, is this autograph:

To Edwin K. Hall, in recollection of his son and my son who have the privilege by the grace of God to be boys through all eternity.

Calvin Coolidge

The President referred to his young son, Calvin, Jr., who died during his father's incumbency.

11. *Dartmouth Outing Club House*, left off Rope Ferry Road, on the edge of Occom Pond, completely furnished with a large lounge, library, dining-room, and locker-room, is a popular rendezvous for hikers, skiers, and skaters. Dartmouth men emphasize outdoor life both from inclination and as a result of Hanover's setting. Their outdoor activities center in the Outing Club, a pioneer organization of its kind among colleges, started in 1909. Faculty, students and alumni make up its membership. Its main emphasis is on winter sports, although it maintains 180 miles of hiking trails, on which are 17 cabins and 6 shelters for the benefit of hikers. The Club owns the greater part of Mt. Moosilauke, 25 miles north-east of Hanover (*see Tour 14, sec. b*). On that mountain alone it has 14 miles of trails, including Hell's Highway, the steepest ski trail in New England. Affiliated with the Outing Club are the Ledyard Boat Club, Bait and Bullet, and Boot and Saddle Clubs.

The Winter Carnival, usually held in midwinter, is Dartmouth's big event of the year, eagerly awaited by Dartmouth men and their girl friends. An invitation to the Carnival outranks one to Class Day or proms. Ice structures and sculpture occupy, and sometimes adorn, the campus and the grounds of fraternity houses. Winter sports and competitions fill the daylight hours and fraternity dances form the center of gay social programs at night. Fortunate is the girl who is chosen queen of the carnival. Hanover is the starting-point for many trails, both hiking and skiing.

(*Dartmouth Outing Club Handbook*, 75¢, is obtainable at the Club's headquarters in Robinson Hall, N. Main St.)

Retrace to and R. on Rope Ferry Road; L. on Maynard St.

12. *Mary Hitchcock Memorial Hospital*, Maynard St. (L), is a large modern plant, finely housed and staffed, providing medical and surgical facilities of metropolitan standard for Hanover and for a large section of northern New England.

L. from Maynard St. on College St.

13. *College Park*, College St. (L), a large well-wooded tract, contains on its summit the granite *Bartlett Tower* (1895), a fine observation point over the surrounding country. Here on Class Day the seniors smoke the 'pipe of peace,' and keep unbroken a century-old tradition. The *Shattuck Observatory*, built in 1854 and named for Dr. George C. Shattuck, through whose efforts funds for the building were raised; and the *Medical Building* (1811), housing the Dartmouth Medical School, the fourth oldest in the country, which provides a two-year course but does not grant degrees, are both in College Park.

14. The *Church of Christ*, College St. (R), a successor to an edifice which formerly stood on Wentworth St., is a noteworthy version of early New England architecture, built in 1935 from designs by Hobart Upjohn.

15. *Rollins Chapel*, College St. (L), a gift of Edwin A. Rollins, '51, was erected in 1855 and is the only granite building on the campus. Its arched roof and rounded stone arches give it an appropriate air of reverence.

16. *Webster Hall*, College St. (R), a brick structure, built in 1907 by the gifts from the alumni, is an auditorium seating 1500, and a portrait gallery, part of which is the finest existing collection of Daniel Webster portraits.

Dartmouth Row, with its stately white structures on the hill, is a group standing by itself with dignity and aloofness from its more modern companions of the campus. This was Dartmouth College until 1845. About this group cling memories of an infant college striving to make a place for itself in this northern section of New England, and trying to justify the motto selected by President Wheelock, *Vox clamantis in deserto*, 'the voice of one crying in the wilderness.' The buildings are used for classes and faculty offices.

17. *Wentworth Hall*, College St. (L), was built in 1829 and carries on the name of Governor John Wentworth, friend and benefactor of the college in the days of its founding.

18. *Dartmouth Hall*, College St. (L), is a successor and replica of the original wooden structure, 150 feet by 50, three stories high, built in 1791. Burned in 1904, it was reconstructed on its original lines but the interior was again gutted by fire in 1935. It was then restored with fireproof construction. Colonial Georgian in design, the building has a well-balanced composition with a central pedimented bay, surmounted by a square tower with an open belfry.

19. *Bissell Hall*, corner of College and E. Wheelock St. (R), originally built as a gymnasium in 1866 by its donor, George H. Bissell, '45, now houses the Thayer School of Civil Engineering.

L. from College St. on E. Wheelock St.

20. *Wilson Museum* (open 9-12 and 1-4 Mon. to Fri., 9-12 on Sat.; during vacation guide obtainable at *The Tavern*), E. Wheelock St. (R), erected in 1851 through a bequest from George F. Wilson of Providence, Rhode Island, was formerly the college library, but it now contains a small *Museum of Natural History*.

21. The *Gymnasium*, E. Wheelock St. (R), an imposing brick structure, is the gift of the Alumni and was completed in 1910. The huge size of the Gymnasium makes possible an indoor regulation-size baseball field, a basket-ball court with accommodations for 3000 spectators and other athletic facilities.

22. *Davis Field House*, adjoining the Gymnasium (R), is the gift of Howard Clark Davis, '06. It is an attractive Colonial brick structure.

23. *Memorial Field*, behind the Gymnasium, was added to the general athletic plant in 1923 to honor 112 graduates who died in the World War. It has grandstand and bleacher accommodations for 22,000 spectators of the baseball and football games played here.

R. on E. Wheelock St.; R. on S. Park St.; L. on Austin Ave.

24. The *Austin Shops* (visitors welcome), Austin Ave. (R), housed in a small one-story wooden structure, represent an unusual industry of scientific interest developed by Professor F. E. Austin. Here are built little wooden houses, palaces, igloos, mines, etc., with glass sides, that give an opportunity to watch the life and activities of ants. The queen ant rules in dignity, the nurse ants take care of the eggs, the workers give their instruction to the 'sluggard.' This enterprise provides work for many people outside the shops, who help in building the houses and collecting the ants.

TOUR 2—1.5 m.

N. from the Inn on N. Main St.; L. on Tuck Mall.

25. *Tuck Drive* (R), from Tuck Mall, is a short but delightful road winding through the pines to the banks of the Connecticut River and *Ledyard Bridge*. John Ledyard, whose name is given to the bridge, is Dartmouth's patron saint of the great outdoors. Ledyard had no interest in getting a sheepskin from Dartmouth. Less than two years sufficed to satisfy his yearning for President Wheelock's cultural program. At an all-night session with himself in the midwinter of 1773 on the snow-covered Velvet Rocks of Balch Hill, three miles northeast of Hanover, he decided to listen to the call of the open and leave college. It probably was no sur-

prise to the president, for that gentleman had already had a display of the wildness of the youth when he proposed such an unheard-of use of leisure time for students as 'stepping the minuet.'

Selecting a towering pine growing on the bank, just north of the present bridge, Ledyard secretly hewed out a dugout canoe, 50 feet long and 3 feet wide, and with some dried venison, an Ovid and a Greek Testament, he pushed out into the Connecticut River bound for a larger and less restricted world. Ledyard's passion for wandering led him, a few years later, to sail with Captain Cook on his third voyage; and still later to attempt, at the request of Thomas Jefferson, an exploration of the American Northwest via Siberia. He died in Egypt.

The present bridge, a low steel structure, replaced a fine old covered one built in 1859; the first bridge across the river here was erected in 1796.

K E E N E

City: Alt. 485, pop. 13,794, sett. 1750, incorp. 1873.

Railroad Station: B. & M. R.R., Lower Central Square.

Bus Stations: B. & M. Transp. Co., B. & M. R.R. Station; Granite State Stages, Ellis Hotel; Keene-Brattleboro Transfer Co., R.R. Station and Central Sq.

Accommodations: Three hotels.

Tourist Information Service: Chamber of Commerce.

Amusements: Summer theater at West Keene.

Swimming: Municipal Pool, City Park, Beech Hill.

Annual Event: Music festival in May.

KEENE is a lively commercial city spread out on a level terrain bordered by low hills in the bed of a primeval lake (*see Geology*). Around the western edge of the city winds the Ashuelot (Ind.: 'collection of many waters') River, with many mills along its banks, while through the center runs Beaver Brook.

Central Square, dominated by the spire of the First Church, is the business hub of the city, from which radiate many residential streets. Large elms shade the city's fifty miles of streets.

Keene is a city of homes, a high percentage of them being privately owned one-family houses. Rigid zoning laws protect the non-commercial atmosphere of its residential districts. The mill workers are generally housed in corporation tenements, clustered around the various manufacturing plants.

NEW HAMPSHIRE
WATERSCAPES

MORE than 1300 ponds and lakes, four large river systems, and hundreds of rivers and brooks adorn New Hampshire's 9341 square miles. All of these bodies of water have their allure, whether it be the mighty Androscoggin in a moment of repose, the gleaming expanse of Winnepesaukee, or the reflected beauty of little ponds like Red Eagle at Conway. Nearly every mountain has its clear-watered brooks and cascades, such as those in Pinkham Notch. New Hampshire's silver-stranded beaches make up most of the State's seacoast, but the rocks at Rye have splendid surf. The Piscataqua widens at Portsmouth to one of the deepest harbors on the Atlantic Coast. Tarns that are serenity itself are frequently hidden from the highways, but are richly rewarding to the fisherman or appreciative observer.



A GIANT IN REPOSE, THE ANDROSCOGGIN RIVER



THE GREAT SPIRIT'S SMILE, WINNIPESAUKEE

RED EAGLE POND, CONWAY

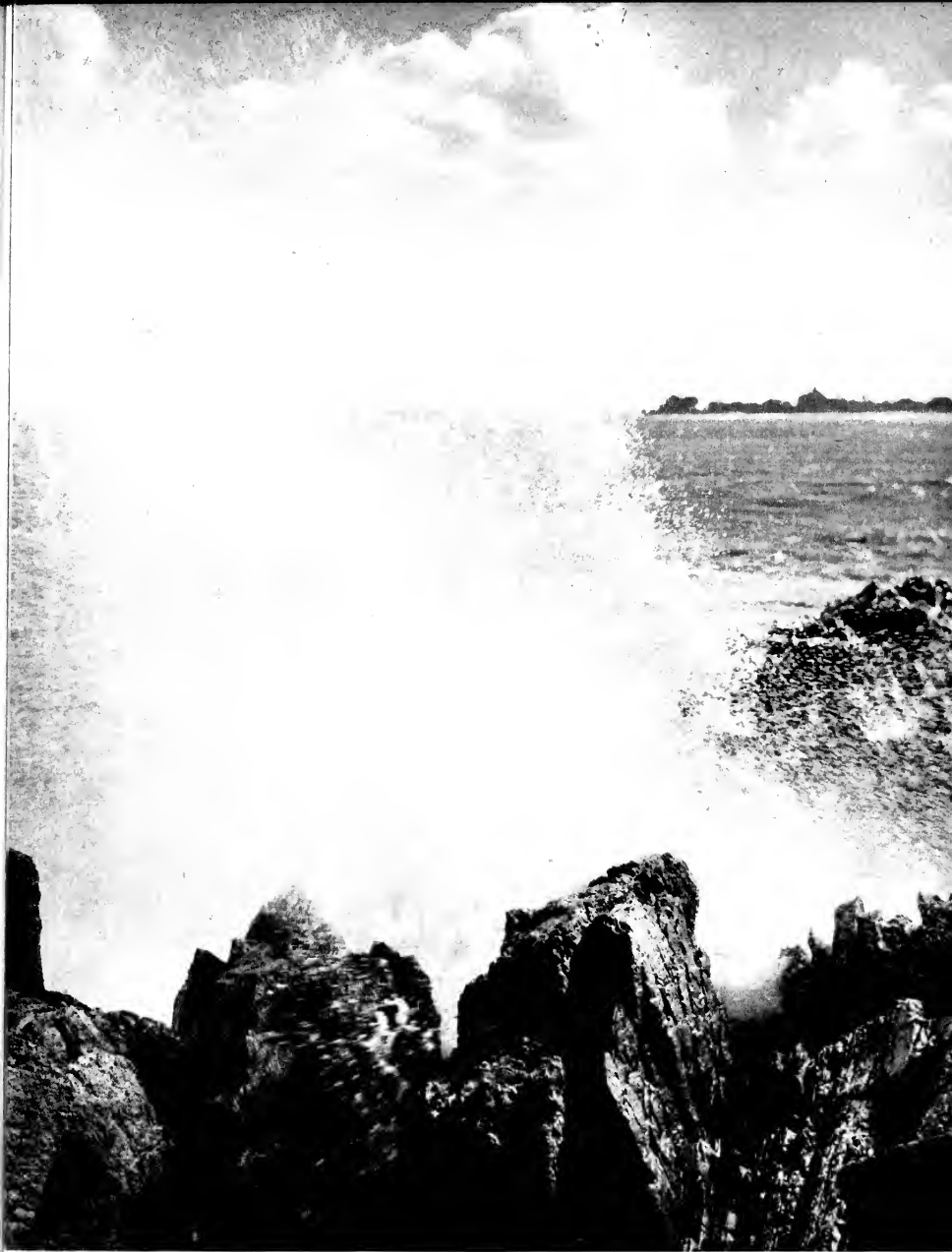




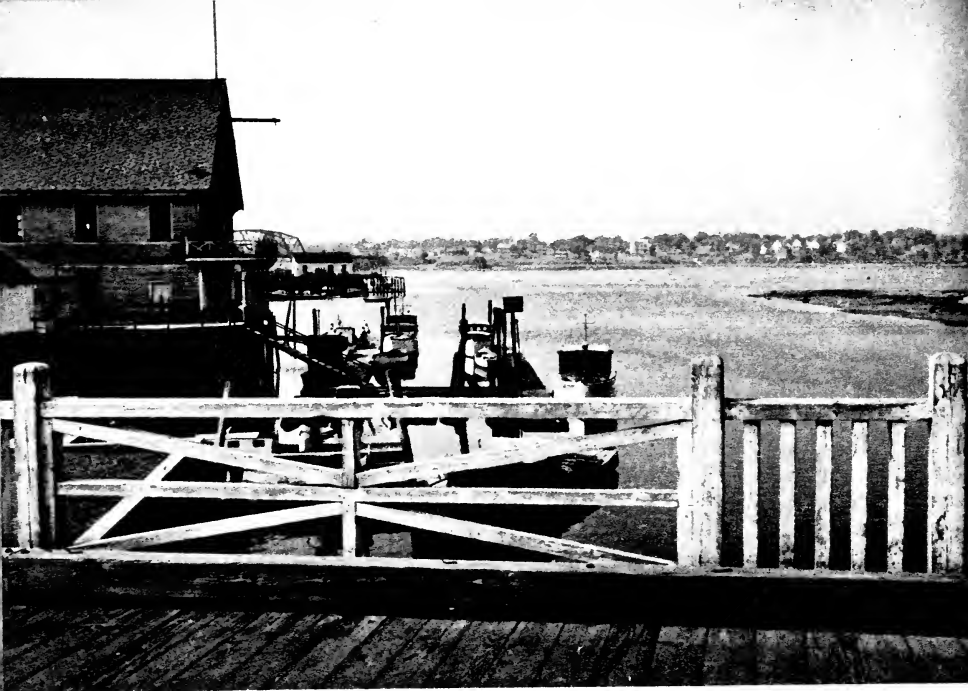
CRYSTAL CASCADES, PINKHAM NOTCH



ALONG THE ANDROSCOGGIN BETWEEN GORHAM AND SHELBURNE



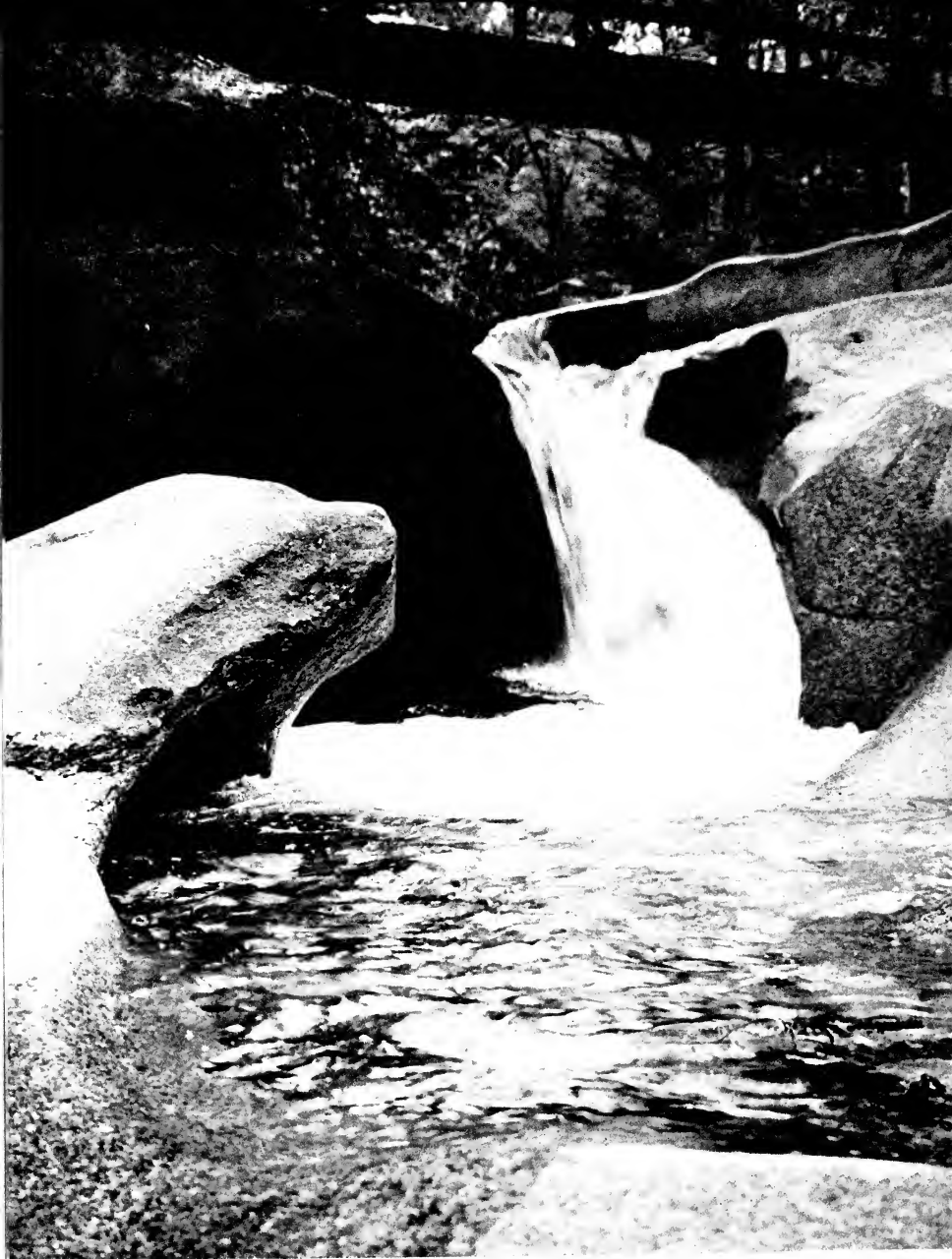
WHEN THE WIND IS EAST, RYE



ACROSS THE PISCATAQUA, PORTSMOUTH

THE TURBULENT PEMIGEWASSET





LITTLE FLUME, NORTH OF WOODSTOCK



SERENITY IN THE MOUNTAINS

Several racial groups have had a marked influence upon Keene's development. The French-Canadians, of whom a large number came in after the Civil War, are a homogeneous group occupying a separate section of the city. Preserving their own culture, and maintaining many of their ancestral customs, they are for the most part employed in the mills. A large group of Irish came into the city between 1840 and 1850, drawn by the construction of the Cheshire Railroads, and is still largely employed in the railroad shops. A few descendants of these Irish immigrants are prominent in politics and business. The few Scandinavian people who followed the Irish have been quickly absorbed. The city has many Italians, Greeks, and Jews who arrived after 1900 and are engaged in the food and clothing business.

The products of a score of manufacturers in the city amounting to \$14,000,000 annually, range from woolen goods to golf tees. Of these the most important is the Faulkner and Colony Mill, famous for its broad-cloth and flannel. Chair-making has been of importance in Keene since 1869, and now is carried on by the Keene Chair Company and five other factories. Other industries include shoe shops and woodworking shops. Labor, especially in the textile and shoe groups, is well organized.

The cultural tone of the city is heightened by the presence of the Normal School, the largest in New England. Many of its lectures are open to the public and are always well attended. The Keene Choral Club and its annual May Festival of Music has been outstanding for many years. An orchestral society, a local MacDowell Club, and the Repertory Players, a summer theater, insure representation in the arts.

Shopping center for a market of 35,000 people in the surrounding towns, the business blocks are always a busy place. On Saturday evenings, traditional shopping time for mill workers and farmers, the square is crowded with people in search of goods and amusement. A large number of summer tourists come to join the shopping throngs on summer evenings.

Francis Parkman, the historian, wrote of Keene that it was 'noted for kindly hospitality, culture without pretense, and breeding without conventionality.'

On territory granted in 1733 by the Massachusetts Bay Colony and named Upper Ashuelot, the first log cabin was built by Nathan Blake in the summer of 1736. The next year about forty men with their families came to the settlement. At a meeting held early that year, when the lots were being assigned, plans were made to leave a wide space for the main street by having each property holder move his claim to the rear of the lot. This act was responsible for the unusually wide Main Street of the present city.

In 1746, the Indians made it dangerous for the settlers to venture into the fields or woods. A year later the fort was attacked, resulting in the death of two people, the capture of Nathan Blake, and the burning of the Seth Heaton Home. When the settlers, discouraged by loss of crops and fear of renewed attacks, abandoned their settlement and returned to their

former homes in Massachusetts in 1747, the Indians burned the entire village.

The first permanent settlement was in 1750, and three years later a new charter named the town in honor of Sir Benjamin Keene, a friend of Governor Benning Wentworth and an English diplomatist in high repute at the time. A census taken in 1773 showed a population of 645 and nine slaves in the new town. In 1787 and 1794 Keene lost territory to Sullivan, and in 1812 to Roxbury. In 1812, however, territory was annexed from Swanzey.

Glass-making was an important industry from about 1809 to 1845, when Henry Schoolcraft made flint-glass bottles and decanters. Pottery was made here as early as 1795, and later the Hampshire Pottery turned out fine products until the company ceased operation in 1926 (*see The Arts*).

Other industries followed, and in 1849 the opening of the Boston and Maine Railroad provided easy access to Boston and New York. Soon after this a rapid development of industry established Keene as an industrial center. After rejecting a city charter in 1865, the town was incorporated as a city in 1873.

Among the notable sons of Keene are: John Dickson (1783-1852), who later practiced law in New York State and was elected as a Whig to the Twenty-Second and Twenty-Third Congresses, and made the first anti-slavery speech in Congress in 1835; and Barry Faulkner, artist, whose murals are in the National Archives Building in Washington. Cynthia Dunbar, mother of the essayist and naturalist, Henry Thoreau, was born in Keene in 1787, moving to Concord, Mass., after her marriage.

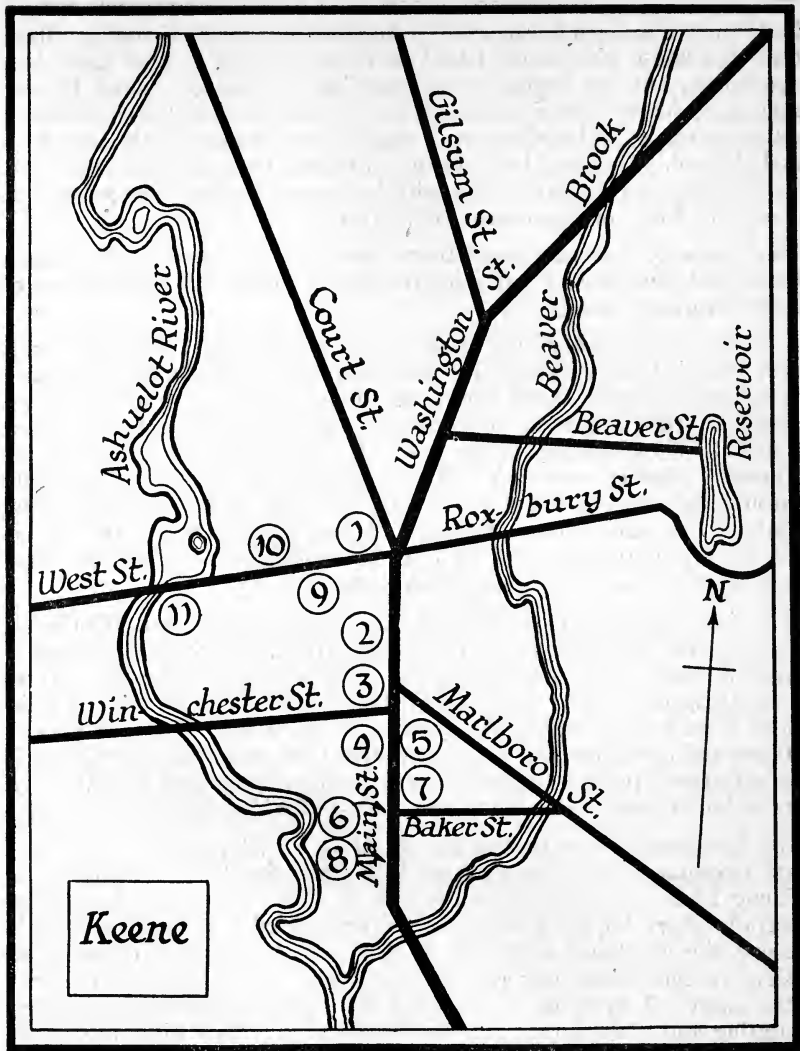
TOUR 1 — 0.8 m.

Central Square, at Main, Roxbury, Washington, Court, and West Sts.

1. About Central Square, surrounded by a row of old elms, are various public buildings, but most conspicuous is the somewhat ornately spired *First Congregational Church*, fourth successor to the first church building of 1736. The present building was erected in 1786 but has been enlarged and remodeled. One of the older church buildings in the State, this is notable for its classic Georgian style and fine proportions. From the Square radiate the principal residential streets of the city.

S. from Central Sq. on Main St.

2. The *Blake House*, 207 Main St. (R), with two brick wings joined by a wide frame central section of Georgian Colonial design, is on the site of the first log cabin in Keene, built by Nathan Blake in the summer of 1736. Taken captive by the Indians in an attack on Upper Ashuelot in 1747, Blake was carried to Canada and made chief of one of the tribes. It is said that the Indians promised to release him to the French if he would



KEENE. POINTS OF INTEREST

- | | |
|---|---|
| 1. Central Square | 7. Historical Marker |
| 2. Blake House | 8. Site of First Meeting-House |
| 3. Keene Normal School | 9. Sentinel Office |
| 4. Site of First Forts and Indian Battles | 10. Thayer Public Library |
| 5. Daniel Adams House | 11. Faulkner and Colony Manufacturing Company |
| 6. Wyman Tavern | |

build them a wooden house such as they had seen in the Colonies. Blake built the house after much laborious effort and the Indians kept their agreement, but the French imprisoned him in Quebec. Later he was exchanged for two French captives and returned to the Upper Ashuelot settlement in 1749, building one of the first blockhouses on the site of his little log cabin that had been destroyed by the Indians. This house was later razed to make place for the brick house built in 1833, that now forms one of the wings of the present Blake House.

This property was purchased from the direct descendants of Nathan Blake and remodeled in 1928 for the Home Economics Department of Keene Normal School.

3. *Keene Normal School*, 229 Main St. (R), a group of 12 Georgian buildings scattered in a well-kept five-acre campus occupying a block between Winchester St. and Duffy Court, was founded in 1901 and has grown steadily until it is now one of the largest teacher-training schools in New England. The enrollment is 369, with a faculty of 70 members. From the Normal School comes much of the cultural life of the town, especially through the combination of the School Glee Club and the Keene Choral Club in the annual music Festival. Across Main Street is the *Mason Library* (*open weekdays, 9-5.30, 7.30-9; not open Sat. evening; open Sun. evening*), a part of the Normal School plant.

The *Hale Administration Building* (R), corner of Main and Winchester Sts., a large buff-colored stucco building with dark brown trimmings in English manor style, was built about 1860 by Samuel Dinsmoor, three times Governor of New Hampshire. The interior has wide winding staircases, large fireplaces and elaborate woodwork. When built it was Keene's largest and most beautiful house. Another Governor, Samuel Hale, chair manufacturer, purchased this house in 1869 and presented it to the city. It was later transferred to the State to be used for Normal School purposes.

The *President's House* (*not open*), 251 Main St. (R), a large white brick late Georgian Colonial house, was Miss Catherine Fiske's Seminary for Young Ladies, established in 1814. Miss Fiske was its head until her death in 1837. Pupils of both sexes were admitted from families living in Keene, the enrollment ranging from 80 to 100. During the 31 years of its existence, more than 2500 pupils from nearly every State were enrolled. Practically all branches of learning were taught, including drawing, painting and plain and ornamental needlework. Miss Fiske advertised that 'strict attention would be paid to the improvement of young ladies and to their manners and morals.' The school was the first one of its kind in New Hampshire and the second in the country.

4. The *Site of First Forts and Indian Battles*, 298 Main St. (L), is marked. In 1738, the settlers voted to raise 108 pounds to build a fort with every man promising to do his part toward its erection. This fort, which a stone tablet commemorates, was about 90 feet square when completed and it is said to have contained two walls and two ovens. Inside were 20 one-room barracks. Two watch-towers were erected on high posts, with the

whole surrounded by pickets. Early on the morning of April 23, 1746, about 100 Indians attacked the fort and remained in the vicinity for several days. Colonel Pomeroy and his men from Northhampton responded to the call for help. On reaching the fort they learned that John Bullard and Mrs. M'Kenny had been slain, and Nathan Blake captured. The settlers remained in the fort until April, 1747, but fearing the red men, and with their supplies exhausted, they dismissed the minister and left for their former homes in Massachusetts.

5. The *Daniel Adams House (not open)*, 324 Main St. (L), was erected about 1795. A wooden frame house two and a half stories high and surrounded by a picket fence, it was for more than 40 years the home of Dr. Daniel Adams. Originally carrying on his practice by horseback, he was one of the first in this vicinity to adopt the carriage as a mode of travel.

6. The *Wyman Tavern (not open)*, 339 Main St. (R), a two-story frame house with large chimneys and columns at the entrance, was built by Colonel Isaac Wyman in 1762. For more than 30 years it was known as 'Ye excellent Inn of Capt. Wyman in Keene.' In the northeast room the first meeting of the trustees of Dartmouth College was held, October 22, 1770, when the Rev. Eleazar Wheelock presided, the Rev. William Patten served as clerk, and the administration of the new college was inaugurated.

7. A tablet at the corner of Main and Baker Sts. (L), marks the *Old Road to Boston* over which Captain Isaac Wyman and 29 men marched by way of Jaffrey, Rindge, New Ipswich, and Townsend to Lexington early on the morning of April 21, 1775, making the trip of 85 miles in two days. They were active at the battle of Bunker Hill.

8. At 441 Main St. (R), a tablet, set in a stone wall, marks the *Site of the First Meeting-House* in Upper Ashuelot. On October 1, 1736, at the home of Nathan Blake, it was voted to build a meeting-house at this point, 40 feet by 35 feet. The first recorded meeting held in the building was a year later, although the building still lacked clapboards, windows, doors, seats and pulpit. The rise of ground where the old building stood was known as Meeting-House Hill and the land about it used for training grounds and other public uses.

TOUR 2 — 0.4 m.

R. from Central Sq. on West St.

9. At the *Sentinel Office*, 60 West St. (L), are published the *Keene Evening Sentinel* and the *New Hampshire Weekly Sentinel*. The latter claims to be the fifth oldest newspaper in the country. Its first issue was published by John Prentiss on March 23, 1799. The first issue, on file in the public library, contains political reports and foreign news, including accounts of the Bonaparte expeditions. It also includes Parisian fashions, poems and humorous stories. The issue of December 28, 1799, has a report of the death of George Washington.

10. The *Thayer Public Library* (open weekdays, 9-9), 79 West St. (R), was presented to the city in 1859 by Edward Thayer, a prominent business man, and contains 30,488 volumes. On the second floor are the *Rooms of the Keene Historical Society* (not open), with a collection of Indian relics, important papers, documents and letters.

11. The *Faulkner and Colony Manufacturing Company, Inc.*, 219 West St. (L), founded in 1815 by Francis Faulkner and Josiah Colony, was operated as a woolen mill, with an output of high grade all-wool flannel. With the marked changes in fashion and merchandising, the company produces diversified fabrics in both men's and women's wear. The plant is controlled by John and Winthrop Faulkner, direct descendants of one of the founders. At a mill store across the street a hand-loom is used to make woolen rugs.

At Beech Hill (*E. from Central Sq. on Roxbury St.; R. on a paved road at end of Roxbury St.*) is the municipal swimming pool in *Robin Hood Park*. The *Horatian Tower* on the summit, overlooking the city, was built by Horace L. Goodnough in 1890. This is at the highest point of elevation (alt. 1084). From Beech Hill, Roxbury and the more rugged sections to the north and west are visible, with the city of Keene in the level valley below.

Outstanding Points of Interest in the Environs:

Wheelock Park, 1.5 m. N.; Wildwood Park, 1.5 m. N., State 12 (see *Tour 4A*); Heaton House, 1.5 m. E., State 101 (see *Tour 17, sec. b*); Denman Thompson Homestead, 5.8 m. SW., State 10 (see *Tour 4, sec. a*).

L A C O N I A

City: Alt. 503, pop. 12,471, sett. 1761, incorp. 1893.

Railroad Station: B. & M. R.R., Railroad (Veterans') Square.

Bus Stations: B. & M. Transp. Co., Story's Drug Store, Main St., Main R.R. Station.

Taxis: No fixed rate.

Traffic Regulations: Free parking rear of City Hall and opposite Elks' Home on South Main St.

Accommodations: Two hotels.

Tourist Information Service: Chamber of Commerce; booth in Railroad (Veterans') Square during summer months.

Swimming: Opechee Park Beach, N. Main St.

Annual Events: International Dog Sled Derby, February, three days; Elks' Carnival, first week in August.

LACONIA, Belknap County seat, a lively industrial community, is in nearly the geographical center of the State. It is a compactly built city of houses and mills lining the slow-moving but clear waters of the Winnepesaukee River. No skyscrapers break its even skyline, and only one church spire rises above the surrounding buildings. One long thoroughfare passes through Laconia from the northeast to the southwest. Main Street, which runs at right angles with this thoroughfare, and short streets to its right and left constitute the business section of the city. Radiating from the business center numerous streets lead to the residential section. The city has a choice water setting: three lakes extend into its limits. It may well put on its seal, 'The City of the Lakes.' At the southern end of the city Lake Winnisquam (Ind.: 'pleasant water'), Lake Opechee (Ind.: 'robin') and Lake Paugus (named for Indian chieftain, *see Tour 8, sec. a*), all lend beauty to the city. As a background there is the Belknap Mountain Range while the Sanbornton Hills look down from the south and west across Lake Winnisquam.

Laconia carries an air of prosperity, reflected in its business section and in the various factories distributed throughout the city. Owing to its central position, it is a trading center for a large area, and has many modern stores, almost metropolitan in character, to satisfy the summer vacationists who do their trading here. During the summer months cars bearing license plates from almost all States are parked around the business section.

Laconia's population is made up in the main of old New England stock but there is a large group of French-Canadians, the latter, however, largely American born. A number of French societies connected with the church continue the traditions of the land from which they came.

Throughout the year Laconia is animated by the outdoor spirit. This is due not alone to the activities in which all of the people of the city unite, but to the large number of recreationalists. Summer regattas and various water events at The Weirs nearby bring many. In winter Laconia's outdoor interest focuses in the 3-day sled-dog races which draw people from far and near. Nearly every home in the city entertains guests at that time. Main Street, where these races start and finish, is packed with spectators. The local Ski Club adds its outdoor interest. Special snow trains from Boston arrive early Sunday mornings filled with sports enthusiasts.

Laconia was first visited by white men in 1652, when Governor John Endicott of the Massachusetts Bay Colony sent four men, Captain Simon Willard, Edward Johnson, Jonathan Ince, and John Sherman, to survey and lay claim to the surrounding region. Following the Merrimack and Winnepesaukee Rivers they made their way through present Laconia as far as the 'weirs,' and there on a large rock chiseled the Governor's initials as well as their own with the date, August, 1652, to mark the northern boundary of the Bay Colony (*see Tour 3, sec. b*).

There is no record of white men again visiting this part of the State until

1727, when John Wentworth, Colonial Governor of New Hampshire, granted to 24 persons by the name of Gilman and 153 others, a large tract of land that included the part of Laconia lying on the east side of the Winnepesaukee River.

The presence of Indians prevented the whites from settling the territory immediately. To make their settlement safer the proprietors at a meeting in Exeter in 1736 voted to clear a road from Exeter and build two block-houses, one at the southeast corner of the grant called 'White Hall' (now part of Gilmanton) and the second at the 'Wares,' near the northern end of the present White Oaks road (*see Tour 10A*) in the section known as Aqueductan. It is believed that the Indians had a fort across the channel near Endicott Rock at that time.

In 1768, the north and west sides of the Winnepesaukee River were chartered by the Governor and Council as a part of Meredith. Ebenezer Smith, Abraham Folsom, Joshua Crockett, and Jacob Eaton had built their homes in that section and along a part of the Province Road, now known as the Parade Road.

Undoubtedly the first log house built on the east side of the river in present Laconia was built by Samuel Jewett in 1777 in the neighborhood of what is now Gilford Avenue.

A definite step in the progress of the community came with the opening of the Boston, Concord and Montreal Railroad to Meredith Bridge, as Laconia had long been called, on August 1, 1848. This was celebrated by the offer of a free ride to Sanbornton Bridge (now Tilton) and return. The free ride did not materialize for all who were loaded on the train, however, since the rear section accidentally became uncoupled from the rest of the train, and when the conductor gave the signal to go ahead, only the first few cars went away with the engine.

The coming of the railroad greatly affected local industries. Almost no mills except grain and saw mills existed in the Lakes Region until Stephen Perley, farmer, teamster and business man, established a nail factory, starch factory, cotton mill and linseed oil mill just previous to the advent of the railroad. He was instrumental in having a canal dug from the Winnepesaukee River that later furnished power for a portion of the railroad car industry. The Laconia Car Shops, which for nearly three quarters of a century were Laconia's leading industry, were established in 1850.

Laconia remained a town until 1893, when it received its city charter, and the Hon. Charles A. Busiel, who later was elected Governor of New Hampshire, became its first mayor.

Not only have many of the former industries, such as the manufacture of knitting machines and of various types of hosiery, for which Laconia is widely known, been maintained throughout the depression, but in 1936 several new factories were opened.

TOUR — 1.5 m.

Railroad (Veterans') Square.

1. The *Congregational Church*, corner of Pleasant St. and Veterans' Square, is a seam-faced granite structure of English-Gothic design, erected in 1905. It was originally known as the Meredith and Gilford Congregational Church. The altar has a gold cross which was cast in England. Following a serious fire in 1928, the church was rebuilt and rededicated the latter part of the same year. The congregation was organized in 1824.

E. from Railroad (Veterans') Square.

2. *Gale Memorial Library* (open weekdays 9-9; 2-9 Sundays), corner of Church and Main Sts., an attractive stone structure (1898) set in well-landscaped grounds, contains about 35,000 volumes. A small exhibit of *Indian Relics* on the second floor, presented by Erastus P. Jewell and other public-spirited citizens, contains spear and arrow points, tomahawks, knives, hatchets, pottery, pestles, and mortars.

3. *St. Joseph's Church*, corner of Church and Messer Sts., a Gothic building of Weymouth granite trimmed with Indiana sandstone, was built in 1929. At the entrance hangs a lamp of hand-wrought iron, which was carried in procession in religious fiestas in Florence, Italy, about 600 years ago. The church has glass windows of the 13th-century style.

4. *Scott and Williams, Inc.* (open on application at the office), corner of Church St. and Union Ave., housed in a modern stucco building, was founded in 1882, and manufactures 27 different models of hosiery machines and 15 different types of underwear machines, which are in use in many foreign countries as well as throughout the United States. The growth of the seamless knit goods industry throughout the world is due in no small measure to inventions of this company.

L. from Union Ave. on Gilford Ave.

5. The *Jewett Homestead* (private; open by permission of owner), 10 Gilford Ave., a story-and-a-half white house, with its original large central chimney, was built in 1780 by Jacob Jewett. It is the oldest house in Laconia. An unusual feature of the foundation of the house is that two sills are laid parallel all around the stone foundation. The six-inch space between them is filled in with clay which extends upward between the plastering and weather-board. The timber of the house is hand-hewn and the nails hand-wrought. The small entry has the original wallpaper. Jacob Jewett, said to have been short of stature, desired to enter the Revolutionary War. To meet the requirements of height during the examination, he stood on his tiptoes and combed his hair high above his forehead. The officer in charge of the examination remarked: 'What you lack in height, you make up in grit, so you may go.' His musket is suspended above the fireplace in the dining-room, which was the original

kitchen. During all its years, the house has been in the possession of Jewett's descendants and contains many fine antiques. A tablecloth, once the possession of Meshech Weare, first Governor of New Hampshire, was used when Generals Washington and Lafayette were guests of the Governor at his home in Hampton Falls.

Return to and R. on Union Ave.; continue on Court St.; L. on Academy St.

6. The *Marshall Flower Garden* (open by permission of owner), 29 Academy St. (R), in the rear of the house, has a display of old-fashioned flowers, showing the result of 120 years' care.

Other Points of Interest in the Environs:

Endicott Rock (1652), 6 m. N., rivaling Plymouth Rock as an early landmark; The Weirs, noted summer resort, 6.1 m. N.; Lake Winnepesaukee, 6 m. N.; Lake Winnisquam, 2.7 m. S.; State Fish Hatchery, 1.5 m. S. (see *Tour 3, sec. b*). Boat Trips on Lake Winnepesaukee: by the steamer 'Mt. Washington' (see *Tour 10B*); by U.S. Mail Steamer (see *Tour 10C*). Scenic Drive: a circuit of Lake Winnepesaukee (see *Tour 10A*).

M A N C H E S T E R

City: Alt. 220, pop. 76,834, sett. 1722, incorp. 1846.

Railroad Stations: B. & M. R.R., Union Station, cor. of Canal and Granite Sts. East Manchester Station, cor. Massabesic and Cypress Sts.

Bus Stations: B. & M. Transp. Co., Hotel Carpenter, Franklin and Merrimack Sts., Rice-Varick Hotel, Merrimack St., B. & M. Union Station; Checker Cab Co., Terminal, 15 Stark St., Rice-Varick Hotel; Champlain Frontier Coach Line, Hotel Carpenter, and 797 Elm St.; Capitol Stages, Checker Cab Terminal, Hotel Carpenter, Floyd Hotel, 614 Elm St., Marshall's Drug Store, 24 So. Main St., W. Manchester; Grey Lines, 797 Elm St., 20 Merrimack St., Marshall's Drug Store.

Airport: Municipal airport, 5.3 m. south of city, B.-M. — Central Vermont Airways; taxi fare, 50¢, time 15 min.

Street cars: All sections of city covered adequately.

Taxis: 35¢ for first 1/3 mile; 10¢ each additional third.

Accommodations: Six hotels.

Information Service: Manchester Chamber of Commerce, 57 Market St.; E. entrance of Queen City Bridge (summer months only).

Swimming: Municipal pools; Rock Rimmon, north end of Alsace St., West Manchester; Livingston Park Pool, Livingston Park (formerly Dorr's Pond), near junction of Beach and Webster Sts.

Annual Event: Winter carnival, February.

MANCHESTER, industrial metropolis of the State, rises from both banks of the Merrimack to the heights beyond, loosely encircled by New Hampshire hills and surrounded by serene, white-steepled New Hampshire towns. Old in point of years, it carries no suggestions of the past, but seems to have sprung into being within the past half century.

Industry has cut the pattern of Manchester. Its mills, first the Amoskeag Manufacturing Company that once owned the largest cotton mills in the world, and then hundreds of smaller industries, drew workers from all parts of the world. Since they were housed largely in private homes within the city limits, Manchester is spread loosely over thirty-four square miles. Much of the city grew out of the property of the Amoskeag Company, which as early as 1838 built a town on paper. The city is now in possession of real estate worth about \$2,500,000, given by the company, with complete title except that it may never use the land for other than civic purposes. The municipal buildings are all built on this land. The streets, laid out by the original plan, are broad and elm-shaded, and are lined by tenements as well as beautiful estates.

Although Manchester is a key city to Yankee territory, the native Americans are outnumbered three to one by French-Canadians, Greeks, Poles, and a dozen different races. The French-Canadians, with representatives from every other European country, constitute nearly forty per cent of the total population and exert a large influence upon the business, political, religious, and social life of Manchester. The last four mayors have been of French-Canadian descent. It is estimated that about one-half of the independent businesses are run by Franco-Americans, and approximately the same ratio holds true in the professions and the trades. Characteristic of this Franco-American group is the partiality for the ancestral tongue, customs, and churchly devotion. Clerks in many Manchester stores are able to speak both French and English. The Franco-Americans maintain eight churches and eight schools of their own. The leading French newspaper, *L'Avenir National*, has a circulation of 2500. Among their many organizations are the Snowshoe Clubs with a membership of more than four hundred. These clubs are found only in New England and Canada and, while originally organized for sport, are now largely social. They are most picturesque on song and festal days, when each club wears its own colors and costumes. They recall the 'Coureurs de Bois' of the Colonial Wars, who were equipped with uniforms adapted to the rigorous Canadian winter. The first French-Canadians were probably drawn to Derryfield (Manchester) from Quebec in the early nineteenth century by the prospect of better wages and a preference for industrial work rather than farming. Prosperity in the textile and shoe industries during the Civil War and in the years following added impetus to the drift southward, whole families coming in by the trainload. Agents of the Amoskeag Mills recruited them in the Provinces. French people from France and Franco-Belgium increased the French population.

The Greeks own more than a million dollars' worth of real estate in Manchester, mostly in homesteads. Besides this, 232 mercantile estab-

lishments are owned and operated by them. Four Greek institutions have sprung up here in the Macedonian quarter of the city: two Greek Orthodox churches and two Greek schools. A Greek newspaper, *Ergatis*, is published. In the vicinity of Spruce Street, where there are nine Greek coffee-houses and two sweet-shops, men gather in groups playing cards, drinking Greek coffee, and discussing current problems. The sweet-shops are picturesque places, especially during the holiday season when the various Greek and Oriental pastries such as *locum* (Turkish delight) and *bachlavah* are on display in the windows of the shops.

Although the Irish settled in Manchester at an early date, their number was greatly augmented by the potato famine of 1845 in Ireland, and today exceeds 7000.

The majority of the Poles in the city came from Galicia, Poland, to escape Austrian persecution. Though they have not abandoned their folk-songs, dances, and customs, they are well assimilated and active politically. One of the leading parks, known for nearly a century as Tremont Common, was changed to 'Pulaski Common' in 1933. Here was placed a statue of Brigadier General Casimir Pulaski, Polish hero of the Revolutionary War, the sculptor being Lucien Gosse, a native of Manchester.

Manchester is the financial and commercial center of the State, home of more than one-fifth of the State's population. Manchester's industries in 1936 numbered 160, 83 of which were established after 1920, and produced 150 different articles. It is an important shoe center occupying fourth place among the cities of the country in their production.

An interesting feature of Manchester life is its Thursday Evening, when its shopping streets, especially Elm Street, take on an almost metropolitan character with crowds of people on the sidewalks. It is a colorful and gay promenade of mill workers and others dressed in their best. Stores and even banks are open. The occasion is a survival of payday which formerly occurred on Thursday.

The region now occupied by Manchester was a rendezvous for the Indians long before white men were drawn to it. Amoskeag Falls was one of their favorite fishing grounds. The celebrated chief, Passaconaway of the Penacook tribe, and the sachem, Wonalancet, made their home here a good share of the time. Upon the bluffs east of the falls was a large Indian village and there about 1650 John Eliot, the English 'Apostle to the Indians,' conducted a school, preached to them, and taught them to pray.

It was not until 1636 that the white men sent out by Governor Winthrop came into the Merrimack valley to explore it. Until 1703 the region about the falls was visited only by hunters, fishers, and trappers. That year Captain William Tyng and thirty-six men, known as the 'snowshoe men,' came from Dunstable (now Nashua) and passing by the falls were attracted to the region.

The first settlement within the present city boundaries was made in 1722 by John Goffe, Jr., Edward Lingfield, and Benjamin Kidder, who came from the Massachusetts Colony and established themselves on Cohas

Brook at the falls in the southern part of the city which bear Goffe's name. Between 1733 and 1736, John McNeil, John Riddle, and Archibald Stark, the father of Manchester's most famous son, John Stark, came from Nutfield and settled near Amoskeag Falls. Previously known as 'Old Harrytown' (after a local Indian of unsavory character), it became 'Tyngstown' when granted by the Massachusetts Bay Colony in 1735 to Tyng's men. The territory included a strip of land eight miles wide on the east bank of the Merrimack and extending from Litchfield to Suncook, including the present business section of Manchester. Six years later, by a decision of the King of England and his Council, Tyngstown passed to the jurisdiction of New Hampshire authorities. In 1751, the occupants of the settlement petitioned Governor Benning Wentworth for a town charter, which was granted as 'Derryfield' and included parts of present-day Chester and Londonderry, as well as the region along the river.

In the years that followed John Stark and his Derryfield men won distinction not only in exploits against the Indians within the State, but against the French at Crown Point and Lake George in 1755, at Bunker Hill in 1776 — in his regiment were thirty-six of the thirty-eight able-bodied men of the town — and at Bennington, Vermont, in 1777. General Stark is buried in the park which bears his name in the northern part of the city.

At the close of the war, Goffe's Town on the west bank of the river had accumulated double the number of families in Derryfield. In 1792, a toll bridge was built at a cost of \$6000 to connect the two towns.

To Judge Samuel Blodgett is given credit for changing the name of the town from Derryfield to Manchester in 1810. Following a visit to the English manufacturing city, he visualized Derryfield's future industrial importance and prophesied that it would become the Manchester of New England. At that time it had a population of 615. In 1846, when its population was 10,125, the city received its charter. In 1853, the village of Amoskeag, a part of Goffstown, and the village of Squog, a part of Bedford, were annexed by Manchester, the latter thus acquiring valuable territory on both sides of the Merrimack.

Manchester cannot be characterized apart from the Amoskeag Manufacturing Company, so deep is its mark upon the city. Its mills, now in other hands, for over a hundred years formed the back-log of the city's development. The sixty-four mill buildings of this once gigantic corporation line both sides of the Merrimack River for a mile and a half, while the company-owned homes for the workers, attractive if somewhat old-fashioned brick apartment houses, with little garden plots, run in three parallel rows on the east bank.

The industrial development of the Amoskeag Falls was envisioned by Judge Samuel Blodgett, who conceived the idea of building a canal around them in 1793. Massachusetts had her Middlesex Canal, and with Blodgett's canal, navigation by water would be greatly facilitated, and power

would be available for industry. With money raised by lotteries the canal was completed in 1807.

In 1805, Benjamin Prichard, who, two years earlier, had unsuccessfully operated a small cotton factory in his native town of New Ipswich, purchased a small mill near the Falls and began the manufacture of cotton on a very small scale. After five years of difficulty, the mill was reorganized as the Amoskeag Cotton and Woolen Factory. Only fifty-five shares were divided among the twenty holders, and of these Benjamin Prichard held twenty-five. In addition he received \$800 for his mill and the rights pertaining to it.

Labor conditions in this first mill were very poor. Until 1819 all the weaving was done in the houses of the workers on hand looms, and a skilled weaver earned about thirty-five cents a day. When the power loom was introduced later, the workers moved into the mill. No woman employee was paid more than a dollar a week at this period.

Despite enlargement of the mill, however, the company was not a success, and in 1822 it was sold to Olney Robinson for \$2000. Conditions in 1831 led to a reincorporation of the company by a group of Boston financiers with a capital of \$1,000,000. The name then chosen, the Amoskeag Manufacturing Company, was kept until 1936.

In the period from 1832 to 1922 the story of the mills was one of continued expansion. Competing mills along the Merrimack were purchased and absorbed; other mills were erected, until the present gigantic plant assumed its final shape, under the control of financiers in Boston and New York.

Boyden Sparks in an article in the *Saturday Evening Post* (1936) on the Amoskeag wrote:

The Amoskeag Manufacturing Company was Gargantuan. The workers used to boast that every two months they made enough cloth to put a band around the world. This was literally true, more than 5,000,000 yards were shipped out week by week in good years and in the best years of these old cloth mills, a great deal more than that. For several miles below the Amoskeag Falls, along the banks of the Merrimack River, its double and triple line of six-story red-brick buildings is ranged. Each mill, if placed on end would be a skyscraper. But when they were alive with the hum and clatter of nearly 700,000 spindles and about 23,000 looms they really seemed to be a single throbbing organism, a beneficent monster, out of which the people got their living.

In the course of its hundred years of life, this potent organism out of which had grown the city of Manchester paid out about \$265,000,000 in wages, it paid millions in taxes and many more millions in profits. There were years when the pay roll averaged \$300,000 a week; in lesser years it was about \$120,000.

The continued expansion of the mills in the nineteenth century, through building new mills and buying out others, made it the largest cotton manufacturing company in the world. By 1924 it had accumulated a cash

surplus of more than \$30,000,000 and was described as a tribute to 'New England initiative, management, and conservatism at its best.'

The same year (1922) that saw the purchase by Amoskeag of its one remaining competitor, the Stark Mills, witnessed the slowing down of its triumphant progress as difficulties began to multiply. It had been built up to its imposing structure by a reinvestment of earnings; but under absentee ownership the machinery was allowed to become obsolescent, and it was unable to adapt itself to a changing market. For decades the ability to dominate the gingham market had been the bulwark of the business. When women began to wear silk and rayon, Amoskeag began to pile up deficits. Southern mills paying lower wages began to make inroads. Shrinking markets and foreign competition affected the cotton industry as a whole. Labor troubles resulted as the workers resisted efforts to force their low wages still lower (*see Industry, Commerce, and Labor*), and the business of the company dwindled still further. From 1922 to 1935, the company had its ups and downs, and in the latter year it closed its doors and filed a voluntary petition of bankruptcy.

After 1935 the discharged workers continued to live in the company houses because they could go nowhere else. The company collected no rent from them, but listed it among its assets. Those workers who did not find employment elsewhere were later supported either by direct relief or by Works Progress Administration projects.

To prevent the mills being stripped of their machinery and other movable assets by outside concerns, leaving Manchester nothing but the empty shell of a great industry, a group of Manchester citizens formed the Amoskeag Industries, Inc., and purchased the mills for \$5,000,000. In early 1937, they had leased several of the largest mills to the Pacific Mills, Inc., who are employing a small number of the Amoskeag workers, and were negotiating with representatives of similar companies for other units.

TOUR 1 — 0.3 m.

The *City Hall*, NW. corner of Elm and Market Sts., is at the heart of the business and financial district. Busy, broad Elm St., crowded with traffic and pedestrians, is flanked by substantial business blocks.

E. from City Hall on Hanover St.; L. from Hanover St. on Chestnut St.

1. *Victory Park*, enclosing a section between Amherst, Pine, Concord, and Vine Sts., about which are grouped a number of Manchester's most notable institutions, is one of the city's 17 recreation grounds. The *World War Memorial*, dominating the Park, is the work of the sculptor Lucien Gosselin, of Manchester.

R. from Chestnut St. on Amherst St.

2. The *Manchester Historic Association Building* (open Tues., Thurs., and

Sat., 2-4, *free*), cor. Pine and Amherst Sts. (R), an imposing structure of New Hampshire granite given by Frank P. Carpenter (1931), contains a large and varied historical collection, including many relics of General John Stark and his family, Indian collections and relics of the various wars, collections of portraits, china, pewter, glassware and silverware, and an historical library of 5000 volumes and pamphlets.

Opening from the corridor, which extends through the center of the building, is (R) the *Old Locomotive and Steam Fire Engine Room*, a small exhibit with old-time prints, photographs, etc., of locomotives and steam fire engines.

Across the corridor is the *Old Amoskeag and Early Industrial Room*, with many prints, photographs, sample books of print cloth, paintings, and relics pertaining to the early mills and industries of Manchester.

At the west end of the corridor is *Stark Hall*, containing the pictures, paintings, furniture, and personal relics of General John Stark and his family. Another feature of Stark Hall is a collection of prints and paintings of ex-President Franklin Pierce. There are also extensive collections relating to American wars.

Through the corridor (R) is the *Old Print Room*, with an extensive collection of Currier and Ives and other old-time prints.

At the extreme east end of the building is *Derryfield Hall*, containing many prints, photographs, paintings, and other pictures of Manchester buildings. A display of Indian relics is contained in several cases.

On the second floor a small corridor has a collection of early American primitives.

Right is *Manchester Hall*, with portraits of Manchester's earlier citizens. There are alcoves used by the library, and others with displays of antique furniture and ladies' handiwork, antique toys and dolls, antique china, silver, pewter, glass, and early lighting appliances.

At the west end of the corridor is *New Hampshire Hall*, containing a military display including firearms, swords, sabers, and small arms.

Opening from this corridor is *Presidential Hall*, with many prints and pictures relating to the Presidents, two original copies of an Amherst, New Hampshire, newspaper of December, 1799, and January, 1800, giving an account of the death and funeral of George Washington.

In the basement is *Hubbard Hall, or the Hall of Primitives*, its chief exhibit the old hand fire engine, 'Torrent,' purchased by the town of Manchester in 1844. Here are various exhibits, including an old printing press, a small older press, early types of sewing machines, spinning wheels, flax wheel, and clock reels, an old shoemaker's bench, and an Indian dugout.

Scattered about the building in the various halls are many of the famed Rogers Groups of miniature statuary, the modeling of which was started by John Rogers in the city of Manchester (see *The Arts*).

L. from Amherst St. on Pine St.

3. *Carpenter Memorial Library* (*open weekdays, 9-9*), 405 Pine St. (R), a gift of Frank P. Carpenter in memory of his wife, contains 115,000 volumes. The two-story building, erected in 1914 and designed by Edward L. Tilton of New York, is constructed of Vermont marble in the style of the Italian Renaissance.

In 1795, a group of citizens in Derryfield, among whom were Isaac Huse, James Weston, John Stark, Jr., and other prominent men, founded the Social Library of Derryfield, which continued to function until 1833 when it was dissolved and the books were divided among its members. After a lapse of 11 years another group of prominent men in Manchester

founded the Manchester Atheneum, consisting of a reading-room, library, and museum, which in 1854 was transferred gratuitously to the city by a special act of the Legislature.

4. *Manchester Institute of Arts and Sciences* (open weekdays, 9-5; Mon., 2-5), cor. Pine and Concord Sts. (L), a privately endowed institution founded on a gift from Emma Blood French, is housed in a two-story building of New Hampshire granite. The exterior is severely plain, its only architectural embellishment being a rounded bay supported on Corinthian columns and serving as the portico. The interior is finished with silvery, weathered oak walls and marble floors. The institute affords opportunity for instruction in languages, literature, domestic sciences, handicraft, music, and fine arts at a nominal charge, and provides excellent lecture courses. A four-year normal art course is given, while social science departments promote discussions of current problems. On display in the foyer are hand-made articles of The Craftworker's Guild, an institute organization, including splendid workmanship in carving, tooled and incised leather, metal work in silver, pewter, and copper, embroidery, tapestry, and hand-woven fabrics and rugs.

L. from Pine St. on Concord St.

5. The *Association Canado-Américaine Building*, 52 Concord St., a granite and brick structure with the eaves pediment supported on Corinthian columns, houses a library of more than 4000 volumes dealing with the development of the French race in North America. It includes the noteworthy Lambert collection, that has among other priceless editions 'Hennepin's Nouvelle Découverte d'un Grand Pays l'Amérique,' printed in Amsterdam in 1698, and 'Lettres de la Vénérable Mère Marie de L'Incarnation, Première Supérieure des Ursulines de la Nouvelle-France,' printed in Paris in 1681.

The Association Canado-Américaine, founded in 1898 to include all independent Franco-American Societies, became the mother of Franco-American National Federative Societies in New England. It has a membership of more than 16,000 in New England, Michigan, and Canada.

L. from Concord St. on Pine St.; R. from Pine St. on Orange St.

6. *Currier Art Gallery* (open weekdays, 10-5; Sun., 2-5; free), Orange and Beech Sts., a massive structure designed by Tilden and Githens of New York in 1927, is one of Manchester's most beautiful buildings. In a setting of pines and old hemlocks and bordering a shallow reflecting pool, it is designed with the classic dignity and grandeur of the Italian Renaissance style. The main entrance is recessed behind a heavy vestibule, whose plain Doric columns support an unadorned entablature and a denticulated cornice, which in a simpler form continues around the building. Above this is a short frieze with winged griffons flanking the inscription tablet. Within the vestibule are mosaic designs, that on the left of the door symbolizing the pagan art of the Classical world, and that on the right representing Christian art through five figures symbolizing the Byzantine, Romanesque, Gothic, Renaissance, and modern modes.

Over the door is a panel, the 'Fountain of Inspiration.' The mosaics are the work of Salvatore Lascari of New York City and were assembled in Venice, Italy.

The galleries of the museum are built around a central court, open to the top of the building and surrounded by arcades. The ceiling of the court is decorated in a pattern of Italian Renaissance design, executed by Mr. Lascari. The modified Ionic columns supporting the upper arcades are soft buff, with capitals picked out in colors and gold. The mosaic floor of the open court has the signs of the zodiac in black and cream for the central feature and geometric patterns for subordinate designs. A fountain basin, with a bronze figure of a girl, designed by Harriet Frishmuth, adds to the charm of the court.

On the first floor and to the right are the galleries devoted to sculpture, largely a collection of casts of Greek and Roman works, and the children's room.

Directly across the court is a large gallery devoted to Colonial furniture, glass, and pewter, and on one wall the notable *Vaughan Wall Paper*, taken from the Vaughan House in Thetford, Vermont, one of the finest examples in the United States of French wall paper of the early 19th century. The furniture is early New Hampshire, a chest of drawers being the work of Dunlap, master woodcarver. In the pewter collection every piece is signed and of American origin. The Sandwich glass collection includes 400 plates. Six striking examples of the pale green Suncook glass, rarest of American glassware, are on display.

On the mezzanine between the marble stairs is the memorial room to Governor and Mrs. Moody Currier, whose generosity provided for the building and its maintenance.

On the second floor are three large galleries devoted to the exhibition of oils, water-colors, prints, and etchings. Two of the galleries are used to exhibit 50 to 60 loan collections a year. The museum also houses the George A. Leighton collection of 18th- and 19th-century Dutch, German, French, and English masters.

On the walls of the court arcade are examples of the work of Bouguereau, Raeburn, Copley, Stuart, and Winslow Homer. The collection of Chinese porcelains gathered by Rear Admiral Murdock when serving in Chinese waters is exhibited in the upper arcade. The Gallery possesses one of the two complete collections of Frank French wood engravings.

For the benefit of children free classes in the appreciation of art are given.

TOUR 2 — 6 m.

E. from Elm St. on Hanover St.; L. from Hanover St. on Belmont St.; R. from Belmont St. on Reservoir Ave.

7. *The Old Town Pound, Reservoir Ave. (R), at the entrance to Derry-*

field Park, a crude square enclosure of large stones, was built in 1741 to impound stray animals. It has been restored by the Molly Stark Chapter of the Daughters of the American Revolution.

8. *Derryfield Park* has an area of 68 acres. Reservoir Avenue winding through the park leads to the summit of the hill on which are the *Weston Observatory (open May to Sept.)* and two reservoirs; the larger, completed with the help of Government funds, having a capacity of 8,000,000 gallons. From here is a splendid bird's-eye view of the city and surrounding countryside. West lies the city itself, its streets in regular and far-flung lines sheltered by great elms, with its squares and parks, public buildings, business blocks, homes, gigantic mills, and shops rising from the banks of the Merrimack River. Across the river *Rock Rimmon*, a granite outcropping, stands out in rugged relief, and the Piscataquog River winds westward along through green fields. Beyond are the graceful, undulating lines of the twin Uncanoonuc (Ind.: 'breasts') Mountains. South are the Londonderry hills, forming the walls of the Merrimack, and north on a clear day the summits of the White Mountains are visible on the horizon. The effect is best in the morning. From the east side of the hill is a view of the western end of Lake Massabesic (*see Tour 17, sec. a*) from which Manchester's water supply is derived.

Retrace on Reservoir Ave.; L. from Reservoir Ave. on Oak Hill Ave.; R. from Oak Hill Ave. on Mammoth Rd.

9. The *Isaac Huse House (not open)*, cor. Mammoth Rd. and Candia Rd. (L), is a square, two-story house, with a gable roof and wide eaves, with carved corner posts and a square porch with Doric columns. The doorway is surrounded by three rectangular lights. In the rear are several later additions, but the front is one of the few remaining landmarks of the early settlement of Manchester by Scotch Presbyterians from Londonderry. Mammoth Road, built in 1831, was a post road and the main thoroughfare for travel north and south. In 1831, Samuel Jackson, who had a store in this house, was appointed Manchester's first postmaster by Andrew Jackson, and maintained the post office here. Near-by is a *Cemetery (L)*, where many of the earliest settlers are buried.

A large, unpainted house beyond the cemetery was the *First Church, in Derryfield*, built in 1758. The exterior of the structure is little changed, but the interior was altered for dwelling purposes many years ago.

Retrace on Mammoth Rd.; R. from Mammoth Rd. on Valley St.; L. from Valley St. on Maple St.

10. The *J. F. McElwain Shoe Company (not open)*, Maple and Silver Sts., has several factories in the city, employing normally about 1600 workers. Established in 1922 by J. Franklin McElwain, Seward M. Paterson, and Francis P. Murphy, governor of New Hampshire, the company manufactures men's and boys' Goodyear welt shoes of medium grade, and is operator of a nation-wide chain of retail stores. The largest employer in New Hampshire, the company has expanded many times, and doubled its business during the 1929 depression. The company also operates several factories in Nashua.

R. from Maple St. on Silver St.; R. from Silver St. on Union St.; R. from Union St. on Valley St.; R. from Valley St. on Elm St.; L. from Elm St. on Granite St.; R. from Granite St. on Canal St.

11. The *R. G. Sullivan 7-20-4 Cigar Factory*, Canal and W. Central Sts. (R), a modern brick plant, turns out more than 65,000,000 cigars yearly and employs 560 workers. This concern is the largest payer of revenue to the United States Government in New England. Most of the cigars are made by machinery, but a superior type of Londres is still made by hand. Manchester has 28 other factories of varying sizes specializing in hand-made cigars.

12. *Amoskeag Manufacturing Company*, Canal St. (L), a mile of brick factories on the left bank of the canal, was once the largest textile mill in the world. Its buildings, two and sometimes three rows deep and mainly four or five stories high were built over a period of years from 1838 to 1915. They are severely plain and practical in appearance. Opposite them (R) are three rows of brick tenement houses, built about the same period as the mills. These are plain, three-story buildings, the two back rows slightly higher than the first, and the only variation occurs in the placing of some of them at right angles to the others. Around some of these houses are small plots of garden.

13. The *Home of General John Stark (not open)*, cor. of Canal St. at the Amoskeag bridge (L), is a small wooden cottage marked by a boulder and a tablet erected by the Manchester Historical Association. The *Amoskeag Bulletin* describes the house as follows:

The house may be called plain, but it corresponds perfectly with the old Colonial houses of this time. The house faces the south, is a square low-posted affair with five large rooms on the ground floor and with two unfinished rooms in the second story. The very large rooms are finished off in typical Colonial style about like what may be seen at the Governor Wentworth House at Newcastle, N.H. The walls of each room are paneled, while the high oak mantels and the great fireplaces, with their primitive cupboards and warming seats are fit illustrations of what the house contains.

General John Stark, who lived here from 1758 to 1765, was one of the outstanding figures of the American Revolution. Born in Londonderry in 1728, Stark was taken prisoner by the Indians while hunting near Baker's River in Rumney in 1752 (see *Tour* 10) and served later with Rogers' Rangers in the Indian wars. When beacons were lighted upon New Hampshire hilltops, upon receipt of the news of the first bloodshed of the Revolution, John Stark was one of the first to spring to his horse and hasten to the scene of the conflict, rallying men on his way. He was appointed a colonel, and within four days 2000 New Hampshire men had reported to him for duty. According to the records, a large share of the troops engaged in actual fighting at the battle of Bunker Hill were from New Hampshire. The effective marksmanship of Stark's men, their courage under fire, and their gallantry in covering the retreat of the other colonists turned a rout into a virtual victory, the moral effect of which

was of vital importance. Although Stark served with such distinction at Bunker Hill and later under Washington at Trenton and Princeton, he resigned from the Continental Army in 1777 because he was passed over in the granting of promotions.

The house has been recently acquired by the Daughters of the American Revolution and will be open to the public.

With the capture of the fortress of Ticonderoga in 1777 by General Burgoyne's British army, the leaders of the Revolution were panic-stricken. In desperation Vermont called on New Hampshire for assistance in repelling the invaders. The Council of New Hampshire raised a force of militia and volunteers and put Stark in command with the rank of General. With these untrained and undisciplined men Stark put to flight the regular soldiers and Hessians of the British army at the battle of Bennington after a desperate hand-to-hand struggle, 'the hottest,' Stark reported, 'I ever saw in my life.' This event, in the language of President Jefferson, was 'the first link in the chain of successes which issued in the surrender of Saratoga.' In the meantime, Congress, not having heard of Stark's astounding victory, had censured the New Hampshire Council, and indirectly Stark himself, for giving him this independent command. This they later offset by a vote of thanks and a commission of Brigadier General in the Continental Army.

Stark died in Manchester in 1822 at the ripe old age of ninety-three, the last surviving American general of the Revolution and outlived only by Lafayette.

Continue from Canal St. on North River Road.

14. *Stark Park*, North River Rd. (L), overlooking the Merrimack, is one of the most beautiful parks in the city and the last resting-place of General John Stark. A winding driveway through the Park leads to the enclosure where a simple obelisk bears his name.

Near the Park on Elliot Place is the former home of Alonzo Elliot, composer of the noted song of the Great War, 'The Long, Long Trail.'

15. *General Stark's Well*, North River Rd. (L), and a marker designating the *Site of the Later Stark Homestead* are further reminders of the domestic side of the General's life. The original granite doorstone is preserved.

Outstanding Points of Interest in the Environs:

St. Anselm College, Shirley Hill Rd., 3 m. W.; Rock Rimmon, Alsace St., 1.5 m. W. (see *Tour 16*); Massabesic Lake, 4 m. E. (see *Tour 17, sec. a*).

N A S H U A

City: Alt. 152, pop. 31,463, sett. 1656, incorp. 1853.

Railroad Stations: B. & M. R.R., Union Station, Temple St., City Station, Main St.

Bus Stations: B. & M. Transp. Co., Kernwood Hotel, 21 Main St., City R.R. Station, Main St., Transfer Station, 158 Main St., Central Fruit Store, 199 Main St., The Rosebud, 233 Main St.; Vermont Transit Co., City R.R. Station, Main St.; Frontier Lines, City R.R. Station, Main St., The Tavern, 11 Clinton St.; Capitol Stages, Dory's Taxi Station, 1 Clinton St.

Airport: Municipal Airport, 2.3 m. (west) off Amherst St. (*no scheduled service*); 10 min., 50¢ taxi fare.

Taxis: 20¢ for one or two persons, 10¢ for each additional; 50¢ to Municipal Airport, Country Club, Benson's Animal Farm, Hudson and the Pennichuck Bridge, within the City limits.

Traffic Regulations: Municipal free parking space opposite City R.R. Station.

Accommodations: Three hotels.

Tourist Information Service: Booth near City R.R. Station.

Swimming: Municipal Swimming Pool, Field St. Open daily until 10 P.M.; 10¢ fee for use of locker room.

NASHUA, which the natives prefer to pronounce Nash-a-way, named for an early Indian tribe resident here, is the second largest city in the State. A city of broad streets and many fine homes, it is situated in an amphitheater of hills on the western bank of the Merrimack River. Nashua River, moving quietly between its wooded banks, except where it rushes headlong over the rapids at Mine Falls, flows through the center of the city and into the Merrimack, providing much of the power necessary for the industrial plants upon its banks.

The compact part of the city lies within a radius of a mile from the intersection of Pearl and Main Streets, just south of the City Hall. Beyond that limit are the 'ffarmes' mentioned in early records. Main Street, narrowing at the Nashua River, is a broad thoroughfare with many bank and commercial buildings, the most impressive of which is the granite bank building, towering above all others. Church buildings along Main Street are placed some distance back, but the commercial buildings abut the sidewalks. Other streets spread out at right angles throughout the city's thirty-two square miles of area. The width and straightness of the streets is a result of the plan of an architect, Asher Benjamin, engaged by the Nashua Manufacturing Company in 1825. This plan called not only for the laying out of streets but also for the planting of numerous shade trees.

From early days, Nashua has been a city of manifold industries, and its

products range from screws to high quality woolen blankets. Its industrial diversity was the chief reason for its rapid development.

The first industrial workers came from the farms of New Hampshire, but with the constantly increasing demand for more and more workers the influx of the foreign-born began in earnest. Nashua's Main Street presents a fair cross-section of the city's population, which is of French-Canadian, Irish, Greek, Polish and Lithuanian descent, with a comparatively small proportion of old New England stock.

Three newspapers are published — the *Nashua Telegraph* (founded in 1832), a daily, having the largest circulation in the city; *L'Impartial*, printed in French, established in 1898 and published three times weekly; and the *Athena*, a Greek weekly, founded in 1933.

As a trading center for a large area, Main Street is usually filled with many out-of-town cars and people, and is a particularly busy place on Wednesday and Saturday evenings.

Nashua was originally a fur-trading post, known by the Indian name of Watanic. Surveyed as early as 1652, its first settler, a man named Cromwell, came in 1656, and he was followed in 1660 by a group of settlers. In 1673, its twenty-six grantees, among whom was the Artillery Company of Boston, petitioned the General Court of Massachusetts for a town charter, which, when issued officially, named the town Dunstable, for Dunstable, England.

The fertile valleys of the Merrimack, the Souhegan and especially the Nashua, drew adventurous souls to the wilderness to found new plantations. Several deaths from Indian attacks through the long period of the Colonial wars, and the constant threat of complete annihilation prevented the growth of the town to such an extent that in 1680 only thirty families were resident, and by 1701 the number had dropped to twenty-five. Heavy taxes caused much distress and a ruinous depreciation of property values.

In 1724, the Indians became troublesome again, but were driven off by a group of men under John Lovewell, Jr. By the end of the eighteenth century, settlement had increased, and the town had completely emerged from its depression to become a staid farming community.

Industrial beginnings were slow. A forge was set up in 1667 by Lieutenant Robbins, who settled on Long Hill in the southern part of Nashua. A gristmill was built by Daniel Waldo in 1695 at the mouth of Stony Brook, down the Merrimack.

Means of communication were limited until the first stagecoach (1795), a covered two-horse vehicle, was operated between Amherst and Boston once a week, passing through Dunstable on the Second New Hampshire Turnpike. Transportation by water was made possible by the Middlesex Canal around Pawtucket Falls in 1803 and a connecting canal completed to Nashua in 1826 so that the Merrimack River was opened for naviga-

tion. A canal boat, the 'Nashua,' was built in 1803 by Robert Fletcher in the Indian Head village.

The first log meeting-house was built in 1678, at the Harbor near Salmon Brook. A second was erected in 1684 on a site near the Old South Cemetery.

Because of the large number of men who went to the War of 1812, the economic life of the town was seriously disrupted, and depressed still further by a series of cold summers that discouraged many of the settlers. A few years later, however, attention was turned to manufacturing. In 1822, an association was formed and the following year a charter obtained by Daniel Abbott, Moses Tyler, Joseph Greeley, and others, in the name of the Nashua Manufacturing Company. When the news came from Greeley's store that 'there wus goin' to be mills t' Nashway,' there began an exodus of families from the countryside to the village, who hailed the coming of the mills as the dawn of a new economic era.

Despite early difficulties, and a fire in 1930 that swept away one fourth of the city, Nashua has developed from a population of 5065 in 1836 to a progressive city of 31,463.

TOUR 1 — 3.5 m.

S. from City Hall on Main St.

1. The *City Hall*, 120 Main St., a brick structure, was built in 1842 and has an historical background. Dissension over the site chosen caused a division of the town into the townships of Nashua and Nashville, and resulted in a bitter political, business and social feud that lasted 11 years. When built, the town house was equipped with a bell that sounded the curfew, gave the alarm for fires, and tolled the passing of leading citizens. The last time it was heard was on the occasion of the death of President Cleveland.

L. from Main St. on Temple St.

2. The *McElwain Shoe Factories A and C* (*not open to the public*), 103 Temple St. (R), were established by the J. F. McElwain Company in 1922 for the manufacture of medium-priced welt shoes for men and boys. The company built its first factory in Nashua in 1923, and during its first year of operation employed 295 persons. Including several factories at Manchester, the company now operates twelve with more than 4000 workers on its payroll.

Retrace on Temple St.; L. from Temple St. on Main St.

3. The *Arts and Crafts Shop* (*open weekdays, 10-5*), 182A Main St. (L), is the local branch of the New Hampshire League of Arts and Crafts, the purpose of which is to promote the educational, cultural, and commercial benefit of the community. All members must be residents of this State

and all materials used, in so far as possible, are produced in New Hampshire. The clay used for pottery comes from Dover and is fired at the State University in Durham. The rose quartz and beryl for the jewelry is mined in Acworth. Classes in basketry, weaving, wood carving, wrought iron and leather working, and handmade furniture and rug-making are taught by skilled instructors. Finished products are on sale.

L. from Main St. on E. Hollis St.

4. The *Monitor Marker*, 25 E. Hollis St. (R), a bronze tablet set in granite, with a representation of the gunboat 'Monitor,' was placed in 1931. Near this spot were the old iron and steel works where the porthole stoppers (heavy pieces of iron serving to close the portholes when the guns were not being fired) of the little 'Monitor' were made.

Retrace on E. Hollis St.; L. from E. Hollis St. on Main St.

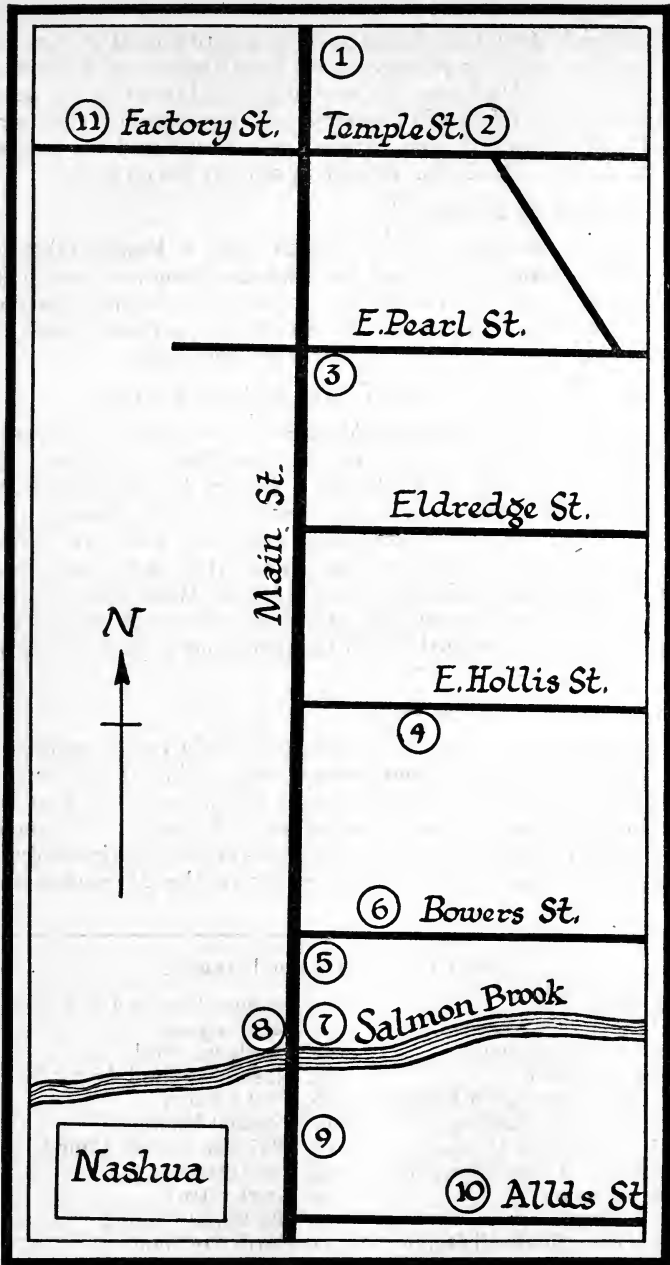
5. *Site of Nashua Watch Factory*, Main St. at Bowers St. (L), a structure which originally stood on the site of the Noyes Block, 155 Main St., was purchased in 1860 and remodeled as a factory by the Nashua Watch Company. In this plant watches were first made by machinery, a process which revolutionized the watchmaking industry. When the Civil War broke out fine watches were at a discount and there was an enormous demand for cheap watches for the use of soldiers. While the company had all the necessary tools for making an inexpensive watch, it had no available capital and was obliged to sell the plant and stock to the Waltham Watch Company.

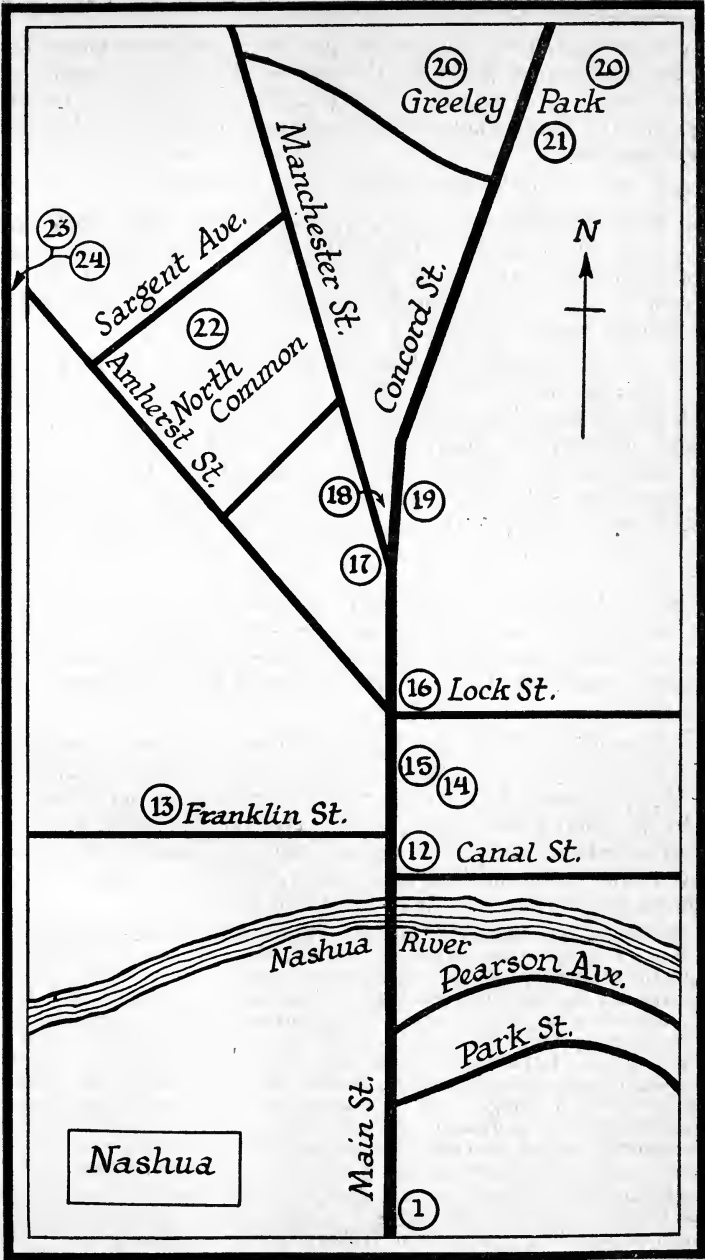
L. from Main St. on Bowers St.

6. *Site of Queen's Garrison*, 37 Bowers St. (R). In 1702 a garrison house of hewn timbers was built when the movements of the Indians led to the expectation of attack. With the outbreak of Queen Anne's War in 1702, the Indians fell upon the frontier settlement of Nashua. Till the end of the war, in 1713, the inhabitants of the section lived principally in this garrison house, where soldiers in the pay of the Massachusetts Bay

NASHUA. POINTS OF INTEREST

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| 1. City Hall | 13. Nashua Gummed and Coated Paper Company |
| 2. McElwain Shoe Factories | 14. Deschenes Oval |
| 3. Arts and Crafts Shop | 15. Nashua Public Library |
| 4. Monitor Marker | 16. First Church |
| 5. Site of Nashua Watch Factory | 17. Colonial House |
| 6. Site of Queen's Garrison | 18. Christian Science Church |
| 7. American Shearer Company | 19. The 'Haunt' |
| 8. International Paper Box Machine Company | 20. Greeley Park |
| 9. Marsh Tavern | 21. Old Burial Ground |
| 10. Site of John Lovewell House | 22. North Common |
| 11. Nashua Manufacturing Company | 23. Proctor Animal Cemetery |
| 12. Canal Boat Landing | 24. United States Fishery |





Colony were stationed. Captain William Tyng, commander of the garrison, was the first to profit by the offer of £40 a scalp made by the General Court. In the winter of 1703-04, he returned from the Indian headquarters at Pequawket with five scalps. Six years later he perished by the tomahawk.

Retrace on Bowers St.; L. from Bowers St. on Main St.

7. The *American Shearer Company* (visitors permitted upon application at the office), 341 Main St. (L), is one of the oldest of Nashua industries and was established on Water St. in 1865 by J. K. Priest and R. T. Smith, inventors of the first machine for the shearing and clipping of animals, and of the familiar barber clippers.

In the rear of the factory is a building once known as the *Bird Meeting-House*. In 1746, the Rev. Mr. Bird, a follower of George Whitefield, English clergyman whose adherents were called the 'New Lights,' was invited to preach here. Many people in the town did not believe in Mr. Bird's preaching and refused to build him a church, but Jonathan Lovewell and a few others built one at their own expense, called the Bird Meeting-House. Some years later the opponents of the 'New Lights' outvoted Bird's followers, and the preacher was without a church. Jonathan Lovewell bought the shares belonging to his friends and turned the meeting-house into a dwelling, for many years known as the Jesse Bowers homestead. It was later acquired by the American Shearer Company and moved to its present location. This structure is probably the only meeting-house in the United States built expressly for a follower of George Whitefield.

8. The *International Paper Box Machine Company* (visitors permitted upon application at the office), 315 Main St. (R), is on the site of Ingalls's Blacksmith Shop, for many years a center of small enterprises in the machinist's line. In this shop Elias Howe (born in Spencer, Massachusetts, July 9, 1819) struggled with the problem of the sewing machine. Although he did not invent the sewing machine in this shop, it was here, after two years of struggle and privation, that he at last perfected it.

Early displaying a mechanical bent, at 16, Howe obtained an apprentice's place in a factory making cotton machinery at Lowell, Massachusetts, where he remained until the financial panic of 1837 closed the shop. About 1843 the pressure of poverty and the fatiguing nature of his work forced him to attempt to invent a machine which he had heard would bring a fortune to the inventor. After months of trying to copy the motions of his wife's arm when sewing, the idea at last came to him of using two threads and forming a stitch with the aid of a shuttle. By October, 1844, he had constructed a machine that would sew. Later he formed a partnership with George Fisher of Cambridge, Massachusetts, whereby Fisher agreed to provide a workshop and \$500 in capital. Howe worked steadily during the winter of 1844 at the Fisher shop and by April, 1845, had sewn a seam on his machine. A patent for the machine was issued on September 10, 1846.

Hoping to interest English manufacturers in his invention, Elias and his brother Amasa sailed for London, February 5, 1847, taking his first and third machines and patent papers. In England he met William Thomas, manufacturer, and sold him the third machine and the right to manufacture for £250. Howe worked for Thomas eight months, and then, as working conditions became intolerable, he left his employ.

The inventor was obliged to pawn his first machine and patent papers to pay his way back to the United States, where he landed in April, 1849. Here he found that the sewing machine had become famous and many imitations were on the market, all infringing on his patent rights. Forming a company and obtaining money, he started suits for infringement which resulted in his favor. Howe amassed a large fortune from his invention and died in Brooklyn, New York, October 3, 1867.

Salmon Brook, the little stream that crosses Main St. at the International Paper Box Machine Company plant, derives its name from the fact that in the early days its waters abounded with salmon. Along the banks of this stream as far as the Merrimack River on the east, the first settlers built their log cabins and laid out farms on land that had been cleared by the Indians for cornfields. Another reason for choosing this location was the value as fertilizer of the fish, that swarmed the river at the planting season. Early records mention apple orchards in this section as far back as 1675.

9. *Marsh Tavern (not open)*, 322 Main St. (L), a white frame structure with brick ends, was built by Isaac Marsh as a tavern about 1804 when a long procession of stagecoaches and wagons carried passengers and shipments of merchandise to and from Boston. In the ell of this house Elias Howe lived while perfecting the model for his sewing machine.

L. from Main St. on Allds St.

10. *The Site of the John Lovewell House*, Allds St. at Fifield St. (R). Lovewell was an ensign in the army of Cromwell who was forced to leave England when Charles II was made King in 1660. He settled in Weymouth, Massachusetts, but later joined the settlers here. He was a very religious man, and when more than 100 years old was a constant attendant at church. Of his four children, the oldest, John, was a noted Indian fighter killed during Lovewell's war upon the Indians and buried near Lovewell's Lake, Maine (*see Tour 8, sec. a*). Zaccheus, the second son, a colonel in the French and Indian War of 1759 and participant in the capture of Ticonderoga and Crown Point, died in 1772 and is buried in the Old South Cemetery. Jonathan, the youngest son, was one of the builders of the Bird Meeting-House. John, Sr., died in 1754 at an age variously thought to have been between 103 and 120 years. It was at his house, in 1697, that Hannah Dustin sought refuge after her escape from the Indians at Penacook (*see Tour 3, sec. b*). Having drifted 40 miles down the Merrimack River in an Indian canoe, she received a hearty welcome from John Lovewell, Sr. This incident is recorded on a *Marker*.

Allds St. leads to a district which was nearly destroyed by fire May 4, 1930, when 411 families were made homeless, with a property loss estimated at \$4,000,000.

R. from Allds St. on Main St.; L. from Main St. on Factory St.

11. *The Nashua Manufacturing Company (visitors permitted upon application at the office; guide furnished)*, 85 Factory St. (R), the oldest (1823) as well as the largest industry in the city, is considered the largest blanket mill in the world. The plant covers a floor space of 45 acres and employs 2250 workers. Although the company is known mainly for its woolen 'Nashua Blankets' it also manufactures many other textile products.

TOUR 2 — 1.5 m.

N. from City Hall on Main St.; L. from Main St. on Water St.

Water Street, opposite Park St., a continuation of an old Indian trail, was the site, in 1838, of the Nashua Manufacturing Company's shop, where John H. Gage began to make machinery. Gage built the first engine lathe made in America, and his shop is believed to have been the first establishment in the United States devoted exclusively to the manufacture of machinists' tools. The shop burned in 1843. In 1852, Gage and two partners built a new shop on Hollis St., where they made the first automatic gear cutter on the market.

Retrace on Water St.; L. on Main St.

12. A *Canal Boat Landing* (R) was formerly situated on the land below the restaurant at 50 Main St. In 1823, the Nashua Manufacturing Company began to build a branch canal from the Nashua River, just below the Main St. bridge, to the Merrimack River to connect with the canal service established by the Middlesex Canal (1803). The canal was completed in 1826, giving the company a direct waterway from Boston to its mills, making possible the transportation of goods from the center of the town to Boston (see *Transportation*). Canal Street runs parallel to the old canal.

L. from Main St. on Franklin St.

13. The *Nashua Gummed and Coated Paper Company* (not open to the public), 44 Franklin St., was organized in 1904 to take over the coating business of the Nashua Card and Glazed Paper Company. This business, formed in 1848 for the manufacture of playing cards, has been in continuous operation and since 1890 has been housed in the present factory. When the manufacture of playing cards proved a failure, the company began making friction glazed paper, supplemented later by gummed papers. In 1908, the company began the manufacture of waxed paper, and was the first to make waxed bread wrappers used by nearly all bakers in the country.

Retrace on Franklin St.; L. from Franklin St. on Main St.

14. *Deschenes Oval* (R), a little park, is named for Amédée Deschenes, who was cited for bravery during the World War. The park is also a memorial to Civil War heroes of New Hampshire, each tree bearing a bronze plaque inscribed with the name of one of them.

15. *Nashua Public Library* (open weekdays 9-9 except Thursday afternoons), Main and Lock Sts., a two-story brick structure shaped to fit in an acute-angled plot, with diamond-paned casement windows and a battlemented parapet around the roof, contains the *Original Charter* granted to the town of Dunstable by George II in 1746 after the readjustment of the State line in 1741. Frequent exhibits of the work of contemporary artists are

held. The library contains 47,000 volumes and has a collection of French literature.

Here Main St. becomes Concord St.

16. The *First Church* (Congregational), corner of Concord and Lock Sts., a heavy edifice of rough-faced granite designed after the Romanesque style and fitting harmoniously into its corner location, stands on the site of the old Indian Head Coffee House, one of the historic early taverns of this locality. The steep hill formerly here made this spot a popular stop for stagecoaches plying between Boston and Concord.

Concord St. was once the bridle path followed by John Eliot, Apostle to the Indians, in his missionary journeys among the Nashaways here and the Penacooks farther north. In 1648, Eliot hired men to cut down trees and mark the route for a path, with the result that the first path from Nashua to Namaskeag (now Manchester) was made at the expense of the Apostle Eliot.

The land on the north side of the Nashua River, from the First Church, east to the Merrimack River, has been known as the *Indian Head* section since September, 1724, when the settlers, following an engagement with the Indians, found an Indian head rudely carved on the bark of a tree near the mouth of the Nashua River. This was considered a threat that the Indians would some time return. It was in this section, believed to lie between Lock St. and the Cemetery in the rear of the Unitarian Church, that Nathan Cross and Thomas Blanchard were captured by 70 French Mohawks on the evening of Sept. 4, 1724. The two men, who lived in the Harbor section, crossed the river that morning, and began their work of gathering turpentine from pine trees. The day was rainy and they hid their guns in a hollow log to keep them dry. While they were at work the Indians surprised them and took them captive. The next morning the settlers, who were frightened at their absence, formed a party of nine men to go in search of the missing men. Following the trail of the Indians up the bank of the Merrimack, the party was ambushed by the Indians at a brook just above Thornton's Ferry. All the rescuing party except one, Josiah Farwell, were killed by the Indians. Cross and Blanchard were taken to Canada where they were held captive for a number of years, but later succeeded in buying their freedom and returned to Nashua. They found the guns they had hidden so long before, and the gun used by Cross is now in possession of the Nashua Historical Society.

Following the engagement at Thornton's Ferry, the Indians, believing they could attack the people of Dunstable with little danger, returned to Nashua. The settlers, warned by Farwell, met the Indians near the mouth of the Nashua River, the Indians reaching the north bank as the white men reached the south. The fight was long drawn out, but the Indians, finding that they could gain nothing, started back up the Merrimack River. The following day the settlers found the Indian head carved upon a tree.

L. from Concord St. on Amherst St.; R. from Amherst St. to Abbott Sq.

17. *Colonial House* (not open), 1 Abbott Sq., erected in 1803, is the one building of exceptional architectural merit in the city. It is an almost perfect example of late Georgian Colonial architecture. The two-story structure with its white wooden front and ends of red brick has a wide front door, with fan-light and brass knocker. The beauty of the interior is enhanced by antique furnishings.

Daniel Abbott, original owner of this house, came to Dunstable as a young

lawyer in 1802. The rapid development of the town at that period offered great possibilities to a young and ambitious lawyer. At the launching of the canal boat in 1803, Mr. Abbott delivered the oration in which he christened the settlement Nashua. On the occasion of President Andrew Jackson's visit to Nashua, Abbott was introduced to him as 'the father of Nashua.'

Retrace on Concord St.

18. The *Christian Science Church* (L), cor. Concord and Manchester Sts., a dignified and attractive frame structure, was formerly the home of General George Stark, a direct descendant of Major General John Stark, a hero of the battle of Bennington.

19. The '*Haunt*,' 27½ Concord St. (R), was erected in 1740 at the old Runnell's Bridge in Hollis, but was moved to its present situation in 1906. The '*Haunt*' derives its name from a legend that each night, upon the stroke of 'eight bells,' a sailor would appear upon the roof of the house, pause for a moment, and then vanish. For some time crowds gathered in front of the house to witness this spectacle, but one night the 'spook' failed to appear, and the spell was broken. The name, however, still clings to the place and the structure of the old building remains unchanged. Hewn timbers, 'H' and butterfly hinges, antique latches on the doors, and massive fireplaces are some of the interesting features of the house, now operated as an antique shop.

20. *Greeley Park*, 100 Concord St. cor. Thornton Ave. (L), a reservation of 125 acres, was deeded to the city of Nashua by Thornton Greeley in 1896. The fountain and rest house were the gifts of John Cotton in 1908. The park extends west from the Merrimack River across Concord St. to Manchester St. Spacious lawns shaded by majestic elm and willow trees and gardens of cultivated flowers add to the charm of the natural setting. In one section of the park swings and slides for children are provided. The 45 acres of forest land included in the reservation abound with many varieties of wild flowers. Rustic tables and benches are installed for the accommodation of picnickers.

21. The *Old Burial Ground*, Concord St. (R), opposite the rest house, is indicated by a boulder erected by the late Ira Harris, marking the site of the first burial ground north of the river. The absence of stones or markers for the graves is due to the fact that on the occasion of the last muster of New Hampshire troops, held near here in 1862, the stones were used to build an oven for the commissary department.

The park automobile *Driveway* from Concord St. (L) is shaded by fir trees and passes a lily pond (L) where, in summer, a varied assortment of gold fish and Japanese lilies contribute to its beauty. Cascades at the intersection of the drive with Manchester St., surrounded by rock gardens, are an added attraction. The cascades have historical interest, for it was here that Hannah Dustin's captors stopped on their way to the Indian camp at Penacook (see *Tour 3, sec. b*).

TOUR 3 — 3.3 m.

N. from City Hall on Main St. to Concord St.; L. from Concord St. on Amherst St.

22. *North Common*, municipally owned, extends from Amherst St. on the south to Manchester St. on the north, with Sargent Ave. forming the western border and Merrimack and Abbott Sts. the eastern. It is part of the grant made in September, 1673, by the Massachusetts General Court to the Ancient and Honorable Artillery Company of Boston. The original grant of 1000 acres embraced the whole of Nashville and was called the Artillery Farm.

For many years the Ancient and Honorable Artillery Company of Boston held encampments here. The company sold land to various individuals until all that remained was the present acreage of the North Common, which it deeded to the city.

Holman Stadium, in the Common, built from plans drawn by a native Nashuan, Philip Avery, is municipally owned, and promises to be one of the finest and most completely equipped fields of its type in New England, with a seating capacity of 5300 people. The structure was made possible through a bequest of \$50,000 by Frank Holman. The labor cost was borne by the Federal Government, and an additional \$2000 toward the cost of equipping the field was given by the Knights of Columbus.

R. from Amherst St., on Ferry Rd.

23. *Proctor Animal Cemetery*, Ferry Road, the only burying ground for animals in the State and one of the few in the United States, was made possible in 1929 by gift of Roscoe F. Proctor. The cemetery contains what is probably the first *Marker To An Unknown Dog*, victim of an automobile. Many of the animals buried here are from outside the State and requests for burial have been received from as far as Denver, Colorado.

Retrace on Ferry Rd.; L. from Ferry Rd. on Amherst St.; R. from Amherst St. on Broad St.

24. The local branch of the *U.S. Bureau of Fisheries* occupies an open 35-acre tract in which are 16 rearing ponds. Fish eggs received from other Federal stations are hatched and distributed. When from 4 to 7 inches in length the fish are shipped to various parts of the country, about three-fourths of the supply going to New England. The hatchery specializes in brook trout, rainbow trout, landlocked salmon, bass, and horn pout. It also raises a few full-grown fish for exhibition.

Outstanding Points of Interest in Environs:

Benson's Wild Animal Farm, Hudson, 2.9 m. E.; Meeting-House Park (1754-1912), 2.7 m. S.; Old South Cemetery (1684), 3.1 m. S.; Thomas Weld Plantation, 3.3 m. S.; scene of Hassell Massacre (1691), 1.3 m. W. (see *Tour 3, sec. a*).

P E T E R B O R O U G H

Town: Alt. 744, pop. 2521, sett. 1749, incorp. 1760.

Railroad Stations: B. & M. R.R., Main Station, Main St.; Noone Station, Grove St., 3 m.

Bus Stations: B. & M. Transp. Co., Main R.R. Station; the Granite Stages, the Tavern, Main St.

Taxis: 15¢ first half mile.

Accommodations: Two hotels, one open summers only.

Swimming: State Forestry Pool, Union St.

Annual Event: Field day at Camp Sargent.

PETERBOROUGH, a village of national fame through the MacDowell Colony and Sargent Camp, lies in a valley of natural beauty formed by the union of the Nubanusit and Contocook Rivers. Dignified houses line its hilly streets, set against a background of firs and hills, while Grand Monadnock looms behind it in the west. A combination of industries and summer activities, Peterborough hears on one side the whir of textile looms and on the other the music of Edward MacDowell. This gives the village an air of being larger than it really is and the fine modern buildings, mostly of brick and having a Georgian simplicity, add to the impression.

The summer colonies, devoted chiefly to artistic expression, have brought to Peterborough an intellectual background usually found only in college towns. Especially is this true of the MacDowell Colony, whose registration list is a roster of the fine arts and literature of modern America. This in turn has given the residents a pride in their village which expresses itself in a wise co-operation to maintain well-kept homes, clean streets, and an architectural homogeneity unusual in a New England mill town.

An interesting feature of Peterborough life is the summer school camp of the *Outdoor Players* (2 m. N. of the village by Summer St.), which occupies forty acres of woodland, with buildings of rustic construction having accommodations for about fifty people, and gives the amateur teacher or professional dramatist an opportunity to pursue consecutive study in specialized courses under teachers of recognized standing. Indicative of its rank in educational circles is the credit certificate given by Boston University, and the long list of special lecturers who have appeared under its auspices. Founded in 1914 by Marie Ware Laughton, it is now operated by the Norfleet Camp.

Taking its name from the Earl of Peterborough, the town was originally granted in 1737. Although a few pioneers found their way here in 1739, it was not until 1749 that the first permanent settlement was made, in the southern part of the town. The early settlers were much handicapped by

Indian molestation. Typical of this was when some Indians fishing on the Contoocook River stole their indispensable brass soup kettles, compelling them to return more than twenty miles through a mountainous wilderness for other kettles. Stern Presbyterians from Scotland, they were unused to the arduous work of clearing land, and their first years here were years of great hardship. The town was incorporated in 1760.

In the early forties of the last century, Brigham Young held a successful religious revival here, people coming from all the surrounding towns on horseback and in coaches to hear him preach. Here he was chosen leader of the Mormon Church, after the sudden death of Joseph Smith. When he finally left for the West, 136 leading citizens followed him to Utah. A Peterborough girl became his thirteenth wife; this did not prove unlucky for her, since she remained his favorite for several years.

The cotton industry began in Peterborough in 1818 with the Old Bell, a pioneer factory in the use of power machinery. In 1870, in addition to textile goods, piano stools, machinery, precision instruments, wrapping paper, and lumber were produced in the town, an annual production valued at \$740,900. At the same time Peterborough had entered the summer resort business with four hundred visitors each summer. Today the town has a number of industries, most of them in the outlying sections. These include felt-making, cotton goods, and basket-weaving. In addition to a large influx of summer visitors, the town caters to winter sports enthusiasts, for whom it has excellent facilities.

TOUR 1 — 1 m.

E. from the Town House on Grove St.

1. The *Town House*, cor. Grove and Main Sts. (R), is patterned after Faneuil Hall in Boston. Constructed in 1918 of red brick with white wood trimmings, it carries a low but graceful steeple. The front façade, approached by a short flight of granite steps, has three doors, surmounted in the second story by arched windows set between white Corinthian pilasters. Rounded arches that top the windows of the main auditorium add to the charm of the building.

2. *Historical Society Building* (*open weekdays, 10-5*), Grove St. (R), was erected and endowed in 1917 by Mrs. Robert Perkins Bass for the use of the Peterborough Historical Society. An extensive *Collection of Early Americana*, containing many examples of furniture, implements, and art work, with its nucleus in the objects assembled by Mrs. Bass and Mrs. George E. Adams, is displayed here.

3. The *American Guernsey Club*, Grove St. (L), in a handsome building of red brick, is the national headquarters of an organization that fosters the development of the Guernsey breed of dairy cattle. The club was organized in 1877, and its office moved to Peterborough in 1894 when a resident

of the town, William H. Caldwell, became its secretary. Many of the dairy farms in the State keep Guernsey cattle, and the club has considerable influence on this branch of the State's agriculture.

Retrace to Town Hall; R. on Main St.

4. The *Unitarian Church*, cor. Main and Summer Sts. (L), a well-proportioned brick building, was built in 1824. Designed by Charles Bulfinch, one of the architects of the Capitol at Washington, and the State House, Boston, Massachusetts, it is considered one of the purest examples of early New England church architecture. From the main structure rises a clock tower of white wood, with an open-arched belfry. Above this is the clock section, with large urn finials on the corner posts, which supports a low, domed octagonal lantern. The pediment is supported by four Corinthian pilasters, with three arched doorways recessed in the intervals. The small-paned windows are also recessed in rounded arches. Its interior has been preserved in all its beauty of detail, and the pew doors are as they were a century ago. Originally a Congregational church, the majority of the congregation later became Unitarian. This church is one of the few original town churches that were transferred to this denomination (*see Religion*).

5. The *Public Library* (*open weekdays, 2-9, Sundays, 2-6*), cor. Main and Concord Sts. (L), is housed in an attractive building erected in 1893 and greatly improved in 1914 by the addition of a graceful columned portico. Peterborough has the distinction of having established in 1833 the first tax-supported free public library in the United States (*see Education*). It was also the first library in New Hampshire to remain open on Sundays.

L. from Main St. on Concord St.

6. *All Saints' Episcopal Church*, Concord St. (R), transitional Gothic in design and constructed in 1923 of Peterborough granite, is set back from the street in a large plot of ground. In front of it and at one side is the stucco rectory, a well-proportioned dwelling house, which faces, on the opposite side of the plot, a similar structure used as a Parish House. The three buildings form a compact and pleasing unit. A memorial carillon of ten bells, made by Gillet and Johnson of Croydon, England, and given to the church by the children of Charles B. Cheney in his memory, plays three times daily.

TOUR 2—1 m.

W. on Main St. from the Town House; R. from Main St. on Union St.; R. from Union St. on Vine St.; L. from Vine St. on MacDowell Road.

7. The *MacDowell Colony*, 1 m., is the outstanding feature of Peterborough through its contributions to music, art, and literature. A sign at the entrance reads, 'Visitors Most Welcome, Save on Sunday.' Those sincerely interested in the work of the colony are welcomed most warmly.

It was founded by Edward MacDowell (1861-1908), the composer, and by his wife, Marian Nevins MacDowell, noted pianist. During the latter part of his life, MacDowell bought an old and deserted farm here, and built a log-cabin studio deep in the woods. In these inspiring surroundings he composed some of his most famous works, among them, the 'Norse' and 'Keltic Sonatas,' the 'New England Idylls,' and 'Fireside Tales.' Finding inspiration in the peace and solitude of New Hampshire woods, he planned to develop his estate of about 100 acres into a colony where musicians, authors, and artists might find sanctuary for quiet and uninterrupted work.

In 1907, the Edward MacDowell Association, Inc., was organized for the purpose of establishing this colony, but the composer did not live to see his dream fulfilled, for he died in 1908. Mrs. MacDowell took up the work of developing the colony, which she has accomplished with brilliant success, always being its active manager. By her own lecture recitals, by gifts from the Mendelssohn Glee Club of which MacDowell was conductor, from the club women of New Hampshire, and from friends in different parts of the country, the colony has carried on. In 1927, a drive by New Hampshire clubs paid off a heavy mortgage, and the colony's property was cleared. As in many artistic endeavors, the going has not been easy, and at present (1937) an attempt is being made to increase the endowment fund.

Today, MacDowell Colony comprises more than 600 acres, much of it beautiful woodland. Scattered among the trees and fields of the colony are 33 buildings, 23 of which are artistically built studios in secluded surroundings. Among the buildings are the *Log Cabin* where MacDowell worked; *Hillcrest*, the home of Mrs. MacDowell and the original home of the couple when they spent their summers here; the *Eaves*, a century-old house, used for a women's residence; *Colony Hall*, which contains the dining-room, kitchen, and assembly hall; the *Eugene Coleman Savidge Memorial Library*, with the notable William N. Humiston Library of Wagner and Bach music; and the *MacDowell Colony Inn*, on the main road. In the heart of the colony is the *Grave of Edward MacDowell*, covered in May and June with the pink blossoms of his favorite wild roses.

Among the long list of creative artists who have attended the MacDowell Colony are: Mrs. H. H. A. Beach, one of the foremost women composers in America, Charles Wakefield Cadman, Emilie Bauer, and Arthur Nevin. Among the writers are: Stephen Vincent Benét, Willa Cather, Edwin Arlington Robinson, Sara Teasdale, and Louis Untermeyer (*see Literature*). Painters and sculptors of equal renown have helped to make the MacDowell Colony representative of the best of the arts in modern America (*see The Arts*).

Other Outstanding Points of Interest in the Environs:

Wilson Tavern, 1 m. E.; Outdoor Players, 2 m. W.; Old Mills, West Peterborough, 1.6 m. W.; Sargent Camp, 5 m. N. (*see Tour 17, sec. b*); Noone Mills, 1.5 m. S. (*see Tour 15*).

P O R T S M O U T H

City: Alt. 30, pop. 14,495, sett. 1623, incorp. 1849.

Railroad Station: B. & M. R.R., Vaughan and Deer Sts.

Bus Stations: B. & M. Transp. Co., Greyhound, Grey Line, Quaker Stages, Checker Cab Co., Market Sq.

Taxis: 25¢ within city limits.

Pier: Isles of Shoals steamer, north on Bow St., fare, \$1.50 round trip, June, July, and Aug. 2 trips daily.

Street Buses: From Market Sq. half-hourly.

Accommodations: Three hotels.

Information Service: Chamber of Commerce, Daniels St.; Portsmouth Auto Club, Rockingham Hotel.

Swimming: Municipal Pool, Peirce Island, foot of Gardner St.

Annual Event: Open House Day for all historic houses, August; fee, \$2 for admission to all houses.

PORTSMOUTH, a seaport town, combines the traditions of a storied past with present beauty and commerce. The glory of her merchant princes, long since passed away, hovers over the decaying wharves of her waterfront and the stately mansions of Middle Street, while the busy stores, radio station, and tangle of traffic in Market Square lay the modern as a mantle over the old.

The city has an Old-World atmosphere, with winding streets, fine old houses, and aged trees that shade its narrow thoroughfares, and still give the impression of dignity and elegance reminiscent of powdered ladies and gentlemen of the eighteenth century. Fire has ravaged it, and neglect has wasted it, but essentially the city remains the Queen of the Piscataqua.

The builders of Portsmouth had an eye for style. Coming from England, they brought the compact square of an English village, and erected their homes to make the most of a small piece of land. Their earliest houses, some of the salt-box order and others with gambrel roofs, are well proportioned and have old-fashioned gardens in the rear. The eighteenth-century sea captains showed their pride in the mansions they erected from the profits of the West Indian trade. Tall, square, and many with hip roof, they were the work of builders who were ever attentive to the molding of chimney caps, to the sweep and proportion of granite steps and coping, and to the detail of iron posts and hand-wrought designs on the railings. Topping many a house is the white-railed captain's walk, from which the merchant could look into the bay and eagerly watch his ships slip home.

Not so ornate as the houses of Salem, or so imposing as the Colonial

mansions of Virginia, these dwellings show a delicacy of design that larger houses often lack. Wealth is evident in the careful planning, in the detail of construction, and in the fine carving of entrance and cornice. The interiors are the work of creative minds adapting set patterns to new circumstances with unchecked imagination. Above all these homes display a desire for proportion and balance, evidence of a fine culture at work even in the lowliest carpenter who honestly loved his tools and his handwork.

With the passing of the old merchants, Portsmouth no longer has many very wealthy families. A few descendants of the early settlers continue to live in the homes of their ancestors. Some of the best known of the old mansions are owned by societies pledged to their preservation. Many of the lesser known are in the impoverished section of the city, occupied by the immigrant groups, unaware, of course, that their dilapidated quarters are prized by antiquarians.

On narrow side streets are antique shops, in buildings that would have seemed familiar to Dickens. Some specialize in a few articles, while others offer miscellaneous collections of furniture, brass and iron work, sporting prints, and rare documents.

The United States Navy Yard, possessor of a stirring history (*see below, Tour 4*), is the backbone of modern Portsmouth, being devoted mainly to the building of submarines and the repairing of battleships. Three thousand men are employed in this work. The Navy Yard contributes much to the town, both financially and socially. The naval families are a distinct section of the population, and their presence adds much to the gaiety of the city. Balls and entertainments in the best naval tradition attract many of the townspeople and give the city a sophisticated air not common in New Hampshire. The sailors have their moments as in any seaboard town, and occasionally too-happy hedonists are escorted to their quarters by naval police.

Apart from the Navy Yard, Portsmouth is not an industrial city, yet it supports a number of factories and has a large stake in the brewing industry. A button factory and shoe shops add to its wealth. In keeping with tradition, a few sails are still made here.

The port to which clipper ships sped home with billowing sails is occupied now only by an occasional naval vessel, smart yachts, or a barge bringing in gypsum and taking out scrap iron. Portsmouth still hopes, however, that it will again become a busy harbor.

Popular as a resort, the city doubles its population each summer. Then the old houses, closed in winter because of fuel expense, open their doors to visitors, and the narrow streets along the water, given over in winter to the east wind and the children, are penetrated by expensive automobiles. At this season, the traffic through Portsmouth, the eastern gateway to Maine, is extremely heavy, and when Memorial Bridge opens for the Isles of Shoals steamer, cars line up for a mile on either side.

This influx of summer visitors adds to the prosperity of the city, which

even in winter is the shopping center for a large area. On Saturday evenings, Market Square is a busy place, with cars occupying all available parking space. Sailors come up in pairs from the Navy Yard, and husbands and wives do their last minute shopping.

Portsmouth has long encouraged the arts, especially literature. A poet of delicate fancy and lyrical vein, James T. Fields (1817-80), later joint publisher with William D. Ticknor, is claimed as a native son. Thomas Bailey Aldrich (1836-1907), poet and editor of the *Atlantic Monthly*, spent his boyhood here. Here lived Celia Thaxter, poet (1835-94), a Portsmouth girl who spent her early life upon the Isles of Shoals, and Harriet McEwen Kimball (1834-1917), whose 'Hymns,' published in 1867, gave her reputation as a poet. Another native daughter, Susan Ricker Knox, is a well-known painter of children and immigrant groups at Ellis Island. Benjamin Penhallow Shillaber became widely known as a journalist and writer of humorous verse under the name of Mrs. Partington. Sam Walter Foss (1853-1911), author of the 'House by the Side of the Road,' made his home here.

The city claims the oldest continuously printed newspaper in the United States, the *Portsmouth Gazette*, a weekly publication, whose first number was issued as the *New Hampshire Gazette* in 1756 by Daniel Fowle. The paper has been continuously issued.

The Isles of Shoals, ten miles from Portsmouth harbor, saw the first white men in New Hampshire when Spanish and Italian fishermen came four centuries ago in the fishing season, returning with laden boats in time to catch the Lenten market. Among these early voyagers was Captain John Smith, who discovered the Piscataqua River in 1614, and on his return to England published a description of the country from Cape Cod in Massachusetts to the Penobscot River in Maine.

The first known pioneer was Martin Pring who in 1603 sailed the ships 'Speedwell' and 'Discoverer' up the Piscataqua River, which he called 'the westernmost and best.' He came here in search of sassafras in the forests that clothed the banks of the river, but there is no record of his finding any, although much of it has since been discovered around Great Bay. Pring made no permanent settlement in this region.

In 1621, Captain John Mason procured a grant from the Plymouth Council of all the land from the river of Naumkeag, now Salem, Massachusetts, around Cape Ann to the Merrimack, a district that was given the name of Mariana. The next year he shared with Sir Ferdinando Gorges a grant of all the lands between the rivers Merrimack and Sagadahock, extending back to the great lakes and rivers of Canada, a region known as Laconia. Under the authority of this grant, Gorges and Mason, in conjunction with several English merchants, who styled themselves 'the company of Laconia,' attempted to establish a colony and fishery at the Piscataqua River, and made their first landing in 1623 at Odiorne's Point, two miles east of the present city.

In the spring of the following year, David Thompson, a Scotsman,

Edward and William Hilton, fishmongers of London, with a number of other people, came in two divisions to Portsmouth under authority of Gorges and Mason. One of these companies landed on the southern shore of the Piscataqua, at its mouth, and named it Little Harbor. They erected salt works and built a mansion house later called Mason Hall.

In 1629, scattered planters in the Massachusetts Bay Colony purchased lands from the Indians gathered at Squamscott Falls, obtaining deeds from Passaconaway, Sagamore of Penacook, Runaawitt of Pawtucket, Wehanownowit of Squamscott, and Rowls of Newichanwanock, who welcomed them with the hope of being strengthened against their enemies, the Tarrateens.

Granted as a township in 1631 by the Council of Plymouth with the name Piscataqua, it was later renamed Strawberry Bank, and in 1653 was incorporated as a town by the General Court of Massachusetts under its present name. During the next two centuries many divisions of the Piscataqua territory were made among the different towns of the region, and in 1849, Portsmouth was incorporated as a city with its present boundaries.

Prior to the Revolution, Portsmouth was the seat of the Provincial Government, the Wentworth family alone producing three Royal Governors. In the years of agitation over English taxes, its Committee of Correspondence worked with those of the other New England sea-towns in fomenting the spirit of revolution. As a result the town saw many bitter clashes between Patriots and Tories during those troubled years.

The early settlers gained their livelihood by fishing and farming. Fine timber around the bay, coupled with the excellent harbor of the Piscataqua, made shipbuilding inevitable, and encouraged the growth of the merchant class, under whom Portsmouth attained her greatest glory. During the eighteenth century and until after the Civil War, Portsmouth flourished amazingly. The early merchants built ships of 200 to 300 tons, which were sent to the West Indies laden with lumber, oil, and livestock. Other vessels cleared directly for England, with cargoes of lumber and spars. Private shipbuilding reached its greatest height during the first half of the nineteenth century, when many of the famous clipper ships were launched in the Piscataqua Bay. The rise of the steamship and the greater development of the Massachusetts ports took from the city much of its early glory, and its political prestige suffered when Concord became the State Capital in 1808. The development of the U.S. Navy Yard in some measure compensated for the decline in private shipping, along with the rise of the brewing industry, one of the largest in America before 1920.

TOUR 1 — 1.1 *m.*

Market Square, a wide, handsome square formed by the union of Market, Daniels, Pleasant, and Congress Streets, at the top of a low hill, contains

many brick buildings, whose uniform height is broken only by the tall steeple of the North Church.

S. from Market Sq. on Pleasant St.

1. The *North Church*, cor. Pleasant and Congress Sts. (R), a large brick church with an ornately decorated steeple of white wood, is a successor to the first church (1712), in which a bell was put up in 1764 and the ringing of curfew begun, a custom still retained. In 1854, the old church was replaced with the present structure.

2. The *Governor Langdon House* (*not open*), 143 Pleasant St. (L), a two-story, five-bay house, built in 1784 by Governor John Langdon, is flanked on either side by a brick guard-house, once used as offices of the estate. One of the most elaborately decorated houses in Portsmouth, it is adorned with corner posts in the form of Corinthian pilasters, with richly carved capitals, and a rectangular portico of the same order supporting a railing with massive turned balusters. The wide nine-paneled door with its three lights is flanked by four engaged Corinthian columns and is surmounted by a rectangular transom. Above the portico a surface scroll rises in a sweeping curve on either side of a large central window. A row of delicate modillions under the cornice is repeated in the lintel of each window and under the massively scrolled pediments of the dormers. The hip roof, broken by a tall chimney at either end, is surmounted by a white-railed captain's walk. The interior of the house is noted for its beautiful wood carving.

Preceding the Revolution, John Langdon was one of the leaders in the seizure of the powder at Fort William and Mary at Newcastle. Samuel Langdon, his cousin, conveyed the powder to Cambridge, and afterward took two loads of clothing to the army at Valley Forge as a gift from the people of Portsmouth. At this troubled time, Langdon showed his patriotism by declaring:

I have one thousand dollars in hard money; I will pledge my plate for three thousand more, and I have seventy hogshead of Tobago Rum, which will be sold for the most they will bring. They are at the service of the State. If we succeed in defending our firesides and our homes, I may be remunerated; if we do not then the property will be of no value to me.

He was later a delegate to the Continental Congress and a signer of the Constitution, commander of a body of cadets at Burgoyne's surrender, and financial backer of the New Hampshire forces which defeated the British at Bennington. President of the United States Senate at its first session in 1789, he administered the oath of office to Washington and Adams. He was President of the State from 1785-86, and from 1788-89, and Governor from 1805-09, and from 1810-12. Louis Philippe, later King of France, and Presidents Monroe and Taft were entertained in this house.

3. The *South Parish Parsonage* (*open by permission of owner*), 134 Pleasant St. (R), a Georgian Colonial building, was built by the Rev. Samuel Langdon in 1749. Within the house, Colonial furnishings are harmoni-

ously arranged for modern comfort. At the rear are the original stables with the horse stalls intact. On the walls of the tool-house are the old grain tallies, recording the amount bought and the prices paid from time to time.

Samuel Langdon, chaplain of the New Hampshire troops at the siege of Louisburg in 1745, was later minister of the North Church from 1747 until 1774, when he was elected President of Harvard College.

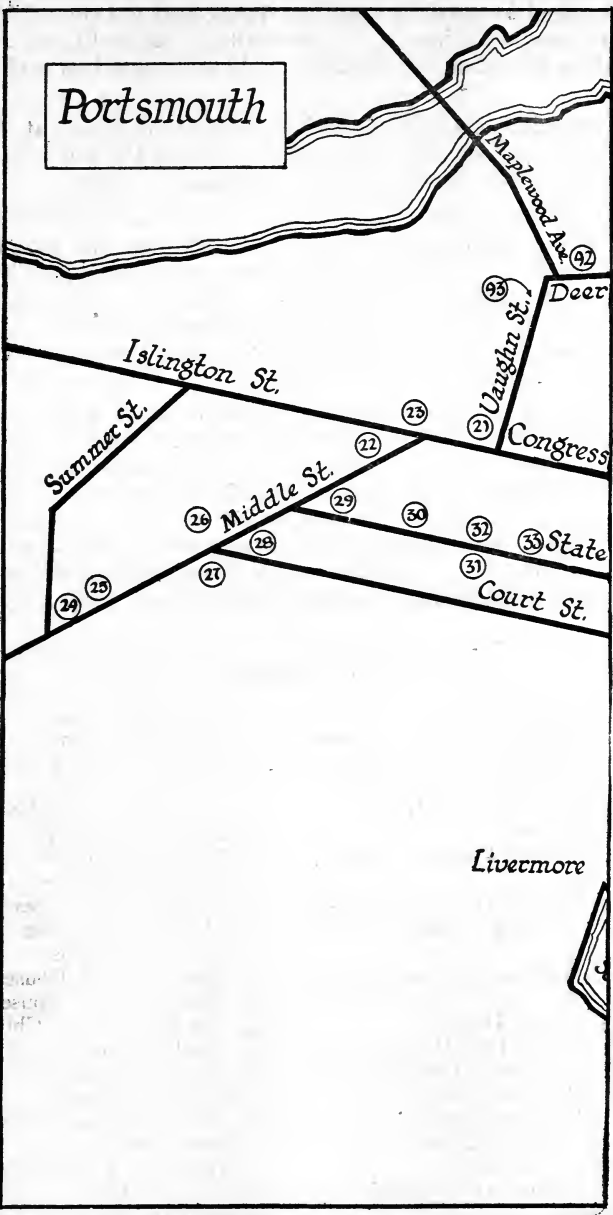
4. The *Mark Wentworth House (not open)*, 179 Pleasant St. (L), is a fine example of Georgian Colonial architecture. A large elm tree, in front of the house, was planted in 1784 when the house was erected by Thomas Thompson, commander of the frigate 'Raleigh,' which was built and launched in 60 days in the shipyard on Badger's Island. In 1764 the Sandemanian Society, a religious denomination now extinct, had their meeting-house on the site of the barn.

5. The *Jacob Wendell House (open by permission)*, 214 Pleasant St. (R), built in 1789 by Jeremiah Hill, is a five-bay, two-story house, with a hip roof broken by three dormers. It is approached by three granite steps set in a granite coping, whose graceful curves are surmounted with a low iron fence. The most noteworthy feature of the exterior is the dark 12-paneled door, bearing the original brass knocker and door plate. The door is flanked by two Ionic pilasters and is surmounted with a delicately carved, broken pediment. An ornamental whale-oil lamp carved in wood

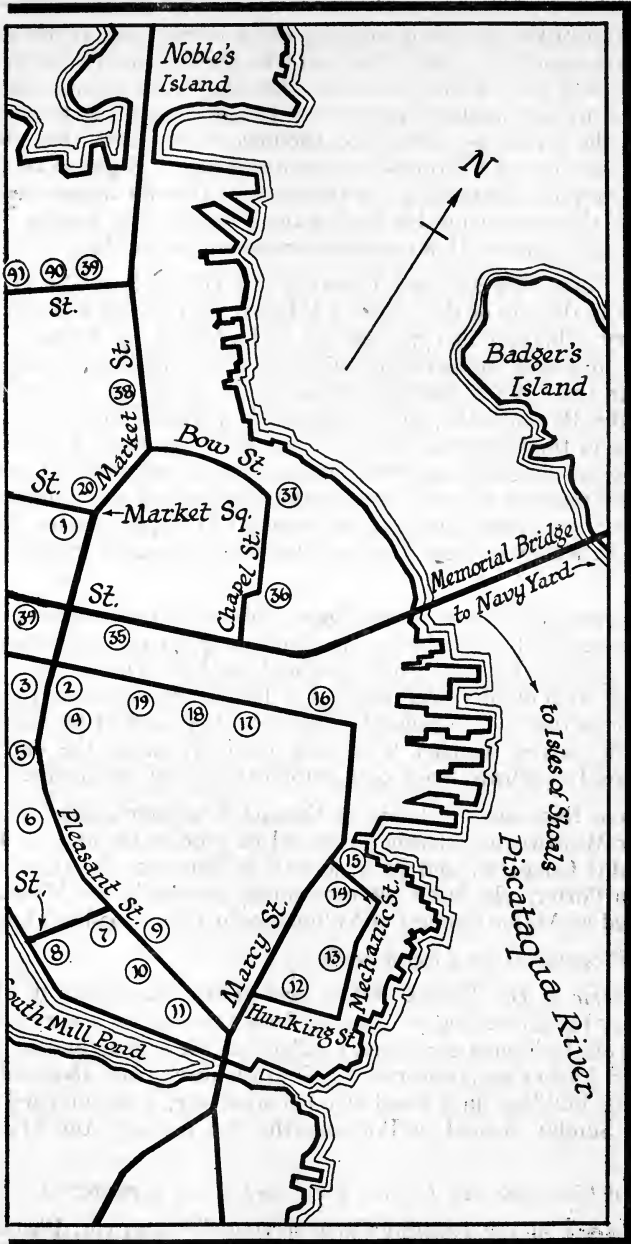
PORTSMOUTH. POINTS OF INTEREST

- | | |
|--|--------------------------------|
| 1. The North Church | 21. The Cutter House |
| 2. The Governor Langdon House | 22. The Public Library |
| 3. The South Parish Parsonage | 23. The Buckminster House |
| 4. The Mark Wentworth House | 24. The Larkin House |
| 5. The Jacob Wendell House | 25. The Langley Boardman House |
| 6. Haven Park | 26. Haymarket Square |
| 7. The General Fitz-John Porter House | 27. The Peirce House |
| 8. The Home of Dr. Nathan Parker | 28. The Oracle House |
| 9. The Printing Office of Daniel Fowle | 29. The John Paul Jones House |
| 10. The Wentworth Home for Aged People | 30. The Whipple House |
| 11. The Rollins House | 31. The Spence House |
| 12. The Tobias Lear House | 32. The Whitcomb House |
| 13. The Wentworth Gardiner House | 33. The Davenport House |
| 14. The Point of Graves | 34. The South Parish Church |
| 15. The Liberty Flagpole | 35. The Episcopal Chapel |
| 16. The Old State House | 36. The Warner House |
| 17. The Pitt Tavern | 37. St. John's Church |
| 18. The Thomas Bailey Aldrich House | 38. The Moffat-Ladd House |
| 19. The Chase House | 39. Deer Tavern |
| 20. The Athenaeum | 40. The Home for Aged Women |
| | 41. The Rice House |
| | 42. 107 Deer Street |
| | 43. The Assembly House |

Portsmouth



Livermore



in the center of the pediment suggests whale oil and fish as the source of the original owner's wealth. This motif is repeated in the scrolled pediments of the dormer windows above. The clapboard siding is set only a few inches to the weather, giving the façade a pleasing texture. The dentils of the cornice are curved on the lower surface. Within the house are fine examples of Chippendale furniture, also 138 pieces of Flemish cut glass, imported especially for this home. The old wainscoted hall is hung with the ancient fire buckets of the Friendly Fire Society, and the staircase is designed with an entresol or mezzanine landing.

6. *Haven Park*, Pleasant and Edwards Sts. (R), a beautiful stretch of ground, was the site of the home of Edward Parry, who was involved in a tea party of his own in 1774. On the 25th of June, 27 chests of tea consigned to him were immediately shipped back to Halifax because of the unpopular tax. When another shipment of 30 chests arrived in September, the Portsmouth people assembled in front of Parry's residence and broke in the windows. His application to Governor Wentworth for protection was granted, and the following day the whole town assembled in a protest meeting of such intensity that the tea was again ordered back to Halifax. An equestrian statue of General Fitz-John Porter, the work of James E. Kelley of New York, erected in 1901, stands in the center of the park.

7. *The General Fitz-John Porter House (not open)*, 34 Livermore St. (R), a five-bay gambrel-roofed house, was built in 1735 by Mathew Livermore when he came to Portsmouth as a school-teacher. The six-paneled door is designed with dignity and simplicity. Fluted pilasters flanking the entrance portal rise to a segmental pediment. Approached by four granite steps with curved wooden hand-rails painted white, the entrance is guarded by two sturdy fence posts supporting large urn finials.

For a time this was the home of Samuel Livermore, chief adviser to Governor Wentworth, Attorney-General in 1796, a member of the first Continental Congress, and in 1799 a U.S. Senator. In 1822, General Fitz-John Porter, who later saw noteworthy service in the Mexican War and served as Major General of Volunteers in 1862, was born here.

R. from Pleasant St. on Livermore St.

8. *The Home of Dr. Nathan Parker (not open)*, Livermore St. (L), is a three-story brick dwelling of Colonial design possessing a very fine doorway. An old-fashioned garden and orchard at the side extend to the mill-pond. Dr. Parker was pastor of the South Church from 1808 until 1833. Behind the building, in a small wooden structure, was convened in 1818 the first Sunday School in Portsmouth, and possibly the first in the country.

Retrace on Livermore St.; L. from Livermore St. on Pleasant St.

9. On the site of the *Printing Office of Daniel Fowle*, cor. Pleasant and Washington Sts. (L), the *New Hampshire Gazette* was first published in 1756 by Daniel Fowle (*see Newspapers and Radio*).

10. The *Wentworth Home for Aged People* (*open by permission*), cor. Pleasant and Wentworth Sts. (R), has as its right wing an old house built in 1769 by Governor John Wentworth, who was a Royalist at the same time that his father and uncle were active participants in the Patriot cause. In 1775, one Fenton, a Tory, a former captain in the English army and a member of the Exeter Convention, took refuge in this house. A mob of Patriots gathered in front of the house and demanded that Fenton be given up and taken to Exeter for trial. The Governor considered himself insulted and left the house by a back way through the garden to South Mill Pond. Here he boarded a boat and was taken to Fort William and Mary. Meanwhile the mob entered and ransacked the house. In one of the front rooms a broken piece of marble is a memento of this attack. Governor Wentworth afterward went to England, where he was created a baronet and later appointed Governor of Nova Scotia. A friend to education, he was a benefactor of Dartmouth College and made a grant of land to each member of the first graduating class.

11. The *Rollins House* (*not open*), 444 Pleasant St. (R), is a three-story frame house, built about 1800. On the harbor side is a semicylindrical bay with peep-holes at the top through which mariners watched for incoming vessels. On the roof is the usual captain's walk, where on fine days the owner took the air.

L. from Pleasant St. on Marcy St.; R. from Marcy St. on Hunking St.

12. The *Tobias Lear House* (*open 10-5, nominal fee*), 51 Hunking St. (L), a plain Georgian Colonial house, was the birthplace in 1760 of Tobias Lear who became private secretary to General Washington and the tutor of his two stepchildren. He cemented the friendship by his second and third marriages to nieces of Mrs. Washington. Jefferson and Madison later expressed their confidence in him by entrusting him with several delicate diplomatic missions. The house, in a state of extreme disrepair, was acquired in 1935 by the Society for the Preservation of New England Antiquities, and its restoration is now under way. A bronze tablet on the front wall commemorates a visit by George Washington in 1789.

Along the waterfront, near the house, was a *Rope-Walk*, one of the first in the country. This was a long alley used for the spinning of rope-yarn and laying of rope. Today only a few sail-lofts remain.

L. from Hunking St. on Mechanic St.

13. The *Wentworth Gardiner House* (*open daily, 10-5.30, June-Sept., adm. 25¢*), 140 Mechanic St. (L), was built in 1760 by Madame Mark Hunting Wentworth as a wedding present for her son Thomas. It is now owned by the Society for the Preservation of New England Antiquities, having earlier been restored and renovated by Wallace Nutting and for a time owned by the Metropolitan Museum of Art in New York City.

Set on a terrace overlooking the harbor, the two-story house is painted a light ocher, with large white quoins. The principal façade is constructed of wood cut in blocks to simulate stone ashlar and enriched by well-

balanced fenestration. The front façade possesses an interesting 15-paneled door, flanked by Corinthian pilasters under a scrolled pediment. The pediment is enriched with fine modillions and a gilded pineapple, symbolizing hospitality. The first story has four 18-paned windows crowned with triangular pediments, while the five second-story windows are topped with broad lintels under a denticulated cornice. The hip roof is pierced with three dormers, the center one of which has a segmental pediment. The other façades are finished in clapboard siding set only a few inches to the weather. Shading the house is a linden tree, brought from England in 1760 and delivered at the door of the mansion by a vessel that docked in the tidewater at the front edge of the property.

From the front door, a wide central hall runs through the house enriched by fine wood carving. Through a central archway an elaborate stairway leads to a broad landing between the first and second floors. The stairway is guarded by a mahogany balustrade with spindles of varying design. A large window on the landing is surmounted by an elaborate keystone with a carved head said to be that of Queen Caroline. The walls of the landing and upper hall are completely paneled and flanked by finely carved Corinthian pilasters. The fine carving, second only to that in the Moffat-Ladd House, required the labor of three workmen for fourteen months.

The four rooms of the *First Floor* are also richly paneled, many of them with Dutch tile fireplaces; that in the north parlor has over it a 48-inch panel cut from a single piece of pine. All the rooms have windows with deeply splayed reveals, old wide floor-boards, and painted walls, except in the first-floor dining-room, where above the painted dado the walls have a paper especially noteworthy for its large scale, and its gray and bluish-gray tones.

The rooms of the second floor match those of the first in detail. The *Spinning Attic* on the third floor is lined throughout with matched boarding bearing the original Indian red stain, made by a formula which has since been lost.

The service quarters contain a massive *Kitchen* with a windmill spit in the fireplace, similar to the one at Mount Vernon. In the flue a small windmill, connecting with a chain and gear, revolves the spit. The oven at the back was first heated by a fire within it, and after the ashes were raked out, was used for cooking. A great dresser, extending from floor to ceiling, contains original pewter and copper ware and an old set of china.

14. The *Point of Graves*, cor. Mechanic and Marcy Sts., dates back to 1671, when Captain John Pickering, 2d, agreed that the town should 'have full liberty to enclose about half an acre, upon the neck land, on which he lived, where the people have been wont to be buried, which land shall be impropriated, forever, unto the use of a burial place.' The oldest stones now legible bear the names of John Noddy, 1684; Sarah Redford, 1695; Elizabeth Frost, 1696; and two of the Vaughan family, 1690. This neighborhood was once the most active part of Portsmouth. From 1750

to 1850 its warehouses were the center of coastwise trade, and in the War of 1812, the first privateer, the 'Nancy,' under Captain Smart, was fitted out at an adjacent wharf.

R. from Mechanic St. on Marcy St.

15. The *Liberty Flagpole*, 151 Marcy St. (R), stands on the site of the original Liberty Pole erected in 1766 to hold a flag with the motto, 'Liberty, Property, and No Stamp,' in opposition to the British Tax Act. Around this pole, many of the inflammatory speeches inciting revolution were heard. Bronze tablets on the present pole commemorate these heroic deeds.

L. from Marcy St. on Court St.

16. The *Old State House*, 429 Court St. (R), a ramshackle building containing only one end of the original State House, is all that is left of an historic edifice. Originally it stood in Market Square and was a long frame structure of two stories with dormer windows in the roof and an iron balcony on each end. Before the Revolution it was the meeting-place for the Provincial Assembly. When George Washington visited Portsmouth in 1789, he spoke to the assembled people from a balcony at the lower end of the building. Later it was removed from the square and cut in two. The remaining end is occupied by a garage in the lower story.

17. The *Pitt Tavern (not open)*, cor. Court and Atkinson Sts. (L), was originally called the 'Earl of Halifax Tavern,' and during the early part of the Revolution was a meeting-place for the Tories. When the Patriots attacked it in 1777, the penitent host immediately changed its name to the William Pitt Tavern, in honor of the great friend of the Colonies. At one time this building was the meeting-place of the Portsmouth Masons. Builders have since discovered that the walls and floor of their assembly room were filled with straw, either to keep out the cold or keep in the sounds. Among those entertained at this tavern were John Hancock, Elbridge Gerry, General Knox, Lafayette, the three sons of the Duke of Orléans, Louis Philippe and his two brothers, and in 1789 George Washington.

18. The *Thomas Bailey Aldrich House (open daily, 9-5, Sundays, 2-6, June-Sept., adm. 25¢)*, 386 Court St. (L), a plain pitched-roof house built flush with the sidewalk, with an unadorned pediment over the doorway, was the boyhood home of Thomas Bailey Aldrich, noted New England author, and is furnished as he described it in his 'Story of a Bad Boy.' The gardens still produce the flowers mentioned in his poems. The house is now owned by the Thomas Bailey Aldrich House Association.

19. The *Chase House (open upon application to owner)*, cor. Court and Washington Sts. (L), a large white house flush with the street, was erected in 1730. In 1883, it was given to the Society for the Care of Children, and continued as a children's home until it assumed its present guise of an antique shop.

TOUR 2 — 1 m.

Market Square between Market, Daniels, Pleasant, and Congress Sts.

20. The *Athenaeum* (*open to visitors when accompanied by members*), 9 Market Sq. (R), a narrow brick building four stories high, is designed with dignity and simplicity in the Adam mode of late Georgian architecture. The arched front door, surrounded by leaded lights of unusual charm, is flanked by tall arched windows a story-and-a-half high. Between the second and third floors, four elliptical medallions of white marble form a transition from the three arches to the delicate Ionic pilasters that rise from the third floor to the roof without a formal architrave. Around the roof a balustrade of white wood forms the crowning motif of this classic façade.

Erected in 1803, the building now houses the private library and collections of the Proprietors of the Portsmouth Athenaeum, a corporate society organized to maintain a reading-room. Among the collections are hull models of 31 clipper ships built in Portsmouth from 1825 to 1873, historical pamphlets and parchments, portraits of Sir William Pepperell and Sir Peter Warren by U. D. Tenney, fire buckets of the early 19th century, and the first issue of the *New Hampshire Gazette*.

W. from Market Sq. on Congress St.

21. The *Cutter House* (*not open*), N. cor. Congress and Middle Sts. (R), a three-story building with simple Georgian Colonial lines, is set in an old-fashioned garden amid ancient trees. The yard is enclosed by a white picket fence, its posts topped with large urn finials. The entrance doorway is approached by seven granite steps with delicate wrought-iron railing. Framing the transomed door is a colonnaded porch supported by fluted columns and surmounted by a simple balustrade. The house was built in 1750 by Charles Treadwell and later became the property of Dr. Amos R. Cutter, whose widow, later the wife of Senator Clement Storer, here entertained President James Monroe, General James Miller and Commodore William Bainbridge.

At Middle St., Congress St. becomes Islington St.

22. The *Public Library* (*open daily, 10-9*), cor. Islington and Middle Sts. (L), a two-story brick building covered with English ivy, was built in 1809. Its Georgian Colonial design is attributed to Charles Bulfinch. An unusually wide main door is approached by granite steps with a hand-rail of wrought iron. Used for a private school until 1868, it was then let to the city for a public school, and in 1896 entirely remodeled for the Portsmouth Public Library. Many historical records, manuscripts, and newspapers of Portsmouth are on file here.

23. The *Buckminster House* (*not open*), 2 Islington St. (R), is a two-story five-bay house with a gambrel roof pierced by three dormers. The house

is surrounded by a low picket fence with massive posts topped by urn finials. The square portico of the front door is supported by Corinthian pillars, with a low railing. The door has a transom and sidelights. The door on the east wing is also flanked with Corinthian columns, and has a triangular pediment; this motif, somewhat varied, is repeated in the octagonal lookout set within the captain's walk on the roof. This house was built in 1720 by Daniel Warner.

L. from Islington St. on Summer St.; L. from Summer St. on Middle St.

24. The *Larkin House (not open)*, 180 Middle St. (L), an imposing three-story mansion, is set upon a low terrace approached by two short flights of granite steps. Constructed of brick, the front façade is broken only by the recessed Palladian windows and doorway and the light denticulated cornice. The broad mass of the exterior suffers from a lack of shadow; but the effect of the façade is one of dignity. The design of this house, built in 1815 by Samuel Larkin, has been attributed to Charles Bulfinch.

25. The *Langley Boardman House (not open)*, 152 Middle St. (L), a three-story mansion with matched boarding on the exterior, is surrounded with a low wrought-iron fence of delicate design. This fence, with its granite steps and coping, rises in a graceful curve to a fine Ionic semicircular portico. Under this portico is a solid mahogany door, paneled with oval inserts of whalebone, and surmounted with a large leaded fan-light. Above the portico is a Palladian window. The front hall contains paper hung in 1816 illustrating Scott's 'Lady of the Lake.' The mansion was built in 1805 by Langley Boardman, a cabinet-maker, afterward State Councilor and Senator.

26. *Haymarket Square*, formed by the union of Middle and Court Sts., was the site of a hay market in 1755. In September 12, 1765, effigies of George Meserve, Stamp Agent, and Lord Bute, head of the British Ministry, were hung here throughout the day, carried through the town in the evening, and then burned near the Liberty Pole.

27. The *Peirce House (open daily, June-Sept., adm. 50¢)*, Haymarket Sq. (R), a square wooden mansion of three stories with four very tall chimneys, surrounded by an iron fence of ornate design, was erected in 1800. Four Doric pilasters rise to the cornice on the front façade, and are arched on the first story to frame the doorway and two flanking windows. The door is framed by four smaller pilasters, with reeded trim around the arch, and is embellished by a carved medallion on either side. The mahogany door is surmounted by an elliptical fan-light. The interior is especially noteworthy for its stairway and finely carved mantels. At the rear of the house is the original garden.

R. from Haymarket Sq. on Middle St.

28. The *Oracle House (not open)*, cor. Middle and Court Sts. (R), a small gambrel-roof house with dormer windows, was originally erected on Pleasant St., the first house to be built on Glebe Lands. Records of its building were destroyed in the fire of 1812, but local historians date it about 1750. In 1817, it was moved to its present position, and for many

years the *Portsmouth Oracle* was published here. In front of this house is some of the original flagstone paving. Its use in Colonial days is said to have given the ladies a peculiar manner of walking.

R. from Middle St. on State St.

29. The *John Paul Jones House* (*open daily, June–Sept., 9.30–5, adm. 25¢*), cor. Middle and State Sts. (L), set at right angles to the street, is a two-story frame house with a gambrel roof pierced by three dormer windows. It is surrounded by a high wooden fence, whose posts are topped by massive finials. A segmental pediment over the door, repeated in the dormer window directly above it, is an interesting variation from the pointed pediments used on the other dormers and above the first-floor windows. The garden in front is terraced and bedded with old-fashioned flowers. Erected in 1758 by Captain Purcell, after his death the house was kept as a boarding-house by his widow, and here John Paul Jones stayed while superintending the construction of the 'Ranger' on Badger's Island in 1777. The house is now owned by the Portsmouth Historical Society. In addition to other items of early Americana, there is a fine display of Sandwich glass.

30. The *Whipple House* (*not open*), N. cor. State and Chestnut Sts. (L), is a two-story, hip-roofed house built flush with the street, with its front door surmounted by a segmental pediment with modillioned cornice. The pointed pediments above the lower windows are repeated in two of the dormers, the third reproducing the motif above the doorway. On top of the roof is a heavily carved balustrade, with turned corner posts and finials. This for many years was the home of Colonel William Whipple, collector of customs for the port of Portsmouth. A letter written by the Marquis de Chastellux, who called on the lady of the house in 1782, describes her as 'a lady of understanding and gayety' and the house as handsome and well-furnished.

31. The *Spence House* (*not open*), SW. cor. State and Fleet Sts. (R), a two-and-a-half-story frame house, has a fine staircase of white painted wood and mahogany, much larger than the proportions of the lower floor justify. This was the residence of Robert Trill, a native of the Orkney Islands, and comptroller of the port of Portsmouth until the Revolution. Like other Crown officials, he opposed the Revolution, and left the province at the outbreak of hostilities. In 1766, the Government granted him exclusive rights to brew strong beer, and from that fact a building in the rear was formerly called the 'Beer' or 'Old Brewery House.' A daughter of a later occupant, Harriet Spence, married the Rev. Dr. Charles Lowell of Cambridge, Massachusetts, in 1806 and became the mother of the poet James Russell Lowell.

32. The *Whitcomb House* (*not open*), NW. cor. State and Fleet Sts. (L), was the home of 'Molly' Pitman to whom Governor Benning Wentworth proposed marriage in 1767; but she was engaged to Richard Shortbridge and married him soon after. The Governor was indignant and did not forget the rebuff. Soon afterward her husband was seized by a press gang

from an English frigate in the harbor and held for seven years before he returned to his wife.

The house was later used as an ice-cream parlor, and is referred to in Thomas Bailey Aldrich's 'Story of a Bad Boy.' After the 'Bad Boys' burned the old stagecoach 'Plow Boy' in 1847, they are said to have gone to Whitcomb's for ice-cream.

33. The *Davenport House* (*open by permission of owner*), NE. cor. State and Fleet Sts. (L), a small, two-story Georgian Colonial house with a plain exterior, a fine hall and stairway, was built in 1758 by Mrs. Charles Treadwell for her son, and now is the home of the Y.W.C.A.

34. The *South Parish Church*, cor. of State and Church Sts. (R), the third edifice of this parish, was built in 1824-26 by Jonathan Folsom of Exeter. Constructed of Rockport granite, with a heavy square bell turret and a classic portico, it shows the influence of the Greek Revival in its Corinthian columns. Surrounding the lawn of the church is a wrought-iron fence imported from England a century ago. A Paul Revere bell hangs in the tower, and over the central door of the vestibule is a gilded boss, a relic of an earlier structure.

Organized in 1714, the South Parish was the second in Portsmouth. Its first meeting-house, built in 1658 and used jointly with the North Parish, was supplanted in 1731 by the old South Meeting-House on Meeting-House Hill (off Pleasant St.). During its two and a quarter centuries of existence, the parish has had only nine ministers, whose incumbencies averaged 25 years. Originally a Congregational church, it became Unitarian a century ago.

TOUR 3 — 1 m.

S. from Market Sq. on Pleasant St.; L. from Pleasant St. on State St.

35. The *Episcopal Chapel*, State St. (R), is designed in the style of the Greek Revival with a Doric portico. Erected in 1832 by John Fisher Sheafe, for many years it was the chapel of St. John's Church, and is now its parish house.

From this point, State St., once a fashionable residential locality for retired sea captains, has the appearance of a small English town. Homogeneity is obtained from the two-story brick houses joined end to end, broken only by a one-story frame house near Atkinson St. Variation in these brick houses, which were built after the great fire of 1812, is achieved in the spacing of windows and the different roof levels.

L. from State St. on Chapel St.

36. The *Warner House* (*open 10-5, June-Sept., adm. 25¢*), NE. cor. Chapel and Daniels Sts. (R), a three-story five-bay house, with a gambrel roof pierced by five dormers, is built of brick, with one end faced with wood

siding. The house, surrounded by a plain wooden fence with sturdy square posts, is entered through a doorway designed with a segmental pediment supported by richly carved Corinthian pilasters. The light above the door contains bull's-eye glass. The broad expanse of the façade is broken at the second story by a belt course, with a similar one on the gable ends, connecting the front and rear cornice. The dormer windows have alternate pointed and segmental pediments. At the break in the gambrel is a finely turned balustrade connecting the chimneys and enclosing an octagonal cupola.

A central hallway contains *Murals* by unknown artists, representing Governor Phipps on horseback; a woman spinning, her work interrupted by a hawk lighting among the chickens; and a Biblical scene of Abraham offering up Isaac. On either side of the window on the stair landing are life-size figures of Indians, supposedly portraits of aborigines with whom the owner traded.

The rooms of the house are crudely paneled, those to the right of the hall having a corner fireplace. The bricks are said to have come from Holland. The lightning rod was added by Benjamin Franklin.

The oldest brick house in Portsmouth, it was built in 1718 at a cost of £6000 by Captain McPhædris, a native of Scotland and a member of the King's Council. The Captain's daughter Mary married the Hon. Jonathan Warner. At the time of its building, this house was surpassed by few private residences in New England. It is now owned by the Society for the Preservation of the Warner House.

37. *St. John's Church*, Chapel St. (R), a brick church erected in 1807, is set on a hill overlooking the river. The façade contains three doors, and on the second floor are three tall arched windows, with a semi-circular window in the main pediment. A short square tower on the front is surmounted by a domed octagonal lantern. The lower windows along the side have flat arched lintels with keystones.

The interior of St. John's is designed in a much lighter vein than the somber exterior. Stately white pews line its three long aisles and the diminishing lines of the side galleries with their superimposed orders of Doric and Ionic columns effectively focalize on the great chancel arch. The ceiling over the central aisle, embellished with shallow coffers, is in the form of a segmental vault.

On the face of the elliptical chancel arch is an interesting mural — the figure of Christ silhouetted against a brilliant sunburst and billowy clouds. The design of this mural, like that of the highly stylized Ionic columns in the galleries, rather suggests the French baroque.

The graceful dome of the chancel is adorned with a large shell motif. The altar is framed against a classic screen designed with fluted pilasters and triple arches in the traditional Palladian manner.

This building replaced an earlier chapel, erected on Strawberry Bank, and named Queen's Chapel in 1732 in honor of Queen Caroline, who

furnished books for the pulpit, two mahogany chairs and the plate, all bearing the royal arms and still in use. A '*Vinegar Bible*,' printed in 1717, one of the four in this country, is preserved in a carved rosewood case. Through the glass cover the word 'vinegar,' a misprint for 'vineyard' in the Biblical parable, can be seen. The marble *Font* was presented in 1761 by the daughters of General Mason who commanded the British at the capture of the French colony of Senegal in 1758. It was part of the plunder, and was originally lined with silver, which was wrenched out during the battle. In the church is an *Organ*, one of the oldest in the country, 'an ungodly chest of whistles,' built in England in 1710, used for a time in King's Chapel, Boston, and brought to Portsmouth in 1836.

The church *Bell*, taken from the French at the siege of Louisburg in 1745, bears the following inscriptions:

On the front:

VOX EGO SUM VITAE
VOCO, VOS ORATE, VENITE
THIS BELL WAS BROUGHT FROM LOUISBURG
BY SIR WILLIAM PEPPERELL
A.D. 1745
RECAST BY PAUL REVERE
A.D. 1807
RECAST AGAIN, A.D. 1896

On the reverse:

FROM ST. JOHN'S STEEPLE
I CALL THE PEOPLE
ON HOLY DAYS
TO PRAYER AND PRAISE

Around the rim:

MY MOUTH SHALL SHOW FORTH THY PRAISE

The names of Benjamin Franklin, Daniel Webster, and Jeremiah Mason appear in the records as proprietors of pews in the church. President Washington and his secretary Tobias Lear once sat in the Governor's pew.

At the side of the church is a *Graveyard*, where lie many Colonial governors and councilors, including Benning and John Wentworth, in a large mausoleum known as the *Governors' Tomb*. Because the graveyard is set high above the level of Chapel St., many of the tombs open directly onto the street, and their cast-iron doors, rusted with age, give the wall a fort-like appearance.

L. from Chapel St. on Bow St.; R. from Bow St. on Market St.

In Colonial days, Market Street was a paved street, a narrow one-vehicle lane, containing the first pavement laid in Portsmouth. Gardens and fruit orchards occupied the whole eastern side, and great fields of strawberries grew along the waterfront, called Strawberry Bank.

38. The *Moffat-Ladd House* (open daily, 10-5, June-Sept., adm. 25¢), 51 Market St. (L), was built in 1763 by Captain John Moffat, an opulent merchant, as a marriage gift to his son Samuel. The latter, a shipowner and importer of goods from England, failed in the spring of 1768 and fled to the West Indies to avoid the severe debt laws. His father, who had made him large advances, attached his property, on which he subsequently recovered judgment and bought the house. He moved in with his daughter-in-law and his daughter Catherine, and remained there with the latter after his daughter-in-law joined her husband in the West Indies. He died in 1786 at the age of 94.

The house is an imposing three-story mansion set on a slight elevation overlooking the old wharves. The exterior is painted a pale ocher with white quoins at the corners. The house is approached by a short flight of steps which lead up to a small porch. Pedimented windows of varying design enrich an otherwise plain façade; those of the first floor are segmental while those above the second-floor windows are embellished with elaborate Tudor scrolls, terminating in conventional Tudor rosettes. The heads of the third-floor windows terminate against the main cornice. The hip roof is surmounted by a captain's walk, which is enclosed by a handsome balustrade. Here the delicate urn-shaped finials repeat the detail of the fence posts. To the right of the house and slightly separated from it is the small office of the original owner. A horse-chestnut tree 175 years old shades the house, and in the rear is a delightful old-fashioned garden.

The front door opens into a hall of unusual spaciousness and elegance, with a deeply paneled wainscot. The open-string stairway with its box-paneled ends supported by richly carved brackets, has in succession turned, twisted, and fluted balusters, with a small carved cross serving as a finial on the square newel post. The soffit of the stairs is decorated with a richly carved panel. On the walls is a rare *Vues d'Italie Paper*, printed by Joseph Dufour in Paris between 1815 and 1820.

Directly opposite the entrance is the *Drawing-Room*, of generous proportions but surprising simplicity. Its chief adornment is the delicately carved festoon of flowers on the mantel, supposedly done by Grinling Gibbons, English master-carver. Hanging at the windows are the original curtains, now faded from their once brilliant blue.

Left from the front door is the *Dining-Room*, richly embellished in contrast with the chaste drawing-room, with a sideboard set in an arched niche, and a fireplace set with tiles printed from copper plates made in Liverpool in the late 18th century. The *Kitchen*, entered through the pantry, has an ornate arched door leading into a cupboard.

The *Second-floor Hall*, lighted at the turn of the stairs by a round head window with deeply splayed reveals, has a coved ceiling. In the *Owner's Bedroom* at the right are preserved fragments of the original paper. Two other bedrooms on this floor have richly carved overmantels.

The house contains appropriate furnishings, many of them placed here by the original owners. In the hall are two *Carved Oak Chairs* brought from England in 1737 by Sir William Pepperell.

On the opposite side of the street is the *Moffat Warehouse*, running down to the water's edge. A tunnel under this gave the sea captains ready access to the water.

L. from Market St. on Deer St.

39. *Deer Tavern (not open)*, 25 Deer St. (R), a pitched-roof house, once had the sign of a deer in front of it, and thus gave the street its name. This house and that on the western side with the date 1705 on the chimney, were built by John Newmarch, whose wife was a sister of Sir William Pepperell.

40. The *Home for Aged Women (open by permission)*, 63 Deer St. (R), was built by Daniel Hart. Here Mrs. Richard Shortbridge, who as Molly Pitman had been courted in vain by Governor Benning Wentworth, kept a boarding-house, in which many of the officers boarded when the French fleet was in the harbor in 1782. In 1876, the house was purchased by a society for the purpose of maintaining destitute and aged women under the name of 'Faith Home,' and incorporated in 1877 with the title of 'Home for Indigent Women,' later changed to the present name.

41. The *Rice House (not open)*, 93 Deer St. (R), was the scene of a 'calico party' in 1814, when the women relatives and friends of Captain Rice were invited to help themselves from the bales of calico captured by his privateers from English merchantmen, and were given all the dress materials they could carry home.

42. 107 *Deer St. (not open)* (R), has an iron balcony over the door, taken from the old State House when it was moved from Market Square. From this balcony the Declaration of Independence was read in 1776 and from it Washington addressed the people of Portsmouth in 1789.

L. from Deer St. on Vaughan St.

43. The *Assembly House (not open)*, cor. Vaughan St. and Raite's Court (R), a small house marked by a bronze tablet, is all that is left of the old Assembly House, where once the élite held forth in all the splendor of their day. Washington, while attending a ball in his honor, declared it one of the finest and most beautiful halls he had seen in the United States.

Before it was cut in two, the Assembly House was 41 by 60 feet. The lower floor had three large rooms with a spacious hallway, twelve feet wide, opening into a garden in the rear. In the hall the stairway led by a mezzanine landing to the Assembly Hall on the second floor, which was the scene of balls and dances. In 1838, the upper story was cut down, the hallway removed to make space for Raite's Court, and the house divided into two parts.

TOUR 4 — 1.5 m.

E. from Market Sq. on Daniels St.; R. on Wright St.; L. on Dutton Ave.

44. *Memorial Bridge*, a World War Memorial joining Portsmouth and Kittery, erected in 1923, forms a connecting link between New Hampshire and Maine at this point. Under it flows the Piscataqua (Ind.: 'the river branches') River, with so deep and rapid a current that it never freezes over. The harbor at its mouth is considered by many second only to the Golden Gate in San Francisco. The tide rises eight feet, and flows up the river fourteen miles to Dover and Exeter. On his visit to Portsmouth in 1789, George Washington was rowed around the harbor by thirteen gentlemen 'in a great red, white, and blue barge, amid the acclamations of hundreds on the shore.' They visited the fishing grounds, where Washington took a line with the rest, but caught only one half-pound fish. From the bridge there is an excellent view of the harbor with its many islands.

At 0.9 m. is a junction with a paved road. R. on this road.

45. *Portsmouth Navy Yard* (Kittery, Maine) (*open to visitors upon request to the Commandant; the machine shops are closed*), occupying a large part of Seavey's Island, with a number of brick buildings clustered around the white house of the Commandant, is devoted chiefly to the building and repair of submarines for the United States Navy, and has a capacity employment of 5000 workers. Its facilities for this type of work include a stone dry-dock of sufficient size to take battleships of 23,000 tons, three covered building ways suitable for vessels up to 2000 tons, a fitting-out basin large enough for ten submarines at one time, and berthing space for more than 100 submarines, together with the necessary technical equipment.

A Naval Hospital, with accommodations for 396 patients, who benefit by the freedom of the climate from any trace of malaria, and a *Naval Prison*, which for some time has been the leading prison base on the East Coast, make this an important center for naval activities.

In Colonial days the islands and the mainland of the Piscataqua region were rich in fine timber suitable for ship construction. Consequently, foreigners as well as merchants and fishermen of the new country had both ships of commerce and fishing vessels built on the banks of the river, and eventually the British Government gave orders for ships of war to be built here for the Royal Navy. The 'Falkland,' completed in 1694, was the first of these, followed by the 'Bedford' and the 'America' in 1697 and in 1749.

During the Revolution, the building of the 'Raleigh' and the 'Ranger' on Badger's Island attracted attention to the Portsmouth area, and sur-

veys for a Navy Yard were made of several sites in this vicinity, Dennett's Island being selected in 1794 as the best location.

At that time there were only a few shacks on the island, with one large house on a hill in the center. The latter was repaired and became the residence of the Superintendent of the new Government Reservation. Altered and repaired many times, it has become the stately mansion known as *Quarters A*, the *Commandant's Quarters*. The first Admiral of the U.S. Navy, Admiral David G. Farragut, died in this house on August 14, 1870.

After the Revolution, interest in the Yard lapsed until 1812, when another war rejuvenated shipbuilding and gave the Portsmouth Yard a new lease of life. The 74-gun ship 'Washington' launched in July, 1815, was the first Federal ship built in the Yard. Congressional interest fluctuated until in 1848 and 1860 the chief equipment was added.

The prestige of the Yard was enhanced in 1898 by a summer camp of Spanish prisoners, who on August 13, 1898, were visited by their commander, Rear-Admiral Cervera. During their detention, 31 prisoners died and were buried in the Yard cemetery. In 1916, the bodies were disinterred and returned to Spain on a Spanish warship.

At the close of the Russo-Japanese War when the combatants were negotiating for peace, the Yard was chosen by President Theodore Roosevelt for the meeting of the council for the discussion of peace terms. Here the Treaty of Portsmouth was signed on September 5, 1905, and the room where the delegates assembled has become a mecca for tourists, especially from Japan.

When the World War broke out, the Navy Department became interested in submarine construction, formerly monopolized by two private companies, and elected to construct the first one in Portsmouth. Her keel was laid on November 2, 1914, and when completed by May 25, 1918, was the forerunner of a long line of Portsmouth-built submarines.

Outstanding Points of Interest in Environs:

Jackson House, Northwe t St., 0.7 m. N.; Cutts House, corner Cutts St. and Maplewood Ave., 2 m. N. (see *Tour 2, sec. a*); Newcastle, 1.5 m. E.; Benning Wentworth Mansion, Little Harbor, 1.5 m. S. (see *Tour 1A*); Proprietors' Burying Ground, State 1A, 2 m.; Morely Button Factory, Islington St., 1 m.; Fort McClary, Kittery, Maine, 2.5 m. N. (see *Maine Guide*).

BOAT TOUR TO THE ISLES OF SHOALS

On the Steamer 'Sightseer'

Season, June–September. Leaves wharf at Market St. weekdays, 10 and 5. Sundays, 10.30 and 4.15. Fare, \$1.50 round trip.

FROM the Piscataqua River an excellent view of the Portsmouth waterfront is visible. BADGER'S ISLAND (L), connected by a bridge with the

Maine shore, was the scene of the earliest shipbuilding in Portsmouth. At the branch of the river, the boat enters the *Narrows*, between PEIRCE'S ISLAND (R) and SEAVEY'S ISLAND (L), the site of the present Navy Yard. Here the velocity of the water is so great that the name 'Pull-and-be-damned-point' is given to the spot by old dory-men. *Fort Washington* (R) is an extensive earthwork built in 1775 and now in ruins. Four small islands are next passed, LITTLE ISLAND (R), GOAT ISLAND (R), and CLARK'S ISLAND (L) with JAMAICA ISLAND behind it. The town of NEW CASTLE soon comes into view, showing the white façade of the *Hotel Wentworth*, and *Fort Constitution* (R). Opposite is GERRISH ISLAND (L), seemingly a part of the mainland, holding the town of KITTERY, Maine, and at one side the large blockhouse of *Fort McClary*. Soon WOOD ISLAND (L), with its coast-guard station, and *Whale-Back Light* (L) are passed, and the boat is in the open ocean.

From this point the ISLES OF SHOALS, so called because of the 'shoaling' or 'schooling' of fish about them, lie straight ahead, nine miles away. On closer approach they separate, showing six islands if the tide is low, but eight if it is high. APPLIEDORE, called for many years Hog Island from its resemblance to a hog's back rising from the water, is the largest and most regular in shape, 400 acres in extent.

Right from Appledore is HALEY'S ISLAND, or SMUTTYNOSE, so called by sailors because of a long black point of rock stretching out to sea. Low and flat, and containing a greater depth of soil than the others, it is connected with CEDAR and STAR ISLANDS by a breakwater. At the northern end of Star are clustered the houses of the little village of GOSPORT, with its tiny church crowning the highest rock. A mile southwest stands WHITE ISLAND, with a lighthouse, and most westerly lies LUNGING ISLAND, an irregular rock with a bit of beach.

Left from Appledore, DUCK ISLAND thrusts out its ledges, one of them running a half mile to the northeast. Most dangerous and most remote, it is visited by sea fowl, and at low tide its long black ledges are whitened by thousands of gulls.

Swept by every wind that blows and beaten by the seas, the Isles of Shoals are barren and bleak. At low tide the shores are given a sullen aspect by the broad band of dark seaweed that girdles each island. The whole group is indented with tiny coves, fringed with weeds and thistles. On Appledore and the larger islands, the interior is somewhat flat. Green slopes alternate with the long white ledges, and here and there are bits of swampy ground and little valleys where the turf is short. There are no trees now, except for a few balm of Gileads on Star and a small elm on Appledore, relics of the thick woods that once covered the islands.

Traces of early habitation are many. The ruined *Cairn* on the summit of Appledore was built, according to tradition, by Captain John Smith, who discovered the islands in 1614. On Smuttynose are the ruins of a house, salt works, and rope-walk built by an early settler, a Mr. Haley. This island is sometimes called Haley's Island.

Near the pavilion on the western side of Star Island are the traces of an *Old Fort*, its nine guns long since taken to Newburyport. Near the north-east point is *Betty Moody's Cave* beneath a large rock. Here she hid with her children to escape from an Indian attack during King Philip's War. Near-by is *Jumping Rock*, a sheer precipice of more than fifty feet overhanging the ocean. A tablet recording the landing of Captain John Smith was placed here on the three-hundredth anniversary in 1914. An *Obelisk Memorial*, about 40 feet high, commemorates the Rev. John Turke, who for forty years served as minister. *Neptune's Punchbowl* is a hole worn smooth by whirling stones brought in a glacier stream.

On White Island, *The Head*, a rock nearly 50 feet high, holds a boulder weighing 15 tons, tossed up by the breakers. On this island, near the lighthouse, is the *Home of Celia Thaxter*, many of whose poems describe the islands. In 1839, the Hon. Thomas Leighton, her father, took his family to White Island. The Leightons for many years ran the hotel on the island, since purchased by the Unitarians, who hold religious conferences in it each summer. Here also are held in summer the sessions of the Isles of Shoals Conference, a Congregational organization.

R O C H E S T E R

City: Alt. 222, pop. 10,209, sett. 1728, incorp. 1891.

Railroad Station: B. & M. R.R. Two blocks east of Central Sq. Pedestrians enter via Hanson St., automobiles via Portland St.

Bus Stations: B. & M. Transp. Co., Ainslie's Drug Store, Central Sq., B. & M. R.R. Station; Interstate, Ainslie's Drug Store.

Taxis: 10¢ per mile round trip; parked in reserved section around Central Sq.

Tourist Information Service: Booth on South Main St., summer only; Chamber of Commerce, City Hall, Wakefield St.

Accommodations: Three hotels.

Annual Event: Rochester Fair, usually the last week in September.

ROCHESTER is a compact little industrial city on the east bank of the Cocheco River, with three small industrial suburbs, surrounded by a prosperous agricultural section. The city proper clusters around Central Square, from which radiate the important streets.

The city has an air of comfortable prosperity that arises largely from the activity of its varied industries. Its manufactured products range from shoes to carbonated beverages, bricks, and fiber products. Some of these factories are in the city itself, notably the Spaulding Fibre Company, the Champlin Box Mill, and the Wyandotte Mill. In Gonic, two miles south,

is the Gonic Manufacturing Company, and in East Rochester, three miles east, are the large woolen mills of the Cochecho Manufacturing Company. The Salmon Falls River, flowing through East Rochester, provides adequate water-power. Dairy farms and orchards surround the city and market their products here and in larger centers.

A majority of the population is of English and Scottish descent. French-Canadian and Irish groups comprise about one-third of the population and maintain two parochial schools and a Catholic orphanage. In addition, a small number of Greeks and Jews have entered the commercial life of the city.

A natural gateway to the northern recreational section of the State, Rochester is fortunate in having a large recreational center, the Dominicus Hanson Park, a finely wooded playground, on the banks of the Cochecho River.

Probably the chief feature of Rochester life is the annual Fair, held continuously since 1874. Typical in many ways of agricultural fairs throughout New England, its exhibitions of livestock, farm produce, implements, and machinery are enlivened by a noisy midway and horse-races with a pari-mutuel betting system. From 10,000 to 30,000 people visit it each day of the five-day period.

Rochester was originally a part of Dover, and although it was granted in 1623 the presence of Indians greatly retarded settlement in the region. Several later grants were made between 1656 and the incorporation of the town in 1722, but Indian wars kept settlers away. The first settler is believed to have been Captain Timothy Roberts, who brought his family to this district in 1728. He purchased his property from one Samuel Twombly, and the deed is the first recorded conveyance of land in Rochester.

Ten years later, sixty families were resident on and around Haven Hill, then the center of the settlement, but now three miles southeast. Six years elapsed before a minister was settled, the Rev. Amos Main, who was greatly respected by both white and red men. The last and most severe of all the Indian attacks occurred two years later, in 1746, when a band of Indians ambushed five men working in their fields at Haven Hill, killing four and taking the fifth a prisoner to Canada. During the next few decades, farming was the chief occupation, corn and potatoes being the most important produce. To get results from the somewhat unproductive soil was laborious, but as fear of the Indians vanished, greater agricultural progress was made.

In 1780, after a period of abandonment, the church was rebuilt on the Common, 'Norway Plains,' the center of the present city, and many of the settlers followed it. The same year, residents in the outlying corners became dissatisfied with the distance between their homes and the church, and petitioned for churches in their own districts, resulting in the division of Rochester into three parishes, of which two later became the townships of Farmington and Milton in 1798 and 1802 respectively.

Sawmills and gristmills and a tannery were the extent of the city's industry until the nineteenth century. In 1811, the real industrial development of the town began when Nicholas Varney Whitehouse, a storekeeper and maker of linseed oil and plow handles, introduced Eliphalet Horne's carding machine, and began the Gonic Woolen Mills, changed in 1838 to the Gonic Manufacturing Company. In 1834, another company was organized for the production of woolen blankets. The demands of the Civil War were responsible for the beginnings of the Cocheco Manufacturing Company in East Rochester in 1863, and led to the development of that suburb. The war also furthered the development of the shoe industry, which had begun in 1843. E. G. and Edwin Wallace started as tanners in 1854 and organized their shoe company in 1862. Later industries included machine- and box-making, begun in 1888, and brick-making, started in the following year.

An impetus to the development of industry was the coming of the first railroad, the Great Falls and Conway, in 1849, largely through the efforts of John McDuffie, a local banker. This was followed in 1871 by the Portland and Rochester Railroad, and thirty years later, the industrial area of southeastern New Hampshire was unified by an electric railroad connecting Rochester with Somersworth and Dover. An indication of the extent of industrial development through the nineteenth century may be found in the statistics for 1873, when the products of eleven different manufacturers were valued at \$2,275,500. This included 700,000 pairs of shoes, woolen goods to the value of \$1,142,000 and 1,200,000 board feet of lumber. In 1891, Rochester was incorporated as a city with full municipal rights. At that time it was a railroad center. Twenty years earlier, four separate railroads passed through the town, but these were later amalgamated into two branches of the Boston and Maine Railroads, which met in the city. Within the last few years, one was discontinued and the city is served now only by the Conway branch. Buses and trucks have gradually taken over transportation.

'Margaret Sidney,' author of 'Five Little Peppers,' and her husband, Daniel Lothrop, a native son and founder of the publishing house of D. Lothrop and Company, lived here for some time. Another native son, Franklin McDuffie, professor of poetry at Dartmouth College, was the first American student at Oxford to win the Newdigate Prize for Poetry. Edward Mills, a former Rochester resident, is known for his stirring band marches. The city itself was used by Sarah Orne Jewett as the setting of a story in her 'Deephaven,' and in her 'Tory Lover.'

TOUR — 1 m.

SE. from Union St. on N. Main St.

1. *Site of the Birthplace of John P. Hale, 33 N. Main St. (L).* Although born in Rochester, Hale, a leading politician from New Hampshire, lived

many years in Dover, and from there went as U.S. Senator to Washington (*see DOVER*).

2. *Site of Dodge's Hotel*, 1-25 North Main St. (L). At first a private home, in the early decades of the 19th century Dodge's Hotel was important in the county. Judges, witnesses, and lawyers drawn to the Strafford County Courthouse, then in Rochester, were entertained here. In 1834, the hotel was purchased and rebuilt by Jonathan T. Dodge, and became an important coaching center.

In 1825, Moses Hale, J. H. Woodman, and the Barkers had become interested in a two-horse, twice-a-week stage between Dover and Wakefield. Not making a success of it, in about two years they sold out to Dodge, who continued in this business until railroads came into existence. During the latter part of the period, stage business had increased to such an extent that it was necessary to run four- and six-horse stages every day, and for this purpose Dodge owned about 90 horses. A contemporary describes these days as follows: 'The stage business had become immense, the great thoroughfares of travel from northern New Hampshire converging to this village as a focus — and when the heavily loaded six-horse coaches arrived from Wakefield, Conway, Wolfeborough, and from Sandwich, with others less grand from Farmington, and from Gilmanton, our village presented a lively, business-like appearance.' In 1896, the hotel burned down and the present commercial buildings were erected.

Here North Main St. enters Central Sq.

Central Square is the commercial center of the city, and during the summer months carries heavy traffic bound for the northern part of the State.

3. *The Parson Main Monument*, Central Sq. (L), was erected in 1896 in memory of Rochester's first minister, the Rev. Amos Main, a greatly honored and beloved parson here from 1731 to 1774. In addition to his clerical duties, his services as doctor, lawyer, and adviser took him long distances from Rochester. Of him and these trips it is said that, 'though he carried his gun, yet the Indians had such a sacred regard for his character that he was never molested . . . They would frequently come to his house, and give him an account of his travels about the country during the hostilities, relating minute particulars. They even told him when he walked or trotted his horse, and when he stopped; showing that all his movements had been closely watched. When he inquired why they did not kill him, their reply was, "You one good man; you same as priest." Having a great veneration for the Jesuit priests who lived among them, this feeling was extended to Mr. Main whom they included in the same class.'

SE. from Central Square on South Main St.

4. *The Congregational Church*, cor. S. Main and Liberty Sts. (R), a gray frame building with a rounded front, contains a part of the original church erected on Haven Hill in 1731. The fine detail of the pediments above the windows which were taken from the earlier structure sharply contrasts with the architecture of the later building (1842).

5. The *Public Library* (open 2-8, Sat. 2-9), S. Main St. (R), is one of Andrew Carnegie's numerous public gifts to the nation. A low, two-story structure of red brick, its corners and the arched windows of the first story are trimmed with white brick quoins. Granite pilasters running to the second story are a striking feature of the exterior. It contains 32,000 volumes, and possesses a *Collection of Valuable Old Books*, about half of them printed prior to 1824. A museum on the second floor contains a few Indian relics and a *Large Collection of Old Coins*. A *Mineralogical Collection*, donated by Dr. J. F. Frisbie of Newton and by Irving Legros, is considered one of the most complete in the State. A very complete collection of the flora of Rochester and its vicinity is also kept here, but is not displayed. Rochester early had a social library, but the first free public library was presented to the city by the mill owners of East Rochester, and was located in that part of the town. Moved to the central part of the city in 1893, it was housed in the present building in 1905.

6. The *Common*, cor. S. Main and Hancock Sts. (R), was the center of the town after the church was moved there from Haven Hill in 1780. Band concerts are held here weekly during the summer. A bronze *Memorial*, the figure of a soldier of heroic size standing on a tall granite shaft, was dedicated in 1885 to the soldiers and sailors of the Civil War.

Outstanding Points of Interest in the Environs:

The Dame House, 1.5 m. S.; site of the Rochester Massacre of 1747, 1.8 m. S.; site of the General Wolfe Tavern, 2 m., S.; site of First Church and Graveyard, 3 m. S. (see *Tour 2, sec. a*); Hanson Park, 5 m. N. (see *Tour 2, sec. b*).

(1) The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

(2) The second part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

(3) The third part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

(4) The fourth part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

(5) The fifth part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

I I I. H I G H R O A D S A N D
L O W R O A D S

1877

T O U R 1 : From MASSACHUSETTS LINE (*Boston*) to MAINE LINE (*Portland*), 15.1 m., US 1.

Via Seabrook, Hampton, Portsmouth.

B. & M. R.R. parallels this route.

All types of accommodations at close intervals.

Well-paved highway.

US 1 crosses the Massachusetts Line 42 miles north of Boston, Mass.
STATE LINE, 0 m.

From the earliest days the road between Newburyport, Mass., and Portsmouth, N.H., often following or closely paralleling the line of the modern highway, served as a cord to bind the sparse settlements together into the beginnings of a nation. Over this country road a lone horseman carried the mail between Boston and Portsmouth until the coming of the stagecoach. He forded rivers, crossed treacherous salt marshes, and, when necessary, fought off Indians and wolves in the discharge of his duties. Stavers Flying Stage Coach, said to be the first stage in America, began a regular run between Boston and Portsmouth in 1761. This was a curricule, a two-wheeled, two-horse vehicle, with room for three passengers. Over this route on December 13, 1774, rode Paul Revere to inform the Committee of Safety in Portsmouth of the British order that no more gunpowder would be exported to America. As a result, the citizens were able to secrete what ammunition they had. Washington passed this way in 1775 after taking command in Cambridge, and again in 1789. James Monroe traveled it in 1817, and Lafayette in 1824, when he had become almost a legendary hero to the early settlers who lined the highway for a glimpse of him.

SEABROOK (alt. 65, town pop. 1666), 1.7 m., limited accommodations, is a village, Old World in appearance and atmosphere, set in the midst of sand-dunes, with cocks of salt hay scattered over them, an unchanged landscape of three centuries ago.

For 57 years a part of Hampton, this Seabrook section was settled in 1638 and did not become a separate township until 1768 when it was incorporated. Settlement was all the more precarious because of frequent Indian attacks. Among many settlers killed was one, Widow Mussey, a prominent and talented member of the Society of Friends. A century ago the building of whaleboats was its chief industry, and from Seabrook vessels made their fishing trips to the coast of Labrador. The names of some of the original settlers have come down for almost three hundred years, such as Byrd, Peavear, Boynton, Bachiler.

A section of the town of Seabrook speaks a language strangely reminiscent of rural England, and at times suggestive of the Yorkshire dialect. Once

they were competent shoemakers, doing all their work by hand in ten-foot cabins. Since the coming of machines this shoemaking has been done at the local factory. These Seabrookers work when they please and on their own time. At times they may be found asleep under a tree, in enjoyment of their ease, if the mood suits them to while away their time. A long-lived race, active and hearty, many of them are working at the ripe old age of ninety years or more. Many manners and customs of early days are retained.

The *Old Man of Seabrook* (R), an antique shop, is curious because of the figure of an old man hanging on its wall. The figure, originally a clothing dummy in Newburyport, was brought to Seabrook about forty years ago and placed in its present position.

Seabrook Nurseries (R), in the season from May to September, exhibit twenty acres of gladioli like a huge palette with every possible variety and color. *Ye Cock and Kettle Inn* (L) dates back to the 18th century and many of the original characteristics are still in evidence.

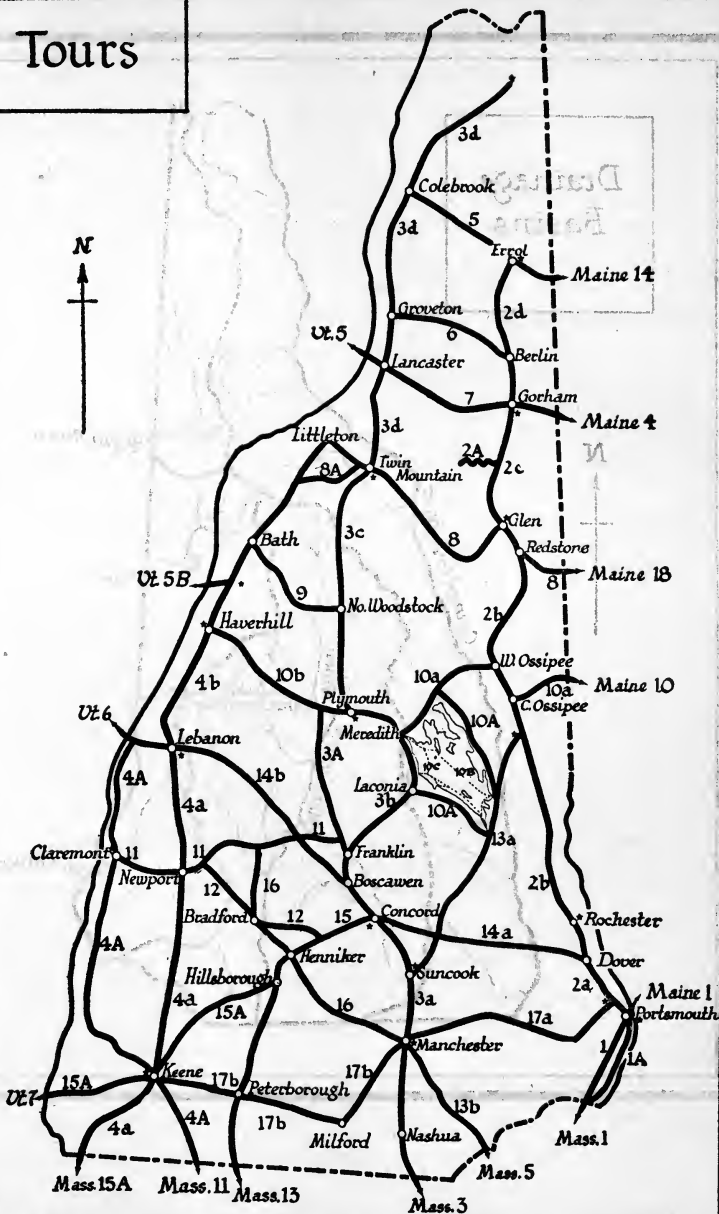
HAMPTON FALLS (alt. 62, town pop. 481), 3.1 m., is a delightful village dignified by austere white churches, forever aloof in spirit from the stream of traffic rushing by its door. Originally a part of Hampton, the town was incorporated as a separate township in 1726. In the early part of the 18th century this section was one of the busiest in all New England. Sawmills, gristmills, shingle mills, woolen mills, cotton mills, and fertilizer plants kept many workmen busy.

In stagecoach days Hampton Falls was a post town where changes of horses were made, from 100 to 125 horses being kept here at one time for that purpose. *Wellswood Inn* (R), then known as Wells Tavern, was such a stage-house and forty horses were stabled across the road. In Hampton Falls the first horse show was held in 1726. When the stage appeared with its galloping horses, everyone and everything cleared out of the way, for the coachman was an important person, privileged to curse at one and all, and if he were particularly pompous give a tardy carriage meeting him the benefit of the wide-stretching whiffletrees. Sunday travel was banned, for in those days the tithing men of Hampton Falls were very active and until 1825 promptly arrested and fined anyone caught in this offense.

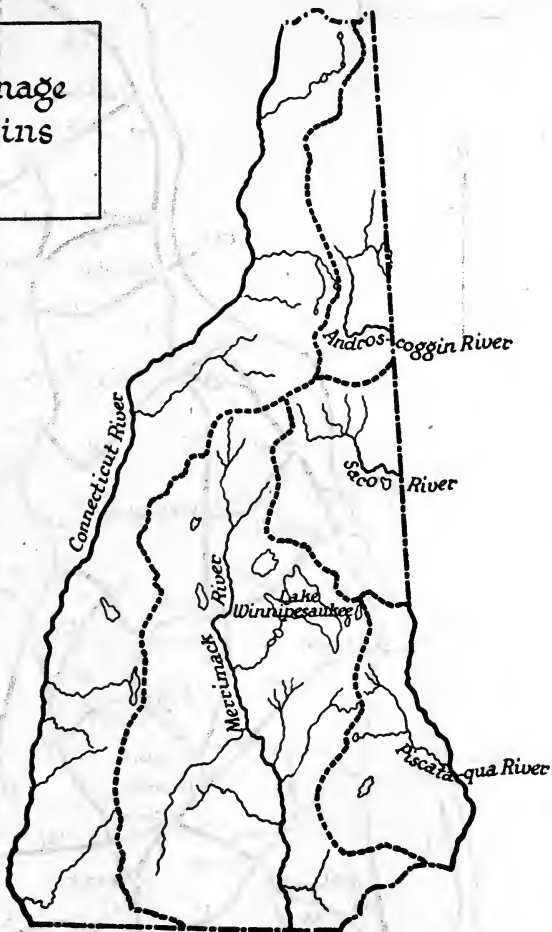
On August 10, 1737, the assemblies of New Hampshire and Massachusetts, forming an imposing cavalcade of stagecoaches, horseback riders and carriages, met here to determine the boundary line of the two States.

Elmfield (open by permission of the owner), on the highway (R), with three huge white chimneys, has the same furnishings as in its early days. Dating back to the early part of the 18th century, the old house was built and is still owned by the Gove family. Edward Gove, grandfather of the present owner, was imprisoned for several years in the Tower of London for taking part in a conspiracy against Governor Crandon. He lived to spend his last years in this house, an invalid as the result, he said, of poison administered during his imprisonment. The present owner is Miss Sarah

Tours



Drainage
Basins



Gove, 70 years of age, the last surviving Quaker in this section. The gardens are delightful, filled with old-fashioned plants and flowers. The log cabin and Colonial kitchen are of especial interest.

Here John Greenleaf Whittier made his headquarters during the summer months and here in 1892 he died in the room overlooking the rose garden.

All this section is Whittier land. The poet took great pride in the fact that he was a lineal descendant of the Reverend Stephen Bachiler, founder of Hampton, and showed a lively interest in the home of his ancestors.

The *Monument* in the square (L), was erected in memory of New Hampshire's first Governor, Meshech Weare, 'President of New Hampshire from 1776-1784,' who was born and lived here. Its inscription reads:

'He was one of those good men
Who dare to love their country and be poor.'

The *Governor Weare House*, on Exeter road near the square, built in 1748, is a splendid example of early Colonial architecture; in it, according to well-authenticated tradition, both Washington and Lafayette were entertained.

1. Left from Hampton Falls on Exeter Road at 1.8 m., is (R), *Applecrest Farm*, which is most attractive in the spring when thousands of trees are in full blossom and in the fall when the crimson fruit is being picked and packed in a model packing house.

On this road adjoining Applecrest Farm is (R) the two-story unpainted house that was the *Birthplace of Franklin B. Sanborn* (1831-1917), journalist and author. He was one of the three founders of the Concord Summer School of Philosophy and biographer of his friends Emerson, Thoreau, and Hawthorne.

On the right is a modern two-story house, the *Birthplace of Ralph Adams Cram*, the leading American exponent of Gothic architecture. At 3.6 m. (L) is the original Cram Homestead, an unpainted house of dignified lines built in 1676.

2. Left from Hampton Falls on the Kensington Road is the *Falls River*, 5 m., where formerly were a fulling mill, a gristmill and a sawmill which derived their power from the falls here. The mills have long since disappeared, but the charm of the falls still remains. On the river's bank is (R) the *Dodge Homestead*. The original house, built in 1648, was replaced by the present structure in 1787, which retains much of the original features and furniture which characterized the early Colonial period.

On the river behind the house is what is said to be the *Smallest Episcopal Chapel* in the State, a delightful little building of stone fashioned from an old ice house. The chapel is private, but is always open to the wayfarer. Visitors are called to worship every Sunday afternoon at 4 o'clock by an old brass bell taken from one of the ships built on the Hampton River in the early 18th century.

A stone on the estate is by many considered proof that the Norsemen landed in or near Hampton in the early 11th century. Although covered with dry moss, a series of marks can be found chiseled in the stone; at first glance these appear to be a series of crosses, such as the Indians used to guide their tribesmen through the woods, but closer examination makes clear that they are not characteristic of Indian symbols. They more nearly resemble the runic inscriptions of the Norsemen.

The salt marshes south of Hampton figured rather prominently in the transportation and commercial history of this part of New Hampshire. Extensive salt works in operation on the edges of the marshes in Colonial days extracted the salt from the grass, which in turn was set in cocks on

the marsh to dry out for commercial use. A tide mill, of which there are no traces at the present time, was built here in 1681 for the purpose of grinding the town's corn at 'a one-sixteenth part thereof' and continued in operation until 1879.

At Taylor River, 4 *m.*, was the 'Shipyard' where vessels, some of them being of large tonnage, were built. A bend in the stream was known as the Mooring Turn, and the contemporary records state that here the vessels, 'do usually ride at anchor.' Beginning with 1682, many barques, brigantines and sloops were built and launched to sail out into the world of commerce to distant ports.

At 4.9 *m.*, on US 1 is (L) a large square house (1769) surrounded by an old-fashioned garden, known generally as the home of General Jonathan Moulton of Revolutionary War fame and locally as the *Haunted House*. A bit of the interior of the house, a fine specimen of Georgian architecture, has been pictured by Whittier in 'The New Wife and the Old':

From the oaken mantel glowing
Faintest light the lamp is throwing
On the mirror's antique mould
High-backed chair, and wainscot old.

Reputedly a miserly man, it is said that when General Moulton's first wife died he showed his thrift by taking her rings and giving them to the second. In revenge the first wife is supposed to have returned and ever after haunted the place. The story goes, too, that the General agreed to sell his soul to the Devil for as much gold as his boots would hold. The fireplace is still pointed out as the place where the General placed his boots with the toes cut off so that when the Devil poured the money down the chimney it ran through the boots, thus outwitting his Satanic majesty.

About 60 rods on a road opposite the Moulton House is the old *Meeting-House Green*, or Cow Commons, once the heart of the village. The *Log Cabin* (*open Wed., Sat. aft.; free*), on the left, is a replica of the first meeting-house. The cabin's door was the front door of the Garrison House, built by Colonel Joshua Wingate on order of Governor Dudley in 1703. Also on the left is the *Tuck Memorial House* (*open Wed., Sat. aft.; free*) with an historical room containing many odd relics.

One of New England's most dreaded witches had her hut near the Log Cabin; here she was buried 'in a grave by a ditch.' Goody Cole was the fear of the countryside, for, it was charged, she had 'made a league with the Devil' and with his aid she was able to render persons deformed, to torture, and even to drown with an invisible hand. Whittier speaks of her in 'The Wreck of Rivermouth,' which took place in 1657.

Although none of the fantastic crimes attributed to witches could be laid directly at Goody Cole's door, she was persecuted and imprisoned by the town for years. In 1673 her plea for liberty was refused by Justice Jonas Clark of Salisbury court in the following decision, 'In ye case of Unis Cole now prisoner at ye Bar not legally guilty according to Intitement.

butt just ground of vehement suspissyon of her haveing had familyarryty with the deiull.'

Opposite the Log Cabin (R) is the attractive *Meeting-House Green Memorial Park* within a series of boulders marked with the names of the earliest settlers. The park was the joint gift of the towns which once were part of Hampton. The generosity of Edward Tuck of Paris, France, and the enthusiasm of the Rev. I. S. Jones are largely responsible for the restoration of Meeting-House Green.

HAMPTON (alt. 83, town pop. 1507), 5.4 m., limited accommodations, is a compact little village, astir with the same activity it has pursued under its lofty elms since the 17th century. Hampton was an outpost of the Massachusetts Bay Colony, which maintained a block-house here in 1635 against the numerous Indian attacks, and it became one of New Hampshire's four original towns and the mother of many of the surrounding little towns. A grant of the land was given to a group of Englishmen led by the Rev. Stephen Bachiler who in 1638 sailed in shallows up the Winnicomet River 'thru salt sea marshes to uplands brown.' In 1638 the territory was purchased from the Indian sachem Wehanownowit by settlers in Exeter. These pioneers, with thoughts turning homeward to England, promptly changed the lovely Indian name of Winnicomet (Ind.: 'beautiful place in the pines') to Hampton at the incorporation of the town in 1639.

Although a farming and shoe manufacturing community on a small scale today, the tang of the sea is in the air and strange objects in the old houses are a heritage of the days when brigantines and clipper ships put out from Hampton Harbor to sail the distant seas.

Right on Winnicomet Road is (R) the *First Congregational Church*, built in 1843, which contains the pulpit from the Fourth Meeting-House, erected in 1797.

Left on this road in a grove of pines lies the *Old Burying Ground*, 0.5 m., with its ancient stones (1654-1800) almost hidden by fragrant pine needles.

At 7.9 m., is a junction with a paved road marked 'Atlantic Road.'

1. Right on this road about sixty rods is (L) the simple, white *North Hampton Town Hall* in the belfry of which hangs a bell made by Paul Revere.

2. Left on Atlantic Road is *North Hill*, 1 m., on which stands *North Hampton Center*. Here, high above the sunny meadows, the white meeting-house dominates the cluster of white farm houses about the village green.

Bordering the Green on the west is the Post Road. On this road a *Mile Post* in a stone wall is marked,

P
10
N
12

(Portsmouth 10 miles, Newburyport 12.) This post was put up by Benjamin Franklin when he was Postmaster-General under the Crown.

South of this mile post on Post Road is a tablet (R) at 0.25 m., marking the *Site of the Home of the First Settlers*, Samuel and John Dearborn and their descendant, Major General Henry Dearborn, who commanded the Army of the United States at the outbreak of the second war with England in 1812.

The highway here was a scene where once tragedy trailed its way. It was over this road that three Quaker women were dragged from Dover to be flogged at the 'cart's tail' at each town through which they passed. In 1662, Richard Waldron, constable of Dover, had issued the following order for 'vagabond Quakers' to Hampton, Salisbury, and several other towns, but through the courage of Justice Robert Pike of Salisbury, who trod the warrant under foot, it was carried out only at Hampton and Dover: 'You and every one of you are required in the King's Majesty's name to take these vagabond Quakers, Anne Colman, Mary Tompkins, and Alice Ambrose and make them fast to the cart's tail, and, driving the cart through your several towns, to whip them upon their naked backs not exceeding ten stripes apiece on each of them, in each town; and so to convey them from constable to constable till they are out of this jurisdiction, as you will answer it at your peril; and this is your Warrant.' Whittier drew a vivid picture of this in his poem, 'How the Women Went from Dover':

Bared to the waist for the north wind's grip
 And keener sting of the constable's whip,
 The blood that followed each hissing blow
 Froze as it sprinkled the winter snow.

Priest and ruler, boy and maid
 Followed the dismal cavalcade
 And from door and window, open thrown,
 Looked and wondered gaffer and crone.

NORTH HAMPTON (alt. 99, town pop. 695), 8.3 m., is a prosperous town set in green acres, either cultivated by farmers whose holdings run back to the 17th century or occupied by wealthy summer residents whose beautiful estates are on the right between the highway and the sea. Probably settled in 1690 by Samuel and John Dearborn, North Hampton was the scene of many attacks by the Winnicunnet Indians. To withstand their attacks its early houses were strongly built of wood, lined with brick, and many of these are still standing in simple dignity here. Formerly a part of Hampton, North Hampton was incorporated in 1742.

At 10.4 m., the western outskirts of the beautiful old town of Rye are entered (see *Tour 1A*).

At 10.7 m., is a junction with the paved and marked Greenland road.

Left on this road about 500 feet is the site of the capture of *Breakfast Hill*. A marker on top of a boulder (R) commemorates the capture of a number of Indians here in 1696. Eating a leisurely breakfast following the massacre on Portsmouth Plains the previous day, the Indians were surprised by Captain Shackford and a company of soldiers, who killed them and rescued the captives they had taken.

At the top of the hill is the *Lafayette Airport*, a privately owned enterprise.

The highway passes through pine woods and salt meadows, dipping into a hollow at 13 m., where Sagamore Creek, a tidal stream, winds along to Little Harbor and thence to the ocean.

PORTSMOUTH (alt. 30, pop. 14,495) (see *PORTSMOUTH*), 14.6 m.

John Paul Jones House; Peirce Mansion; Home of Thomas Bailey Aldrich; Tobias Lear House, and other points of historical and architectural interest.

Portsmouth is the junction with State 1A (see *Tour 1A*), State 16 (see *Tour 2, sec. a*), and State 101 (see *Tour 17, sec. a*).

At 15.1 m., US 1 crosses the Piscataqua River (the New Hampshire-Maine Line), 50 miles southwest of Portland, Maine. The current of this turbulent stream is so swift that the water never freezes, even when the temperature is far below zero.

T O U R 1 A: From MASSACHUSETTS LINE (*Newburyport*) to PORTSMOUTH, 22.5 m., State 1A and 1B.

Via Salisbury Beach (Mass.), Little Boar's Head, New Castle.

Accommodations of all kinds available at frequent intervals.

Paved road throughout.

THIS is a short alternate route between Newburyport, Massachusetts, and Portsmouth, and follows New Hampshire's 18 miles of seacoast along a shore of exceptional scenic beauty and historic interest.

State 1A crosses the State line 6.5 m. NE. of Newburyport, Massachusetts.

SEABROOK BEACH, 0.3 m., is a quiet seaside community of summer cottages.

MILE BRIDGE (fee 15¢ per car), 1.5 m. over Hampton River, a long wooden bridge, was built 40 years ago to carry first horse and then electric cars from Seabrook to Hampton. It has always been a toll bridge and is next to the last one in this part of the country.

East of Mile Bridge a short walk across the sand dunes leads to *Bound Rock*, which in 1657 marked the boundary between Massachusetts and New Hampshire. This rock was recently unearthed by U.S. Army engineers, with the marking 'A.D. 1657' on the top.

At 3.5 m. is the main section of HAMPTON BEACH, a popular resort and the mecca of hundreds of thousands of vacationists each summer. Its surf bathing, up-to-date hotels, theaters and ballrooms combine to attract those in a holiday mood. During the summer, band concerts and a program from the 'Singing Tower' are given.

At GREAT BOAR'S HEAD, 4.5 m., the 'Grisly Head of the Boar'

'tosses the foam from tusks of stone' as it juts into the ocean. Whittier describes this stretch of shore in his poem, 'The Tent on the Beach.'

At this point begins a curving sea wall of two miles that protects the boulevard and the houses beyond from the ravages of the ocean. It was erected by the State at a cost of \$220,000 and represents one of the largest developments in coastal protection along the Atlantic sea front.

At 7.8 m. is a junction with Willow Tree Avenue.

Left on this avenue are the lovely gardens of the Spaulding, Fuller, and Lamprey estates. Of interest is the Hobson apple orchard, where not apples, but operas and concerts by celebrated artists are given every summer. This avenue leads back to the highway, 0.5 m.

LITTLE BOAR'S HEAD, 8.5 m., a precinct of North Hampton, is the show place of eastern New Hampshire. Approaching it from the south and rounding the curve in the road appear in order the Studebaker estate, and the Nutting, Fuller, Spaulding, Manning, and Studebaker mansions.

At RYE BEACH, 9.1 m., can be traced at low tide the shelf of rock, geologically a remnant of an ancient plateau, that stretches out to the Isles of Shoals, lying east from the shore. The best time to observe them is in the early morning or in the twilight when the ocean colors vividly accentuate the white of the islands.

Opposite the Hotel Farragut (L) is the *Playhouse*, the summer home of the Farragut Players.

The *Beach Club* at Rye Beach is private, but the bath-houses adjoining it are open to the public.

Left at the Rye Beach Club on a side road, 0.8 m., passing through Rye Beach center are: right, the *Abenaki Golf Club* (open to the public; fee \$3), 18 holes, named after the Abnaki Indians, and the impressive Tudor-style home of *Stoneleigh College* (L), a junior college that combines practical and cultural training for girls.

At Rye Beach a fresh-water pond (L) is an anomaly, for although the water is fresh and has no apparent connection with the ocean in any way, it contains a great variety of fish, both fresh- and salt-water. Bass, pickerel, hornpout, eels, trout, clams, oysters, and lobsters are found here, together with other fresh- and salt-water fish and crustaceans.

At JENNESS BEACH, 10.2 m., when the tide is extremely low the *Drowned Forest* is visible with the original Atlantic cable running through it. According to geologists the forest submersion is probably due to the return to the sea of the water that had been locked up in the ice-sheet during the glacial period; and so, as for time it would seem to mark the close of the Ice Age following closely the late glacial upwarping. Only the great stumps are now visible, held in position by huge gnarled roots that the pounding surf of centuries has been unable to dislodge. It was here that the first cable across the Atlantic was completed in 1874. The receiving station of the cable is an unpretentious building on the southerly side of Straw's Point.

STRAW'S POINT, 10.5 m., originally called Locke's Neck, has a tablet

(R) marking the killing of an early settler, John Locke, by Indians in 1694. John Locke cut holes in the beached canoes of a raiding party of savages so that they were compelled to put back to shore and make their way south by land amid great hardships. Later a party of Indians returned to kill him and surrounded him as he was reaping grain in his field his gun some distance away against a rock. An Indian picked up the gun and shot him. Locke fell prostrate, but as the savages ran up to tomahawk and scalp him, he struck at one with his sickle and cut off his nose. This is the story the Indian told when he was captured years afterward.

At RYE HARBOR, 10.7 *m.*, a new development is in process. The original Rye harbor was dredged by hand by the early settlers to provide a cove for their fishing boats because the water was shallow and no large vessels could enter. It is hoped that the harbor may be dredged for the anchorage of pleasure boats of all kinds and sizes.

At RYE NORTH BEACH, 11.2 *m.*, is a junction with a paved road.

Left on this road RYE CENTER, 2 *m.*, on the crest of what was once known as Break-back Hill, is a splendid example of the best of early Colonial town planning. The square white village church dominates the summit. Spreading out from the village Green many of the spacious white homes under great elms, are several centuries old. There are 25 houses in Rye dating back to the 18th century. Their pleasing proportions and simple lines, lacking the elaboration of houses in Portsmouth and Exeter, have been preserved despite the alterations necessary to make them modern homes. In them still live members of such original families as Locke, Brackett, Philbrick, Drake, Jenness, Trefetheryn, Walls, Rand, Blake, and Garland, and on Town Meeting Day the list of registered voters shows that 90 per cent of the names are those of the early settlers.

Rye was incorporated as a part of New Castle in 1693 and was not separated until 1726. The present church, the First Congregational, was built in 1837. Opposite the church is a delightful old house of early Georgian design with old-fashioned flowers growing in profusion all over the estate. A large two-story house with the typical five-window front and two dormers breaking the sharp line of the pitched roof, it bears on the immense central chimney the date 1747. In Colonial times the house was known as *Garland Tavern (not open)*. The interior has been little changed. The heavy oak timbers are apparently as sound as ever. The bar where Prince, the Negro servant, mixed drinks remains intact as does the old wine cellar with its kegs and casks.

Directly across the street is the *Parsons Homestead (not open)*, a two-story house with gable roof. Built in 1810, it was once a store and 'gathering' place. The front room on the second floor, formerly a ball room, has an egg-shaped recess in the ceiling of bright blue, stencilled with gilt *fleurs-de-lys*. This curious arrangement, either for acoustical or decorative purposes, has only one known counterpart — in Nantucket.

The *Rand Store (open; free)*, combining dwelling-house and store in an ell-shaped building retaining the original small-paned windows in the front part, just west of the school, is the last general store in this area. Blake Rand, whose family has owned the store for 200 years, no longer maintains it as a business, but keeps it as it used to be. The oak rafters with the hooks for hanging merchandise of all kinds are intact. The oak floor has the wide planks of the period. The shelves hold tea and coffee canisters. The high desk, the antique toys, the chairs and tables all stand as they did a century ago.

At PARSONS' POINT, 14.9 *m.*, there is a particularly fine surf, and down among the rocks the water boils in a natural kettle. Foam is scattered over the rocks and flecks up in the kettle itself.

At 15.6 *m.* is (R) ODIORNE'S POINT, one of the oldest bits of land historically in the United States. Here David Thompson, a Scotsman, and a group of Englishmen landed in 1623 and established the first settlement in New Hampshire, under a grant from the Plymouth Council. There were several reasons why he selected this point as a 'fitt place to build their houses for habitacons.' It was high, it had good harbor and a fine spring of water, and the great salt marsh to the west made it easily defensible against savages. Thompson named the new plantation, 'Pannaway' and built a house, later called Mason Hall by Captain John Mason. Remains of Mason Hall, the old well and burying ground of those early settlers, can be seen today (L).

Although the first to remain, Thompson was not the first to have landed here. In 1603, Martin Pring, commanding the vessels 'Speedwell' and 'Discoverer,' stopped here in search of sassafras, which he did not find. According to their records, Samuel de Champlain touched at this point in 1605, and Captain John Smith in 1614. The latter wrote: 'The sea there . . . is the strangest fish pond I ever saw. What sport doth yield a more pleasant content and less hurt or charge than angling with a hook, and crossing the sweet air from isle to isle over the silent streams of a calm sea.'

At 16.4 *m.* is (R) the old *Seavey Homestead*, now Miriam's Tea Room, built in 1730. In 1652 a grant of 50 acres of land was made to William Seavey that has come down to the present without a break in family ownership.

At 16.5 *m.* is a junction with Brackett Road.

Left on this road about thirty rods (L) is the *Wendell Farmhouse*, a white rambling structure, where there is a one-horse chaise built in England during the year 1690 for the French consul. It is a one-seated affair, the body underslung on riders of leather that have stood the wear and tear of nearly 250 years of usage. Just in front of the dash is an iron dickey seat for the coachman, while behind the riding compartment is space for two footmen. This chaise was imported into Portsmouth by Colonel William Gardiner in 1750, a famous figure in Colonial days. It was the carriage of honor for Marquis de Lafayette and Washington when they came to this section for a visit. After the Revolution the carriage came into the possession of the Wendell family.

At 17.2 *m.* is a junction with State 1B.

Right on 1A, 0.8 *m.*, is the junction with Little Harbor Road.

Left on this road is the *Benning Wentworth Mansion* (open by permission of the owner), 1 *m.*, overlooking the harbor, the oldest wing of which was built in 1695. As Longfellow described it in his poem 'Lady Wentworth':

It was a pleasant mansion, an abode
Near and yet hidden from the great highroad,
Sequestered among trees, a noble pile,
Baronial and colonial in its style.

Gables and dormer windows everywhere,
And stacks of chimneys rising high in air,
Pandaran pipes, on which all winds that blew
Made mournful music the whole winter through.

The mansion now has 32 rooms, seven having been removed and ferried to a near-by island some years ago. Its gables and wings all center about the great Council Chamber, where Benning Wentworth, Royal Governor of New Hampshire, held court in high-spirited style, keeping up the aristocratic tradition of beeswing port and high play at cards.

The Council Chamber is guarded with a heavy oak door, hung with massive hinges and fastened with a large wooden lock; within the Chamber is an elaborate mantel, with carvings of Indian princesses, chaplets, and garlands. In the hall gunracks hold 12 French flintlock guns thought to be from the siege of Louisburg. These are kept in perfect condition with fixed bayonets.

The billiard room, adjoining the Council Chamber, is set off by small card-rooms, just large enough to seat four people comfortably. Window seats built in 1750 and the buffet remain unchanged, and the original floor of Portsmouth oak shows few signs of wear.

The dining-room is in the oldest part of the house, and is joined to the main structure by a party wall. Here are kept three small ovens used to warm rum for toddlers. The many valuable paintings in the parlors once included a portrait of Dorothy Quincy by John Singleton Copley, mentioned in Oliver Wendell Holmes's poem 'Dorothy Q.' The cellars had ample room for stabling 30 horses, tradition says, but the stalls have been torn down.

It is easy to confuse the Wentworths, three of whom were Royal Governors, because when they didn't marry their cooks, they usually married each other's widows. Benning, the most aristocratic, was an able administrator for 26 years (1741-67). At the close of a banquet celebrating his sixtieth birthday and attended by the cream of New England's aristocracy, he called in Martha Hilton, his housekeeper, and bade the Rev. Arthur Brown, rector of St. John's Church in Portsmouth, read the ceremony then and there, which the astonished prelate did.

For some years this was the summer home of Francis Parkman, the historian, who spent his summers here in historical research. It is now the home of J. Templeman Coolidge, Boston artist.

Return to junction of State 1A with State 1B. Bear left on State 1B.

The highway passes (L) the celebrated *Hotel Wentworth*, 18.7 m., on Little Harbor, in which the delegates to the Russo-Japanese peace conference were entertained in 1905 during the signing of the Treaty of Portsmouth, which brought to an end the Russo-Japanese War. The *Wentworth Golf Club* is at the western end of the bridge.

At 19.2 m. is a junction with a road marked Wild Rose Lane.

Right on this road is *Fort Stark* at Jaffrey's Point 0.5 m., a part of a United States Military Reservation, and the site of the oldest defense works along the coast.

Next to the Fort is (R) the old *Jaffrey Cottage*, remodeled as a part of the Fellows estate. This house was the meeting place of the Provincial Assembly in 1682-83 when Cranfield was Lieutenant-Governor. During the War of 1812 soldiers were drilled in its parlor. Longfellow, Harriet Beecher Stowe, and many other distinguished guests stayed in this house.

NEW CASTLE (alt. 10, pop. 378), 20 m., is like an English fishing village with its narrow, winding streets and houses flush with the curb. Many of these Colonial houses of the Cape Cod or salt-box type, surrounded by bright gardens, are several centuries old. New Castle was an island town, early known as Great Island, and for many years was without bridges to the mainland. Horses and carriages were unknown, and the streets are outgrowths of convenient footpaths from one house to another.

It is a charming and sleepy old place today, but in the years preceding the Revolution it was alive with intrigue and excitement. Here lived the Governor and his officials; here were held the councils and the courts of law. The prison for the whole province was at New Castle as was its fort under the command of Captain Walter Barefoot. Its taverns were crowded with gay, philandering soldiers of fortune, and its prisons were full of traitors and ministers in danger of the Tower of London, or of the gallows.

The prosperity of New Castle, however, depended for the most part on its fisheries for more than 200 years. In early spring the small vessels fitted out for a cruise to the Newfoundland banks and eastern shores, returning in the fall. Whittier, in his poem, 'Amy Wentworth,' pictures one of the many romances growing out of the motley group of people crowded on this little island.

In New Castle Square (R) is a simple, little *Graveyard* with headstones running back to 1713. The frequent appearance of the 'God's Acre' on this tiny island is a reminder that here are nine generations of dead to one living.

The white frame *Meeting-House* (key obtainable at the village store) (L), opposite the burying ground, was built in 1828 on the site of the original church, organized in 1682. In the *Library* (R) is a copy of the charter (the original is in the archives of the Historical Society in Concord) given to New Castle by William and Mary in 1693, establishing it as a township:

William and Mary, by the Grace of God, of England, Scotland, France and Ireland, King and Queen, Defenders of the Faith &c., to all people to whom these presents shall Come Greeting. Know yee that Wee of our especial Grace, certain knowledge, and meer motion, have Given and Granted . . . to our beloved Subjects, Men and Inhabitants within and upon Great Island, within our Province of New Hampshire, in New England . . . that the same be a Towne Corporate by the Name of New Castle to the Men and Inhabitants thereof forever.

In 1873, the ancient records of the town from 1693 to 1726, including the charter, were discovered in Hertfordshire, England, and returned to New Castle.

At a curve in the road east of New Castle Square is *Fort Constitution* (R). Here in 1774 one of the first blows for liberty was struck when the British garrison at Fort Constitution, then called Fort William and Mary, was overpowered and arms and powder seized by the colonists. On December 13, 1774, Paul Revere rode to Portsmouth to inform the Committee of Safety of the British Order that no gunpowder or military stores would be exported to America. The next day the Portsmouth Sons of Liberty with the patriots of New Castle, in all about 400 men under command of John Sullivan, afterward major general in the Continental Army, and Captain John Langdon surrounded the fort and summoned Captain John Cochran and his five guards to surrender. They could do little else, being 5 against 400, and 100 barrels of powder were carried away and secreted under the meeting-house pulpit in Durham. From there it was later

carted by oxen to Bunker Hill just in time to be issued to the soldiers on the eve of the battle of Bunker Hill.

The fort is now a grass-grown ruin, not having been used since the Revolution. From it is visible the mediæval-looking Walbach Tower (built during the War of 1812 under a German Count, Colonel Walbach), New Castle Beach, Portsmouth Light, and in the distance, Whaleback Light and Gerrish Island.

The *Fort Point Lighthouse* at the southeast angle of Fort Constitution is a successor to one built by Governor John Wentworth in 1771.

As early as 1765, while Benning Wentworth was Governor, a petition was presented by sundry inhabitants of Portsmouth setting forth the necessity of a lighthouse at some suitable place near the mouth of the Piscataqua Harbor. A committee was appointed to examine the matter, and a sum was appropriated for the erection of such a building, but the sum being entirely insufficient, nothing more was done. In April, 1771, Governor Wentworth made an appeal to the Provincial Assembly to have money appropriated to keep at least a lantern lighted on the mast supporting the flagstaff in the castle, or fort, saying in his appeal: 'Every future expiring Cry of a drowning Mariner upon our coast, will bitterly accuse the unfeeling Rescusant that wastes that Life to save a paltry unblessed Shilling.' A sum was accordingly granted; but in December of the same year, the Governor announced that having found this mode of lighting impracticable, he had himself exceeded the grant, and caused the needed edifice to be erected. The debt thus incurred was paid the next year. Ceded by the State to the United States, in 1789, the lighthouse was torn down and replaced with an iron tower that, as one writer said, 'resembles nothing so much as a length of corpulent stovepipe set on end.'

A large and solitary oak tree (L), 20.5 m., marks the *Site of the Walton House* that in 1682 was possessed of a 'stone-throwing devil' who was reported to have performed so many antics that they at last reached the distinguished ears of Cotton Mather and were set down in his famous book. The history of the case by Richard Chamberlain, Secretary to the Province, who was a guest of Walton's, is preserved in a very rare pamphlet published by him on his return to London. The title page reads as follows:

Lithobolia; or the Stone-throwing Devil. Being an Exact and True Account of the various actions of infernal Spirits or (Devils Incarnate) Witches, or both; and the great Disturbance and Amazement they gave to George Walton's Family, at a place called Great Island in the Province of New Hampshire in New England, chiefly in throwing about (by an Invisible hand) Stones, Bricks, and Brick-bats of all sizes, with several other things, as Hammers, Mauls, Iron-Crows, Spits, and other domestick Utensils, as came into their Hellish Minds, and this for the space of a Quarter of a Year.

These stones, supposedly hurled by the 'Devil,' have passed from one generation to another in several New Castle families.

At the top of the hill west of New Castle the white, two-story house of early Colonial square construction (R) opposite the old Burying Ground is the *John Pepperell Frost House*, built in 1730 and restored to its original condition by Edmund C. Tarbell, Boston artist, who makes his home here.

State 1B runs west across the *Three Bridges*. Here, where that arm of the sea, the Piscataqua River, joins the ocean, lies a mosaic of tiny islands, rich in history and charm. Four creeks flow into the waters that surround them; two of them, Spruce and Chauncey, from the river side (R); Seavy and Sagamore from Little Harbor (L). The first bridge connects New Castle with *Goat's Island*; the second, between Goat's Island and *Shapleigh's Island*, was originally used for drying fish. The third bridge is crossed between Shapleigh's Island and Frame Point, Portsmouth, and from it is (R) a good view of the older portion of Portsmouth, first known as Strawberry Bank, because of the wild strawberries growing there when the first settlers came.

The view from any of these bridges deserves a few moments' stop. On the right are Pierce's, Seavey's, and Clark's Islands. On *Pierce's Island* the Revolutionary framework of Fort Washington is visible. East of Seavey's Island is the *United States Navy Yard* where the *Portsmouth Naval Prison* with the appearance of a feudal castle stands out conspicuously. Right from the first bridge, near New Castle, at the swiftest and most dangerous mile of the Piscataqua is Pull-and-be-Damned Point, where fishermen curse the current as heartily as did their ancestors who named it 300 years ago. In the background lies Kittery, on the Maine shore.

On the left of the Three Bridges, on the largest island, called *Leach's Island*, were the slaves' quarters of Governor Benning Wentworth's mansion. Among the smaller islands are *Snuff-Box*, *Clampit*, and *Pest*, the latter being used in Colonial days for the isolation of smallpox victims. On *Blunt's Island*, a small point of land with one house on it, lived Captain John Blunt, who, it is said, piloted George Washington's boat in his famous crossing of the Delaware.

The only deep water on the left of the Three Bridges is near the middle one, and is called *The Pool*. This was the anchorage of the mast ships that made annual visits from England to the Piscataqua, returning laden with white pine masts for the Royal Navy. Only the tallest and straightest pines in the forest were chosen for His Majesty's fleet, and these were marked with a broad arrow with a heavy penalty imposed on any Yankee woodsman who dared to fell one for his own use.

PORTSMOUTH, 22.5 m. (see PORTSMOUTH).

Portsmouth is the junction with State 16 (see *Tour 2, sec. a*); with State 101 (see *Tour 17, sec. a*); and US 4 (see *Tour 15, sec. a*).

T O U R 2 : *From PORTSMOUTH to ERROL, 152 m., State 16.*

Via (*sec. a*) Dover, Rochester; (*sec. b*) Conway, Glen; (*sec. c*) Pinkham Notch, Gorham; (*sec. d*) Berlin.

B. & M. R.R. parallels this route between Dover and Intervale.

All types of accommodations at frequent intervals.

Paved or cement road; open in winter.

THIS is the main route in eastern New Hampshire between the tide-water region, rich in historical associations, and the White Mountains.

Sec. a. PORTSMOUTH to ROCHESTER, 23.8 m.

PORTSMOUTH, 0 m. (*see PORTSMOUTH*).

State 16 follows on Vaughan St. in the northern part branching from US 1 (*see Tour 1*) at Congress St.

At 0.6 m., is a junction with Northwest Ave.

Right on this avenue is the *Richard Jackson House* (*open daily; caretaker next door; adm. 10¢*), 100 yds. A two-story frame house, it has two wings and a lean-to at the rear, all later additions to the central part, which was built in 1664. Small leaded casements, not original, are the only architectural embellishments to the unpainted and weather-stained house. The oldest house in Portsmouth, and for many years in a grave state of disrepair, it was recently purchased by the Society for the Preservation of New England Antiquities, and carefully restored. The interior is devoid of all refined ornament. The ceilings have exposed beams, some of which are beaded; walls are either sheathed or roughly plastered; and the floors have old wide boards. In both wings are corner fireplaces. The right wing is somewhat older than the left, and there is a corresponding difference in the trim and character of the rooms. The interior of the rear lean-to is unfinished.

At 0.8 m., is (R) the *Edward Cutt House* (*not open*), a square frame mansion, three stories high, set back from the road. It has a fine square balustraded portico supported by fluted Doric columns. Above the wide door is a leaded fan-light. Between each story is a wooden belt course. The windows of the first floor extend to the floor level. A turned balustrade surrounds the hip roof. Surrounding the house is a white wooden fence with an exedral entrance.

The house was built about 1810 by Edward Cutt, a son of Captain Samuel Cutt, a merchant of high standing in Portsmouth, who lived here until 1833. Since then the house has passed through many hands.

The Cutt family was important in the early history of Portsmouth. John Cutt, its founder, and grandfather of Edward, was the first President of the Province of New Hampshire, 1680-81. He had a farm in this vicinity named the Ursula Cutt farm for his wife. On a fine summer day in 1694 Madam Cutt, as she was called, was out-of-doors between her house and the shore, where haymakers were busy. A maid in the house

sighted Indians, shouted a warning to Madam Cutt, then fled to the shore a mile distant and rowed to Freeman's Point. She burst in on the family dinner of Colonel Richard Waldron, who had married a Cutt daughter and succeeded his father-in-law as President. He, with his second wife and their infant son, had planned to spend the day with Madam Cutt, but had been detained by unexpected guests. The maid's news that everybody at the farm had been killed was soon confirmed; they found the scalped body of Madam Cutt. In order to secure her rings, which they could not readily remove, the Indians had severed her hands and taken them away, rings and all.

The infant boy, who undoubtedly would have died on that day had his parents made their planned visit, later served as Secretary of State for New Hampshire from 1730 to 1741, succeeding his father in office.

Bean's Hill, 3.5 m., commands an excellent view of the bays at Bloody Point and Dover Point.

At 4.2 m. are the *Old Newington Shipyards*, no longer used. Still on the ways are the incompleated hulks of two vessels begun during the World War. This point of land is known as Bloody Point. In 1634, while the boundary lines of land patents were being laid out, Captain Neal of Portsmouth and Captain Wiggin of Dover quarreled over the division of Newington. A duel was threatened, but the contestants were content to use their wits and not their arms. The battle was waived and each credited himself with much bravery, whereupon the local residents dubbed the spot Bloody Point, in memory of what might have happened. Another story traces the name to an Indian massacre in 1690.

At 4.6 m. is a junction with a paved road.

Left on this road is NEWINGTON (alt. 116, town pop. 381), 1.5 m., a small village drawing its support from truck-gardening, and retaining several interesting examples of early architecture.

Originally a part of Dover, it attracted settlers around 1670, and in 1713 was set off as a separate parish, taking its name from Newington, England. In 1764 it was incorporated, and in 1821 a part of the town was annexed to Portsmouth.

An Indian raid here in 1690 was an aftermath of the Cocheco Massacre of 1689 (see DOVER). Hopehood, the leader of the earlier battle, and the son of the chief from whom all this territory was purchased, led a party of Indians in an attack on Fox Point, 2 m., northwest of the village. Several houses were destroyed, 14 persons were killed, and 6 were taken captives. The inhabitants pursued the Indians, and after another battle recovered some of the captives. During this engagement, Hopehood was mistaken for an opponent by a French Indian and killed.

The *Meeting-House* (R), originally a one-story rectangular structure without a spire, was erected in 1712. At that time a door on one end admitted Colonel John Downing to his own private pew. Less important residents entered through a door on the long side, and the pulpit was opposite this entrance. During various remodelings the building has been raised from the ground, the windows changed in size, and a steeple added. The interior trim is of later date.

The *Bell*, given to the congregation by residents of Newington, England, was recast in 1804 by the firm of Paul Revere and Son, and the bill for this, showing the cost of \$210.40, is preserved in the town library. For many years a sundial on the building served the town as a clock.

The *Old Parsonage* (L), a two-story frame house with a long roof at the rear ending

at the top of the first floor windows, was erected in 1697. Built around a huge central chimney, the house is severely plain in design, but achieves an excellent effect through its proportions and the spacing of the windows.

The *General John Sullivan Toll Bridge* (toll, 15¢), 5.2 m., connecting Newington and Dover, is 1597 feet in length. Following the design of a bridge over Lake Champlain, it was a project of the Public Works Administration and was dedicated in August, 1934. The Newichawanock and Piscataqua Rivers (R) unite with the water of Little and Great Bays (L), the latter being New England's largest inland body of tide-water. Into it flow the Oyster, Lamprey, and Exeter Rivers. This confluence of conflicting currents makes navigation at this point difficult for small boats. Formerly, many barges traversed this waterway as far as Durham, whence their cargoes were taken overland to northern parts of the State.

At the north end of the bridge is DOVER POINT, the tip of a triangular neck of land on which the first settlements of Dover took place. It is sometimes called Hilton Point for Edward Hilton, who, in 1623, landed here with the first group of settlers. His dwelling, which formerly stood left, was the headquarters for this small band.

At this point is the junction of State 16 with alt. US 4 (see *Tour 14, sec. a*).

Pomeroy Cove, 5.7 m. (R), named for another of the early settlers, a small bay in the Newichawanock River, is sometimes called Boston Harbor, because of the number of Boston people who summer here.

At 7 m. is (L) the first *Quaker Burying Ground*, in which was erected the first Quaker meeting-house in the town in 1680. Quakers in Dover were subjected to much persecution during the 17th century. The first missionaries of their sect were whipped from the town in 1662 (see *Tour 1*), and a later one was hanged. Despite this persecution, the sect grew in numbers until at the end of the 18th century it included one third of Dover's total population. This meeting-house and burying ground were used until 1768 when a new one was built several miles north (see *DOVER*).

Opposite, at this point, is the *Site of the First and Second Meeting-Houses of the Orthodox Congregational Church*, erected in 1633 and 1654, respectively. Both of these were fortified garrisons, surrounded by a stockade. The marks of the foundations of the house and stockade are still faintly visible, while a pipe fence shows the outline of the sentry-boxes. Beyond this, east, stood the Dam Garrison (1675) until it was moved to Dover for preservation in 1915 (see *DOVER*).

Roberts Farm, 7.2 m. (R), a large tract of rolling meadowland with a rambling frame house of fairly recent construction, proudly boasts of being the oldest settled farm in the United States, a claim that yields to certain farms in Virginia. Thomas Roberts, a native of Wollaston, England, who had landed with Edward Hilton in 1623, was the original settler. He achieved some prominence in his neighborhood, being elected governor of the colony in 1640. The farm remained in the possession of his descendants until the end of the 19th century.

At 7.4 *m.* the road rises to *Huckleberry Hill* (alt. 136), from which is an excellent view of the surrounding countryside.

DOVER, 11.1 *m.* (see DOVER).

At Dover is the junction with State 9.

Left on State 9 is BARRINGTON (alt. 381, pop. 613), 9 *m.*, a small settlement. When it was incorporated in 1722 it took the name of a royal ship.

At 15 *m.* is NORTHWOOD (see *Tour 14, sec. a*), where is the junction with US 4 (see *Tour 14, sec. a*).

At 11.3 *m.* is the junction with Portland Ave.

Right on this road at 1.1 *m.* is the *Wentworth Manor* (open daily in summer, free) (L), reached by a short lane. A white frame two-story house with small-paned windows and a pitched roof, it has a stuccoed ell on the left side.

Around the house is a stone wall with an arched entrance. Built around a large central chimney, the oldest parts of the house and foundations date from 1652. It stands on a tract of land given to Elder William Wentworth by the First Church at Dover in return for his services as elder and preacher.

The interior is noteworthy for its box hall, with the stairway bearing the date 1652. The parlor, left of the hall, is hung with wall paper over a century old and bears on one wall the date 1816. The kitchen occupies the entire rear width of the house. The cellar has brick vaults and cupboards around the central chimney.

A son of this house, Arioch Wentworth, accumulated wealth in the business world and with it founded and endowed the Wentworth Institute in Boston, a trade school of repute, and a hospital and home for the aged in Dover. His brother William became director of the Institute, and after Arioch's death inherited the manor. He began to build the stone wall around it, but died before it was completed. Thereupon the boys of the institute finished it and made the wrought-iron gate which bears the date 1652, the name *Wentworth Manor*, and the *Wentworth coat of arms*.

1. On this road is ROLLINSFORD (alt. 128, pop. 1,409), 3.1 *m.*, a residential hamlet, once the oldest part of Somersworth and prior to that a part of Dover. The first settlement here was destroyed by Indians in 1690. In 1849 it was separated from Somersworth and named by combining the Rollins and Wallingford family names, both families being financial leaders in the new town.

2. At 4.2 *m.* is SALMON FALLS, the industrial section of Rollinsford, separated from South Berwick, Maine, by the Salmon Falls River. In the early 19th century cotton and woolen mills were started here, and a rivalry between the 'smoky holler' of Salmon Falls and Somersworth led to their separation in 1849. By 1873 the small industries here were running at full capacity. The Salmon Falls Manufacturing Company employed 580 people at an average annual wage of \$276, and produced 6,000,000 yards of cotton cloth each year. Their mills were closed in 1935 after a long period of hard times. The population, of which 75 per cent is French-Canadian, fell from 1701 in 1920 to 1409 in 1930. A small iron foundry is running at the present time.

At 12.2 *m.* is PAGE'S CORNER, a stretch of ground formerly called the Plains. Here during the Revolutionary War, enlisted soldiers were encamped and the Rev. Jeremy Belknap, pastor of the first church in Dover and the first historian of New Hampshire, acted as chaplain to the soldiers.

SOMERSWORTH (alt. 190, pop. 5680), 16.5 *m.*, all accommodations, is a small mill city on the banks of the Salmon Falls River, connected by bridge with Berwick, Maine. Its factories and mill houses lie along the

river's edge. On the high bank that rises abruptly from the river, are rows of white houses, largely of late 19th-century architecture. Their pleasing effect is the result of the terraced streets.

The population of the town is mainly of French-Canadian descent, although a few of the Yankee stock are still living here.

The business section is on the lower level, and is a trading center for many small Maine towns along the east bank of the river.

Originally a part of Dover, Somersworth was set off as a parish in 1729 and became a separate town in 1754. Its name was first spelled Summersworth and was probably derived from 'summer-town,' the name given by the Rev. John Pike when he spent his summers preaching here. Originally it was known as Great Falls, a name it retained until it was incorporated as a city in 1893.

Its industrial history began in 1820 when Isaac Wendell acquired water rights at the 'great falls' of the Salmon Falls River. In 1823 he, with others, incorporated the Great Falls Manufacturing Company. Soon a thriving little village grew up around the cotton mill. In 1844 the company was reorganized by Abbot Lawrence, Amos Lawrence, and William Appleton, Boston financiers, who had large industrial interests in Lowell and Lawrence. By 1873 the company had an annual production valued at \$2,446,000 and employed 775 men, 775 women, and 250 children to whom they annually paid the munificent sum of \$533,000, an average wage of \$296. Other industries, making woolen goods, machinery, and flour, brought Somersworth to the fifth rank of New Hampshire's industrial centers. Owing to the general decline in Northern cotton textile manufacture after the World War, the industrial importance of Somersworth is now much less.

Right from the business center is the industrial section. Here is the new building of the *Great Falls Manufacturing Company*, a building of steel construction sheathed with concrete and glass. After the War this mill was erected on the site of the old mill, the first of a series that was to cost \$4,500,000. Much of it now (1937) stands empty or is leased to smaller industries. At various points are older mills of brick. On the opposite side of the street is a row of brick tenement houses — company quarters for the mill workers. Three-story buildings containing two houses each, they achieve individuality through the rounded arches of their doorways, and are a pleasing, if slightly drab, architectural unit.

Right on Prospect Street is the *Joseph Wentworth House*, a story-and-a-half frame building erected in 1750. Changed but not destroyed by later renovations it is a striking contrast to the more garish modern residences. Joseph Wentworth built this house for his bride, and six children were born to the couple within its walls.

At 21.5 m. is *Haven Hill*, a broad eminence rising 200 feet above the low-lying plains. On a clear day the glistening summit of Mt. Washington is visible to the northwest. This hill was formerly the center of the town of

Rochester, and (L) is the *Site of the First Meeting-House*, which stood here from 1731 to 1780, when it was moved north.

At 22.1 m. is (R) the *Site of the General Wolfe Tavern*, marked with a bronze tablet. Erected in 1771, it was named after the British general who died in achieving his victory at the Battle of the Heights of Quebec; it was abandoned after the town center was moved. During the Revolution when Steven Wentworth was the host, it was used as a recruiting station. During this early activity, the town paid £15 to each recruit and purchased half a hundredweight of lead; blankets for the soldiers were supplied by the selectmen. After the first excitement was over, it became more difficult to recruit Rochester men, and those who accepted the \$100 bounty then offered preferred to be paid in produce rather than the inflated paper currency of the time.

At 22.3 m. is (L) the *Site of the Indian Battle of 1746*. On the morning of June 27, Joseph and John Richards, Gershom Downs, Joseph Heard, and John Wentworth left the garrison that stood in this vicinity to work in their fields. They noticed an Indian lurking ahead of them, and immediately fired at him, only to find themselves ambushed by other Indians. Taking to their heels, four of them managed to reach John Richards' house, but the Indians followed and killed them as they were reloading their guns. John Richards, who had been wounded and left behind in the flight, was taken captive and carried to Canada. There he was kindly treated and after a year of exile was allowed to return home. After all danger of Indian attacks was passed, Rochester's first schoolhouse was built on this site.

At 22.5 m. is (R) the *Dame House* (*open daily, summer months, adm. 25¢*), a long, substantial two-story frame house built in 1758 by Jabez Dame, one of the early settlers of Rochester, and supposed to have been the first frame house erected between Dover and Canada. The front door opens into a small entry, on the right of which is the parlor, long and narrow, with a very low ceiling. The further end of this room was once the kitchen, and the fireplace, with its large brick oven on one side and a set-in boiler on the other, is intact. The front room leading off this has a fine corner cupboard with a carved center panel running from floor to ceiling made from one piece of wood.

Every room in the house has a fireplace, and the wide boards of the woodwork are particularly notable; one in the attic is 28½ inches wide. In the front chamber, the well-preserved wallpaper is about 60 years old.

The attic runs the whole length of the house. On one occasion the broad boards of the roof proved to be an excellent hiding place during Indian attacks for Jabez Dame when he saw a group of Indians approaching. The aborigines searched the house, and finding no one they set fire to it and left. Jabez climbed down from his hiding place and built a fire in the yard, so that the Indians would still see smoke and not return. He then put out the fire in the house.

ROCHESTER, 23.8 m. (see ROCHESTER).

At Rochester is the junction with US 202.

Left on US 202 is NORTHWOOD (see Tour 14, sec. a), 13 m., where is the junction with US 4 (see Tour 14, sec. a).

Sec. b. ROCHESTER to GLEN, 70.4 m.

ROCHESTER, 0 m. (see ROCHESTER).

State 16 follows Wakefield St. in the northern part of Rochester.

At 0.5 m. (R) is *Hanson's Pines and Children's Playground*, a large grove of thickly wooded pines bordering on the Cocheco River. This park, presented by Dominicus Hanson in 1915, has fine facilities for swimming, picnics, tennis, croquet, and many other forms of recreation including horseshoe pitching. Attendants are in charge.

NORTH ROCHESTER, 5.1 m., is a mill suburb of Rochester.

MILTON (alt. 410, town pop. 1206), 8.1 m., limited accommodations, is a small village along the banks of the Salmon Falls River, around mills producing leatherboard and fiber products.

Milton was formerly in the town of Rochester, but was separated and incorporated in 1802.

Left from the village on a dirt road to forested *Teneriffe Mountain* (alt. 1105), from whose summit is an extensive view. On the mountain the Teneriffe Outing Club maintains a ski jump.

The highway passes Milton Pond and below *Plummer's Ridge*, site of one of the earliest settlements in Milton. From the ridge is an extensive view of Three Ponds, and (R) Mt. Blue Job.

At 13.1 m. is a junction with a paved road.

Right on this road is MILTON MILLS, 2 m., a little settlement around mills that produce blankets.

UNION VILLAGE, 14.7 m., in the township of Wakefield, a little mill village with a surprisingly large hotel, was the site of the first settlement in Wakefield in 1770. Here Samuel Haines erected saw and grist mills that played an important part in the early history of the township.

SANBORNVILLE (alt. 581), 19.3 m., is a small settlement in the township of Wakefield.

Almost touching the main street is (R) *Lovell Pond*, formerly known as Lovewell's Pond. Here was a large Indian settlement, and here in 1725 took place a skirmish between Captain John Lovewell of Dunstable (now Nashua) and a party of Indians in which ten Indians were killed. Lovewell had another encounter with the Pequawket Indians near Conway (see Tour 8).

In front of the railroad station (R), a little back from the highway, is the old *Town Pound*, erected in 1774.

Left from Sanbornville on a paved and dirt road to tiny *Mountain Lake* (alt. 928), 4.3 m., from which trails lead to *Moose Mountains*, 0.5 m., and to *Copple Crown* (alt. 1876), 1.5 m., from which is a wide view.

WAKEFIELD (alt. 681, town pop. 1186), 20.7 *m.*, a small, one-street village, has as a guardian *Great Moose Mountain* (alt. 1756).

Wakefield Township was granted by the Masonian Proprietors in 1749 to John Horne and others but was called Hornstown and later Easttown. At its incorporation in 1774 by Governor Wentworth it received the present name.

Right from Wakefield on a partly paved road is *Province Lake*, 9 *m.* (see *Tour 10, sec. a*).

NORTH WAKEFIELD (alt. 683), 25.9 *m.*, is a small settlement.

Between North Wakefield and Ossipee the highway rolls up and down through a flat territory, the long, wooded Ossipee and Belknap Ranges (L) being the only sizable elevations.

State 16 passes through the eastern edge of the village of OSSIPEE, 31.8 *m.* (see *Tour 13, sec. a*). Here is the junction with State 28 (see *Tour 13, sec. a*).

CENTER OSSIPEE (alt. 529), 33.9 *m.*, limited accommodations, is a two-section village; this particular section is a small group of simple houses along the main street. The main part of Center Ossipee with residences, stores, and hotels is 0.7 *m.* left.

The only signs of industry in this section of Center Ossipee are the old lumber mills on Beech River at the southern end of the village. The use of the water-power here by Joseph Buswell resulted in the springing up of a brisk settlement in early days.

At 37.5 *m.* are the *Indian Mound Camps*.

Right from Indian Mound Camps on a lane across the meadow to an *Indian Mound*, 0.1 *m.*, a burial place for the Pequawket tribe of Indians. Although now a low mound, it is thought to have originally been about 25 feet high, 75 feet long, and 50 feet wide. Excavations have been made from time to time and skeletons found, apparently buried in a sitting position around the common center, each facing outward. There were a number of circles of skeletons, but the same order was followed. It is estimated that the mound contained not less than 8000 bodies. The whole section of the present farm bordering Ossipee Lake was an Indian settlement and many Indian relics have been found here.

At 0.2 *m.* on this same lane is (R) the *Site of an Early Fort*, built here by English troops. A large spring is considered by some authorities to have been in the fort. All that suggests a fort now is a large depression around the spring in which excavators have found charred wood, thought to have been part of the stockade. It is known that as early as 1650 and 1660 English workmen were sent here to assist the Ossipee Indians against the Mohawk. A timber fort 14 feet high was constructed and used by the Indians, until they reversed their loyalty and turned against the white men. In 1676 the fort was destroyed by English troops, but the site was occupied later by Massachusetts and New Hampshire soldiers. In 1725 Captain Lovewell built a stockade here as a base for Indian attacks that culminated at Lovewell's fight in the neighborhood of Conway (see *Tour 8, sec. a*).

On the opposite side of the highway is an Indian *Wolf Trap*, or pitfall, a store-walled enclosure in good state of preservation.

At 38.4 *m.* is a junction with a paved road.

Right on this road to *Ossipee Lake*, 0.5 *m.*, a pleasant body of water which takes its name from a tribe of Indians who made this region their home. With a length of

3.5 miles and a greatest width of 2 miles, its shores are largely forest-bordered. No islands dot its surface. Shallower than most New Hampshire lakes, its waters are unusually transparent. Although not surrounded by hills or mountains, it does have a charm that led Harriet Martineau to say, 'Lake Ossipee looked what I fancy the wildest parts of Norway to be: a dark blue expanse . . . with pines fringing all its ledges; and promontories bristling with pines, jutting into it.' Today its shores are dotted with summer homes, the largest colony being on the west side. The lake is stocked with black bass, lake trout, white and yellow perch, horned pout and huskies.

At 38.5 *m.* is a superb view north of sharp-peaked *Mt. Chocorua*.

The highway continues through a wide intervalle on whose eastern edge rise the forested *Green Hills* (see *Tour 10*), and crosses the little *Bear Camp River* at 39.8 *m.*, a stream associated with such literary names as those of John Greenleaf Whittier and Lucy Larcom, and with Frank Bolles in 'At the North of Bear Camp Water.'

At 40.8 *m.* (L), finely forested *Mt. Whittier* is conspicuous.

WEST OSSIPEE (alt. 444), 42.3 *m.*, a settlement of a few small houses in Ossipee Township, is largely dominated by a huge public garage, and a furniture factory with large piles of lumber. The garage is on the site of the Bear Camp River House in which John Greenleaf Whittier passed many summers. Here he wrote 'Among the Hills,' 'The Voyage of the Jettie,' 'Sunset on the Bear Camp,' and other poems. He is said to have enjoyed meeting strangers, although he was irked with those who came out of mere curiosity. To escape such annoyances he frequently took walks throughout this region. On State 16, a half mile south of West Ossipee, is a row of fine maples the southernmost of which is known as the *Whittier Maple*; under it he is said to have sat and worked. When he was hopelessly caught by visitors, his humor came to the fore. It is told that a man from the West once called to see him; the poet said afterward, 'He extravagantly praised my work and all the time he called me Whit-taker.'

At 43.1 *m.* is the *White Lake Camping Ground* (parking fee, 25¢, camping fee, 25¢ for 2) in a State forest of 258 acres, with facilities for bathing, picnicking, and camping. A caretaker and life guard are in attendance. From the fine beach of the lake is an impressive view of Sandwich Range, and especially of *Mt. Chocorua*.

CHOCORUA (alt. 515), 46.5 *m.*, in Tamworth Township and formerly called Tamworth Iron Works, is a little settlement of tourist homes, gift shops, small stores, and a few small houses on both banks of the Swift River.

1. Left from Chocorua on a paved road is TAMWORTH (alt. 525, town pop. 955), 4 *m.*, a delightful little community of well-kept houses along both banks of Swift River. On the west side of the river is the modern frame building of the *Tamworth Theater*, a summer theater under the direction of Francis Grover Cleveland, son of the former President of the United States, and headquarters of the Barnstormers.

a. Left from Tamworth on a paved and dirt road left of the theater is, at 0.9 *m.*, *Ordination Rock*, a large flat-topped erratic boulder now surmounted by a small marble obelisk. On this rock, September 12, 1792, the Rev. Samuel Hidden was ordained as pastor of the church organized on that date. For 46 years he was the

guiding spirit of the settlement and it is popularly said that his influence still abides in the community. A contemporary describes the scene: 'Early in the morning the people assembled around this rock, men, women, boys, and girls, together with dogs and other domestic animals. It is an entire forest about this place. The scenery is wild. On the west is a high hill; and north of this is a mountain called Chocorua, which touches heaven. On the south, and in all directions, are mountains, steep and rugged. . . . The men looked happy, rugged, and fearless. Their trousers came down to about half-way between the knee and ankle; the coats were mostly short, and of nameless shapes; many wore slouched hats, and many were shoeless. The women looked ruddy, and as though they loved their husbands. Their clothing was all of domestic manufacture; every woman had a checked linen apron, and carried a clean linen handkerchief.'

At 1.4 m. on the Ordination Rock road is (L) a marker indicating the *Site of the First Meeting-House*, built in 1794. At 4.3 m. on this road is the *Cleveland Estate*, a long, low, rambling frame house set in well-landscaped grounds. This was for many years the summer home of President Grover Cleveland and is still occupied by his widow, who has remarried. At 4.4 m. on this road is the *Summer Home of Dr. John H. Finley* editor of the *New York Times*. This is a large Swiss chalet type of structure, behind low stone walls.

b. Right from Tamworth on a paved road marked Chinook Trail to (L) the *Hemenway Reservation*, 2.1 m., a State area of 2000 acres, with camping ground of limited accommodations. From this parking place is a trail to the Fire Tower from which is a wide view.

At 5.6 m., on this road are the *Chinook Kennels* (adm. 25¢; exercise and feeding time for the dogs at 3 P.M. E.S.T.), where are kept a large variety of Siberian huskies, Alaskan malamutes, Eskimos and Chinooks, which are bred and trained by Mr. and Mrs. Milton Seelye. The dogs taken by Rear Admiral Byrd on his Antarctic expeditions were brought from Alaska, Labrador, and Western Canada, and trained and conditioned in these kennels. Here is Admiral Byrd's own team of seven dogs, all born at Little America, and 22 other dogs that were on the expeditions with him.

At 7.3 m. on this same road are the smaller *Wonalancet Kennels* (no fee), which specialize in Chinook dogs and are under the care of Mr. and Mrs. Arthur T. Walden. Mr. Walden accompanied Admiral Byrd to the Antarctic.

Many of the dogs in both the Wonalancet and the Chinook kennels are trained for dog-sled races that are a feature of winter carnivals held throughout New Hampshire in winter months.

2. Right from Chocorua on a paved road to SILVER LAKE, 2.8 m. a little settlement of Madison Township at the northern end of small Silver Lake, which is attractive, even though its setting is conspicuous for the absence of hills. Its shores were favorite grounds of Indians as proven by the many relics found here.

Lake Chocorua (alt. 573), 48.1 m., is one of New Hampshire's most delightful bodies of water. Enclosed by tall and densely growing pines, it has an air of perfect peace. At its southern end is (L) a parking place from which there is a superb view of Mt. Chocorua mirrored on the silver surface of the lake.

The highway continues through a lovely forest of tall red pines and by the shores of the lake.

PEQUAWKET (alt. 615), 50.2 m., in Tamworth Township, is hardly more than a name, but the old *Wing's Tavern* (R) could tell of many celebrities who in the past were wont to spend their summers here under the shadow of towering Chocorua.

Opposite Wing's Tavern is the junction with the *Piper Trail*.

H I G H R O A D S A N D L O W

NEW HAMPSHIRE takes justifiable pride in its highways, 3300 miles of which are improved. Lengthwise run three fine main thoroughfares, crossed by a griddle of admirable roads. Whether main roads or crossroads they are all full of scenic charm. The mountain road near Gorham is one of many in that region; the shore road along New Hampshire's eighteen miles of coast is bordered on one side by the expanse of the Atlantic and on the other by a region replete with romantic history. Country roads are richly rewarding in unexpected scenes such as the cottage nestling beneath the sheltering elm, or the setting of Wilton.

Modern traffic requires modern bridges, but New Hampshire still has fine bridges, both of stone and wood, relics of the early days. Finely wooded highways are almost a commonplace. From the extreme north, still largely unsettled, to peaceful little Village Greens is the range of the roads. Old New Castle has a charm all its own. Much of southern New Hampshire is given over to industries, but hundreds of scenes such as those at Plainfield and Rye lie along the highways and byways.



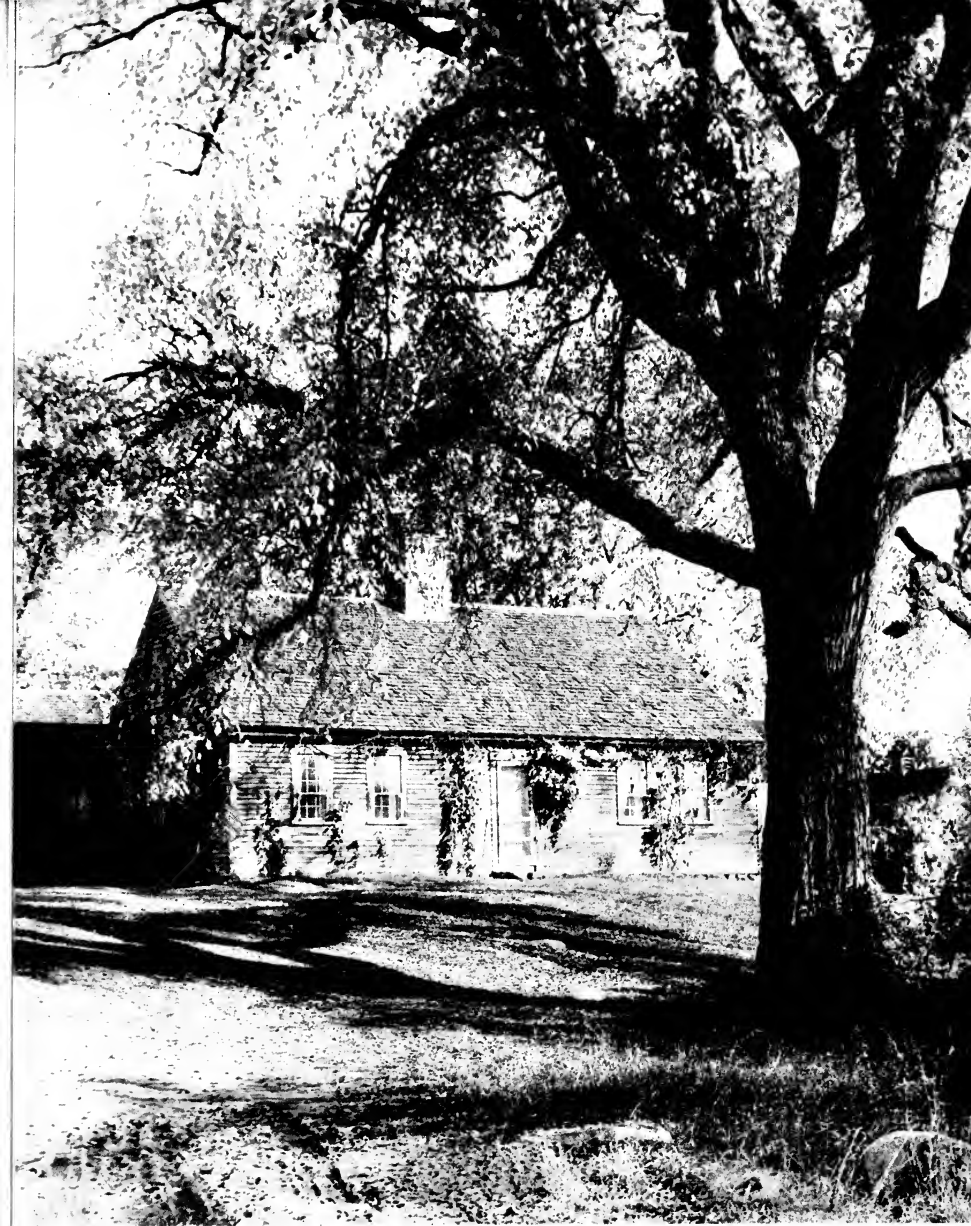
HIGHROAD, NEAR GORHAM

SHORE ROAD, RYE





APPROACHING THE PRESIDENTIALS

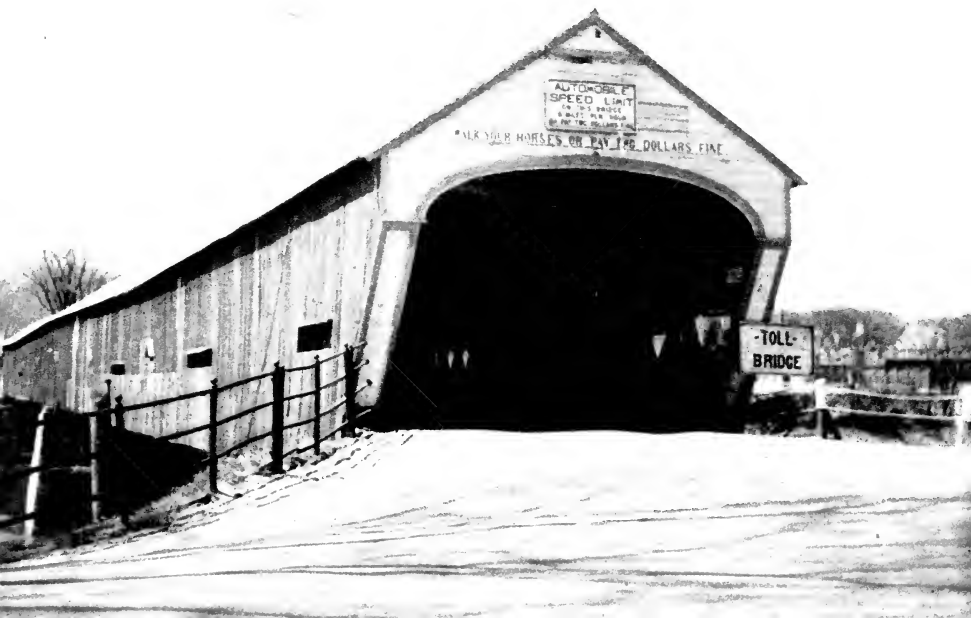


'NEATH SHELTERING ELMS, EASTON



OLD STONE BRIDGE, HILLSBOROUGH

TOLL BRIDGE BETWEEN CORNISH AND WINDSOR, VERMONT





BIRCH-LINED HIGHWAY, SHELBURNE



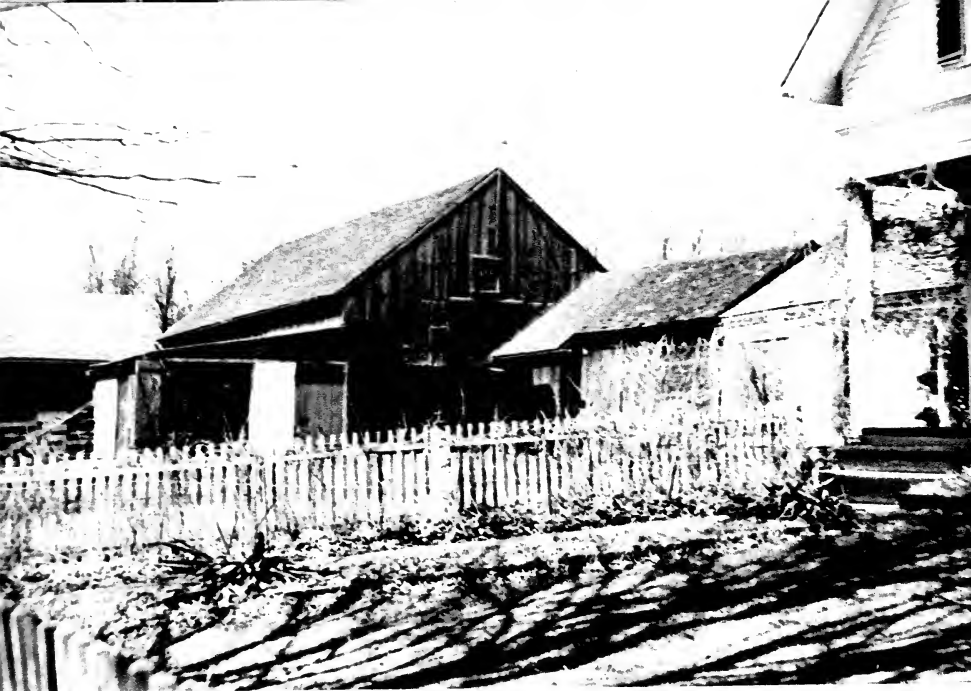
VILLAGE SCENE, WILTON

THE VILLAGE GREEN, CHESTER





IN OLD NEW CASTLE



A PERFECT FARM GROUP, PLAINFIELD

AT THE END OF THE LANE, RYE



Left on this trail, following in part the Chocorua River, to *Mt. Chocorua* (alt. 3475), 3.8 *m.* Near the trail are Camps Upweekis and Penacook, maintained by the Chocorua Mountain Club. Mount Chocorua is endowed with all the desirable qualities of New Hampshire mountains and has many devoted admirers. It is named for a great Indian chief, and is the only mountain in the State definitely having a legend associated with it (*see Folklore*). The view from the summit is superb.

White Leage Forest Camp, 52.9 *m.*, near the eastern base of Mt. Chocorua, one of the older White Mountain National Forest Camps, has full camping facilities.

The highway swings east through finely wooded tracts of the White Mountain National Forest.

At 56.9 *m.*, is a junction with a paved road.

Right on this road is a junction, 2.5 *m.*, with a dirt road. Right on this dirt road and across the railroad tracks, is the *Madison Boulder*, 1.5 *m.*, which is considered by geologists to be the largest erratic boulder in America. It is 83 feet long, 37 feet broad, and 23 feet high, and estimated to weigh 7650 tons. From the texture of the rock it is believed that it was brought by the ice-sheet from ledges in Albany, 2 miles north. Behind the rock are wooden steps to the top of the boulder, a large expanse on which picnic parties are frequently held.

CONWAY (alt. 465, pop. 3217), 58.8 *m.*, was earlier named Conway Corner, and frequently called Shagigee, properly Chateaugay, a name said to have been given by soldiers of 1812 who were stationed near a place with that name. It is in an intervale in a bend of the Saco at its meeting with the Swift River. The neat and compact center has a staid air and its busy main streets are lined with well-kept houses and other attractive structures.

Although at Conway the outlook towards the White Mountains north lacks the breadth and impressiveness of that of North Conway, it has the sharp summit of Mt. Chocorua visible in the southwest, with other peaks of the Sandwich Range. From a small hill at the northern end of the village is an impressive array of mountain peaks a few miles north, topped by Mt. Washington. Near-by is a small wooded island at the juncture of the Saco and Swift Rivers.

The town was originally known by the Indian name of Pigwacket or Pequawket (Ind.: 'an open, sandy country of plains'). When first organized, Conway embraced the present town of Fryeburg, Maine; both towns were in grants given to General Joseph Frye and Daniel Foster, but were separated later when Maine became a State.

Drawn by the rich soil of the intervale, a number of settlers came to this section between 1764 and 1766, among them James and Benjamin Osgood, John Dolloff, and Ebenezer Burbank. When a grant of the township was made in 1765, there was a stipulation that each grantee should pay a rent of one ear of corn annually for the space of ten years if demanded. The industrial development was slow, though there were sawmills and gristmills, a small iron factory, and a few small carding and fulling mills to satisfy the needs of the community.

Conway's manufactures are now limited to shoe findings and wood pro-

ducts. At the Birch-Craft Studios, birch bark is made into a variety of products; for some of them the bark is split into extraordinarily thin sheets.

Conway was sometimes called Dolloftown from the name of one of the early settlers. A rare bit of doggerel written by some profane poet in an old Psalter found in 1774, reads:

‘The men went up to dolluf town,
And stopt ol Nite at Foresters Pockit,
To make ye Road Bi ingun Hill,
To git clere up to noth Pigwokit,
To Emri’s Kamp up Kesaugh Brok,
Wha Chadum is beginnen.’

Among the early inhabitants of Conway was Molly Ocket, a squaw of the Pequawket tribe, who was accustomed to come back home in the spring of each year, bringing Colonel McMillan a small sack of seed corn. One spring she laid the sack down by some old mill logs and in her absence the corn was put through the mill, which prompted a local poet to write:

‘Molly Ocket lost her pocket,
Lydia Fisher found it;
Lydia carried it to the mill,
And Uncle Noah ground it.’

Molly Ocket was renowned for her discovery of a plot of the Indians to kill Colonel Clark of Boston, who came annually to this region to trade for furs. Discovering the treachery from the leader, Tomhegan, while he was under the influence of liquor, Molly determined to save the colonel’s life. To do this she had to make a long trip of many miles through the wilderness. Setting out in the early evening before the intended massacre, she reached the camp just in time to notify the colonel, who made his escape. Clark, to show his gratitude, took her to Boston and made her a member of his family, but the lure of the wild was in her blood and she could not long remain in civilized life. Colonel Clark finally had built for her a wigwam near her old home and made possible a comfortable life for the rest of her days.

In early days Conway was a notable stagecoach center. From here stage-lines left for Concord, Dover, Littleton, and Portland. The coming of the Portland and Ogdensburg Railroad in 1872 changed all of this and was instrumental in a marked development of the community.

At the northern end of the main street of Conway is the frame *Mill Theater*, fashioned from an old mill, resingled and painted brown; it is operated by the Barnstormers, a summer company (see *TAMWORTH* above).

1. Left from Conway is the *Swift River Road*, a scenic route that crosses and recrosses the well-named river. Lined by polished boulders, the stream has many rapids and falls of unusual beauty, among them the impressive *Lower Falls*, and the *Upper Falls* (Rocky Gorge).
2. Left from Conway on Washington St. at a triangular fork, is the *West Side Road*, an attractive scenic road between Conway and Bartlett, which crosses Swift

River by a *Covered Bridge*, with (L) a conspicuous *Giant Elm* at 0.7 m., beside a large frame house painted white. The tree is 125 feet high with an equal spread, and with a girth at the base of 28 feet. It is known to have been planted here 165 years ago. At 0.8 m., on the West Side Road is a junction with the *Dugway Road*. Left on Dugway Road is a route through the National Forest with fine views of the surrounding mountains and notably Mount Chocorua (L), to the *Dugway Forest Camp*, 3.5 m., maintained by the U.S. Forest Service. At 6.4 m. the Dugway Road joins the Swift River Road.

3. Right from Conway on Pleasant St. is *Crystal Lake*, 8 m., an attractive body of water in a hollow of the hills, at the northern end of which is the Allegro Camp for girls. At 9.1 m. on this road is SNOWVILLE in Eaton Township, a little hermit settlement surrounded by hills, the retreat of Frank H. Simonds (1878-1935), noted newspaper correspondent, editor and author, and long the locale of a nation-wide radio feature.

North of Conway the highway crosses a *Covered Bridge*, one of the finest in the State and a favorite subject with artists and photographers. Its existence was severely threatened by the floods of 1936 when the Saco hurled its swollen waters against it, but it has been strengthened and restored.

At 61.8 m. is a fine panorama of the Presidential Range.

At 62.1 m. is the junction with US 302 (see *Tour 8, sec. a*).

NORTH CONWAY, 64.6 m., ample accommodations in summer, limited in winter, is a year-round resort with a long street, and a number of short side streets, especially to the east, on which are small houses, tourist homes, and hotels. The village is 30 feet above the meadows of the Saco River, and itself is somewhat unattractive.

No village in New Hampshire can surpass North Conway in its natural setting. To many it presents the most inspiring and beautiful approach to the Presidential Range. On the side walls of Moat Mountain (L) across the intervalle is the gray-white granite *White Horse Cliff*, on which the imaginative can trace the head and shoulders of a rearing horse, a picture only visible from the main street. Drake in 'The Heart of the White Mountains' comments: 'All marriageable ladies, maiden or widow, run out to look at it, in consequence of the belief current in New England that if after seeing a white horse, you count a hundred, the first gentleman you meet will be your future husband!' Northeast is the symmetrical cone of Pequawket. North Conway is at just the proper distance to give the right perspective to the Presidentials, which close in the valley to the north. Here Mount Washington (alt. 6288) enjoys that pre-eminence to which its superior height entitles it, and the lower peaks lend added dignity to it as they sweep toward its summit.

A busy commercial center for a large resort area, North Conway's main street is filled with automobiles in summer. It would not be possible today, as it was in August, 1850, for Champney, the artist, to plant his easel in the middle of the street and leisurely paint a picture of Mt. Washington.

The first settler of the North Conway section was Andrew McMillan, of Scotch-Irish descent, who served in the French-Indian War, and received a grant of territory that included the whole intervalle on the east side of

the Saco, as far north as Bartlett, as a bonus. Settling on what is still known as the McMillan Farm, in 1764, and becoming the leading man in the community, he maintained a sort of baronial estate with colored servants. He was also the first of the long line of tavern-keepers in the township.

1. Left from North Conway village on a paved road is a junction, 1.5 m.

a. From this junction on a paved and marked road to *Echo Lake* (good parking space and picnic grounds in pine grove on shore). This lovely little body of water might well be called Mirror Lake. It is exquisite at sunset when the waters are opalescent and the reflections of the trees and cliffs are inverted shadows. Almost sheer above the lake is White Horse Cliff (see above).

b. From this junction on a paved and marked road to *Cathedral Ledge*, which receives its name from the cathedral-like arch formed by the cliffs. At the foot of the ledge is a small cave known as the *Devil's Den*. From here on a steep dirt road to the top of Cathedral Ledge, 1 m.

c. By a paved road and the marked *Bryce Trail* (laid out by the former British Ambassador, James Bryce) to *White Horse Cliff*, 1.5 m., and *Cathedral Ledge*, 1.3 m.

d. From this junction to *Thompson's Falls*, 2 m., interesting because of their association with Benjamin Champney, landscape painter, who probably did more than all of his fellow artists to make North Conway known to the outside world. He is said to have sold half a dozen pictures to the Prang Chromo Company about 1870; their large circulation familiarized the world with the scenery of this region. Champney and seven other artists set out one day in the summer of 1851 or '52 to penetrate the forest and were rewarded by finding the falls.

e. Right from this junction on a paved and marked road to *Diana's Baths*, 1.5 m., a striking rock formation on Cedar Brook, descending from the Hopper on North Moat. Over a gently sloping ledge worn smooth by the action of the stream, the clear water falls into deep and rounded rock basins.

Marked trails to Cathedral and White Horse ledges and to *Middle Moat Mountain* (alt. 2860), the central peak of the range, can be picked up at Diana's Baths.

Through this junction runs a delightful back road between Intervale and Conway on the west side of the Saco River.

2. Right from North Conway village on a paved road is KEARSARGE VILLAGE, 1.7 m., a secluded hamlet of private houses and oversized cottages owned by the distinguished old hotel that is the social center for the community. On a slightly elevated terrace above half-hidden *Kearsarge Brook*, the earlier name of which was Kesaugh (Ind.: 'born of the hill that first shakes hands with the morning light'), the settlement rests on the lower level of superb Mt. Pequawket. The earlier name of the village, Hard Scrabble, is strangely incongruous with the affluence of the present community. Settlers came here by 1790 and small industries were using the waterpower in 1820, but the village is now an exclusive rendezvous for summer residents.

a. Right from the Russell Cottages in Kearsarge Village and across the golf links on a path to *Sunset Hill* (alt. 815), 10 min., with admirable views north of Mts. Washington and Pequawket, and west of the Moat and south of the Ossipee Ranges.

b. Right from Kearsarge Village, 0.5 m. to the Kearsarge Trail, once a bridle path, to *Mt. Pequawket*, 3 m., which has a lookout tower and shelter. Although only a little more than half as high as Mt. Washington, Pequawket provides an all-direction prospect but little inferior, and has a certain added intimacy with the mountains, intervalles, and villages around it. The Presidential Range appears to advantage, especially in the morning, while on clear days the Atlantic Ocean is visible in the east.

c. Right from Kearsarge Village on the *Hurricane Mountain Road*, which soon after leaving the village winds steeply through the fine woods along busy little Kearsarge Brook. At 4.4 m. from the village is a superb outlook south and west over North Conway and its surrounding mountains. At 5.2 m. the road comes out into a clearing among small spruces in the Conway Common Lands, a tract of 545 acres. At this point is a wide view of distant mountains and lakes in Maine. Right at this point on a trail to *Black Cap Mountain*, with conspicuous granite patches on its summit. The road rapidly descends to the almost invisible hamlet of SOUTH CHATHAM, 6 m.

Left at South Chatham on a dirt road past the *Kimball Lakes* (Upper and Lower), 7.5 m., with a few cottages, to CHATHAM, 10 m., a handful of farmhouses and a small hotel. On the improved highway from Chatham, which closely parallels the Maine-New Hampshire State Line is *Cold River Camp* (*Appalachian Mountain Club; private*). Bare, ledged *Bald Face Mountain* (alt. 3585) stands out prominently (L) and right is *Eagle Crag* (alt. 3065). The highway continues to the southern boundary of the *National Forest*, 16.9 m., where the Evans Notch Road begins. At 17.9 m., is the *Cold River Forest Camp*, maintained by the National Forest Service. Here the highway turns sharply right and enters Maine, crossing over the small *Cold River*, 18.2 m.

Right on the highway is the *Cold River Ranger Station* (Brickett Place), one of the oldest in the State, established in 1814. At 21.5 m. is the southern end of *Evans Notch*, a wild and rugged region probably named in honor of Captain Evans, who started building a road through Pinkham Notch in 1774. Although undoubtedly an Indian trail once existed here, the Notch had not been penetrated by any road previous to 1861, when a narrow road for horse-drawn vehicles was constructed between North Chatham and Gilead, Maine. The life of the road was hardly a year, as it was soon undermined by freshets and covered by slides. For 75 years it remained a practically impassable stretch except to hikers. In 1914, work on the present road was begun by the U.S. Forest Service. It was opened in 1936 and is the work of the Civilian Conservation Corps. The road clings to the lower walls of *Ames Mountain* (alt. 2720).

The *Highest Elevation* (alt. 1450), is the height of land, 21.8 m., from which waters flow northward to the Androscoggin and southward to the Saco. Along the road are frequent cut-outs giving impressive views of the deep, heavily forested *Cold River Valley*, hundreds of feet below, and beyond the gray cliffs of the Royce Mountains.

At 23.6 m. *Speckled Mountain* (alt. 2877), with its fire lookout, is conspicuous south. Little Evans Brook is crossed at 25.8 m., and at a junction with the Wild River Road, 26.5 m., is a bronze marker erected in 1936 to commemorate the completion of the road. Left, on the Wild River Road, 5.5 m., is the *Wild River Forest Camp*, a secluded area that has long been a favorite objective of fishermen and motor campers who prefer a spot near less traveled roads.

The highway follows the Wild River with its boulder-strewn bed. At the northern limit of the Notch Road, 30.1 m., is the junction with US 2, 5.7 m. from SHEL-BURNE (see Tour 7).

3. Right from the rear of the Forest Glen House in North Conway village on a dirt road to the *Mineral Springs*, granite-curbed waters, and *Artist Falls*, 0.5 m. (*parking place*), an attractive combination of moss-covered boulders and falling waters that has long been a favored subject of artists. A wooded path leads from the falls to *Artist Lodge*, from which is a superb outlook ranging from (L) peaked Mt. Chocorua to Mt. Washington (R) with

‘mountains piled
Heavily against the horizon of the north
Like summer thunder clouds.’

On this same road and a continuing trail to *Peaked Mountain*, 1.5 m., affording a fine view, and to *Middle Mountain*, 2 m., with a fire lookout and an unobstructed prospect over all the surrounding mountains, lakes, rivers, and villages.

At 65.9 *m.*, by a white house with big red barns (L), is a little *Cemetery* enclosed by field-stone walls and overarched by trees. Here lie buried the father, mother, two children, and two hired men of the ill-fated Willey family who lost their lives in Crawford Notch in 1826 (*see Tour 8, sec. b*).

INTERVALE, 66.4 *m.*, is a long narrow settlement, part of which is in Bartlett Township and part in Conway. Intervale's charm is in its surroundings, especially to the northwest, where the southern Presidentials fill up the horizon. One of the finest views in the whole White Mountain region is from the center of the village.

At the Intervale railroad station, is the junction with the Intervale Path.

Left on this trail to the gracefully arched *Cathedral Woods*, and to the *Wizard Birch*, to *Mt. Bartlett*, 1 *m.*, and to *Mt. Pequawket*, 3.7 *m.*

Opposite Maple Villa, 68.3 *m.*, is the junction with a trail.

Right on this trail to *Mt. Surprise*, 2 *m.*, with a fine outlook, and the *Maple Villa Ski Trail* (*see Ski Trails*).

The highway follows the lower levels of wooded Mts. Surprise (alt. 2230) and Bartlett (alt. 2630), the latter a part of the *Mt. Pequawket* mass.

GLEN, 70.4 *m.*, a small settlement in the town of Bartlett, is the railroad point nearest to Pinkham Notch (*see Tour 2, sec. c*), and also the junction with US 302 (*see Tour 8*).

Sec. c. GLEN to GORHAM, 24.1 m.

This section of the route is through the famous Pinkham Notch, passing to the east of the Presidential Range and presenting close-up views of the mountains.

GLEN, 0 *m.* (*see Tour 8, sec. a*), State 16 leaves Glen right through an attractive wooded road.

At *Goodrich Falls*, 1.3 *m.* (L), the swift Ellis River suddenly drops over an 80-foot precipice into an eddying pool below, an impressive spectacle that can be seen to better advantage from a point below the falls reached by a path from the northern side of the river.

At 2.4 *m.* the swift Ellis River is crossed by a well-preserved *Covered Bridge*.

JACKSON (alt. 755, town pop. 321), 2.9 *m.*, summer hotel and ski center, is a fine example of a mountain village — a few houses clustered around a white church spire, wild mountain streams around it and cutting through it, peaks towering above and enclosing it on all sides. One of the streams, *Wildcat*, well-named, divides the village in two, and the mountain of the same name, with many summits, looms above it in the north. For setting, for variety and charm of scenery, and for accessibility to many of the finest points of interest in Pinkham and Crawford Notches and surrounding mountains, no village in the State can rival it. Within a radius of ten miles from Jackson are twenty mountain peaks.

Jackson has always looked high for its names, taking at its incorporation in 1800 the name of the President at that time, Adams. On the 4th of

July, 1829, it changed its name and again selected a President's name, Jackson. Although white men may have gone through this section as early as when Darby Field made his ascent of Mt. Washington in 1642 (see *White Mountains*), and although in 1774 (according to Belknap) some men making a road through 'the eastern pass' discovered the Notch, no one had had the courage to settle here until 1778. In that year came Benjamin Copp and his young wife, and for 12 years they were the only settlers in this forest wilderness. In 1790, they were joined by five other families, among them Joseph Pinkham, whose name was given to the Notch. It is said that the Pinkhams' worldly goods were brought through the snow on a sled drawn by their trained pig.

South of the schoolhouse in Jackson is a junction with the Thorn Mountain Park Road.

Right on this somewhat rough but usable road 1.5 m. to the beginning of the Thornpark Trail, maintained by the Jackson Trail Club, passing the *Washington Boulder*, is *Thorn Mountain* (alt. 2265), 2 m.

At Wentworth Hall, 3 m., is a junction with a paved road.

Right on this road to the Black Mountain skiing area, 1.5 m. (see *Ski Trails*), and *Thorn Mountain*, 1.8 m.

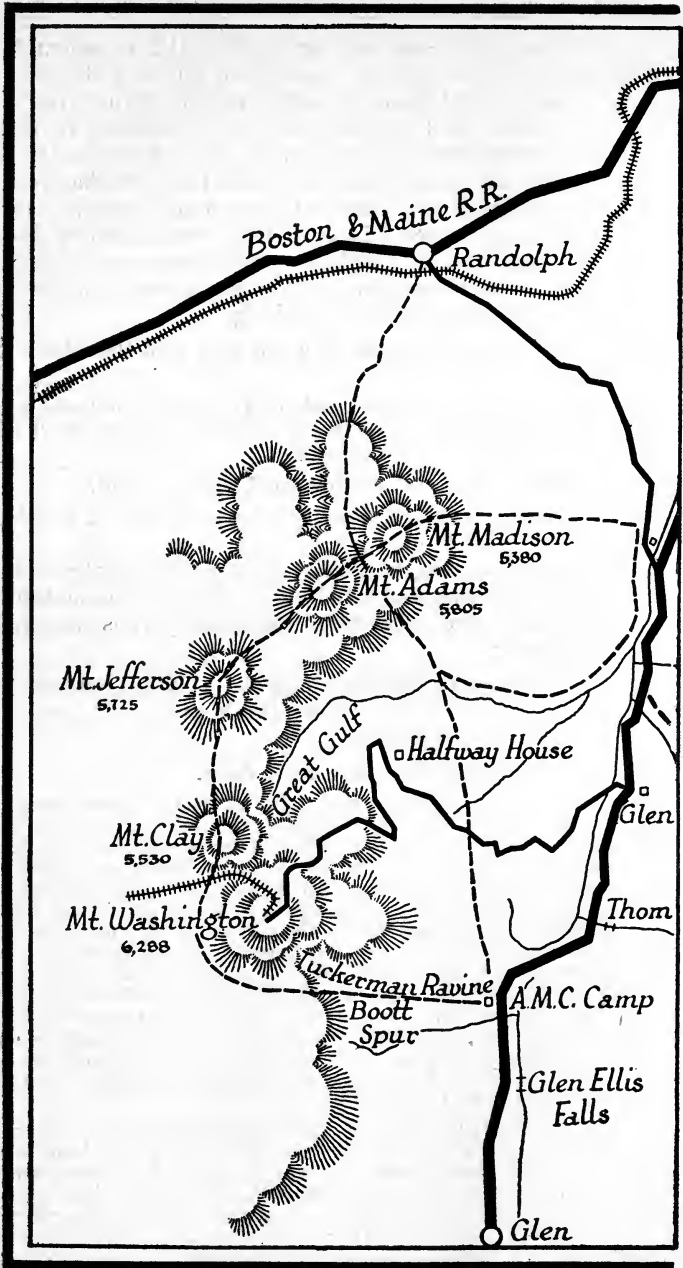
At 8.6 m. the highway enters the National Forest, leaving farms behind, and here begins the real charm of Pinkham Notch, as the mountains seem to close in more and more. Alongside the highway runs the small but turbulent Ellis River.

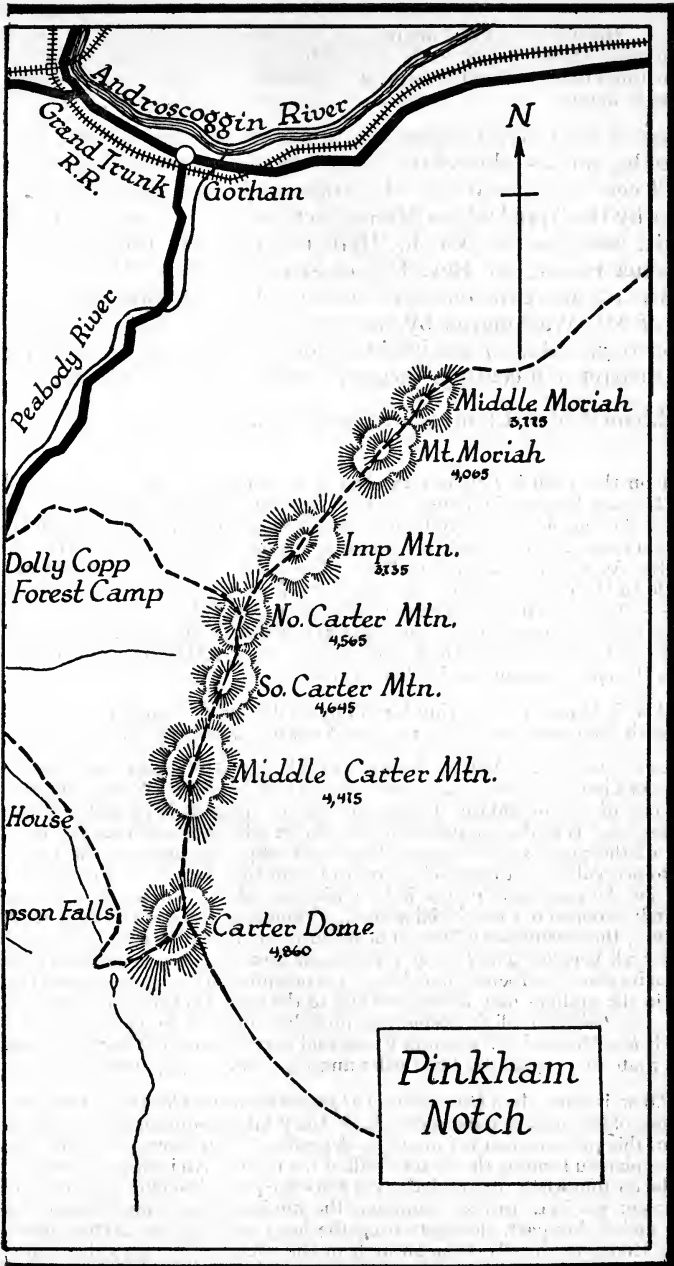
At the top of the hill on the highway, 11.8 m., is (R) an impressive view of Ellis Valley and Mt. Wildcat before the highway plunges into the forest once more with rapid descent.

At 12.1 m. is a parking space for *Glen Ellis Falls*.

Right on a signed path are the Falls, 600 yards, in a tract of 29 acres owned by the Appalachian Mountain Club. By many they are considered the most beautiful in the State within easy access from a highway. By any standard they are among the most charming in their effective setting of mountain wildness against a background of woods on the lower slopes of Mt. Wildcat (alt. 4415). By the time the Ellis River has reached this point, it has mingled the clear crystal waters from the Snow Arch, high in Tuckerman Ravine, those from the New River coming from the Gulf of Slides west of the highway, and those from little Lost Pond on the east. The waters pour down through a worn cleft in the rocky bed not unlike the mouth of a pitcher, which, until 1852, gave the place the name of Pitcher Falls. Seen from the viewpoint at the top, the waters gather headway as they near the edge of the falls, and worn grooves in the side walls give the waters a peculiar spiral twist. On descending by the rustic steps to the ledges below the falls, there is seen a graceful column of white with a fringe of mist, which in the sunlight is prismatic in coloring, falling 70 feet into a dark green pool.

These falls are associated with the Indian legend of the daughter of an Indian chief who ruled over this territory. She had been secretly wooed and won by a young brave of a neighboring tribe, although her father had destined her for one of his own warriors. When the young stranger arrived at the village to claim his bride the old chief could not refuse him outright and said that the suitors must settle their dispute before the council by bow and arrow, and that the one who came nearest the center of the target should win his daughter. To the maiden's grief her lover lost the contest, but coming over to her he whispered something in her ear. Before the others realized what was happening both had run swiftly into the





Pinkham
Notch

woods. Hotly pursued and finding escape impossible, the lovers, still holding fast each other's hand, rushed to the edge of the cataract and flung themselves into it. Sometimes today within the mists, it is said, there appear two airy forms of lovers, hand in hand.

Pinkham Notch Camp (lodging and meals at nominal prices), 12.9 m., a group of log houses admirably adapted to their surroundings, is the leading trail center in the White Mountains and is maintained throughout the year by the Appalachian Mountain Club. This is the height of elevation (alt. 2000) in the Notch. Here Dr. Belknap, the early historian, Dr. Joshua Fisher, the Rev. Daniel Little, the Rev. Manasseh Cutler, a Mr. Heard, and two collegians encamped in 1784 preparatory to their ascent of Mt. Washington by way of Tuckerman Ravine. Here, later, was the rough cabin of Benjamin Osgood, a well-known guide for more than a quarter of a century, jocularly called 'Osgood's Castle.'

At Pinkham Notch Camp is the junction with the Tuckerman Ravine Path.

Left on this path is *Crystal Cascade*, 0.3 m., on Cutler River coming down from Tuckerman Ravine, in a tract of 28 acres owned by the Appalachian Mountain Club. The music of rapidly falling water is heard long before the turbulent little stream is seen. En route to the cascade is a suspension bridge across the river built by the Appalachian Mountain Club. The path continues by a slightly steeper grade to the cascade itself. Flowing down from the Snow Arch the stream here falls 80 feet over terrace-like steps of slate in graceful leaps and slides. The best point to view the cascade is from the top of the little cliff opposite. From a rustic bridge below the cascade the rugged beauty of the setting is all the more striking with the cliffs brought out in sharper lines.

At 2 m. is *Hermit Lake*, a tiny tarn of dark, deep waters amid primitive trees and beneath the immense cliffs of the spur known as *Lion's Head*.

The entrance to *Tuckerman Ravine* is at 2.1 m., with its majestic curve from the crags of *Lion's Head* around to the 'hanging cliffs' of *Boott's Spur*. A huge crescent, cut out of the mountain, Tuckerman Ravine may well be called a 'mountain colosseum.' It is about a mile in length, half a mile wide and 1000 feet deep, and is one of the great glacial cirques (the bowl-shaped basins and the deep, round-bottomed valleys with semi-circular head walls that dissect the Presidential Range and for the most part reduce it to a winding ridge). These cirques were almost entirely scooped out by glacial action. Although not so deep as some of the other ravines, the steepness and sweep of its surrounding cliffs make it impressive. Its back wall is called *The Fall of a Thousand Streams*, since countless rivulets drip down its almost perpendicular sides. It is possible that the glistening of these rivulets in the sunlight may have given rise to the early tradition of a great carbuncle here (see *Folklore*). This ravine was probably followed by Gorge's party in 1642 (see *White Mountains*). Captain Evans and party ascended Mount Washington by this route in 1774, as did Dr. Cutler and his party in 1784 (see *White Mountains*).

At 2.6 m. is *Snow Arch* (hazardous to approach too near to the snow or venture beneath it), one of the most striking spectacles in the White Mountains. Not always in arch form, this phenomenon is formed by deposits of snow blown over the edge of the rocky plateau forming the eastern wall of the ravine. An incipient glacier is formed at the bottom where accumulations of snow are piled through the winter to a depth of 200 or 300 feet. In many summers the sun is unable to melt the snow down to this underlying part. Rivulets from the head wall, uniting farther down in the Ellis River, frequently wear an arch in the snow which gives the formation its common name. Varying in size, it has reached dimensions of 255 feet in length, 84 feet in width, and an arch 40 feet high.

The Pinkham Notch Camp is the leading ski center in the White Mountains. In Tuckerman Ravine this exhilarating sport frequently lasts into May and even into June, if the season is late.

Between Pinkham Notch Camp and Gorham the highway prevailingly winds along by the vivacious little *Peabody River*, having its source high on Mt. Washington. No one has explained the origin of the name of this river better than an early writer who affirmed that a Massachusetts man by the name of Peabody spent a night in an Indian's cabin at the height of land here, possibly where there is a clearing now south of the Glen House. During the night the cabin's occupants were awakened by a fearsome noise and escaped from the hut just in time to save their lives as it was swept away by a torrent which had burst from the mountain-side at a point where water had not flowed before! An earthquake may more probably have been the immediate cause, but the name remains.

At Darby Field, 13.9 *m.*, there is (L) a fine view of Tuckerman Ravine —

‘Huge recess

That keeps till June December's snows.’

At 14.3 *m.* is the junction with a path.

Right on this path is *Thompson's Falls*, 0.25 *m.*, named for J. M. Thompson, proprietor of the first Glen House, who laid out many paths in this vicinity, and later lost his life in this stream, in 1859. They are a series of attractive cascades, 0.5 *m.* long, in the Peabody River, as it winds its way down through tree-lined banks. From the top of the main fall is a choice view west of the summit of Mt. Washington and Tuckerman Ravine.

At 15.1 *m.* is the junction with a short path.

Left on this path is *Emerald Pool*, 100 yards, a lull in the boisterous Peabody River, where after a cascade the river drops into a pool as though to rest beneath the trees for a space in its rapid downward course. This spot was made famous by Albert Bierstadt's painting.

At the top of the hill, 15.4 *m.*, is the *Josh Billings Spring* (L), near which the noted American humorist and lecturer (1818-85) fished in near-by brooks.

The *Glen House*, 15.9 *m.* (alt. 1620), an Alpine structure, little reflects the history of two predecessors. Hardly had the notch been opened for travel before an inn was begun here in 1852 by John Bellows. It was sold to J. M. Thompson, who gave it the name of Glen House. Two years later it came into the hands of Charles and Weston F. Milliken, who enlarged it to an extensive plant. This hotel was destroyed by fire in 1884. Another Glen House was built which in its day was a model of luxury and convenience. This hostelry was a popular place from 1885 to 1893, but it, too, was a victim of fire. The present Glen House was built in 1924.

From Glen House the bare, thin, and curling edge of the southwestern wall of Tuckerman Ravine, named for Professor Edward Tuckerman of Amherst College, eminent botanist and one of the earliest explorers of the mountains from 1837 to 1853, appears to fine advantage.

From the Glen House, also, is an impressive view of the Presidential

Range, Mts. Washington (alt. 6288), Jefferson (alt. 5725), Adams (alt. 5805), and Madison (alt. 5380), as they appear from left to right. A short way (S) of the hotel Mt. Clay (alt. 5530) is visible between Washington and Jefferson.

At the Glen House is the junction with the Mt. Washington Carriage Road (*see Tour 2A*).

At 16.9 *m.* is a junction with a path.

Left on this path to the *Garnet Pools*, 200 ft., a series of rock basins in the bed of the Peabody River, fashioned and polished by the action of water and rolling stones on the ledges.

At 17. *m.* is a junction with the Nineteen Mile Brook Trail.

Right on this trail to *Carter Notch*, 3.8 *m.*, where the A. M. C. maintains a stone hut during the summer months (*open to the public*), to *Carter Dome*, 4 *m.*

Dolly Copp Forest Camp (*swimming pool, picnic shelter and administration building here; campers are requested to register and to check out before departure, no fees*), 17.5 *m.* (L), maintained by the U.S. Forestry Service, is the most popular of all New Hampshire's many camps.

Named for Dolly Copp, an early pioneer and character of this region, the site is on the old Copp farm, long since abandoned. Dolly Copp, *née* Emery, is one of the few women whose names have come down from pioneer days in these mountains. While still in her 'teens she was married in Bartlett, November 3, 1831, to a young pioneer of her own age, Hayes Dodifer Copp, a native of Stowe, a few miles across the line in Maine, who four years before had come up to this region, acquired some land and gradually cleared away the forest for a hut and the beginnings of a farm. Up the crude trail through the Notch the bridal couple brought their few possessions, among them a pair of dainty shoes, Dolly being the proud possessor of small feet. It is said that in all her married life she made all her own wearing apparel except her shoes which she always obtained from Portland. Their hut was replaced by a long, low frame house, the foundations of which may be traced. The stone fireplace is intact, and the remnants of their apple orchard are visible behind the foundations. Here the Copps lived for 19 years before they had any neighbors in this immediate section, and four children were born. As a hardy pioneer and as a producer of superb linen and woolen articles, Dolly's fame began to spread. When the first Glen House was built in 1852, guests became interested in her fine handwork and eagerly bought it; many tourists were coming to her door. The striking view of the Imp's Profile from their dooryard also drew many who were met by Dolly with her short clay pipe. On the fiftieth anniversary of her marriage she declared, 'Hayes is well enough. But fifty years is long enough for any woman to live with a man.' The day of their Golden Jubilee was a day of division of their lifelong possessions and of leaving the farm, wrested from the forest by their labors. Dolly went to Auburn, Maine, to spend her remaining days, and Hayes to the town of his boyhood, Stowe.

From the site of the Dolly Copp farm is the best view, east of the *Imp*

Face on Imp Mountain (alt. 3735), one of the peaks of Carter Range dominating the east. The resemblance to a grotesque profile is easily traceable in the upper crags of the mountain. Someone has suggested that it is a burlesque of the Old Man of the Mountains in Franconia Notch.

1. East from the Camp, across the highway, on a marked trail is the *Imp Face*, 2 m., formed from the upper ledges of Imp Mountain.
2. South from the Camp on the marked Daniel Webster Trail, built by Boy Scouts in 1933, is the summit of *Mt. Madison*, 3.5 m.
3. South from the same point on the marked Great Gulf Trail is *Great Gulf Shelter* (A.M.C.), 4.5 m., with several connecting trails to *Mt. Washington*, 4.25 m., to *Mt. Madison*, 3.3 m.

At the Dolly Copp Forest Camp is a junction with the Pinkham (B) Road (Dolly Copp Road).

Left on this attractive road that passes through *Pine Mountain Notch* between Pine Mountain (alt. 2440) on the right and Howker Ridge on the left, is RANDOLPH, 5 m., a junction with US 2 (see Tour 7).

At 19.9 m. is the northern limit of this part of the *White Mountain National Forest*. At 22.1 m. is an open clearing from which there is southwest a superb *View of Mt. Madison* showing much of its huge bulk.

Southward at the approach to Gorham, 24 m., is a majestic spread of mountains. Conspicuous (R) is the solid wall of the Carter-Moriah Range (named for Mt. Moriah of the Old Testament), and (L) Pine Mountain.

GORHAM (alt. 805, town pop. 2763), 24.1 m.

Gorham lies in a sheltered valley at the juncture of the Androscoggin and Peabody Rivers. The busy main street indicates Gorham's importance as a commercial center, while its natural surroundings of towering summits make it a notable tourist center for all the northern mountains in the Presidential Range. To the east, ledge-summitted Mt. Hayes (alt. 2600) stands guard bearing not a Presidential name, but one taken from a former landlady of the Alpine Hotel, while south of it across the Androscoggin looms the long, towering Carter-Moriah Range above the lower Mt. Surprise (alt. 2230). Above Pine Mountain (alt. 2440), south of the village, Mt. Madison stands out and to the left are Mts. Adams and Washington (alt. 6288).

When the first grant was made to the neighboring town of Shelburne, the grantees protested it was not suitable for a settlement (see Tour 7). In 1770, a grant was made of additional territory known as the Shelburne Addition. This included the site of the present town of Gorham, incorporated in 1836. The first permanent settlement was made about 1805 by Stephen Messer of Andover, Mass., but most of the first settlers were of Maine Yankee stock. To reach the Connecticut River and Vermont only a simple trail through the town was available for those on the river below. The first road from Gorham to the Connecticut River Valley was opened about the year 1803, but was only suitable for team travel in the winter. The coming of the Atlantic and St. Lawrence Railroad in 1852

gave a rapid impetus to the development of the town, and priority as the nearest center to the mountains available by train.

Gorham has a reminder of a mining industry boom in the Mascot Mine on Mt. Hayes. A company was organized in 1881 to mine silver-bearing galena discovered there, an elaborate plant was installed, a number of veins opened, and considerable ore taken out. The returns, however, were not sufficient to justify continued operation of the mines.

In the Gorham district of the National Forest there are 272 miles of trails, many of them ski trails that attract crowds of skiing enthusiasts during the winter and often in early summer when the snow remains in the ravines.

1. Right from the rear of the power house on the Androscoggin at Gorham on a marked trail are the *Mascot Mines*. Lead was discovered on Lead Mine Brook about 1820 and a later specimen of nearly cubical form weighing about 2400 pounds was taken from the mine and exhibited in London in 1851. This is said to be the largest piece of pure galena ever mined.

2. Left on Union St. is a marked trail to *Pine Mountain*, 2.7 m., Gorham's exclusive mountain feature, the most northern peak of the Presidential Range. The great beauty of forests which once covered it was destroyed by fire, but this tragedy has made available a magnificent outlook. From the south peak is visible the heavily wooded Glen with the Peabody River cascading to the Androscoggin hundreds of feet below the sharp ledge sides of the peak. Beyond Glen Valley are the summits of Carter-Moriah, Carter Dome, and Wildcat on the east, Washington and Madison on the west. Through Carter Notch are the dark blotches of hills in the Lakes Country beyond. Below the northern summit of the Pine Mountain crest is spread out in relief a much greater valley through which the Androscoggin twists and turns. Above the river are the peaks of Mt. Hayes and Goose Eye (or Goose High — there is a controversy over the correct name) and the distant array of summits in Maine.

At Gorham is the junction with US 2 (*see Tour 7*).

Sec. d. GORHAM to ERROL, 33.7 m.

This route in large part follows the Androscoggin River, at times through sparse forests, and with occasional views backward of the mountain ranges.

GORHAM, 0 m.

At 1.8 m., at the foot bridge under the B. & M. R.R. is a junction with a trail.

Right on this trail is *Mt. Hayes* (alt. 2600), 2.5 m., with fine mountain views.

Between Gorham and Berlin the highway follows the Androscoggin Valley, but it is comparatively bare and uninteresting after leaving the broader intervale north of Gorham. Distant glimpses backward of the peaks of the Presidential Range, especially Mt. Madison (alt. 5380) and Mt. Adams (alt. 5805), make up for this deficit.

CASCADES, 5.2 m., is a huge mill on the western bank of the Androscoggin with a few workers' houses along the highway. Piles of pulpwood, and towering steel devices for handling it, a tall, smoking chimney, mist ris-

ing from the falls of the river — this is one of the Brown Company's extensive pulp and paper plants (see *BERLIN*).

BERLIN, 7 m. (see *BERLIN*), is the junction with State 110 (see *Tour 5*).

Berlin Falls; paper and pulp mills; skiing.

1. Left from Berlin on Main Street, left on High St., right on Willard St., to a trail to *Jasper Cave*, 0.5 m., about halfway up a 400-foot bluff, above the east side of Dead River. The cave, about 14 feet long, 9 feet high and 6 feet wide, was discovered in 1859 by William Sanborn, and received its name from the large amount of jasper formerly here, known to have been mined by the Indians and used to fashion arrow heads and other parts of weapons. It is probable that the cave represents a mine made by them for obtaining the raw material. The vein varies in thickness from 2 inches to several feet, and is thought to have been the result of a volcanic upheaval previous to the ice age, when the glaciers tore out Jericho Gap, leaving the sheer side of Mts. Forist and Jasper facing each other and this jasper deposit in a nearly vertical vein.

2. Left from Green Sq., Berlin, on Pleasant St., left on High St., left on School St., to *Cates Hill*, 2 m., which furnishes a comprehensive view of the winding Androscoggin Valley, Berlin and the mountains lying east and south of it, among them, from left to right, Mt. Success (alt. 2895), Bald Cap Dome (alt. 3100), and Bald Cap Peak (alt. 2780). On Cates Hill is the *Club House of Le Joliee Snowshoe Club*.

3. Left from Green Sq., Berlin, on Mt. Forist St. to junction with Fourth Ave., which runs to *Mt. Forist* (alt. 2050), 2 m., named for Merrill C. Forist, an early settler. From the summit of the almost perpendicular ledge is a comprehensive view of Berlin and its environs.

4. Left from Grand Trunk R.R. Station on Mt. Forist St., right on First Ave., to a trail to *Black Mountain* (alt. 2505), 3 m. From the bare summit of it are extensive views of the Pilot Range and the Upper Ammonoosuc wilderness.

5. Right from Berlin on a dirt road to the *Maynesboro Game Sanctuary* (open), 4 m., a refuge for deer, partridge, foxes, and rabbits. The sanctuary is surrounded by a wire fence, and no hunting is allowed.

North of Berlin at the eastern end of the bridge is a junction with a dirt road.

Right on this road to *Success Pond* (alt. 1600), 16 m., an isolated body of water, in which are Atlantic salmon, rainbow trout and brook trout.

At 9 m., the highway and the Androscoggin River are again side by side. In the spring of the year immense drives of logs fill the stream from bank to bank. The piers in the river are used to attach the booms of long heavy logs fastened together to separate the drives.

MILAN (alt. 1134, town pop. 719), 11.2 m., is a small but busy settlement of a few cottages, a simple meeting-house, and some country stores, strung along a very short main street. Originally granted in 1771, the township was incorporated in 1824. Agriculture is the chief occupation, with horse-breeding and cattle-raising next in importance. Fine horses, including Arabians, are bred in Milan.

Left from Milan on a dirt road to *Milan Hill* (alt. 1737), 2 m. Along this road (L) are excellent picnic grounds. A marked foot trail (L) leads to the Lookout Tower from which there is a southward view of the Presidential Range and of Berlin.

DUMMER (alt. 1163, town pop. 298), 15.6 m., a tiny hamlet of little houses with the one grocery store in all the township and a few boarding-houses, is a favorite center for hunters and fishermen. Granted in 1773

to Mark Wentworth and others, it was not settled for many years and not incorporated until 1848.

Left from Dummer on a paved road to *Cedar Pond* (alt. 1113), 2 m., a pleasantly situated little body of water, which has attracted a small colony of cottagers.

A stretch of woodland, *Thirteen Mile Woods*, is entered at 19.7 m. It is distinctly northern in its flora (white cedar and white spruce), and is popular with hunters of deer, bear, pheasant, rabbits and ruffed grouse. State 16 enters Errol from the south by an *Old Covered Bridge* over the Androscoggin River which here has gathered to itself the waters of the Magalloway River and New Hampshire's share of the outflow of Umbagog Lake (see *Tour 5*).

ERROL, 33.7 m. (see *Tour 5*), is the junction with State 26 (see *Tour 5*).

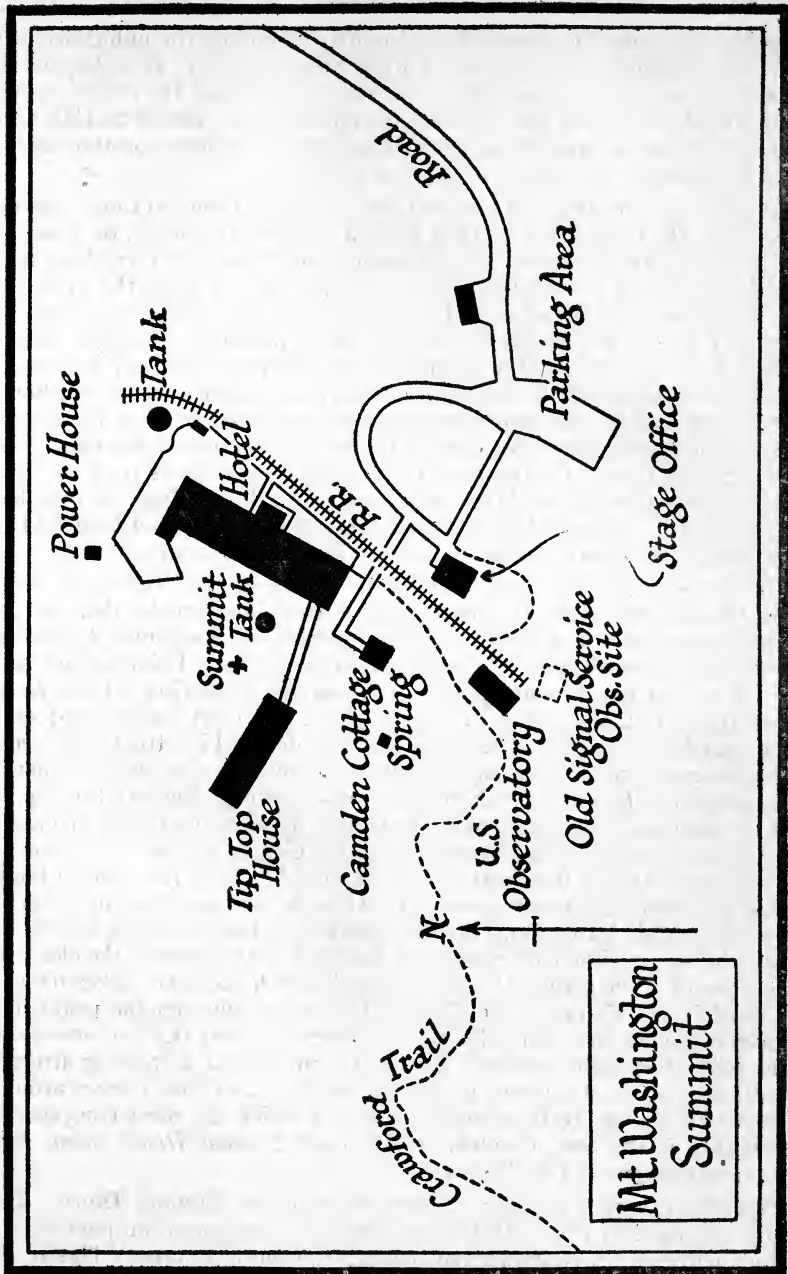
T O U R 2 A : *From GLEN HOUSE to MT. WASHINGTON SUMMIT, 8 m., Mt. Washington Summit Rd.*

Accommodations: Summit House (rooms and board, \$5-\$8 per day) and Tip-Top House (bunks, \$2.50-\$4 per night).

Paved road; open May 15 to October 15. Well protected by boulders at dangerous points. Not safe in fog for those not familiar with the road. Toll for pedestrians, 16¢; for motorists, \$5 for car and \$1 for each passenger; Glen House cars, operated by its own drivers, \$5 for 4 or more passengers.

THE *Mount Washington Summit Road* branching from *Glen House* (see *Tour 2*) is not alone a marvel of engineering and construction, but is a highway of cumulative charm as it rises from the green fields of the Glen to the grim Alpine wastes of the summit of the mountain. The gradual ascent provides an excellent conception of the immense mass, as well as constantly varying outlooks at turns of the road. At the 1-mile post the outlook is eastward, at the 2-mile, northward, at the 3-mile, northeastward, at the 4-mile, northwestward, and at the 5-mile, south-eastward.

The plan to build this road of eight miles, during which it rises 4700 feet, originated with General David O. Macomber of Middletown, Conn., who in 1853 secured a charter for the Mt. Washington Turnpike for the Mt. Washington Road Company. The same year the company was formally organized at the old Alpine House in Gorham and the General was elected president. A survey following, construction was begun in 1855 and two miles of road were built the first year. Four miles, or to the Ledge above the Halfway House, were completed by 1857, when the company had financial difficulties. About three years later, a new organization,



the Mt. Washington Summit Road Company, took up the unfinished job and the complete road was ready for use August 8, 1861. It still operates under its franchise as a turnpike. To two men belongs the credit of this remarkable surveying and engineering achievement, Joseph S. Hall and John P. Rich, contractor and superintendent. A commemorative tablet at Glen records the name and work of Rich.

Ever since its construction the road has been a challenge to those seeking records. The oddest was in 1885 when a 230-pound woman, on a wager of \$1000, hiked from the Glen House to the Summit, returned on foot to the hotel and danced there the same evening. In 1875, the principal of Phillips Exeter Academy, Harlan P. Amen, ran down the complete distance from the summit to the hotel in 54 minutes. Carriage records began in 1883 when Jacob Vanderbilt and a friend were driven in a mountain wagon with six horses from the Glen House to the Summit in 1 hour, 17 minutes. The first automobile ascent was made in 1899 by the inventor of the Stanley Steamer, F. O. Stanley, in one of his cars. The most recent record for the ascent by motor was made in 1935 by John C. Reuter of Cambridge, Mass., who negotiated the 8 miles in 12 minutes, 59.2 seconds. The record for the annual marathon up the road, long held by Dr. George S. Foster, is held by Francis Darrah of Manchester, who covered the distance in 1 hour, 15 minutes and 49 seconds in August, 1936. For the first four miles the road winds through fine woods, then on the northeastern rim of Chandler Ridge, named for Benjamin Chandler, who met his death here in a storm in August, 1856. Thinning out and dwindling to hardly more than shrubs as the road rises, at the *Half-way House* (alt. 3840), 4 m., live trees have been left behind and only the subalpine 'buck's horns,' or ghostly dead-white trees, are seen. Doubling and redoubling on itself the road reaches the rocky eminence known as the *Ledge* where there is an awe-inspiring view into the depths of the *Great Gulf* (once known as the Gulf of Mexico), two miles in length, a mile wide and 1500 feet in depth, another glacial 'cirque' (see *Geology*). Partly surrounding it appear (from left to right) Mts. Jefferson, Adams, and Madison. Eastward across the Glen is the long heavily wooded Carter-Moriah Range, and farther distant are blue summits and silver lakes in Maine. The Glen House is a mere dot in the green of the clearing. Southward is the luxuriant valley through which the Saco makes its way toward North Conway. Northward, beyond or between the peaks, are green meadows and white villages. At the 7-mile post (L) is a view down the wild *Huntington Ravine*. The road continues at increasing altitude until the cogwheel railroad is approached (R), and then curves around the rocky plateau to the *Summit*, 8 m., on which the most conspicuous structure is the low, wooden, solidly built *Summit House* (adm. 50¢; free to passengers of Cog Railway).

There have been a number of predecessors of the Summit House. The first was built in 1852. All lumber used was transported on pack-horses from Jefferson. A contemporaneous description of it states: 'This structure is of heavy stones, blasted with powder from the mighty pyramid on

which it stands; and it is twenty-four feet by sixty-four feet, firmly secured to its everlasting foundation by cement, heavy iron bolts; and over the roof are tightened four strong cables.'

The following summer *Tip-Top House* was erected (the name being chosen to pre-empt the claim that it was on a slightly higher eminence), of which it was said: 'Cement and iron rods hold this monument of daring enterprises, in proud defiance of wind and storm, to the most bleak top crag of Mount Washington. This house is twenty-eight feet wide by eighty-four feet long; and has a deck roof, whereon the visitor may stand and look down six thousand two hundred and eighty-five feet, on to the vast map spread on every side at his feet.' The two houses were combined under one management, which lasted until 1862.

A second Summit House was built in 1873 with much larger accommodations, since by that time both the carriage road and the cogwheel railroad had been built. Fire destroyed the second Summit House in 1908, the spectacle being visible for miles around. The *Tip-Top House* alone escaped.

In 1915, the present Summit House was erected. Its construction is the most solid of any of the buildings that have been put up on the summit, its foundations having been set deep in concrete and bolted and strapped with iron. Such precautions are a safeguard against winds which sometimes reach a velocity of 200 miles an hour. Summit House is the private Club House of the Mt. Washington Club, owned and maintained by the Cog Railway (*see Tour 8*). A branch of the U.S. Post Office is maintained here during the summer season.

Tip-Top House was notable as the office of the celebrated little news sheet, *Among the Clouds*, of which two editions daily were edited and printed on the summit from 1884 to 1908. *Tip-Top House* later suffered from fire, but not to the extent of the Summit House, since it was built of stone. Reconstruction required only reroofing and rearrangement as a dormitory. A passageway of stone and cement connects *Tip-Top House* with Summit House.

Camden Cottage, between Summit House and *Tip-Top House*, bears the name of an adventurous railroad man who slid down the railroad tracks to the base on a specially rigged slideboard which tradition says carried port and starboard lights on its ends. The *Observatory* houses the equipment of the U.S. Weather Bureau Station, staffed by four observers throughout the year. A minimum temperature of -46° and a wind velocity of 231 miles per hour have been recorded here.

At no other place in New England is such a topographical panorama revealed as on the top of Mt. Washington, 6288 feet above the sea and more than 5000 above the Glen. The range of view on clear days is 100 miles in radius and more than 30,000 square miles in area. To the north it extends into Canada; to the east to the ocean; to the south into Massachusetts; to the west across Vermont into New York. In every direction is a pageant of mountain peaks. To the north the twin Percy Peaks are

easily noted. In the northeast is Mt. Blue. Nearer, in the east is the long, thin ridge of the Carter-Moriah Range, and perfect-coned Mt. Pequawket at the southern end. The serrated summit of Mt. Chocorua is easily identified in the south. Far in the southwest is shapely, isolated Monadnock, double-peaked Moosilauke, and, nearer, wedge-shaped Lafayette. Far in the west are the Green Mountains of Vermont and behind them tower Camel's Hump and Mansfield. Bodies of water may be picked out: Umbagog Lake, a silvery patch in the northeast; Sebago, eastward in Maine; Winnepesaukee in the south. The course of the Connecticut can be followed in the west, although its waters are not visible. Immediately northward (from left to right) are the gray summits of Adams, Madison, and Jefferson. Southward is the long Montalban Ridge and on the col, or depression, between Mt. Washington and Mt. Monroe are the two tiny, rock-rimmed *Lakes of the Clouds* (alt. 5060). Westward is Crawford Notch with its western mountain-wall. Southward extends the *Oakes Gulf*, the largest of the glacial cirques, 6 miles long, from 1½ to 2 miles wide, and more than 1000 feet deep. The wild, rocky *Alpine Garden*, with peculiar turf-banked terraces, is close under the summit of Washington in the east. This rocky plateau has a vegetation similar to that of Greenland, or of about 70° north latitude (see *Flora* and *Fauna*).

For early exploration and history of Mt. Washington, see *White Mountains*; for the Cogwheel Railway, see *Tour 8, sec. b*.

T O U R 3 : *From MASSACHUSETTS LINE (Lowell) to SECOND CONNECTICUT LAKE, 230.6 m., US 3, Daniel Webster Highway*

Via (*sec. a*) Nashua, Manchester, Concord; (*sec. b*) Laconia, Lake Winnepesaukee, Plymouth; (*sec. c*) Franconia Notch; (*sec. d*) Lancaster, Connecticut Lakes. B. & M. R.R. parallels this route between State Line and Plymouth; Maine Central between Lancaster and West Stewartstown.

Accommodations of all kinds at frequent intervals, except north of Colebrook. Paved or cement road throughout.

THIS, the Daniel Webster Highway, is the main north-south route through the central part of New Hampshire, and passes through large industrial cities and the State capital, by some of the better-known lakes, and through impressive Franconia Notch with the profile of the Old Man of the Mountains, and the upper Connecticut Valley.

Sec. a. MASSACHUSETTS LINE to CONCORD, 41.9 m.

US 3 crosses the State Line 9.1 m. north of Lowell.

A granite marker (L), 0.4 m., indicates the *Site of an Early Meeting-House* (1741) of the town of Dunstable, now Nashua.

Harrisonia Manor, 0.7 m. (L), was formerly part of the estate of the Rev. Thomas Weld, the first minister in this section of the country.

At 1.1 m. is the *Old South Cemetery*, the burial place of most of the early settlers of Dunstable, including 10 men killed by the Indians at Thornton's Ferry in 1724. A memorial boulder in the cemetery states that 'Near this spot A.D. 1684 the settlers of Dunstable built their second meeting-house, Rev. Thomas Weld Minister.'

At 1.7 m. is a junction with S. Main St.

Right on S. Main St. 1.4 m. is a junction with a paved road. Right on this road 0.2 m. is the *Nashua Country Club*. At 1.6 m. on S. Main St. is *Meeting-House Park*, with a broad outlook across the Merrimack River (R). Against the skyline is the turreted brick building of Rivier College in Hudson, conducted by the Sisters of the Presentation as a boarding-school for girls, with a curriculum from primary to college grades, and granting degrees to women. During the summer an extension course is given. Next to Rivier College is the Novitiate of the Oblates, a school for young men studying for the priesthood.

A marker in the park indicates the *Site of the Third Meeting-House* in Dunstable, that stood from 1754 to 1812.

S. Main St. continues 1.7 m. to a junction with US 3, 1.8 m. south of Nashua.

On the southern outskirts of the city of Nashua are right the finely situated *John M. Hunt and Mary E. Hunt Homes* for elderly men and women, brick structures of the late Georgian style.

NASHUA, 5.1 m. (see NASHUA).

1. Right on Hollis Street, Nashua, to HUDSON (alt. 121, pop. 2070), 1.5 m., a small farming center that is also a residential suburb of Nashua. The town was granted as a part of Dunstable in 1673, was incorporated as Nottingham in 1722, and as Nottingham West in 1746. The name was changed to Hudson in 1830.

Right 1.4 m. from Hudson on a paved road is *Benson's Wild Animal Farm* (open from 10 to dark; adm. 25¢), maintained by John T. Benson, an authority on animal and bird life. It is the American distributing station for the firm of Carl Hagenback, a large importer of wild animals, and is one of the few places in the United States where wild animals are imported directly from the jungle to be conditioned for circuses and zoos. Here are more than 1000 monkeys, a large collection of waterfowl, trained animals, and their trainers at work. The Boston and Maine Railroad has recently inaugurated a special week-end 'Zoo Train' from Boston to this spot.

2. Left on Lake St., Nashua, to the *Site of the Hassell Massacre*, 1.3 m., at the Hassell Brook Bridge. A bronze marker indicates the site of the Joseph Hassell House, 200 feet west. Hassell, his wife, son, and Mary Marks were slain by the Indians on the evening of September 2, 1691. They are all buried on the little knoll where the house stood.

3. Left on Amherst St., Nashua (State 101 A), and left on Broad St. is HOLLIS (alt. 414, town pop. 879), 8 m., no accommodations, an attractive rural village, with a fine church of recent construction in Colonial design, and white houses set at wide intervals along Main Street.

Originally a part of Dunstable, it was set off as West Dunstable in 1739, and incorporated in 1746, taking the name of Holles in honor of the family name of the Duke of Newcastle, a close friend of Governor John Wentworth. After the Revolution, the spelling was changed to Hollis to perpetuate the name of Thomas Hollis, a benefactor of Harvard College.

Around the *Common* are a number of old houses, including the *Jewett House*, reputed to have been built in the early years of the 18th century, and the *Abbott House*, Main St., belonging to the same period.

On the Common is *Nevens's Stone*, formerly on the farm of the three Nevens brothers. The men were at work in their fields attempting to raise the stone, when a rider apprised them of the approach of the British on the historic date of April 19, 1775. Hastily placing a smaller stone under the boulder, that they might continue the work later, they armed and joined the Minutemen. Two of the brothers were killed in the Revolution. The stone was brought to the Common many years later.

US 3 follows Concord St. in the northern part of Nashua, and passes through the three villages of the township of Merrimack (Ind.: Naticook, 'the place of strong current'), that takes its name from the river.

THORNTON'S FERRY, 10 m., the southernmost Merrimack village, was named for Matthew Thornton, one of the signers of the Declaration of Independence. A native of Ireland, Thornton immigrated to this country at an early age, and formerly owned all the land in this area on both sides of the highway. He resided near the present *Monument* (R) erected in his honor by the State, and is buried in the *Cemetery* adjoining the monument. From this village a ferry crossed the Merrimack River to Litchfield, a part of the old stage road between Exeter and Amherst.

At 10.7 m. is *Horseshoe Pond* (R), surrounded by a fine grove of pine trees, with facilities for bathing, boating, and picnicking.

MERRIMACK (alt. 181, town pop. 1084), 11.9 m., no accommodations, the mother village of the town, lies at the junction of the Souhegan (Ind.: 'worn out lands') and Merrimack (Ind.: 'swift water') Rivers. Their abundant water-power has been utilized from time to time by factories, most of which have been destroyed by fire. Plants manufacturing wooden tables survive.

All the section of Merrimack south of the Souhegan was included in the original grant of Dunstable, known by the Indians as Naticook. In July, 1729, land north of the Souhegan for three miles was granted to Joseph Blanchard and others. The town was incorporated as Merrimack in 1746.

Left from the village on a dirt road to *Baboosic Lake*, 6 m., a picturesque little body of water with numerous cottages and recreational facilities.

Left from the village on the Milford road is the *Site of the First Church and Town House* in Merrimack, 2 m. This church was erected in 1756 and stood until 1907, when it burned. Its old granite steps are now a marker for the site.

Left from the village on a dirt road are the *Atherton Falls*, 0.75 m., also called Wild-cat Falls, where the Souhegan River breaks through a barrier of rocks tilted up nearly 70 degrees. Numerous potholes are worn in the rocks. This section of the river is a popular place for bathing.

The northernmost of the three Merrimack villages is REED'S FERRY, 13.6 m., named for the owner of an old-time ferry across the Merrimack River at Litchfield. Here was born Walter Kittredge (1836-1905), author and composer of 'Tenting on the Old Camp Ground,' particularly popular during the Civil War.

The route passes the *Silversheen Fox and Fur Farm* (*open; free*), where there is a large collection of fur-bearing animals, the tall *Transmitting Tower of Radio Station WFEA*, and the *Home Nurseries* with several acres of flowers and shrubs. Around a bend in the road, the fine grounds of the *Manchester Country Club* (L) come into view.

BEDFORD GROVE, 20 m., is a summer resort where varied amusements and facilities for picnics are available.

US 3 swings right, crosses the concrete Queen City Bridge over the Merrimack River, affording a view of the smoking mills of Manchester, and then turns (L) on Elm St., the city's main thoroughfare.

MANCHESTER, 22.6 m. (*see MANCHESTER*).

At Manchester are the junctions with State 114 (*see Tour 16*) and with State 101 (*see Tour 17*).

Northward from Manchester US 3 follows Elm St., turns sharply (R) into Webster St., and then passes, on the outskirts, *Livingston Park* (L), a recreational project of the Works Progress Administration.

At 30.6 m. is a junction with a paved road.

Left on this road is HOOKSETT (alt. 194, pop. 2132), 1 m., no accommodations, a little manufacturing town astride a cataract of the Merrimack River. Most of its industries have disappeared, leaving only a furniture-making factory, and the town remains a small farming community. The village suffered heavily in the 1936 flood, on both the east and west banks of the river.

The hills in the vicinity of the present town were called 'Hanna-Ko-Kees' by the Indians. John Wainwright, in his diary for the year 1726, refers to 'a fall called "Onna Hookline," which is taken from a hill of the same name.' In an old account of a scouting party under Captain Ladd in 1746, the body of water now called Lakins Pond was referred to as Isle Hooks Pond. An old map dated 1639 locates the Anna Hooksett Hill in this region. Isle au Hooksett Falls was a name given to the region, which took the name of Hooksett when the town was incorporated.

The Penacook Indians are known to have lived in this vicinity, several relics having been found on the west side of the river. In October, 1719, about 80 persons from Hampton and Portsmouth associated for the purpose of obtaining a grant of a township in the 'Chestnut Country.' The first settlement made in the territory that now comprises the town was probably made sometime shortly after this, as there is record of a man being killed near Head's Tavern in 1745 by the Indians, and another in 1748. The town was detached from Chester on the east side of the Merrimack, and Goffstown and Dunbarton on the west side, and incorporated as a separate town in 1822.

Left from the village by the bridge is the *Pinnacle* (alt. 484), affording a good view of the Merrimack Valley and Mount St. Mary College. According to tradition, the Indians encamped here, their reason probably being that this was an advantageous observation point.

Pinnacle Pond, on the west side of the hill, the source of the western part of the town's water supply, is fed by the springs and has no visible inlet or outlet. Legend has it that a spire of earth and rock was removed from the ground and inverted, the hole being left, as Pinnacle Pond corresponds in shape to Pinnacle Hill.

Right on Merrimack Street, about 0.8 m. from the center, is located *Stobie's Farm*, so called, owned by Robert H. Stobie, director of the New Hampshire State Department of Fish and Game. Dog field trials are held here annually, and there is an unusually fine scenic outlook.

At 31.3 *m.* is (R) *Mount St. Mary College*, a Roman Catholic school for girls, housed in an ornate structure of red brick trimmed with granite and decorated with cupolas and turrets. The school is set back from the road on a slight eminence commanding a fine view of the hills of Dunbarton and Hooksett, with the Merrimack River in the foreground. The college has 75 students from many different States.

At 34.1 *m.* is a junction with a paved road.

Left on this road is SUNCOOK, 0.5 *m.*, industrial center of Pembroke, located on the rapids of the Suncook River. Settlers here were quick to seize the advantages of water transportation offered by the Merrimack, and the water-power found in the rapids of the Suncook River. Mills sprang up early, the first cotton mill being opened in 1812 by Major Caleb Stark. The original mill, an old brick building, and mill-race are still used by the Suncook Mills.

At 34.1 *m.* is the junction with State 28 (*see Tour 13, sec. a*).

PEMBROKE (alt. 250, pop. 2792), 35.1 *m.*, limited accommodations, a village extending along a mile-long street, back from the river half a mile, has many old white houses and a sweeping view of the river valley.

In 1725, Captain Lovewell of Dunstable led an expedition to the northern section of the Colonies to stamp out the Indian menace. In a fierce battle at Pigwacket, now Fryeburg, Maine, Lovewell was slain. In 1727, the survivors of this expedition petitioned the Massachusetts General Court for the tract of land, adjoining the 'Plantation of Pennycooke' and known by the Indian name of Suncook ('stony river'). In 1728, 60 men, 46 of whom were with Lovewell, took up the grant and settled it.

Owing to the Bow Controversy and the Masonian Claim decided by the King in 1759 (*see History*), the town developed slowly at first. Salmon fishing and the naturally fertile land attracted settlers, and, in 1736, the first town meeting was held in Suncook. The town's four, well-armed garrisons protected the settlement so well against the constant marauding of the Indians that but one person was killed (1748).

Petitions for incorporation were submitted in 1742 and 1757, but it was not until 1759 that the town was finally incorporated, as Pembroke, in honor of the Earl of Pembroke, an influential member of the Court of St. James's.

Men of Pembroke fought in all the Revolutionary engagements, from Bunker Hill to Yorktown. An anecdote relates that patriotic citizens, learning of the Boston Tea Party, confiscated the tea in the village store and burned it in the public square.

Following the Revolution, Pembroke's development was rapid. The broad, fertile lands on the banks of the Merrimack, extending to the wooded slopes of the Ridge, offered opportunities for farming and lumbering.

Right is the brick building of *Pembroke Academy*, founded in 1818 and now used as a high school. This was partially ruined by fire in 1936 and rebuilt in 1937.

The white frame *Congregational Church*, whose society was organized in 1738, was erected about 1836. Near-by is the *Old Cemetery* (L).

CONCORD, 41.9 m., State capital (see CONCORD).

At Concord are junctions with US 4 (see Tour 14, sec. a), US 202 (see Tour 15), and Alt. US 3 (see below).

Left from Concord on Alt. US 3 is a junction with a paved road, 2.6 m. Right on this road, passing through the little settlements of BOW MILLS and BOW CENTER (alt. 603, town pop. 780, inc. 1727), is a junction with a paved road, 4.1 m. Among the early settlers of Bow Mills was Timothy Dix, grandfather of General John A. Dix (see BOSCAWEN, Tour 3, sec. b). Right on this paved road, which soon becomes a dirt road, and over Brown Hill (alt. 883), is a junction with a wood road, 2 m., where cars should be left. Right on this wood road 0.25 m. to the *Old Bow Mill*, the oldest in the State. Here in a low, weathered structure, is the original up-and-down saw that has been in operation since the early 1800's.

Left from Concord on Alt. US 3 is a junction with a paved road, 4.5 m. Right on this road, 2 m. is the *Site of the Mary Baker Eddy Homestead*, on the top of a broad hill that offers a view across the Merrimack Valley. The house no longer stands, but in the field (R) is a carefully kept lawn, holding in the center a small pyramid cut from one piece of granite. On each side is a bronze plaque bearing a brief quotation from Mrs. Eddy's writings. On the opposite side of the road is a thick growth of pines, part of the memorial to Mrs. Eddy. Born in 1821, she spent the first 15 years of her life on this farm, and returned to Concord for a few years before her death in 1910.

Sec. b. CONCORD to PLYMOUTH, 57.9 m.

US 3 follows N. Main St. in the northern part of Concord, uniting with US 4 for 9.6 miles.

At 1.8 m. is (L) the *New Hampshire State Prison*, a group of brick buildings including a three-story cellhouse and the warden's home, surrounded by a high brick wall. Industrial activities of the inmates include the manufacture of concrete culverts for use on State roads and registration plates for automobiles. Much of the State printing is also done here.

Behind the prison on Rattlesnake Hill are the *Concord Granite Quarries*, the first of which, the John Swenson Granite Company, furnished \$1,300,000 worth of material for the Congressional Library in Washington.

The highway passes through broad meadows of the Merrimack, hemmed in by the Loudon and Canterbury Hills.

PENACOOK (alt. 336), 6.2 m., including Ward 1 of Concord and a part of Boscawen Township, is a little manufacturing village at the confluence of the Contocook and Merrimack Rivers. The small square with a nucleus of a tiny park surrounded by brick and frame buildings, is blocked in by hotels and stores. The *Washington House* (R) has been an active hostelry for more than 100 years.

In the old days Penacook was strongly garrisoned against the Indians and was the scene of the skirmishes between them and the whites.

The water-power of the two rivers gave Penacook an early industrial development which has been maintained to some extent. Woolen mills, built in 1847, are still in operation, as is a woodworking shop started in

1837. More recent industries include an electrical instrument shop, begun in 1904, and the New England Briar Pipe Company, makers of 'Kaywoodie' pipes, who maintain here a branch of their main plant in New Jersey.

In 1873, the town produced goods with a value of \$1,412,000, including 4,386,000 yards of cotton print cloth. The later decline of the cotton industry in this town is evidenced by a vacant mill (R) at the bridge over the Contoocook. This sturdy structure was one of the few New Hampshire mills to be built of native granite.

To the right of the village at the point where the Contoocook empties into the Merrimack River is the *Stratton Flour Mill*, one of the few in New England; it stands on the site of a sawmill built in 1789 and of a later gristmill of Isaac and Jeremiah Chandler. A flour mill was erected on the site in 1858 by John H. Pearson and Company, and it was later taken over by the present owners. Thirty-five operatives are employed in day and night shifts, and can grind 5000 bushels of corn daily in the corn mill and produce several hundred barrels of flour in the flour mill.

Right from the village on a tiny island in the Merrimack River stands the *Hannah Dustin Monument*, erected where that pioneer arose in the night, scalped her Indian captors and then guided a small band of fellow captives safely home to Haverhill, Massachusetts. Cotton Mather's description of her feat in his 'Magnalia' is vivid. He relates that in March, 1697, Mrs. Dustin, a week after the birth of her child, was taken from her bed and with her child, carried away by the Indians. He continues:

'...Dustin and her nurse notwithstanding her present condition travelled... one hundred and fifty miles within a few days ensuing, without any sensible damage to her health... But on April 30, while they were yet, it may be, an hundred and fifty miles from the Indian town, a little before break of day, when the whole crew was in a dead sleep, (Reader, see if it prove not so,) one of these women took up a resolution to imitate the action of Jael upon Sisera; and being where she had not her own life secured unto her, she thought she was not forbidden by any law to take away the life of the murderers by whom her child had been butchered. She hardened the nurse and the youth to assist her in this enterprise; and all furnishing themselves with hatchets for this purpose, they struck such home-blows upon the heads of their oppressors, that ere they could any of them struggle into effectual resistance, at the feet of these poor prisoners they bowed, they fell, they lay down; at their feet they bowed, they fell where they bowed, there they fell down dead. The two women and the youth then followed the Merrimack back to Haverhill, carrying 10 scalps, for which they received a bounty of fifty pounds.'

BOSCAWEN (pron. *bos'kwine*) (alt. 320, pop. 1359), 8.2 m., limited accommodations, runs along a ridge that overlooks the broad farmlands of the Merrimack Valley. Its main street, one of the most interesting two-mile stretches in the State, is lined with fine old elms that shade the old white houses.

In 1733, the General Court of Massachusetts Bay granted a tract of land on the west side of the Merrimack, seven miles square and designated as 'the Plantation of Contoocook,' to John Coffin and others. Settlement began and the town grew rapidly. In 1739, the first meeting-house was built and it was used as a fort until, later in the same year, the first fort was erected a few rods south, overlooking the river. These hardy pioneers

were about the only group in this region to survive the French and Indian Wars without being forced to abandon their settlements.

In 1760, the town was incorporated and named in honor of Admiral Boscawen, a British commander who assisted at the siege of Louisburg in 1758. A century later the section of Boscawen west of the Blackwater River was set off and incorporated as the town of Webster.

One of the native sons of Boscawen was John Adams Dix (1798-1879), who after an army service from 1812 to 1828 became Secretary of the State of New York, from 1833 to 1840; a Democratic senator from that State from 1845 to 1849; and Secretary of the Treasury in the last few months of President Buchanan's administration. After serving through the Civil War as a major general, he was Governor of New York from 1872 to 1874. He is famous as the originator of the saying, 'If any man attempts to haul down the flag shoot him on the spot.' Other men born here include Charles Carleton Coffin (1823-96), war correspondent and historian, and Harry Gerrish, said to be the inventor of the screw auger.

On the main street (L) is the *Birthplace of William Pitt Fessenden* (1806-69), U.S. Senator from Maine (1854-64) and Secretary of the Treasury in Lincoln's cabinet (1864-65), marked by a granite tablet. It is a large, two-story frame structure with a wide paneled door surrounded by top- and side-lights.

Directly across the street is the *Birthplace of John Morrill*, inventor of the eight-day clock. The two-story house, set back from the road and shaded by old trees, has a pedimented doorway and small-paned windows in the upper story. In the field behind this house is a stone marker on the *Site of a Fort* (1739); it was built of hewn logs and was 100 feet square.

Right is a tablet indicating the *Site of Daniel Webster's First Law Office*, built in 1805. Just north is the *Webster Homestead* (1805), sold by Webster to his brother Ezekiel in 1807. The large two-story hip-roofed house has its doorway hidden by a wide carriage-porch of more recent date.

Daniel's relations with his brother were marked by mutual assistance. After he graduated from college, Daniel had his college debts to pay; at the same time he was trying to raise money for his transportation to Boston, to save the \$500 needed to enter a Boston law office, and to pay Ezekiel's way through college. His only resource was a school-teacher's salary — no great sum in that period. After several years of struggle, the gift of a horse provided his own transportation to Boston, and enabled him to give Ezekiel the money he had saved for his own coach fare. When he arrived in Boston, he sold the horse to pay his board bill. After Ezekiel graduated, Daniel found him a job as a salaried law clerk in Boston, and the two brothers lived on his salary while Daniel studied law.

At the northern end of Boscawen stands the little brick *Library*, designed by Guy Lowell, a pleasing combination of Colonial and Georgian lines, skillfully modified and modernized.

Right from Boscawen on a dirt road is the little hilltop village of CANTERBURY,

3.8 m., a small farming community. This road continues to SHAKER VILLAGE, 8.5 m. The compact group of white frame buildings surrounding the Main Dwelling (1793) are built on a high ridge commanding a fine view of hills and valleys. Dominating the group is the white meeting-house (1792). Left is a building of red brick, housing the office and displaying wares ranging from Shaker sweaters and other textiles to fine cabinet work, all the work of the industrious inhabitants. On the outskirts of the village is a cemetery with only two stones, one a polished granite monument marked 'Shakers,' and the other a red granite headstone inscribed 'Dewey, Our Dog.'

Shakerism was promulgated by Ann Lee, an English Quaker who migrated from England to the Hudson River Valley in 1774. As a result of missionary work, this community was started in 1792 by Elder Clough. It was a religious settlement founded on the policy of celibacy (which necessitated a constant influx of converts to keep it alive), on belief in visions and in communal ownership of property, and on the need of its ritual dances that gave the sect its name.

During the 19th century the community flourished exceedingly. Its leaders were excellent business men, good farmers, and outstanding herbalists. The fields were farmed according to the best principles of husbandry, and the Shakers were ever seeking new inventions by which to lighten their labors.

The religious services of these people have been described by an eye-witness, Charles E. Robinson, who was raised by the Shakers at Canterbury and afterward wrote a history of their sect:

'Shakerism forbade the mingling of the sexes even in divine service. . . . As the brethren entered the room they removed their hats and coats and hung them on pegs, which line the side of the room. The Sisters also removed their bonnets. Then standing for a moment in perfect silence, they seated themselves, the Brothers and Sisters facing each other. The adults and children were dressed nearly alike, the Brothers in the Sunday costume of blue and white striped pantaloons with a vest of deeper blue, exposing a full bosomed shirt with a deep turned-down collar fastened with three buttons. The Sisters wore pure white dresses with neck and shoulder covered with snow-white kerchiefs, their heads crowned with a white lace cap, while over their left arm some hung a white pocket handkerchief. Their feet were ensconced in high-heeled, pointed-toed cloth shoes of a brilliant ultramarine blue.

'Their faces were full of a devout holiness which marked the occasion as one not soon to be forgotten. For the space of a few moments the assemblage of worshippers remained in profound silence. Then they arose as by common consent and stood in silence while the benches in the center of the room were removed. The Brethren faced the Sisters who modestly cast their eyes to the floor while the elder addressed them with a few words of exhortation. At the conclusion of his remarks they bowed their heads for a few moments when they commenced to sing another hymn. . . . without the use of instrumental music, they all the while keeping time with their feet and with a rocking movement of the body. Then after an interval, one of the sisters in the front rank started the words of a hymn in which they all followed, marching back and forward. Their arms were extended at right angles from their bodies, the palms of their hands turned upwards with a drawing-in movement as they moved on in their march. . . .

'After a short address they began a march in a circle around the center of the room. The Brethren, two abreast, leading the column, the Sisters following after in sections of three abreast. In this march, as in the former exercises, there was a waving movement of their hands. . . . Occasionally there was a clapping of hands in perfect concert, this being repeated for several times in succession. In marching and counter-marching, the worshippers frequently changed their positions, the Brethren reducing their ranks to two abreast while the Sisters increased theirs to three, and while in this position, the singers stood in the center, the others encircling them twice in their marching. Then again they formed themselves in single file and marched around the center body, ultimately forming into four circles with the singers as a common center. . . .

'At the close of the singing one of the Sisters began to rock her body to and fro; at first gently and then in a more violent manner, until two of the Sisters, one on each side, supported her, else she would have fallen to the floor. She appeared to be wholly unconscious of her surroundings, and to be moved by an invisible power . . . The shaking of the subject continued to increase in violence and it was with great difficulty that she could be restrained from throwing herself forcibly to the floor. Her limbs became rigid, her face took on an ashen hue, her lips moved and she began to speak in a clear and distinct voice, each word of which penetrated every part of the room which was as still as death. . . . She spoke of the shortness of life, of the absolute necessity of abandoning the world and its sinful pleasures before it was too late; that in Shakerism was embodied all the virtues and none of the vices of mankind; that through her the spirit of Mother Ann was speaking to every Shaker present to remain steadfast in faith and they would enjoy the richest of heaven's blessing and an eternity of bliss. For the space of fifteen minutes she spoke rapidly, yet impressively, her whole frame shaking from head to foot. Gradually the spell left her and her limbs relaxed as she sank into the seat completely exhausted.'

At 11 *m.* on this same road is the *Worsted Church* (1839), a white frame edifice with an exterior similar to many other New Hampshire churches. Its interior decorations have given it its name. Here Mrs. Elizabeth Harper Monmouth was a lay preacher from 1871 to 1878. A woman of good family, she was blind in one eye and had a crippled right arm. Her little house was seven miles distant, but she gladly trudged over the hills each Sunday to open the church. In her spare time she made curtains and mottoes to cover the stains and cracks in the walls using colored worsted yarns, tissue paper, gauze, cotton rags, cotton wadding, and flowers cut from wallpaper. Most of the decorations hang where she placed them, a monument to her industry and perseverance.

Sometime after her work here was completed, she retired to her little farm, having lost the bulk of her income through bad investments. All that remained was her farm and about \$50 a year. About \$20 of this was earmarked to pay the taxes on the farm. On the rest she decided to live. Being crippled she could not work her farm, and her privations were many. Subsequently she published her experiences in a little pamphlet entitled, 'Living on a Dime a Day.'

US 4 (see *Tour 14, sec. b*) branches left at 9.6 *m.*

At 9.7 *m.* the highway dips into a little valley with a few houses clustered on one side and an old wooden mill on the other. This was locally called the *Valley of Industry*; formerly boxes and barrels were made here.

At 12.4 *m.* is the *Merrimack County Farm*, with a handsome brick building (L), and a large white barn (R). Just north of it is a *Nursery of the State Forestry Department*, with a fine display of seedling evergreens.

Stirrup Iron Brook, 13.3 *m.*, crossed by the highway near the mouth of the Merrimack, is so named, according to tradition, because General Henry Dearborn, of Revolutionary fame and a general in the War of 1812, lost a stirrup iron here while on a visit to his sister in Salisbury. It is notable as the spot where the early settlers slew two Indians as retribution for the murder of two Indian slaves.

At WEBSTER PLACE, 15.7 *m.*, a fine old white frame house (R), shaded by splendid old elm trees, was the *Home of Daniel Webster* after his family moved away from his birthplace several miles north (see *below*). Daniel as a lad bought a handkerchief on which the Federal Constitution was printed; it is said that at intervals while working in the meadows around

this house, he would retire to the shade of the elms and study the Constitution from his handkerchief. From this farm Daniel traveled to Exeter, 30 miles distant, 'riding double' behind his father, in clothes that he had outgrown. His rustic manners caused him some mortification until he adapted himself to the more polished environment of Phillips Exeter Academy. In later years Webster was fond of returning to the farm between court sessions or after the adjournment of Congress.

The buildings surrounding his former home belong to the *New Hampshire Orphans' Home*.

At 17.5 m. is a junction with a paved road.

Left on this road is *Daniel Webster's Birthplace* (*open daily in summer; free*), 2.75 m., a two-room cabin, built around a sturdy central chimney, and shaded by a magnificent old elm tree. The road now runs behind the house so that the place faces a beautiful stretch of woodland bordered by a swift-running brook. In the room right of the entrance are a few mementoes of Webster. In the kitchen is the fireplace, with all the old accoutrements, including a small Dutch oven. Attached to the house is a small lean-to that served as a stable, and in front is the old well with long sweep.

After military activity in the invasion of Canada in 1759, Captain Ebenezer Webster was allotted 225 acres here, and built a log cabin on it about 1762. A few years later he put up a frame house of which the main section of the present building is a part. Here to Captain and Abigail (Nabby) Eastman Webster was born Daniel, January 18, 1782, a frail child and not in normal health for some years. The Websters lived in this house until the end of the first year of the boy's life, at which time his father bought a house farther south (*see above*).

FRANKLIN (alt. 335, pop. 6576) (*see FRANKLIN*), 19 m.

At Franklin is a junction with State 3A (*see Tour 3A*).

In the eastern part of Franklin US 3 follows Central St., climbing a steep hill.

TILTON (alt. 458, pop. 1712), 22 m., limited accommodations, is a small town with a few industries and an old private school. It is united industrially, commercially, and residentially with Northfield, to the south of it, across the Winnepesaukee River.

Originally settled as a part of Sanbornton, Tilton Township was not incorporated until 1869, when it took its name in honor of Nathaniel Tilton, the first settler in 1768.

Right from the village center of Tilton on a paved road to *Tilton Arch*, 0.2 m., a copy of the memorial arch erected in ancient Rome by the Emperor Titus in A.D. 79. It is on an eminence 150 feet above the river and commands a varied and extensive view of the surrounding country. The arch is constructed of hewn Concord granite. Between the columns reposes a Numidian lion, carved from Scotch granite. The base bears the inscription 'Tilton 1883.' It was erected as a tribute to the Tilton family by a descendant, Charles E. Tilton.

Tilton School and *Tilton Junior College*, School St., are housed in a single group of several Georgian brick buildings on a broad campus. At one side is a row of white cottages occupied by the teachers and students.

The school which was established in 1845 under the ægis of the Methodist Episcopal Church was incorporated in 1852 as the New Hampshire Conference Seminary. In 1923 the present name was adopted. The school

has a general and college preparatory program, offering individualized instruction to about 265 students. In 1936 a Junior College department was added.

Left from Tilton on a paved road through *Sanbornton Gulf, 2 m.*, a mile-long cleft through which gurgles a little stream. It is 38 feet deep and the walls are 80 to 100 feet apart and so similar as to suggest that they were once united. In summer the walls are hidden in foliage, and the verdant depths of the gulf at the point where it is crossed by the road make an ideal picnic spot.

On this road is SANBORNTON SQUARE, 3.5 m., one of the several villages in the township of Sanbornton (inc. 1770). It is a cluster of white houses, many of them occupied only in summer, a small white church, and a Grange Hall. In the middle of the square is a band-stand, and concerts given by the Sanbornton Band draw people from surrounding villages. At the top of the hill, north of the village, are the *Sanbornton Fair Grounds*. Here for many years was held the popular Sanbornton Fair, discontinued in recent years. Left of the fair grounds is an extensive view of mountains, with several ranges of blue hills extending back to the horizon.

At 26.4 m. the highway crosses a small bridge over a narrow connecting arm between the northern and southern sections of Lake Winnisquam. From this bridge on clear days the white tops of the Presidential Range are visible.

Lake Winnisquam (Ind.: 'pleasant water'), with a length of about 9 miles and a width varying from 0.5 mile to 2 miles, is an attractive body of water surrounded by low hills. It receives the waters of the Winnepesaukee River and at the southern end sends them out to form the little *Silver Lake*, an expansion of its southern outlet which again takes the name of the Winnepesaukee River. Silver Lake, earlier known as Little Bay, was the site of Fort Atkinson, erected by Provincial troops in 1746. Here, also, was a six-walled Indian fort. No traces of either are now visible. Winnisquam's 25 miles of shore line are dotted with summer cottages; in its waters are fish in abundance, and of the same variety as in Lake Winnepesaukee (see below).

At the eastern end of the bridge is the little settlement of WINNISQUAM. LACONIA, 29.1 m. (see LACONIA).

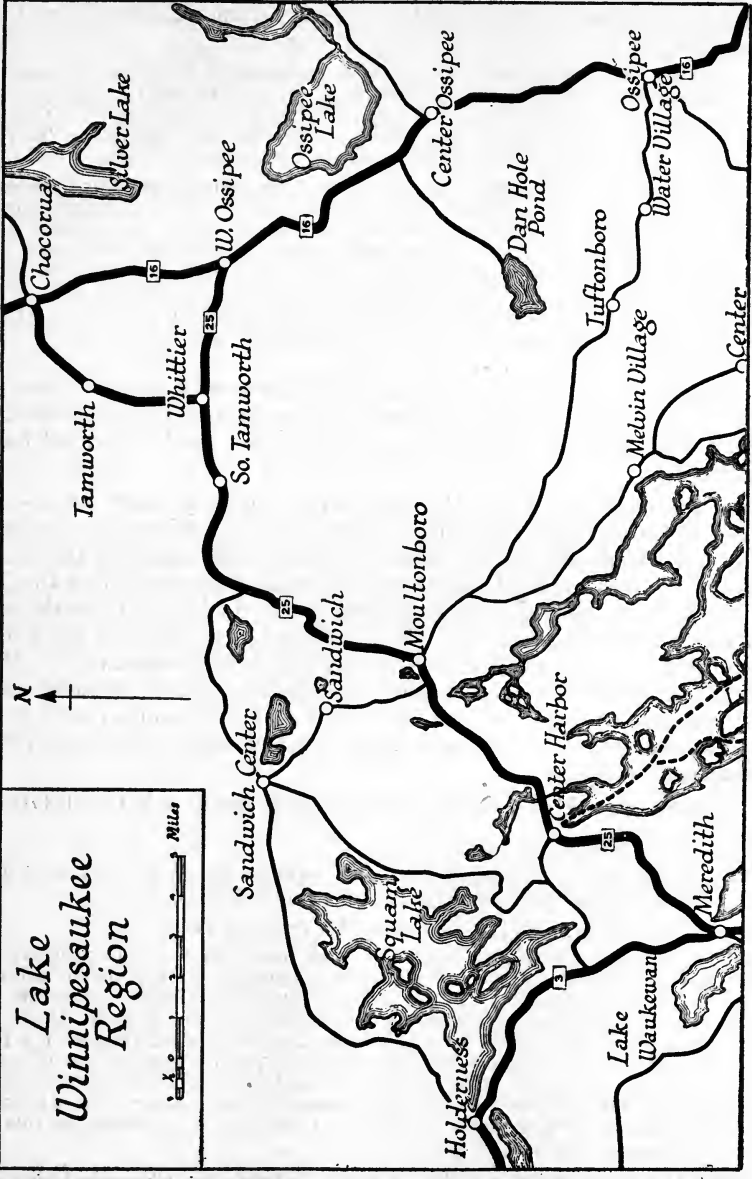
1. Right from Laconia on Church Street, right on Gilford Ave., 3.9 m., is GILFORD (alt. 730, town pop. 783), limited accommodations.

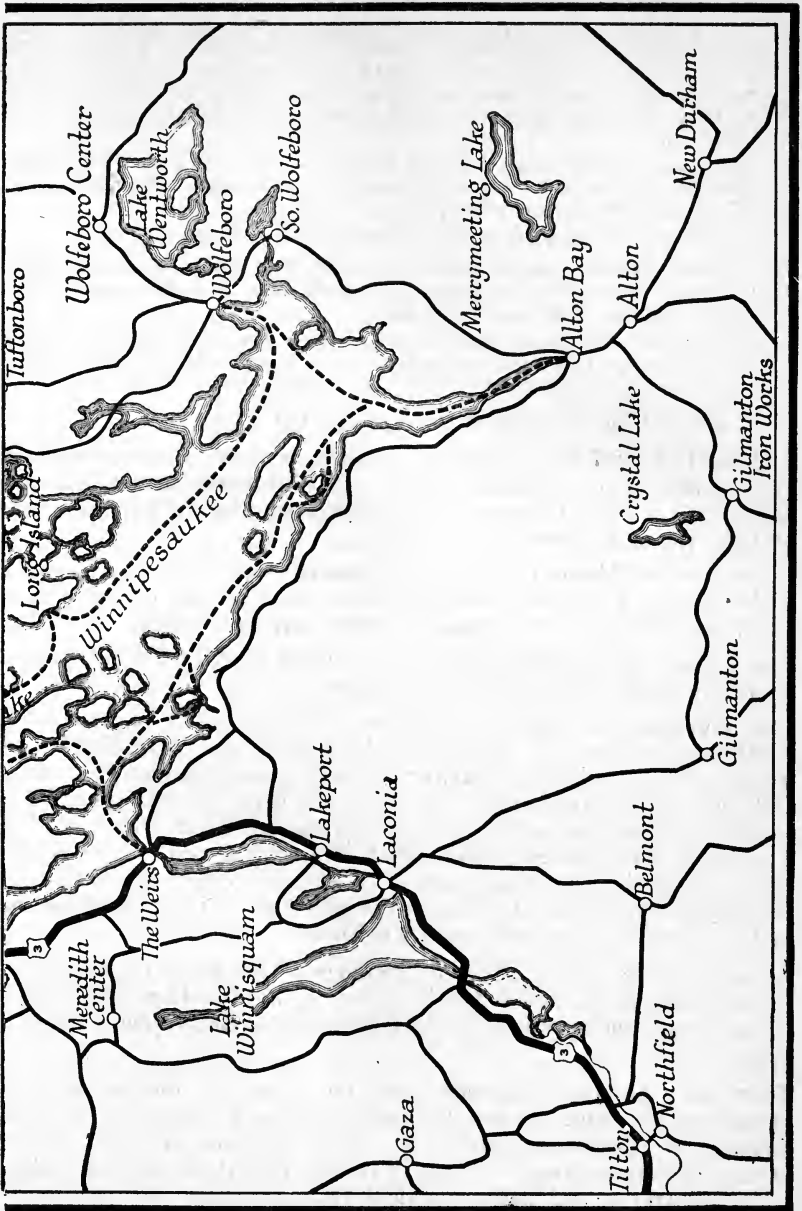
Right from Gilford to the *Belknap Ski Trail and Tow*, 1.5 m.

Left past the Gilford church and town house by a fine rolling country road to the *Barracks, 2.9 m.*, a newly built stopping-place for sports enthusiasts in winter and summer. At 3.2 m. is the entrance to the *Gilford Recreational Area*, embracing 500 acres on the northeast shoulder of the Belknap Range, on a gradual slope toward Lake Winnepesaukee. Within the entrance is a parking place and still further (R) is the main parking area of 50-foot terraces holding 2000 cars. Here is a *Stadium* seating 3000 people, erected facing a 60-meter *Ski Jump* which follows a natural land contour. The ski jump is surmounted by a 50-foot steel tower on which is a top platform and cabin for the accommodation of skiers.

The Recreational Area will have open fireplaces and picnicking facilities for both summer and winter use. An artificial pond will be available for skating and swimming. In 1937 the first international ski contest was held on this ski jump.

Lake Winnepesaukee Region





2. Left from Laconia Tavern, Laconia, on Main Street, past Opechee Park and Opechee Lake (R), and airport, to a junction with a dirt road, 2.8 m., known as the old *Parade Road*. Right on this road at 1.7 m. is *Pulpit Rock* in a field (L). Here Nicholas Folsom was ordained as the first minister of Meredith the second Wednesday of September, 1782, by a council of ministers and delegates from surrounding towns.

At 2.1 m., on Parade Road is the old *Farrar Tavern* (R), used as a hostelry until 1860. Back of the front entry is a secret room reached only by climbing down the bricks of the chimney from the attic.

At 2.5 m., on Parade Road is (R) the *Meredith Pound*, built in 1789.

At 3.4 m. on Parade Road is a section of the early Town Road where soldiers drilled both at the time of the Revolutionary and Civil Wars. It is also a portion of the original Province Road (see *LACONIA*).

3. Right from Laconia on Main St. to a junction 1 m., with State 106 and Gilmanton Road. Left on Gilmanton Road 0.5 m. to a *State Fish Hatchery* (open), the fourth largest in the State. Brook and rainbow trout are raised here.

US 3 follows Church Street in the northern part of Laconia.

LAKEPORT, 30.7 m., a suburb of Laconia, is at the lower end of Lake Paugus, named for an Indian chieftain and built partly on flat land, and partly on low hills. Lakeport is the headquarters of the U.S. mail boat on Lake Winnepesaukee (see *Tour 10C*).

In the home of Abram L. Drake, 40 Prospect St., is an *Indian Relic Collection* (open); a quarter of the specimens are from this general region. Mr. Drake has been an enthusiastic collector from boyhood.

The highway winds around the eastern shores of *Lake Paugus*, passing many overnight cabins and a few cottages.

Lake Winnepesaukee (alt. 504), 35.2 m., with a length of 22 miles and a width ranging from 1 to 10 miles is a large fresh-water lake that is very irregular in form, with three bays on the western side, one on the northern, and three on the eastern side. The chief inlet is the Merrymeeting River at Alton Bay and the outlet is the Winnepesaukee River, which starts at The Weirs. The greatest known depth is more than 300 feet. It is difficult to determine the actual number of islands, as there are many that are insignificant in size. Popularly, the lake is said to have an island for each calendar day, but only 274 are habitable.

Although there are 132 different spellings of the name on record the present spelling was established by an act of the New Hampshire Legislature in 1931 and approved by the United States Geographical Board in 1933.

There are a number of legends about the naming of the lake and the meaning of the name. In one, the Indian warrior Kona sought the heart and hand of Ellacaya, daughter of his enemy Ahanton. Ahanton was impressed with the courage of Kona in coming directly to him and asking for his daughter, and, being confident Ellacaya's heart belonged to the young brave, gave her to Kona as a bond between the two tribes. As the happy couple paddled their canoe across the lake, it seemed to be aglow; feeling this a happy omen Ahanton said, 'That all the tribes may know

there is peace between us, let the water be known as Winnepesaukee, the smile of the Great Spirit.' Other authorities claim the word means 'beautiful water in a high place,' and still others, referring to it as the source of valuable water-power, analyze it as meaning 'Good water with large pour-out place.'

The shores of the lake were a resort of the Indians as is evidenced by the many relics and artifacts found here. Aqueductan, or the present Weirs, was a known habitation. The Indian 'weirs,' which give the name to the village, are of brushwood or hempen nets interwoven usually in the shape of a 'W' or a 'V' and placed in the water of the channel at the outlet of the lake; these are visible at low water east of the narrow passage between Winnepesaukee and Lake Paugus. From the name of these fish traps came that now attached to this section.

The first white men known to have seen the lake were members of a surveying party sent north by Governor John Endicott of Massachusetts to establish the Massachusetts Boundary Line (*see Endicott Rock below*). The earliest settlement on the lake was at Alton Bay in 1770, followed by Meredith, Moultonborough, and Wolfeborough.

Transportation on the water has ranged from Indian canoes and dug-outs hollowed from huge trees to steamboats. A boat with a treadmill operated by horses furnishing power for the paddle wheels was invented by one Patten of Manchester in 1737 and put into use on the lake. The first steamboat on the lake, the 'Belknap,' began operation in 1833 and continued to run until 1841. Other improved steamboats appeared, such as the 'Cork Leg' and the 'Widow Dustin.' A steamboat of long operation was the 'Lady of the Lake,' built in 1848 and used continuously until 1893. The 'Mount Washington,' still in service, was built in 1872.

Nearly 50 per cent of all motorboats licensed in the State are used on this lake. Sailing is also popular. Here in 1852 the first boat race between Harvard and Yale was run off (*see Tour 10B*). An annual regatta is held in the summer at The Weirs.

Many residences and camps for young people have been established on the shores as well as on numerous islands.

Fishing is a feature at Winnepesaukee. Atlantic chinook and landlocked salmon, brook and rainbow trout, pickerel, yellow and white perch, horned pout, shad, cusk, smelts, black bass, eels, in fact practically all fish native to New Hampshire waters are taken. Winter fishing is a special feature, with tiny houses here and there on the ice for the comfort of the fisherman.

At 35.3 *m.* is THE WEIRS, a popular resort on the western shores of Lake Winnepesaukee and the chief port on its shores reached by the railroad. It is the scene of much activity in the summer, particularly when regattas are held. The Weirs is the starting-point for the 'Mount Washington' Steamer Trip (*see Tour 10B*).

At the southern end of The Weirs is *Endicott Rock Park*, a State-supervised beach with bath-houses.

Extending from the beach at Endicott Rock Park is a stone causeway leading to a granite canopy, under which is *Endicott Rock*. It is believed that the first white men to enter this region were Captain Simon Willard, Edward Johnson, Jonathan Ince, and John Sherman, who were sent here in 1652 by Governor John Endicott of the Massachusetts Bay Colony to lay claim to this land. Journeying as far north as The Weirs, called by the Indians Aquedoctan, they chiseled the Governor's initials and their own, together with the date, August, 1652, on a boulder to mark the northern boundary of the Colony. This boundary held until the division of Massachusetts and New Hampshire in 1740. When the steamer 'Belknap' was launched in 1833 and the waters of the channel at the outlet of the Winnepesaukee were lowered to deepen the channel, this boulder was found in the bed of the stream. It is about 12 feet long, 6 feet wide, and 4 feet thick, with this inscription:

E.I. (*Edward Johnson*)

S.W. (*Simon Willard*)

W.P. (*worshipful*)

Iohn

Endicut (*Endicott*)

Gov. (*Governor*)

I.S. (*John Sherman*)

I.I. (*Jonathan Ince*)

The markings having become more or less worn by the elements, in 1883 the State legislature appropriated money to have the rock raised and surrounded with safeguards against destruction. A facsimile of the markings on Endicott Rock was made and is in the rooms of the New Hampshire Historical Society in Concord.

US 3 continues west from The Weirs by a long steep hill, from which at many points on the hill are (R) wide *Views* of Lake Winnepesaukee and the surrounding Ossipee (L), Alton (R), and Belknap (R) ranges in that order from left to right.

The highway descends by a steep hill, with a view (L) of Lake Waukegan, into MEREDITH (alt. 549, town pop. 1902), 39.8 m., a village in a hollow between one arm of Lake Winnepesaukee and Lake Waukegan (L). Largely residential and depending in a large measure for its life and business on summer visitors, it has an industry of long standing in the Meredith Linen Mills. Peculiarly, Meredith has no Common about which to group its public buildings, because the early proprietors laid out the original village some miles south of the present location, on Parade Road, where they also laid out a Common of six acres.

Meredith's early history is closely associated with that of Laconia. The original territory of six square miles was granted in 1748, but it was soon found that the indentations of the bays made less acreage, and that a line seven miles from the northwest corner would not reach the big lake. In

1754, the Portsmouth proprietors increased the grant by calling the northern boundary 12 miles instead of 7; this is the present Meredith Neck.

In early times the place was known as Palmer's Town, Second Township, New Salem, and was finally incorporated under its present name in 1768. The following year Ebenezer Smith, one of the first settlers, built his log house, returned to Portsmouth, and brought back with him on horseback, his wife, their tiny baby, and, in his pocket, a puppy. In 1873 a part of Meredith was annexed to Center Harbor.

On the western edge of Meredith is little *Lake Waukewan*, the site of a summer colony. Winter sports are held here.

On the eastern edge of the village on Lake Winnepesaukee is *Clough Park*. The waterfront is bordered with odd stones from various places. A few yards from shore is a tiny well-grassed *Island* with a small wooden figure of an Indian standing guard.

Meredith is the junction with State 25 (*see Tour 10, sec. a*).

1. Right from Clough Park on a paved and dirt road, to the *Pinnacle*, 3 m., on Meredith Neck, where there is a complete panorama of the lake and the mountains surrounding it.

2. Left from Meredith on State 104 is a junction with a dirt road at 9.5 m.

Here at the junction, on an elevation, is the *New Hampton Town Hall*, a rectangular two-and-a-half-story structure, erected in 1789 as a church.

Right from this junction 2.1 m. is the *Dana Meeting-House* (*key at house across road*), a small one-story, hip-roofed frame building, now painted white, with the interior plastered, probably built about 1800. The many-paned windows are set high above the foundation. Box pews extend around the walls with two sections in the center of the floor, and there are a few unboxed seats. As far as is known the names, tacked on the doors of the pews, are those of the original owners. Originally the services were conducted by three men, in rotation. Dr. Dana, a physician, was the best known of these. Weekdays traveling around on horseback, treating his patients for twenty-five cents a call, on Sunday he attended to the spiritual needs of the same people. Services were held continuously until 1860 when the church was closed for a time. Summer services are now held by supplying ministers at 3 o'clock (E.S.T.).

At 45.9 m. is a junction with a paved road.

Left on this road to the *Asquam House*, 0.2 m. on Shepard Hill, from which is a fine view of Lake Asquam and the mountains beyond.

At 46.4 m. is a roadside parking place (R) by Squam Lake from which is an excellent view of the lake and the mountains surrounding it, with the bare and rugged peak of Mt. Chocorua (alt. 3475), in the center. Red Hill (R) is identified by the fire tower on its summit (*see Tour 10, sec. a*).

The lake, whose Indian name is said to have been either Wonn-as-squam-auke ('the beautiful surrounded-by-water place') or Kees-ee-hunk-nip-ee ('the goose-lake of the highlands'), is considered one of New Hampshire's most beautiful bodies of water. Officially known as Asquam (Ind.: 'water'), and popularly as Big Squam, the lake is surrounded by high green hills and heavily forested shores. Its waters flow, not into its

neighboring lake, Winnepesaukee, but into the Pemigewasset River. Twenty-six islands dot its surface. It was referred to by Captain John Lovewell in his 1724 journal; he wrote: 'we travelled 16 miles and camped at the north side of Cusumpy Pond.' Squam Lake has long drawn summer residents to its shores and has always had a conservative air about it, revealed in the large estates on the northern and eastern shores. Harvard University maintains an engineering camp on the eastern shore. Camp Algonquin for boys is also on this lake.

Squaw Cove, an arm of the lake, took its name from a block of granite with the appearance of a woman on one side of its ledges. The block has been removed, but the legend associated with it lingers. An Indian leader, Waunega, had long been widowed when he fell in love with the young and graceful Suneta, whose home was across the lake, where her father was a powerful sachem of an allied tribe. Suneta loved young Anonis, but her father favored his friend and ally, Waunega.

After the marriage feast, Waunega and Suneta paddled across the lake to the bride's new home. Anonis was not at the marriage ceremony, but during a fearful storm in the night Suneta suddenly felt the touch of a hand on her face and heard Anonis whisper to come with him.

When the old Waunega, awakened by the storm, missed his bride and went in search of her, a flash of lightning revealed the lovers in a canoe. Waunega discharged an arrow at his rival, who tumbled into the water. Suneta swam to a ledge, imploringly calling on the Great Spirit; but Waunega cried, 'May the lightning blast her! Let the Manitou make of her an example to coming time.' Hardly were the words out of his mouth when a crash of lightning and thunder made the mountains and rocks tremble. Terrified at the effect of his own words, Waunega plunged into the water and perished. When morning dawned, there was a semblance of her figure on the rock where Suneta had clung.

The highway winds around Squam Lake across a bridge over the narrow outlet between Squam and Little Squam Lakes.

HOLDERNESS (alt. 581, town pop. 644), 47.6 *m.*, summer accommodations, on a promontory between Squam Lake and Little Squam Lake, is a thriving summer resort that has more of the semblance of an English village than any other in the State.

The original town grant of six miles square on the Pemigewasset River was made by Governor Benning Wentworth in 1751. The following year lots were laid out in the rich intervale beside the Squam River, earlier known as Cohoss and Cusumpy. As no one settled in the place, the charter lapsed. The decisive defeat of the French at Quebec in 1759 removed the threat of the Indian attack from this region and in 1761 Governor Wentworth issued a grant for the township, naming it New Holderness for the Earl of Holderness. The grantees were Major John Wentworth and 67 other Episcopalians, of whom it has been said by an early historian that they were 'a company of English emigrants ardently devoted to the creed and worship of the Church of England, and with glowing

anticipation of the future for the colony. The founders hoped and believed that they were laying the basis of the great city of New England, the rival of Puritan Boston, and destined to throw it into the shade. The headquarters of heresy, they allowed, would have some commercial advantages, on account of its nearness to the ocean and its excellent harbor; but in population, refinement, dignity, and wealth they supposed that Holderness was to be the chief city of the New England colonies.'

In its early days, New Holderness desired to have connections with the Province Road that had been built from Portsmouth to Canterbury and sought the help of the proprietors of the town, who authorized one Hercules Mooney of Durham, 'to employ a Pilot to find out a good and convenient place for the road to be cleared from Canterbury to New Holderness.' The road was routed through Northfield, across the Winnepesaukee River, though Sanbornton, Meredith Center, across a corner of Center Harbor, through New Hampton and Ashland to New Holderness, and thence to Plymouth along the east bank of the river. The settlement was also on Governor John Wentworth's College Road, built by him from Wolfeborough, the site of his summer estate, to Hanover, in order that he might attend the first commencement at Dartmouth College in 1771. In 1816 the town name was changed to Holderness.

Originally devoted to agriculture and lumbering, its situation on Squam Lake and easy accessibility began to draw visitors to it after 1870.

ASHLAND (alt. 560, pop. 1375), 51.9 m., limited accommodations, is a little town with few residences of size. In its early days Ashland was a part of Holderness; it was incorporated independently in 1868. Grist-mills and sawmills were operated here in 1770. Today the manufacture of tissue paper and of woolen goods are the chief industries of the community.

At 53.5 m. is an extremely dangerous turn in the highway at the bridge over the Pemigewasset River.

At 54.1 m. is approximately the Geographical Center of New Hampshire.

The highway now enters the Pemigewasset Valley, a wide intervalle of meadows through which runs the river with the same name. It has long been attractive to artists because river and valley lead the eye up to superb peaks, and between them the depression that marks the site of Franconia Notch.

PLYMOUTH (alt. 514, town pop. 2470), 57.9 m., all accommodations, Grafton County seat, is a fine old town on the hillside above the Pemigewasset, where educational, industrial, and recreational activities mingle.

The earliest recorded evidence of white men in Plymouth dates back to about 1712 at which time Colonel Samuel Partridge wrote from Hatfield, Massachusetts to Governor Joseph Dudley in Boston suggesting the sending of an expedition of about 40 men to Coassett, or Coos. Captain Thomas Baker, an adventurous soldier of Northampton, Mass., was

selected as commander of 32 men who set out to explore Coos County. Baker and his men followed the course of the Connecticut River to Haverhill, and turning east to Warren Summit, proceeded down the Asquamchumauke River to Plymouth. Just above the junction of this river with the Pemigewasset at what is now known as the Ox Bow, the expedition encountered Indians. A brief skirmish followed, without loss of life to the explorers, but several Indians were reported killed. Captain Baker acquired the blanket, powder-horn, and various trinkets of Waternomee, the chief, and the Asquamchumauke River was named Baker River (see *Tour 10, sec. b*).

The original charter of the town, dated July 15, 1763, is in the Plymouth Town Library. Settlement began the following year.

Since 1765 industry has played an important part in local life. Lumber mills, a veneer plant, a pig mill, a mattress factory, glove industries, and the manufacture of sporting goods have at various times been important features of village activity.

Plymouth's outstanding landmark for years was the famed *Pemigewasset House*. The first structure was built about 1863 by John E. Lyon, president of the Boston, Concord and Montreal Railroad. When it burned, the railroad rebuilt it, making it accessible from the station by a flight of stairs. Here Nathaniel Hawthorne often stopped and here he died May 18, 1864, in room No. 9. In 1909, the Pemigewasset House again burned and the present hostelry of the same name was built on Highland Street.

Since its incorporation, Plymouth has grown steadily. The fact that for many years previous to automobile days it was a railroad junction brought many people here to trade, and it is still a trading point for a large section.

Plymouth has opened up several ski-trails, and is a popular center for winter sports (see *Ski Trails*).

On the village green is a bronze *Fountain* — a Boy Scout kneeling, with water dripping through his hands. The bronze figure is the work of George H. Borst, a summer resident of Newfound Lake, and is on a boulder from Franconia Notch.

Behind the brick *Courthouse*, Main Street, is the small *Public Library* (open Mon., Wed., Sat., 7-9 P.M.; Fri. and Sat., 3-6). This little one-story frame building, surmounted by a flat-topped tower, was an early courthouse, formerly standing on Main St. In it Daniel Webster made his first plea before a jury in 1805, when he undertook the defense of a murderer. The man's guilt was so evident that Webster spent most of his time in attacking capital punishment: Webster lost his case.

West a block from Main Street is *Plymouth Normal School*, occupying an entire block on an elevation between Highland, Langdon, School, and an unnamed street. *Livermore Hall*, on the east side of School St., a hip-roofed brick structure, topped by the large square Corning Tower, was first occupied in 1891 and its clock first illuminated in 1913 on the

occasion of the town's 150th anniversary. Across School St. are newer buildings prevailingly Colonial Georgian in style. Included in this group is *Mary Lyon Hall*, the freshman dormitory. The *Samuel Read Hall Dormitory*, Highland St., newest of the buildings, is a brick structure with large gabled wings, and in the first story large arched windows. On the south side of Highland St., on a slight elevation, is the *Russell House*, a brick, two-and-a-half-story structure, with white square-pillared porch and a smaller porch above it, surmounted by a low square wooden tower with windows. A feature of the house is the old kitchen that has been restored to its original condition. The *Model School*, School St., a square, plain three-story brick building is used by students as a practice school, with local children as pupils.

The Holmes Plymouth Academy opened in 1808 was a pioneer institution of its kind and the predecessor of Plymouth Normal School; in 1871 the academy buildings were presented to the State for the Normal School which after much deliberation by State officials was opened in Plymouth in 1871 with 80 students. Present student enrollment is about 200.

Right from Plymouth on a paved road is the *Holderness School* (1879), 0.5 m., with buildings on a high terrace above the Pemigewasset River, largely grouped in a corner of the large campus, a part of Livermore Farm.

The central building, the work of Frederick Larsen, architect of the Baker Memorial Library at Dartmouth, is a fine example of southern Colonial style. Two gabled-end wings admirably balance the main structure. A small brick dormitory of pure Georgian style is notable for its steep sloping roof which gives an unusual effect on the exterior, and additional space on the interior. This structure, also the work of Larsen, will eventually be duplicated with a connecting building of pretentious dimensions.

At 0.6 m., on this road is (L) the large frame *Livermore House* (not open). Samuel Livermore, the builder, came from Londonderry in 1774 and became the largest owner of land and an important figure in Holderness and in the State. He was elected one of the Representatives of New Hampshire in the Continental Congress, and in 1782 gave the affirmative action of New Hampshire as being the ninth State to unite the independent States into a nation. From 1789 to 1793 he was Representative in Congress, and Senator from 1793 to 1801, and also chief justice of the State, 1782-90. He used to drive back and forth between Holderness and Philadelphia, a journey of 18 days, in his own carriage. His name is attached to the important falls on the Pemigewasset, north of Plymouth.

At 0.8 m. on this road in a small, well-kept cemetery is the little one-story frame *Trinity Church*, the second (see *St. John's Church, PORTSMOUTH*) Episcopal church in New Hampshire, established in 1797 as of the Church of England. Towerless and simple, it carries an air of superb serenity. Services are held in the church in the summertime only.

Sec. c. PLYMOUTH to TWIN MOUNTAIN, 47.4 m.

This section of US 3 traverses the beautiful Pemigewasset Valley and passes through Franconia Notch with its many natural wonders, including the Flume and the Old Man of the Mountains.

US 3 follows Main Street in Plymouth (see above), and soon crosses Baker River, the former name of which was Asquamchumauke, on a steel bridge. In the intervalle (L) was a large Indian settlement where

occurred a fight between Captain Baker and the Indians occupying the habitation (see *Tour 10, sec. b*).

At 2.1 *m.* is a junction with a paved road.

Right on this road is the *Livermore Bridge*, a steel structure high above a wild section of the Pemigewasset River.

Across the Pemigewasset Valley is (R) BEEBE VILLAGE, a little paper-mill settlement.

In its northward course, as the road draws nearer the towering wall of mountains topped by the sharp peak of Lafayette, the highway has increasing charm.

WEST CAMPTON, 7.4 *m.*, has far more overnight cabins than dwelling-houses. Situated in the Pemigewasset Valley, a few miles south of the Franconia Notch, it furnishes a view of the mountains in fine perspective.

1. Right from West Campton on a paved road, which crosses the Pemigewasset River, is CAMPTON (alt. 684, pop. 1184), 2.5 *m.* Campton Upper Village is a little group of simple houses on the shores of Campton Lake. South 0.5 *m.* is the Lower Village with the century-old woolen mill known as *The Little Red Mill*. Campton was first granted, with Rumney, in 1761, to Captain Jarvis Spencer, and derived its name from the fact that the surveyors of the original grant camped on this place while running the original lines. Settlement was made here in 1765 and the town was incorporated in 1767. Campton and West Campton were in the last century favorite spots with artists who found here many subjects of especial beauty in the river, meadow, and mountain scenery. Today Campton is largely a residential village and a summer resort.

Right from Campton Upper Village is the *Waterville Valley Road*, a highway of unusual charm following the windings of the Mad River. The name long since given to this stream is most appropriate; the large boulders in its bed and on the sides that have been moved down from the mountains give proof of the wildness of this stream at certain seasons.

Right on the Waterville Valley Road is the entrance to the *Campton Pond Forest Camp*, 0.5 *m.*, newly established on this body of water by the White Mountain National Forest. Facilities for camping, bathing, and trailers are available.

At 3.5 *m.*, is a junction (R) with the *Sandwich Notch Road*, a scenic route of unusual charm. At 6 *m.* the notch road reaches its greatest elevation, 1421 feet.

At 8 *m.* on the Waterville Valley Road is the *Waterville Forest Camp*, a secluded spot frequented by those interested in fishing and tramping.

As the highway proceeds, there are numerous cut-outs through which are visible various peaks.

At 11.5 *m.* on this road is the *Waterville Inn*, situated 1500 feet above sea level, but still at the bottom of a great bowl whose sides are numerous encircling mountains, among them Tecumseh (alt. 4004), Sandwich Dome (alt. 3993), Osceola (alt. 4326), Kancamagus (alt. 3774), and Trip pyramid — North Peak (alt. 4140), Middle Peak (alt. 4110), and South Peak (alt. 4080). WATERVILLE VALLEY (pop. 23) is a favorite resort for those who desire seclusion and fine mountain scenery. The town was granted to Josiah Gillis and Moses Foss, Jr., in 1819, and 10 years later was incorporated under its appropriate name. The first house, a farm, was built here in 1833 by Nathaniel Greeley. In it he entertained boarders, the first of whom was Ephraim W. Bull, producer of the Concord grape. When the Inn was erected in 1865 it was the only building in the township of Waterville. It is now a community composed of an inn (1865), and 15 cottages, some of which were built as early as the 1870's. To the Inn many of the same families have come year after year.

The Valley has a nine-hole golf course and 50 miles of summer trails. It also has numerous ski trails and is a notable winter resort.

2. Left from West Campton on a paved road 0.8 m. to *Armont Farm*, where there is a superb view. This road continues 8 m. to *Stinson Lake* (see *Tour 10, sec. b*).

THORNTON (alt. 585; pop. 459), 10.9 m., is a pleasant little section occupying a choice site in the wide Pemigewasset Valley with its northern outlook toward the Franconia Mountains. The settlement is largely made up of farms and summer residences of the simpler type. Thornton was granted in 1763 to Matthew, James, and Andrew Thornton and others, and naturally took the name of the three brothers as its own. The first settlement, however, was made in 1760.

WEST THORNTON, 15.3 m., on the west bank of the Pemigewasset, is largely made up of farms and scattered summer residences.

WOODSTOCK (alt. 701, pop. 756), 18.9 m., is a finely situated little hamlet in the Pemigewasset Valley granted in 1763 under the name of Peeling. The grantees were dissatisfied with the name, and eight years later it was regranted with the more appropriate name of Fairfield. This name did not satisfy the inhabitants, and in 1840 the present name was adopted.

NORTH WOODSTOCK, 23.2 m., by far the larger of the two settlements in the township, is a residential center, but its chief interest is in catering to the summer visitors. Lining the main street are small hotels, restaurants, and gift shops. The village is especially notable for the great beauty of its surroundings; it is at such distance from the mountains surrounding Franconia Notch as to provide clear view of the massing on either side of the pass.

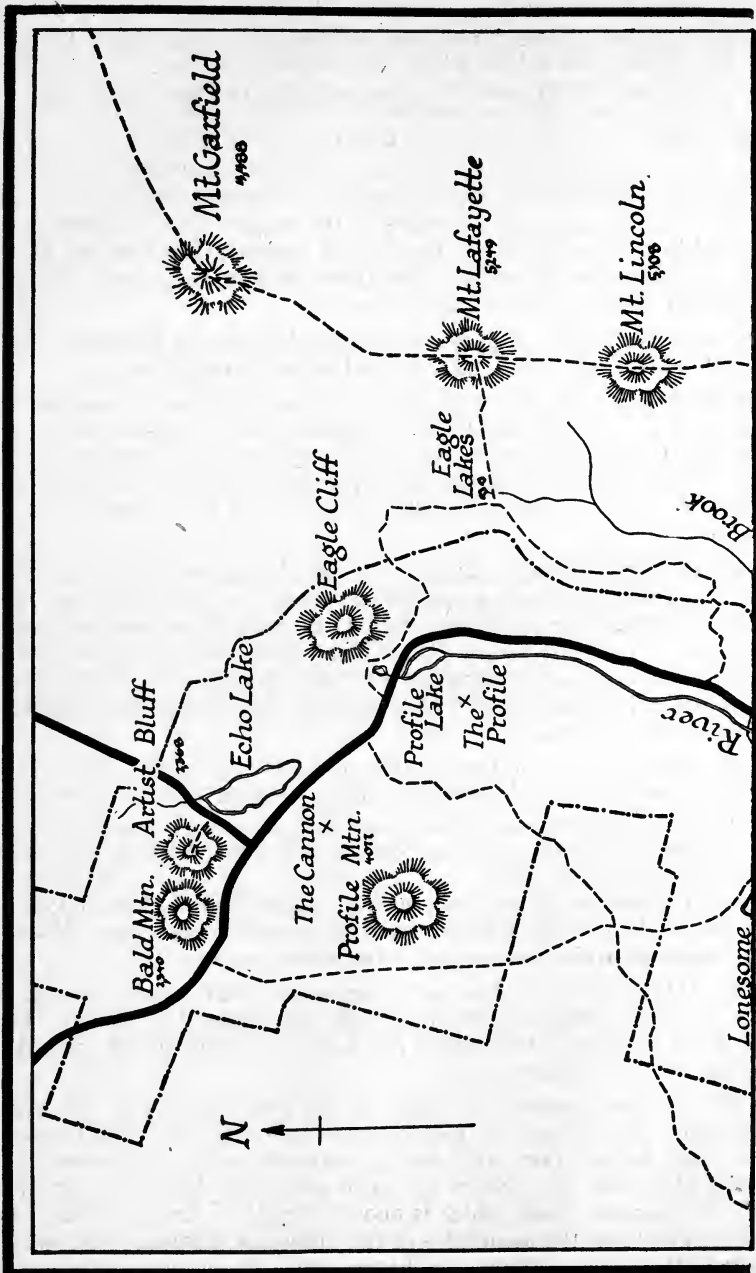
At North Woodstock the East Branch of the Pemigewasset, coming down from the Pemigewasset Wilderness, unites with the Pemigewasset.

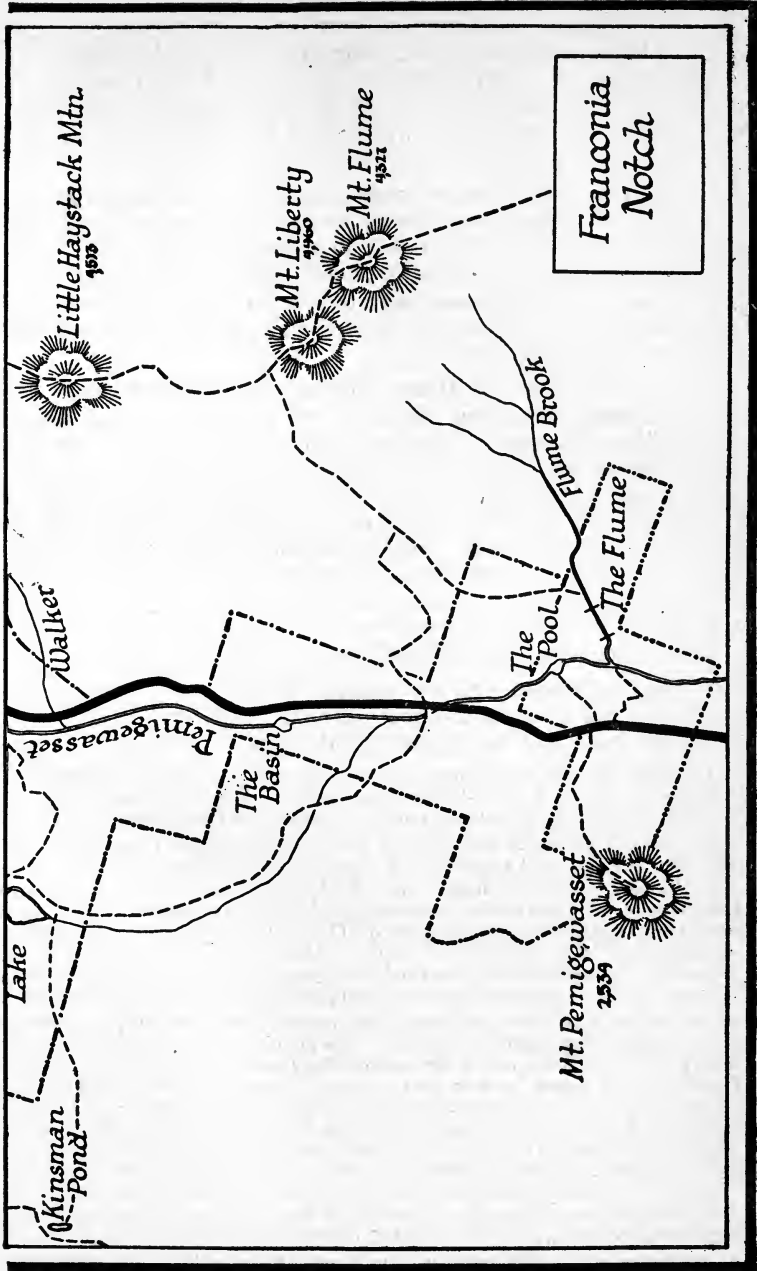
Left from North Woodstock is the *Joseph Story Fay Reservation*, 0.5 m., 150 acres of forest land given in 1897 to the Appalachian Mountain Club. Attractive roads and paths wind through it.

Clark's Eskimo Dog Ranch (open to visitors, adm. 25¢), 24.4 m., has a large number of dogs of the Eskimo breed all seasons of the year. Many of these dogs are trained for racing in the winter season.

At **INDIAN HEAD**, 27.2 m., is the largest overnight tourist camp in the State, a small village of uniform English type single-story houses. High above the clearing is the *Indian Head*, an impressive profile formed by a ledge on Mt. Pemigewasset.

At 27.6 m. the southern boundary of the *Franconia Notch Reservation* is crossed. Occasionally through cut-outs are visible (R) Mts. Lafayette (alt. 5249), Lincoln (alt. 5108), and Liberty (alt. 4460), while conspicuous Profile Mountain (L) appears as a solid rock wall. Here is the southern end of *Franconia Notch*, which is about six miles in length. Within this deep cut between the mountains of the Franconia Range on the east and those of the Kinsman Range on the west are such natural wonders as the Flume, the Pool, the Basin, the profile of the Old Man of the Mountains,





Profile and Echo Lakes, and a charming little stream, the Pemigewasset — a combination of natural grandeur, dignity, and beauty not excelled in any similarly sized section of the State. The mountains are high and close enough to accentuate the wildness of the scene, and yet distant enough to give perspective.

Geologically, the Notch is an impressive example of the results of glacial action. 'The pre-glacial stream valley had approximately the same position as the headwaters of the present Pemigewasset River, but was not so deep and the slopes were much rounder. The ice moving through the Notch gradually over-steepened them to produce Eagle Cliff and the cliff of Profile Mountain. The floor of the original valley was also worn down, perhaps several hundred feet.'

At 28.3 m. is the *Flume Tea House*. In the clearing here formerly stood the Flume House, built about 1848, and one of the famous old hotels of the White Mountain region. Burned in 1871, a successor was built that suffered the same fate in 1918. From this point is an excellent view northward into Franconia Notch. Left is Profile (Cannon) Mountain, right the crags of Eagle Cliff, and above them the sharp summit of Mt. Lafayette, here with but one peak, and a broken incline of lesser peaks. There is also an impressive view southward through the Pemigewasset Valley. Northwest on the mountain skyline are traceable the features of a human face not unlike Washington's, while the undulant ridge suggests a recumbent figure, sometimes called Washington Lying in State.

Left of the Tea House, under a canopy, is a *Concord Stagecoach* (see *CONCORD*), once used on this road through the Notch. The entrance to the Flume (*adm.* 25¢) is at a gate right of the Tea House.

1. Left from the Tea House either on a winding road or a woodland path through a covered bridge is *Boulder Cabin* (buses available between entrance and Boulder Cabin 25¢), 0.5 m. In the cabin is a model of an old New Hampshire covered bridge.

The geological history of the Flume is briefly told in signs at important points. The granite of the rocks was formed many millions of years ago; later a dark-colored molten lava was pushed up through the cracks and crevices. Signs indicate these lava seams. The cooling lava solidified into dikes and the principal one was eroded until the flume-gorge was formed. The frosts of thousands of years and the rushing water have widened the canyon. The Flume was discovered in 1803, according to tradition, by 93-year-old Aunt Jess Guernsey, an inveterate fisher-woman. In her wanderings she happened upon this remarkable phenomenon.

From Boulder Cabin the path gradually ascends broad, smooth, and whitened granite ledges over which *Flume Brook* slips in thin, wide, even sheets. A rustic walk leads to the lower end of the canyon-like *Flume*, on the western side of Mt. Flume, an eerie fissure between gray, perpendicular walls, some 70 feet in height. At various points trees arcade the chasm, and little birches, lichens, and vines are ensconced in crevices in the rocks. Between these walls the little Flume Brook, which has its sources on Mts. Flume and Liberty, dashes recklessly. Along the walk, which crosses and recrosses the stream, the walls crowd in until there is only room for the brook and the walk. In the narrowest part of the Flume, 12 feet, a huge boulder was lodged for centuries. It was carried away by a terrific avalanche in June, 1883, that deepened the Flume and formed two new waterfalls.

At the upper end of this 700-foot canyon are *Avalanche Falls*, tumbling down a series of granite steps. The path crosses the falls below a wide basin, and returns by an equally impressive route along the Rim Path of the Flume.

a. Right from the head of the Flume on the marked *Flume Slide Trail* is *Mt. Flume* (alt. 4327), 3.5 m. Half-moon in shape, the summit, with a scattered growth of low spruces, offers an extensive prospect over the Franconia area, the Pemigewasset wilderness to the east and the far-extending lowlands.

b. Right from the head of the flume on the marked *Liberty Spring Trail* is the bare and rocky summit of *Mt. Liberty* (alt. 4460), 3.9 m.

c. Right from the Rim Path on the Rim Pool Path is *Liberty Gorge*, a beautiful 70 foot cascade, and down a series of log steps to the *Pool*, 'a stygian body of water' 150 feet in diameter. Here the Pemigewasset falls in a cascade over a mass of rocks into a granite basin, a geological pot-hole, of water almost black because of its depth (40 feet). High surrounding cliffs contribute to the weirdness of the scene. Above the Pool on the rocky side of the mountain rises a *Great Pine*, estimated to be 175 feet in height. It is one of the largest in the State and considered to be over 175 years old. Left from the pool the path winds through a large number of *Glacial Boulders*, huge lichen-covered rocks left by the ice-sheet, to the Tea House.

2. Left from the Flume House clearing on a trail, in part an old logging road, is *Mt. Pemigewasset* (alt. 2534), 1.25 m. From its summit is a fine outlook southward over the Pemigewasset River intervale, westward to the long mass of Mt. Kinsman, eastward to the peaks of the Franconia Range.

The little *Whitehouse Bridge*, 29.1 m., over the Pemigewasset received its name from a large white house once standing here on the clearing (R) in which lived the owner of a mill. Traces of the dam are in the river-bed.

1. Left from Whitehouse Bridge 1 m. on the *Cascade Trail* are the *Cascades*, on Cascade Brook, a small tributary of the Pemigewasset, called by W. C. Prime 'the finest brook in America for scenery as well as for trout.' The lower section of the Cascades is a succession of glistening slides of sloping flat granite ledges in places 100 feet wide. From this point are fine views of Eagle Cliff and the valley lying northeast. At 2.1 m., the Cascade Trail unites with the *Fishin' Jimmy Trail*, so named from Annie Trumbull Slosson's story of Jimmy, an old fisherman. On the latter trail is *Lonesome Lake*, 1 m. (see below).

2. Right from Whitehouse Bridge on the *Whitehouse Trail*, uniting with the *Liberty Spring Trail*, is *Mt. Liberty*, 3.2 m. This is a part of the Appalachian Trail.

The *Basin* (L), 29.8 m., beside the highway, is a beautifully shaped granite bowl, 60 feet in diameter, filled with the cold and limpid water of the Pemigewasset as it lingers here after a drop in a white cascade. It is a pot-hole, worn by stones whirled by the swift current of the water. At the lower end of the pool a projecting rock resembles a leg and a foot.

Lafayette Place, 31.4 m., is the site of a small tavern built in 1835, and of the Mt. Lafayette House, built in the late 1850's, but burned in 1861. Here (L), across a rustic bridge, is the *Lafayette Place Camp Ground*, with a central Administration Building in log-cabin style, and with facilities for camping.

From Lafayette Place is visible (R) the *Great Elephant*, a formation on Eagle Cliff that resembles a recumbent pachyderm, 'his trunk thrown out before him, his off-hind foot on the ground, while his haunch is thrown high in the air.' A white spot in the cliff forms the eye.

Left from Lafayette Place on a trail is *Lonesome Lake* (alt. 2743), 1.5 m., a little body of water once known as Tamarack Pond, on a ridge under one of the shoulders of Profile Mountain, amid primitive forests. From the southwestern shore of the lake is a view of the rugged, gray-white summits of Mt. Lafayette and the Franconias above the adjacent forest, impressively indicating the depth of the notch

at this point. The Appalachian Mountain Club maintains a cabin here in the summer.

The highway continues to follow the busy little Pemigewasset (Ind.: 'narrow and swift current') flowing from its source in Profile Lake now over rocks of greenish hue and again over those of brownish tint that frequently direct its course. Numerous odd rock formations accentuate its charm.

At 32.9 m. is *Profile Lake* (alt. 1930), a small body of water once known as the Old Man's Washbowl. Sheer above its silver surface rises a shoulder of Profile Mountain (alt. 1500) on which is the stern profile of the *Old Man of the Mountains*, a striking rock sculpture of a human face, New Hampshire's best-known natural wonder (*see below*).

At 33.4 m. is the *Site of the Profile House*, a famous hotel built in this cliff-enwalled basin in 1853. The original Profile House, though generous in its proportions, was frequently enlarged to accommodate the growing popularity of this region, until it became a most extensive establishment. Because of the great increase in business, occasioned in part by the construction of a narrow gauge railroad between the Profile House and Bethlehem in 1881 which was widened to standard gauge in 1897, the old hotel was regarded as inadequate and was torn down, to be replaced by the New Profile House in 1906. It was burned in 1922.

Just south of this site is the parking place for visitors wishing a more leisurely study of the Old Man of the Mountains. South 500 feet along a brookside path from the parking place is a fine vantage-point, on the edge of Profile Lake, where a boulder marker has been placed by the State. About four o'clock is the best time to view the gigantic silhouette against the blue sky.

Although the Profile was probably recognized by the Indians, little credence is placed today in the tradition of their making it an object of worship. It is generally believed that the first white men to see it were Francis Whitcomb and Luke Brooks, who were surveying a road though the Franconia Notch in 1805. While washing their hands in the lake they are said to have looked up, and in amazement discovered the face.

Some 48 feet in height, it is formed by three separate ledges of granite, one forming the forehead, another the nose and upper lip, and a third the heavy chin.

Exposed to frosts, summer's heat, and southeast winter storms, it is remarkable that these ledges have not long since crashed into the depths below. To lessen the danger of its destruction, anchor irons were embedded in the forehead ledge, in the fall of 1916.

Artists by the score have pictured the Old Man. Hawthorne in his 'Great Stone Face' and Edward Roth in his 'Christus Judex' drew their inspiration from the profile (*see Folklore*). No scenic feature of the White Mountains is so much photographed by amateurs and with such disappointing results. The usual published photographs are either taken by telephoto lenses, or are enlargements.

The Profile House site parking place is a point of vantage from which are visible several choice bits of mountain scenery. In general, to the north is a fine grouping of the mountains on either side of the Notch, (L) Profile (Cannon) Mountain, (R) Eagle Cliff. Facing north, left on Profile (Cannon) Mountain is visible the *Cannon*, 1800 feet above the road, a natural rock formation on the top of the mountain and having the appearance of a great gun pushed out from the parapet of a fortress.

1. Left from the Profile House site (alt. 1925), on a trail to the eastern summit of *Profile Mountain* (alt. 4077), 1.75 m.; by side path to west summit, 2.25 m. From the eastern viewpoint the view into the Notch presents the unbroken wildness of the valley. Eastward is the white-rocked summit of Lafayette, with several cascades glistening on its precipitous sides. Right are the bald top of Mt. Liberty and the lesser peaks down the valley.

2. Right from Profile House site on the *Greenleaf Trail*, in part an old bridle path, to *Eagle Lakes*, 2.5 m., two tiny ponds where the Appalachian Mountain Club maintains a hut; and the summit of *Mt. Lafayette*, 3.75 m. Mt. Lafayette rivals Mt. Washington as a point from which to view a vast array of other peaks and has the added advantage of including Mt. Washington itself and the other Presidentials. Starr King has said of Lafayette that its gentle crescent line of vast outworks suggests the sweep of a tremendous amphitheater. Lafayette is the most individual peak of the Franconia Range, and even of the Presidential Range. It has seven tops, and the number visible varies at different points. The range of notable peaks visible from the summit of Lafayette is large, including peaks in Vermont.

At 34.9 m. is the junction with a road.

Left on this road 200 yds. to the base station of the *Aerial Tramway* to the summit of Profile Mountain, to be opened in 1938.

Right at 35.1 m. is *Eagle Cliff* (alt. 3466), a precipitous foothill of Mt. Lafayette, 1500 feet above the highway, especially striking as the sunlight plays on it or when clouds checker its surface, effects most pronounced in the early morning or late afternoon. This ragged cliff is said to have derived its name from an eagle's nest on its crags, but no eagles remain to carry on the tradition.

Echo Lake (alt. 1931), 35.1 m., lies beneath the sheer and castellated granite walls of Eagle Cliff, which rises 1500 feet above the little tarn. The lake is environed on the north and east by low, rocky Bald Mountain (alt. 2320) and Artist Bluff (alt. 2368), on the south by Eagle Cliff, and on the west by massive Profile (Cannon) Mountain (alt. 4077). The scene would be almost savage without the lake, whose name indicates the acoustic effect found here. On a still day an ordinary shout will re-echo three or four times around the cliffs, while the shot of a gun resounds as though it were a whole battery. Starr King said that toward evening the lake was worth visiting more for its echoes of color than of sound. The little lake is one of the sources of the Ammonoosuc.

At 35.5 m. is the junction with State 18 (see *Tour 8A*).

At the northern end of Echo Lake is the junction with a path.

Left on this path to *Artist Bluff*, 0.25 m., a commanding point for a view of the lake at its foot and Franconia Notch south of it.

At the *Profile Golf Club*, 37.1 m., is a view of the Gale River Valley with (R) wooded Mt. Agassiz (alt. 2394). Sugar Hill is slightly left.

Gale River Forest Camp, 41.6 m., with all camping facilities is maintained by the White Mountain National Forest Service.

Right from Gale River Forest Camp on the *Garfield Trail* is Mt. Garfield, 4.2 m. Especially fine from this summit are the Franconia and Twin Mountain Ranges.

As the highway continues northward both peaks of the Twin Mountains 1 mile right — North (alt. 4769) and left South (alt. 4926) — are visible southward — only the North Twin is visible from Twin Mountain Village. Rounded Mt. Garfield (alt. 4488), and many-peaked Mt. Lafayette (alt. 5249) form a distant background.

At 45.6 m. appears (R) the whole range of the Presidential Mountains, with Mt. Washington (alt. 6288) in the center (see *Tours 2, sec. c, 7, and 8, sec. b*).

TWIN MOUNTAIN (alt. 1400), 47.4 m., one of the busiest little summer resorts in all the White Mountain area (see *Tour 8*), is 4 miles north of Twin Mountains, with south the other Franconia Peaks as well as west, the Presidentials, and smaller peaks on all sides.

At Twin Mountain is the junction with US 302. A bronze marker (L) indicates the beginning of the Dartmouth College Highway (see *Tours 8, sec. b, and 4*).

Sec. d. TWIN MOUNTAIN to SECOND CONNECTICUT LAKE, 83.4 m.

US 3 leaves northward from Twin Mountain.

CARROLL (alt. 1370, town pop. 402), 2 m., is a scattered hamlet of small houses along the hillside. Originally called Briton Woods, Carroll was granted to Sir Thomas Wentworth, the Rev. Samuel Langdon, and others in 1772 and incorporated as Carroll in 1832. As a whole the township is rough and mountainous.

At Carroll is a junction with State 115.

Right on State 115 is the short *Cherry Mountain Road*. Skirting the base of the mountain that gives its name to the road, the winding highway leads over the highlands, with varying prospects of the mountain above it. *Cherry Mountain* itself is heavily wooded with a conspicuous big scar on its northwestern slope, reminder of a White Mountain tragedy. Here on July 10, 1885, an avalanche of earth, rocks, and trees crashed from Owl's Head Peak, destroying everything before it. For two miles it roared down the mountain-side carrying away the home of Oscar Stanley at the base of the mountain, killing some of his cattle and fatally wounding one of his farmhands. It was from a tree on this mountain that Timothy Nash discovered Crawford Notch in 1771 (see *Tour 8*).

At the Gravel Farm, 5.8 m., is (R) a marked trail leading 1.8 m. to *Owl's Head* (alt. 3370), the only cleared spot on the mountain. From the summit a magnificent scene opens out. Southeast is the Presidential Range, beginning in the north with the long flanks of Madison and the castellated ridge of King Ravine below it, then the shadowy Ravine of the Castles, Mt. Jefferson, followed by Clay and, towering still higher, Washington with the cog railroad curving around its gray sides. Beyond in this same direction is ragged-crested Monroe, level-topped

Franklin, corpulent Pleasant and Clinton, Jackson and Webster appearing as one ridge. Crawford Notch is clearly defined. In the southwest may be seen Bethlehem's long street with Mt. Agassiz behind it. Sugar Hill lies still farther in the same direction. Littleton appears slightly westward, then Whitefield with the Dalton Range in the distance.

On State 115 at 6.8 *m.* is a junction with a road. Right on this road is *Cherry Mountain Notch*, 7.4 *m.* long, which leads to State 302 near the Lower Ammonoosuc Falls, east of the mountain. The road follows the top of a low ridge for some distance with steep embankments on either side. Choice vistas open from time to time, including especially Starr King Range and Jefferson Hill.

The road continues in a leisurely, rolling fashion, and from occasional high spots the wide-spreading Presidentials (R) lift their bare summits above wooded Cherry Mountain (alt. 3600). From time to time the long Franconia Range, with Mt. Lafayette (alt. 5249) overtopping them all, is visible (L). Nearer at hand are (L) Mt. Agassiz (alt. 2394) with its conspicuous observation tower, and round-topped Mt. Cleveland (alt. 2500).

Across a broad intervalle is (R) the Starr King Range (*see Tour 7*). Beyond in the distance appear the blue tops of the Kilkenny Range, or, as generally known, the Pilot Range, of which wooded Mt. Cabot with its fire tower is the highest (alt. 4080).

WHITEFIELD (alt. 952, town pop. 1693), 8.3 *m.*, all accommodations in summer, limited in winter, is a village on John's River (*see Tour 7*) between two sharp hills of the narrow valley. Its business district has grown up around its Common where band concerts are held in summer; it becomes an ice palace at the time of the Winter Carnival. The carnival, an annual event, attracts crowds from a wide area and features ice sculpture, horse-racing, parade, ball, queen contest, and winter sports competition.

The township was granted in 1774, taking its name from the Rev. George Whitefield, early itinerant Methodist preacher, who had recently died and who had been a friend of several of the grantees and the Governor. Many of the grantees were given lots in Whitefield as a reward for services during the Revolutionary War. In several early documents the town was erroneously referred to as Whitefields. This matter was adjusted by the Legislature in 1804 when the town was incorporated as Whitefield.

Although Whitefield has a few small industries, it is primarily a summer resort. The 'Forty-Niners' occupy the Chase Barn Theater here each summer drawing large audiences from a wide area. Sunday afternoon concerts by famous artists are a feature. The Whitefield Polo Ranch and Airport are on the Hazen meadows south of the village.

Left from Whitefield on State 116, a paved road, is, at 1.3 *m.*, a junction with a dirt road. Left on this road is *Kimball Hill* (alt. 1735), 1 *m.*, a choice eminence from a scenic standpoint, surrounded in a wide circle by several lakes and ponds in the valleys below it. From the hill are visible west, Burns Pond and Forest Lake, east Cherry Pond and the series of ponds along John's River, and north Mirror Lake and Blood Pond. To the east are, from left to right, the Presidential and Franconia Ranges, Starr King and Pilot, and in the foreground, Cherry Mountain; in the west, the long Dalton Range.

At 3 *m.* on State 116 is a junction with a dirt road. Right on this road is a hermit body of water, *Forest Lake* (alt. 1079), 2 *m.* Here is *Forest Lake Park*, a section of 420 acres under the care of the New Hampshire State Forestry Department, with bathing and picnicking facilities. Here begins the trail to Dalton Mountain and the Forest Lake Ski Trail (see *Ski Trails*).

With the Presidential Range (R) in the distance and with smaller hills on all sides, the highway rises to and passes several fine estates near the entrance, 10 *m.* (R) to the Mountainview Hotel, from the grounds of which is one of the finest panoramas east and south, in the entire mountain district.

At 13.7 *m.* is a junction with a paved road.

Left on this road is DALTON (alt. 885, town pop. 580), 7 *m.*, no accommodations. Dalton, stretching along the Connecticut River, is a hilly district with some fine farms. A large dam across the Connecticut River provides power for the Gilman Paper Company, of Gilman, Vermont, which employs many of the inhabitants of Dalton.

Much of the center of the township is overrun by the long wooded *Dalton Range* (alt. 2169). From its summit excellent views may be had of the Connecticut Valley. One especially good viewpoint is on the road over Dalton Mountain where it takes a sharp drop toward Forest Lake. From this spot the Presidential Range shows to good advantage with Kimball Hill in the foreground across the valley, in which are Forest Lake and Burns Pond.

South of Lancaster the highway winds upwards through a notch between Mt. Prospect (alt. 2059) and Round Mountain.

At the top of the notch is the junction with a paved road.

Right on this road (*toll fee \$2 for automobile and passengers*) is the summer home on Mount Prospect of the late Secretary of War John W. Weeks, a native of Lancaster, to whom belongs the major credit for the establishment of the White Mountain Forest Reservation (see *White Mountains*). A *Tower* at the top of the mountain commands a wide view of the North Country. The Jefferson Range east, forms a fine setting for the villages of Jefferson and Lancaster while the Connecticut River is visible for several miles with the Vermont hills as a background. Looking south, Martin Meadow Pond is visible (R) from the road.

LANCASTER (alt. 864, town pop. 2763), 16.7 *m.*, all accommodations, is in a fine interval at the confluence of Connecticut and Israel Rivers, the latter passing through the center of the village. An impressively wide main street with many rare old houses sufficiently spaced to enhance their beauty gives the town a distinguished appearance. Bordered by low hills, the town is in the midst of mountains with blue silhouettes rising above the skyline. Among these the Pilot Range (R), with its serrated peaks rising sharply from the meadows of Lost Nation, northeast, and New France, is a 'great rolling rampart which plays fantastic tricks with the sunshine and shadow, and towards sunset assumes the tenderest tints of deep amethyst.'

Lancaster is an important trading center for a large area and with its county Courthouse considers itself the civic hub of Coos County, even if the hub is off-center and has to share the honor with Berlin. It carries about it a distinctive air of the past mingled with not too obtrusive evidences of a modern, alert and comfortable undercurrent of life. Mt. Cabot (alt. 4080), named in honor of Sebastian Cabot, the 16th-century

English pilot, lifts its summit above the other peaks of the range. On the west, Lancaster borrows the beauty of Lunenberg Heights (alt. 1700) across the river in Vermont, to add to its own encircling peaks.

In 1762, David Page of Petersham, Mass., and others who had become discontented with a parcel of land granted at Haverhill made application to Governor Wentworth for a charter for a town in 'upper Coos' in the rich lands which now had become a virtual obsession with many adventurers. The charter was granted in July, 1763, and the following September David Page, Jr., and Emmons Stockwell, who were acting for David Page, Sr., cut a path from Haverhill, N.H., through the forest, set up a camp and took possession of the new plantation named Lancaster. After spending a long, arduous winter they were relieved to be joined in the spring of 1764 by David Page, Sr., Edwards Bucknam, Timothy Nash, and George Wheeler. A few months later, Ruth Page, a heroine of eighteen, joined the company. Lancaster owes its existence to her persistent pleading and encouragement almost as much as to the heroic efforts of the men. Stockwell was the hero who braved it out, while all the others deserted the settlement for the safety of other towns. His courageous example had its effect in gradually drawing the deserters back to form a more permanent settlement. Settlement on any significant scale, however, did not begin until after the Revolution. Among these later settlers was Captain John Weeks (1787), grandfather of ex-Senator John W. Weeks.

Wheat played a large part in Lancaster's early history, every town appropriation being expressed in that commodity rather than money. The preacher, says Somers ('History of Lancaster'), was paid in wheat and 'five bushels' was the price for a day's preaching. A day's preaching included two sermons, of almost interminable length. In the first record of town support for schools, an appropriation of 30 bushels of wheat was voted.

Up to 1791, Lancaster and all the other towns in the 'North Country' were parts of Grafton County, but in that year, because of the extreme difficulties in road communication ('the roads to Haverhill, our nearest shire town, are exceeding bad and at some seasons of the year impassable'), they petitioned the General Court to set up a new county to be known as Coos. After several such petitions and the energetic work of one of Lancaster's early lawyers, Richard Claire Everett, the request was granted in 1802 and Lancaster was made the county seat.

Business enterprise was limited to the blacksmith, the tanner, the carpenter, and the shoemaker for the first 50 years, but since 1830 manufacturing has had little place in the community. The town's most rapid growth began with the coming of the railroad in 1870. Although Lancaster is the northern seat of legal lore and the home of many of the county's distinguished professional men and women, its outskirts are still agricultural.

In Centennial Park, established at the town's centennial in 1864, is a

Monument of a bronze fox poised on a boulder. The monument, set there in 1914 on the occasion of the 150th anniversary of the town, commemorates the men and women 'who redeemed Lancaster from the wilderness.' Among the delightful old houses along the main street is the *Holton Home* (*open*), at the northern end, which has been occupied continuously by descendants of one of the early settlers who built it in 1780.

A conspicuous structure is the *House of Seven Gables* (*not open*) (it actually has nine), near the Methodist church. This house was built in 1859 by John S. Wells, a lawyer at a time when Lancaster had among its residents 22 others of his profession. The *Stone House* (*not open*), beside the Catholic church, has a large amount of hand-carving in its interior woodwork; it was built in 1837. The 'hanging' circular staircase is beautiful; every fourth upright is of iron and the newel post has an ivory knob. Queer-shaped and oddly placed cupboards and closets are numerous.

A beautiful *Scenic Spot* is near the bridge spanning the Connecticut with a foreground of green meadows extending northward. Beyond rise Cape Horn, the twin Percy Peaks, and the summits of Pilot Range.

The noted humorist of the 19th century, Charles Farrar Browne, better known as Artemus Ward, spent his apprenticeship as a newspaperman on the *Coos County Democrat* in Lancaster (*see Literature*).

At the northern entrance to Lancaster are the Coos and Essex Agricultural Society grounds where an annual old-time fair is held.

Right from Lancaster on a dirt road is LOST NATION, 6 *m.* A handful of houses, it is far from being a nation or lost. It is a region of valley and highland farms. A popular tradition states that in the days of traveling preachers, one came to this part of the country and called the people together for worship. Only one man appeared. This provoked the preacher who likened the people to the lost tribe of Israel. As the episode was related over and over, this section came to be known as 'Lost Nation.' Another tradition states that a pack peddler came through this section and found it so difficult because of the lack of roads that he called it the 'Lost Nation.'

At 20.3 *m.* is a colony of recently built log cabins. Weary of town life with its high rents, uncertain occupation and general atmosphere, a group of families started this little community as an experimental return to primitive life, with refinements.

NORTHUMBERLAND (alt. 869, town pop. 2360), 23.5 *m.*, limited accommodations. The township has two settled mill sections, Northumberland Village and Groveton. Northumberland Village consists of one long and unimpressive street bordering the river, with the mill of the Wyoming Valley Paper Company just below the dam and bridge across the Connecticut. The better houses of the villagers are across the river in Guildhall, Vermont, reached by a bridge.

In 1755, Fort Wentworth was built at the mouth of the Ammonoosuc by Captain Robert Rogers and named in honor of Governor Wentworth. It was long used as a refuge from the Indians and was the rendezvous for Rogers' Rangers on their return from the sack of St. Francis. It was occupied during the Revolutionary War by Colonel Bedell until 1778, and

was still in use as late as 1782. A boulder between the Potter House and the cemetery monument marks the site. Granted as Stonington in 1761, settlements were made by two families in 1767, the wife of one of them being, it is said, a descendant of Hannah Dustin (*see Tour 3, sec. b*). Thomas Burnside, another settler, was one of Rogers' Rangers. The town was regranted under its present name in 1771 and incorporated in 1779. Communication with the outside world was established when a 'good' road was built in 1784, with bridges and corduroy over swampy places. In 1786, a ferry 'over Connecticut River and a branch thereof Called Amminoosuck River which Runs in to Connecticut River in Northumberland' was approved and authority given to defray the expenses by a lottery. In 1791, a bridge was authorized over Little Falls on the Connecticut, and in 1799 another bridge built across the Ammonoosuc River was destroyed by a freshet the same year.

GROVETON, 27 m., on the flat ground of the river valley near the junction of the upper Ammonoosuc and Connecticut Rivers, is the business center for the township of Northumberland. It is an oddly shaped village with wide, tree-lined streets and comfortable dwellings, dominated by the large plant of the Groveton Paper Company. With the arrival of the two railroads, the Grand Trunk in 1850 and the Boston and Maine in 1874, Groveton achieved importance. A large paper mill replaced the sawmills and is still the major industry of the town. The starch mills, leather goods, and woodworking industries are things of the past, but the pulp-wood industry still thrives. At the southern end of the village by the old wooden bridge is a fine view of the Percy Peaks.

Right from Groveton on a dirt road, the *Beaver Falls*, 1.5 m., are impressive.

At Groveton is a junction with State 110 (*see Tour 6*).

NORTH STRATFORD (alt. 950, town pop. 918), 37.6 m., is a group of small houses on a plateau above the Connecticut. Stratford was granted in 1773, and shortly afterward settlers began to make their way here. These adventurers had their difficulties with the Indians as evidenced by an early appeal to the Council and House of Representatives in 1779, the year of the town's incorporation: 'A party of Indians about fifteen in Number Commanded by A French man, came into Stratford took two Prisners Plundered two Families of everything Valuable which they had.' The following year they petitioned for a guard:

having our houses Plundered and Sum of our men Captivated by the Indeans and hearing of their threatning to Come to this River this winter Give us apprehension of imeadeate Danger therefore we Pray your Hon^{rs} to take our Case into your wise Consideration and Relieve our Present fears by Sending of us help Either by Sending a Draught of the millitia or that your Hon^s would wright to Some General oficer for a Detachment of Continantal Soldiers we Supose about 100 men might be a suficent Number at Present.

In 1781, two captives were redeemed, the early records stating that our friend Indians brought in Prisoners of our men which desarted from Canady which S^d Indians found in the woods and brought in which S^d

Prisoners Promised to Pay S^d Indians 30 Dollors a Pece which Prisoners was not able to Pay and one Elijah Blogget Paid the S^d Sum to S^d Indians for the Redemtion of Gilberd Borged & Josiah Blogget which was 60 Dollors.

COLEBROOK (alt. 1033, town pop. 1937), 51 *m.*, good accommodations, is a village on broad fields at the confluence of the Mohawk and Connecticut Rivers. Surrounded by low hills, it borrows its greatest scenic glory from Mt. Monadnock, across the Connecticut in Vermont, bearing a conspicuous scar left by former gold-mining operations. Its wide tree-lined main street is a gathering place for shoppers from a large surrounding territory.

The town was first granted with Stewartstown and Columbia in 1770 to Sir George Colebrook, Sir James Cockburn, and John Stuart (Stewart) of London and John Nelson of the island of Granada in the West Indies, and was given the name Colebrook when it was incorporated in 1796. Among the early settlers was Eleazar Rosebrook, in later life associated with the opening of Crawford Notch, who came here with his family through the woods from Haverhill about the year 1775. At one time in order to get salt Rosebrook walked to Haverhill, a round trip of 80 miles, and brought back a bushel of salt on his back.

In 1804, a road was opened from Colebrook through Dixville Notch, making the market at Portland much more accessible (*see Tour 5*).

The town grew rapidly and became the wealthiest town in proportion to its population within the State. In years long past it produced one-twentieth of all the starch in the country, or about 1500 tons annually. Today the main occupations are dairying, potato-raising, lumbering, and catering to tourists.

Among her native sons Colebrook includes Horace White (1834-1916), editor of the *New York Tribune* and the *New York Evening Post*. Beloit, Wisconsin, owes its existence to a group of a dozen families that left Colebrook in 1846 and founded the city and college.

Right from Colebrook on State 26 is *Dixville Notch*, 11 *m.* (*see Tour 5*).

WEST STEWARTSTOWN, 59 *m.*, a settlement of the frontier type directly opposite the village of Canaan, Vermont, is situated in the broad fields of the Connecticut Valley with low hills in the background. It is the larger of two villages in the township of Stewartstown (alt. 1050, town pop. 1148).

First granted as Stewartstown December 1, 1770, to Sir James Cockburn, Sir George Colebrook, and John Stuart of London and John Nelson of the island of Granada, it was first incorporated in 1795 under the name of Stuart, but since there was some doubt of the legality of the act it was again incorporated in 1799 and named Stewartstown. The settlement was rapid from 1800 to 1810, but the hardships experienced because of Indians and cold weather were almost unbelievable. In the severely cold season of 1817, no grain was raised and it had to be brought 50 miles. The building of the Upper Coos Railroad in December, 1887 (since leased to the Maine Central), proved a great boon to the town. Potatoes are the

principal product here, as in Upper Coos, which is becoming a modest potato-growing rival of Aroostook County, Maine.

Left from West Stewartstown on a dirt road is the Connecticut River and the Vermont State Line, 0.5 *m.* east of Canaan, Vermont.

The narrowness of the highway between Colebrook and West Stewartstown is more than compensated by alluring glimpses of the Connecticut River in its early stages, a silver stream between green fields.

At 23.4 *m.* is a junction with a road.

Left on this road 0.5 *m.* is the Connecticut River, the Vermont State Line, 0.1 *m.* from Beecher Falls, Vermont.

The highway follows the windings of the Connecticut River through wide stretches of intervale where farms are few and far between. When seen they are conspicuous for their large red barns and well-kept dwellings. It is a fertile region, but farming is rapidly disappearing because of poor marketing conditions. Lumbering and logging, which once played a prominent part, have also disappeared.

At 64.8 *m.* *Indian Stream*, which has its source in the northern tip of the State, is crossed by a small covered wooden bridge. This stream gave its name to the Republic of Indian Stream (*see below*).

The highway cuts through a wide intervale skirting (L) the lower section of Shatney Mountain (alt. 2140), where it tapers down to the general level of the region.

PITTSBURG (alt. 1331, town pop. 671), 68.9 *m.*, with meager accommodations, is a frontier hamlet of simple little houses, with only one house of pretense, on a bluff above the Connecticut. Conspicuous is the brick schoolhouse, the only modern touch. Curiosity is aroused by the high woven-wire fence which completely encircles the school grounds, erected, they say, to protect the school children from traffic on the highway which passes in front of it!

Pittsburg is the northernmost and the largest township in area in the State, and includes the tracts of Carlisle, Hubbard, and Webster. For many years after the Revolution this Connecticut Lake region was claimed by both the United States and Canada. The settlers formed their own local government, and about 1829 the section became known as Indian Stream Territory. On July 9, 1832, the inhabitants organized the 'Republic of Indian Stream,' with a written constitution, council, assembly, and courts. The tiny State existed for three years, its career ending in the 'Indian Stream' (1835-36), when after a dispute with the Canadian authorities the territory was occupied by New Hampshire Militia (*see History*). Incorporated as Pittsburg in 1840, the north and west lines were established in 1841, and by the Ashburton Treaty (1842) the region was awarded to New Hampshire.

At 71.2 *m.*, the highway turns sharply from the Connecticut River Valley and enters a wide swath in the sparse forest. The highway continues high above the river, where is a wide view of cleared fields with the stream winding through them.

At 72.8 *m.* is a junction with a dirt road.

Left on this road is an attractive little body of water known as *Back Lake* (alt. 1575), 0.6 *m.*, with bathing facilities.

At 74.5 *m.* is a huddled group of houses called HAPPY CORNERS. The name is said to have come to it from the fact that its store was a rendezvous for a group of men in the vicinity who whiled away the hours with cards and jovial fellowship.

The highway now continues through forests of hardwoods, above which appear the delicate, symmetrical tips of firs, justifying the title 'land of the pointed firs.'

At 75.9 *m.* is the large cement *Dam* at the lower end of First Connecticut Lake (alt. 1631), constructed on heavy lines to hold back not only the waters of this lake, but of the three other Connecticut Lakes farther north. The spillway, with a length of 387 feet, was built in 1930 to provide a storage capacity of 3,838,000 cubic feet. Including abutments the total length of the dike is 1127 feet, and the maximum height 47 feet. The drainage area of the lake is 83 square miles. The dam is owned and operated by the New England Power Company. The wildness of the Connecticut River in this section can be visualized from the gorge just below the spillway.

First Connecticut Lake, largest of the four, is 4 miles long, with an area of 3 square miles. Having an irregular shoreline, it is one of the most beautiful sheets of water in the State. Its northern and eastern shores are unbroken forests. On the western shore are a few farms with pasturelands extending down to the lake. Since many of the surrounding trees are deciduous, the effect in autumn is brilliant, especially with the mottling by evergreens. Farther back from the shores are mountains of unusual symmetry. Conspicuous to the eastward is wooded Magalloway Mountain (alt. 3360) with its fire tower.

Trails to Magalloway Mountain can be picked up on the eastern side of the lake, but minute directions should be secured from persons living near the lake; a guide is generally considered necessary.

The lake is stocked with Atlantic, landlocked and Chinook salmon, lake, rainbow, and brook trout. Near the highway are numerous camps for fishermen and hunters.

At 81.9 *m.* is the *Dam* at the southern end of Second Lake. The spillway, built in 1934, has a length of 118 feet. The dam, owned and operated by the New England Power Company, has a maximum height of 30 feet, providing a storage capacity of 506,000 cubic feet. The lake has a drainage area of 48 square miles.

Primeval birches are numerous along the road, their rugged and grayed trunks revealing their antiquity. Wooded Mt. Prospect (alt. 2100) appears (L) from time to time.

At 82.9 *m.* is a junction with a road constructed by the Civilian Conservation Corps (to be completed by the fall of 1939 to Chartiersville, Que.).

Left on this road 2.5 m. and by trail is *Third Lake* (alt. 2101), 7.5 m., 1 mile long, with an area of 0.75 square miles. This lake, known by the Canadians as Lake St. Sophia, is surrounded by hills, those on the north shore extending into the Canadian territory. Its isolation gives it a wild beauty. It is stocked with brook trout.

The same road and trail from Third Lake continues to *Fourth Lake* (alt. 2600), 9 m., a tiny tarn on the side of Mt. Prospect, within half a mile of the Canadian border. Surrounded by dense forests of evergreen, it is only 75 feet below the summit of the mountain.

Since these two lakes can only be reached by foot trails it is advisable to ask for information and obtain guides at Pittsburg or Camp Idlewild.

Camp Idlewild, 83.4 m., on the western side of the Second Lake, is the only settlement on this body of water and is at present (1937) the northern end of US 3.

Second Lake (alt. 1871), formerly known as Lake Carmel, from a mountain northeast of the lake, has a length of 2.75 miles with an area of 1.75 square miles. The graceful contour of its shore and the receding forested hills create a picture of unsullied serenity. Eastward some 8 miles across the lake is broad-backed Bosebuck Mountain (alt. 3149), and about the same distance northeast, flat Rump Mountain (alt. 3647), with its fire tower, dominates the horizon.

T O U R 3 A : *From* FRANKLIN *to* WEST PLYMOUTH, 26.3 m., State 3A.

Via Newfound Lake.

Cement and paved roadbed throughout.

THE special interest of this route is Newfound Lake, one of New Hampshire's most beautiful bodies of water. The road provides an alternate and shorter route to US 3 (*see Tour 3, sec. b*) in this area.

FRANKLIN (*see FRANKLIN*), 0 m., is at the junction with US 4 (*see Tour 14*) and US 3 (*see Tour 3, sec. b*).

The road winds through the Pemigewasset Valley, disclosing pleasing combinations of river and mountain scenery.

HILL (alt. 335, pop. 468), 6.9 m., no accommodations, contains a varied collection of old frame and brick houses under tall elms and maples. The town, incorporated in 1778, was granted by the Masonian Proprietors in 1753, and, as most of the grantees were residents of Chester, was named New Chester. The first permanent settlements were made in 1768. In 1837, the town took the present name, honoring Isaac Hill, Governor of New Hampshire from 1836 to 1839.

At one time some manufacturing was carried on here; in 1865 the manufacture of friction matches was a considerable industry. Latch needles and other small parts for textile manufacture were also made. Until a few years ago Hill had a good-sized glass-cutting tool factory, belonging to the Woodward family. As present industry the town has only a few small woodworking plants.

Near the middle of the main street is a dam in the Pemigewasset River. During the World War a concrete dam on this site that supplied local industries with power was washed out by a spring freshet, and the story gained credence that it had been blown up by the Germans.

The *Summer Manse*, on the main street (R), a two-story brick structure with an arched doorway under a small portico with Doric columns, contrasts with the white frame houses elsewhere in the village.

At 10.5 *m.* are (L) *Profile Falls*, a beautiful 40-foot cascade in the Smith River, with a stern human profile on a ledge at the foot of the falls, sharply defined against the white water. A path from the parking place (L) following the southern bank runs about 75 rods to a point providing the best view of this.

The highway continues up a steep hill, commanding a wide view of the Pemigewasset Valley below.

BRISTOL (alt. 465, pop. 1610), 12.8 *m.*, limited accommodations, is a busy little village surrounded by hills and numerous bodies of water. The town, granted in 1753 as a part of New Chester, now Hill, was set off and incorporated in 1819, taking the name of Bristol, England.

At first a farming community, it was spurred to industrial activity by the opening of a railroad from Franklin in 1848. Its present plants include woolen mills and woodworking shops.

Luther C. Ladd, the first man killed in the Union Army during the Civil War, was a native of Bristol.

Right from Bristol on State 104 to the *Benjamin Emmons House* (L), 3 *m.*, a small two-story frame structure with the original small-paned windows, erected in 1788 by Lieutenant Benjamin Emmons, one of the first settlers. It is the oldest dwelling in Bristol, and has remained in continuous possession of the Emmons family.

NEW HAMPTON (alt. 531, pop. 699), 5 *m.*, limited accommodations, is a picturesque residential town centered around the attractive grounds of New Hampton Academy. The town's early history involves a tradition that in 1763 General Jonathan Moulton, of Hampton, one of the original grantees of this general section, presented Governor Benning Wentworth with a 1400-pound ox. He shrewdly refused any pay except 'a small gore of land' — which proved to be over 10,000 acres — adjoining the town of Moultonborough, of which he was already a proprietor. At the general's request the town at its incorporation in 1777 was named for Hampton, his native town. This grant was so large that a part of it was set off as the town of Center Harbor in 1797. The settlers came principally from the earlier settlements of Portsmouth, Dover, Exeter, and Hampton.

The *Gordon House*, on the main street (R), erected about 1790, is a two-story frame house with a long, sloping roof in the rear. The widely separated windows retain their original glass, but the long ell on the left is a later addition. For many years this was the summer home of the Reverend A. J. Gordon, D.D., noted Baptist minister of Boston.

The *Mansion*, on the main street (L), at the east end of the village, is a long, rambling two-story house surrounded on three sides by a wide veranda with Doric columns. From the hip roof of the front part rises an octagonal cupola. The rear part, formed from a hip-roofed barn that was moved to its present position, has a similar cupola. Built around 1820, it was at first a private home, but is now an inn.

New Hampton Academy, in the center of the village (L), housed in a row of red-brick buildings of the American Georgian type, was founded in 1821 by William B. Kelley and Nathaniel Norris. Shortly after 1825, the charter of the school was amended and the school became the New Hampton Academical and Theological Institution under the control of the Baptist denomination. In 1853, a new charter was granted to the New Hampton Literary and Biblical Institution with the control transferred to the Free-Will Baptists. In 1870, the theological department was removed to Lewiston, Maine, and since then the establishment has been a college preparatory school. At the present time it has an enrollment of 125 boys. Among its more than 14,000 graduates have been nine State Governors, several college presidents, a Justice of the Supreme Court, and a number of prominent editors.

The *State Fish Hatchery* (open daily, 9-5) (R), at the east end of the village, is the oldest in the State, having been operated since 1920. It specializes in raising Chinook salmon, and brook, lake, rainbow, aureolus, and albino trout. Approximately 200,000 yearling trout are at present (1937) in its tanks. The albino trout are an experiment. Six years ago a few were hatched from ordinary spawn, and segregated, two surviving. About 300 descendants are still alive, as is the original male. Freak fish, such as two-headed ones and Siamese twins, are preserved for exhibition purposes.

The highway now follows the rocky, winding Newfound River, which, in a course of two and a half miles between Newfound Lake and the Pemigewasset River, falls 235 feet. On its banks are the industrial plants of Bristol.

Newfound Lake (Ind.: *Pasquaney*, 'place where birch bark for canoes is found') (alt. 590), 15.2 m., a long lake of unusual beauty, ringed with hills, lies largely in the town of Bristol. Fourth in size of the State lakes, it is six miles long and two and a half wide. From the southern end is an extensive view of the full length of water, with Mt. Tenney (alt. 2310) at the northern end. There are four islands in the lake, the largest of which is Mayhew in the southern part.

Before white men discovered the lake, Algonkian Indians used its shores as camping grounds. The sites of Indian workshops, where arrow-heads and other implements were made from flint, have been discovered at various points around the lake.

In 1735, Captain John Smith, an early visitor, wrote of 'a great pond that Indians say is three days' journey around. The land is very full of great hills and mountains, and very rocky.' So little legend and history have accumulated around it that it has been called 'the hermit of New Hampshire lakes.' The confines of the lake, composed mainly of loose till with few rocks and ledges, indicate its formation by glacial erosion.

Well stocked with fish, it is chiefly known for its lake trout. During the early 19th century these were speared when vast numbers arrived at the spawning beds near the shore, and farmers of the region salted them down

in barrels. By 1866 this method of fishing had given place to trolling, following the discovery that the fish could be so caught.

At the southern end of the lake is a junction with paved road around the west side of the lake.

Left on this road at 1.7 *m.* is a *Junction*. Left from this junction on a paved road is ALEXANDRIA (alt. 623, pop. 412), 3.3 *m.*, no accommodations, a group of houses about the little white church. Like other towns in this section, Alexandria was a part of the Masonian grant of New Chester. Many acres of valuable land in the intervalle of the Fowler River attracted settlers as early as 1769, although the town was not incorporated until 1782. Mica quarrying is carried on in a small way. From Alexandria is an excellent view of Mt. Cardigan, and Mt. Baldface, the middle peak of Cardigan, its perpendicular fall of almost 1200 feet being very conspicuous. The peak of Mt. Cardigan, known as Mt. Firescrew, is also visible.

The lake route continues past the Alexandria road junction to the *Wellington Beach Reservation*, 2.9 *m.*, a 97-acre peninsula extending out into the waters of Newfound Lake. Attractive foot-paths lead to the crescent-shaped beach, where a caretaker, lifeguard, bath-houses, and a pavilion are provided by the State Forestry Department. Stone fireplaces are available. Included in the reservation behind the beach is a *Bird Sanctuary*.

North from the reservation the road continues around the western edge of the lake and offers an attractive alternate route to HEBRON, 7.1 *m.* (see below). At one point the road passes beneath *Sugar Loaf Ledge*. The road-bed, now formed of rocks blasted from the ledge, was formerly supported by iron pins in the ledges.

From the southern end of the lake State 3A closely follows the shoreline, skirting an attractive bathing beach. The long range of Mt. Cardigan (alt. 3121) is conspicuous (L) across the lake.

BRIDGEWATER (alt. 601, pop. 151), 16.9 *m.*, limited accommodations, is a small and pleasantly situated little settlement on the eastern shore of the lake. The center of the town was originally four miles east on the hill, but the construction, in 1803, of the Mayhew Turnpike from West Plymouth to Hill, which the highway follows, developed this settlement around the lake shore. This turnpike was a much-used thoroughfare for traffic from the northern part of New Hampshire and Vermont to Boston. One of the first taverns on the turnpike was the Hoyt Tavern, now known as the *Elm Lawn* (R), still preserving its old front. Its landlord, A. P. Hoyt, was known from Canada to Boston, and had considerable local reputation as a shrewd and competent politician.

Bridgewater is notable today for its *Music Colony*, founded in 1932, now the largest in the State. It is housed in a large Colonial type structure (1809) on a promontory jutting out into Newfound Lake. It is an adult recreational center, open all the year, but specializes in its summer school of music under the direction of Robert Lawrence Weer of Boston. (*Free Sunday musical concerts in natural amphitheater, 3 p.m., E.S.T.*) A feature of the colony is its *Theater*, a remodeled barn, in which plays are staged during the summer. The Bridgewater Winter Club, a community project launched in the fall of 1935 as headquarters for winter sports enthusiasts, utilizes the facilities of the music colony. This area has become a popular winter center, and a number of ski trails have been laid out.

At 17.3 *m.* is a junction with a steep and rough dirt road.

Right on this road to the *Old Town House*, 4 *m.*, erected in 1806 to accommodate all the religious denominations in the town. A two-story frame structure, it had 46 box pews on the first story and 24 in the gallery, with pews for the singers and 8 free seats. The high pulpit on the north side was fitted with a sounding board. In 1881, the building was made smaller and the pews were changed. The sounding-board has been preserved and placed above the entrance. Now used as a town hall, the building still serves for occasional religious meetings, and for the Old Home Week meetings held during the third week in August.

EAST HEBRON, 20.8 *m.*, is a little hamlet at the upper end of Newfound Lake.

Left from East Hebron on a paved road is HEBRON (alt. 624, pop. 197), 2.5 *m.*, no accommodations, a little group of houses surrounding an attractive Common on the northwest shores of Newfound Lake. Hebron was incorporated in 1792 from parts of Plymouth and Cockermouth, now Groton. Twenty-one years earlier, James Gould and other settlers came north from Hollis to settle.

The *Church*, a two-story building with a short steeple, was started in 1800 and completed three years later. The master-workman, Benjamin Woodman, was 'extended a vote of thanks and presented a bottle of brandy at the expense of the town for his generous and manly behavior while a resident of the town.' The building was remodeled in 1847.

1. Left from Hebron on a paved road (*see Newfound Lake, above*).

2. Right from Hebron 2.7 *m.* on a paved road to the *Sculptured Rocks*. At this point the Cockermouth River plunges 30 feet through a cleft in the rocks. In the gorge the water has carved many fantastic shapes, including some small but well-formed pot-holes, some of which are three or four feet deep.

From East Hebron the road descends a long hill, revealing wide ranges of attractive scenery.

At WEST PLYMOUTH, 26.3 *m.*, is the junction with State 25 (*see Tour 10, sec. b*), 3.9 miles west of Plymouth, the junction with US 3 (*see Tour 3, sec. b*).

T O U R 4 : *From MASSACHUSETTS LINE (Greenfield) to WOODSVILLE JUNCTION, 128.4 m., State 10, Dartmouth College Highway.*

Via (*sec. a*) Hinsdale, Keene, Newport, Lebanon; (*sec. b*) Hanover, Orford, Haverhill, Woodsville Junction.

No railroad parallels this route.

Usual accommodations at short intervals.

Paved throughout, plowed in winter.

THIS route, the Dartmouth College Highway, passes through the wider reaches of the Connecticut Valley, Keene, New Hampshire's largest city

in this section, the busy town of Newport, and the college town of Hanover.

Sec. a. MASSACHUSETTS LINE to LEBANON, 86 m., State 10.

State 10 crosses the Massachusetts line 15 miles northeast of Greenfield, Massachusetts.

HINSDALE (alt. 332, pop. 1757), 5 m., is attractively situated on the Ashuelot (Ind.: 'collection of many waters') River, along which are the mills that provide the means of livelihood for the community. On the hills sloping toward it are simple homes. Hinsdale was named for Colonel Ebenezer Hinsdale, one of the early settlers, who built a fort and grist-mill in the township in 1742. It was incorporated in 1753.

The waters at the juncture of the Connecticut and the Ashuelot Rivers were known to the Indians as Squakeag ('a place for spearing salmon'), and an Indian tribe known as the Squakeag occupied the plains and bluffs near the bend in the river. In 1687, Nawellet, chief of the tribe, granted a tract of land that included the present territory. The meadow is now covered by the setback of the dam. Much travel passed between Northfield and Fort Dummer, and other roadways on the east side of the Connecticut River were opened up.

Hinsdale has a number of machine shops and paper manufacturing plants, utilizing the water-power here. It also manufactures lawn mowers.

Near the bridge on the Ashuelot is a *Stream Flow Gauge (open)*, jointly under the control of the United States Geological Survey and the New Hampshire Water Resources Board.

In the home of John H. Smith, Main Street, the third house east of the Roman Catholic Church is a large *Collection of Indian Relics (open, free)*. Mr. Smith gathered these along the banks of the Connecticut in the course of about 25 years. Between 80 and 90 per cent of the 400 specimens are from the Hinsdale area, while the remainder are from Brattleboro shores, across the Connecticut River. In the collection are 63 designs of decorated pottery. Generally found around old Indian fireplaces, they are thought to come from three different tribes. One piece has broken bits of clam shells worked into it. The pottery was made by rolling the clay into coils and laying one coil upon another. The collection contains arrow-points of all sizes, some of flint, slate, and jasper, the latter being of the unusual Tennessee type. Other stones have been traced to Maine, New Hampshire, and Pennsylvania. Some of the arrow-heads have curved edges to assist them in revolving in the air. Other articles are tomahawks, axe-heads, large spear-heads, digging tools, skinning stones, stones for sharpening tools, long stone rollers, possibly used as fighting clubs.

Left from Hinsdale on State 113 is the *Squire John Hinsdale House (not open) (L)*, 3 m., a large hip-roofed structure with two large chimneys, and the original small-paned windows. The house, the first frame structure in this section, was built by Colonel Ebenezer Hinsdale about 1756 for his son John. It was later the home of

Dr. and Mrs. Perley Marsh, the latter a descendant of Colonel Hinsdale. Mrs. Marsh built the original Brattleboro (Vt.) Retreat.

In the meadow west of the house Colonel Hinsdale in 1742 built a hut, no traces of which are now visible.

At 4.5 m. is (R) a 12-foot *Granite Memorial* enclosed by a black wrought-iron fence. This memorial commemorates the attack by 100 French and Indians on Sergeant Thomas Taylor and a party of 16 men, July 14, 1748. Four were killed and Taylor and eight men were taken prisoners, four later escaping. Among those killed was Captain Howe. Mrs. Howe and several children were taken as prisoners to Canada, but she later escaped and returned to Hinsdale, telling her story to the Reverend Bunker Gay, pastor of the church. This was a classic tale of old school readers. The marker also commemorated the attack on 14 men, waylaid by Indians near this place June 16, 1748, 4 of whom were killed.

State 113 continues 7 miles to the Connecticut River, the State line, 0.5 mile from Brattleboro, Vermont.

The highway here leaves the Connecticut and winds along the twisting Ashuelot through forested areas, in a section that is frequently very foggy.

ASHUELOT (Winchester Township), 7.5 m., is a little hamlet that takes its name from the river. There is (R) an old *Covered Bridge* with fine entrances.

Left from Ashuelot on a dirt road is the entrance to the *Harvard Forest*, 1 m., in the Mt. Pisgah Forest, where the age and structure of trees and soil conditions are studied by Harvard students. Old-growth hemlock and pine predominate in the reservation. Many of these are primevals 150 feet in height and with circumferences of 12 to 15 feet.

WINCHESTER (alt. 451, pop. 2183), 10.7 m., limited accommodations, is an attractive little community built on both sides of the Ashuelot River. About its little Common, on the east side, are the small brick church, and brick bank building in the neo-classic style. A few stores line the highway on the east bank of the river.

The town was granted by the Massachusetts Colony in 1733 and first bore the name of Earlington. Later the 'E' was dropped and it was called Arlington. The first record of its being called Winchester, for the English cathedral town, from which the ancestors of the grantees came, is dated 1739.

Settlement had been made as early as 1732 on the north side of Meeting House Mountain, where a road runs parallel to the main road not far from the center of the town. Cellar holes indicate the sites of some of the first houses. The first mill was probably near the mouth of Roaring Brook, where are remains of an old dam.

The early settlers were at first free from disturbances by Indians. The situation was changed in 1744, however, when 'the new province line' had been established between Massachusetts and New Hampshire, thus severing from Winchester about two thousand acres that later became a part of Warwick, Mass. That year the settlers turned their homes into garrisons, and a year later many if not all of them returned to Lunenburg, Mass. All of their buildings were burned in 1747 by Indians under the command of General Debeline of the French forces. In 1753 the settlers returned and rebuilt their homes, but were still molested by the Indians.

A skirmish in 1746 saw the death of one white man. In 1748 a party of 16 men en route from Northfield to Keene through the western part of Winchester were attacked and 4 were killed and 9 taken captive to Canada. This attack took place about a mile below Fort Dummer.

Present Winchester is made up of part of the original grant of Northfield, Mass., a small part of what was originally Warwick, Mass., and a smaller part annexed from Richmond.

From the beginning of the settlement, the abundant water-power of the Ashuelot River has been utilized for a variety of industries. Because of its many tracts of forest land, especially of pine, its industries today are chiefly lumbering and the manufacture of wooden articles.

The most notable son of Winchester was Major General Leonard Wood (1860-1927), who was born in a room over the present post office on Main Street.

A group of tall *Old Pines* on South Main Street are considered primevals.

Right from Winchester on a paved road is the *Richmond Rearing Station*, 9 m., a State fish hatchery, specializing in brook and rainbow trout.

Forest Lake, at 12.9 m., is in a broad hollow between hills. Many cottages have been built here and a general recreation center established.

At WESTPORT, 16.1 m., a mere handful of houses, the highway again parallels the Ashuelot. A small resort, MOUNT FRANKLIN PARK, is passed (L); from it is a fine view in all directions.

At 18.3 m. is WEST SWANZEY, a little settlement on both sides of the Ashuelot River with large woolen and lumber mills.

Across an old open-work *Covered Bridge* with fine entrances is the *Denman Thompson Home*, at the southern end of a section of the village, built in 1879 by the playwright and actor, most remembered for his play the 'Old Homestead.' The extensive grounds are ornamented with realistic animals and fountains, once attractive, but now neglected. The two-story house, now the New Hampshire Pythian Home, is over-ornamented in the style of the days of its building. Diagonally opposite the homestead in the southern corner of the little cemetery is the burying ground of the Thompson family. A granite obelisk marks the resting place of the playwright.

Right from West Swanzey on a partly paved, partly dirt, road to *Swanzy Lake*, 2 m., on which are situated Camp Jewell of the Hartford, Connecticut, Y.M.C.A., and Camp Wawona.

At 19.8 m. is a junction with a paved road.

Right on this road is SWANZEY (alt. 496, pop. 2066), 3 m., no accommodations, a quiet little settlement along one long street, with Mt. Caesar (R) rising above it.

When the first settlement was made under the authority of Massachusetts, no boundary line existed between Massachusetts and New Hampshire. On the assumption that this was part of Massachusetts territory, Governor Belcher of Massachusetts in 1732 asked to have the ungranted land settled; it was voted in 1733 to open several towns, each six miles square. Two were to be on the Ashuelot River, above Northfield, Massachusetts. These two towns were Upper Ashuelot

(Keene) and Lower Ashuelot (Swanzy), and declared to lie in a part of the county of Hampshire.

The settlers who first came were continually disturbed by the Indians. In 1738, a fort had been partly built around Captain Nathaniel Hammond's land and the same year it was voted to build two more forts, one on Meeting-House Hill, and one around Captain John Evans' house. Indian invasions were made here later, in 1745, when the French and Indian Wars brought Indians back into this territory. In 1747, a party of Indians started for Winchester during the night and burned the homes that had been abandoned a few days before. The inhabitants of Swanzy left suddenly, burying some articles they could not take with them. A Bible, saved by being buried under a brass kettle, was later recovered. Most of the settlers went to Massachusetts, but returned to the settlement during the summer to work on their land. Desultory fighting with the Indians continued, but there were no casualties. Only one building in Swanzy escaped destruction by the Indians.

In 1750-52 some of the settlers returned and rebuilt their homes, after a treaty of peace had been made in 1749; it was not kept, however, for in 1755 Indians with headquarters on Mt. Caesar were again harassing the village. Fifteen men from Keene under Captain Metcalf finally put an end to this.

On the main street is (R) the two-story, frame, gable-roofed house marked the *Old Homestead*. This house and its one-time owner, Josh Whitcomb, were featured in Denman Thompson's play the 'Old Homestead.'

On the opposite side of the street is the *Mt. Caesar Union Library*, a three-story gabled structure, formerly an academy, on the third floor of which is a *Collection of Indian Relics* uncovered in a section of Swanzy known as the Sand Bank, on the southeast side of the Ashuelot near Sawyer's Crossing, where was once a large settlement of Indians.

1. Right from Swanzy on a paved and dirt road to the *Holbrook Farm*, 3 m., a large brick structure. Here Joyce Kilmer wrote his poem 'Trees,' for which a group of maples near the farm is considered to have been the inspiration. Kilmer and his mother were summering on this farm when, one day, while sitting on the veranda of the farmhouse, waiting for luncheon, he looked across the valley, particularly at this group of maples. Picking up a brown paper bag he wrote in pencil the words of this 12-line poem which later appeared in *Poetry*.

2. Right from Swanzy on a dirt road and path to *Mt. Caesar*, 1 m., named for a freed Negro slave, Caesar Freeman, who was one of the proprietors of Swanzy. One particularly large tree is known as the *Signal Tree* because from it signals were sent to Mt. Monadnock, Mt. Wachuset (Wachusett), and other peaks in the early days.

At 22.1 m. is the *Yale Demonstration and Research Forest (open)*, a large tract of white pine. Here experimentation in soil production, the raising of pine seedlings, thinning, and transplanting, is carried on. The office is a short distance from the highway.

State 10 here passes through broad meadowland along the low hills, characteristic of the Connecticut Valley.

KEENE (alt. 485, pop. 13,794) (see KEENE), 24.1 m.

Keene is at a junction with State 101 (see Tour 17, sec. b), State 12 (see Tour 4A), and State 9 (see Tour 15A).

State 10 follows Washington St. in the northern end of Keene and after some miles proceeds up through the valley of Beaver Brook.

GILSUM (alt. 840, pop. 506), 32.9 m., is a quiet hamlet above the Ashuelot whose water here is harnessed to furnish power to a small mill.

Gilsum's original charter was granted in 1752 under the name of Boyle, but a new charter in 1763 gave it the present name, which was created, tradition says, in settlement of a dispute as to whether the town should be named for Gilbert or for Summer, two proprietors and settlers. A compromise was effected, the first syllable of one name being combined with the first of the other. Gilsum's present industries are confined to the manufacture of woolen goods and the mining of feldspar and mica. Crystals of tourmaline and quartz are frequently found in the town and small quantities of beryl occasionally. Hornblende and actinolite have been discovered as well as rose quartz. It is said that after a rain, before the main street of Gilsum was paved, the road would frequently be sprinkled with quartz crystals, not of sufficient size, however, to be of commercial value.

Left from Gilsum, at the end of the cement road, on a dirt road to *Vessel Rock*, 2 m., a relic of the ice age, 45 feet long, 32 feet wide, and 25 feet high, whose name is derived from its resemblance to a ship.

At 39.1 m. is a junction with a paved road.

Right on this road, following in part Abbott Brook to *Pitcher Mountain* (alt. 2153), 3 m., in the township of Stoddard, from whose summit on clear days is a view of the White Mountains (N), the Green Mountains (W), and Grand Monadnock (S).

MARLOW (alt. 1159, pop. 330), 40.3 m., limited accommodations, is a quiet little hamlet of about 50 houses mainly on the edge of a little pond. Lumber mills at the dam on the pond dominate the community.

The town has numerous marks of glacial action. It is surrounded by hills of drift, while a large moraine, extending from north to south, is apparently cut off by it. Crystals of tourmaline and ledges of primitive rock have been found with occasional white quartz, in appearance similar to gold-bearing rocks. Mineral springs are numerous and at one time the waters were marketed.

Between Marlow and Marlow Junction the forest-bordered highway rises to an elevation of 1300 feet.

MARLOW JUNCTION, 44.8 m., is the junction with State 101 (*see Tour 4A*).

EAST LEMPSTER, 49.2 m., is a little group of houses about a small white church and the little one-story frame *Miner Memorial Chapel*. A marker on the chapel commemorates the birth in East Lempster, in 1814, of the Reverend Alonzo Ames Miner, D.D., who was minister of the Second Universalist Church, School St. Society, in Boston 1848-91, president of Tufts College from 1862 to 1874, and also an overseer of Harvard University. East of the settlement is forested Lempster Mountain (alt. 2100).

Left from East Lempster on a dirt road is LEMPSTER (alt. 1416, pop. 273), 2 m., now a little farming community. In the early years the settlement bore various names. In 1735, it was granted by the Massachusetts Colony as No. 9; again in 1753 as Dupplin; and eight years later it was regranted under the present name. The building of the Second New Hampshire Turnpike in 1799, constituting a main highway between Windsor, Vt., and Boston, Mass., which ran through

Lempster and included the street of the village, added much to the town's prosperity and growth. A number of taverns sprang up along the street.

MILL VILLAGE, 56.7 *m.*, a settlement in the township of Goshen, has only a few small houses to suggest that industry has been replaced by a few small farms. Maples are abundant and the production of maple sugar and syrup is a seasonal industry of importance. The *Farr Orchard* numbers 2000 trees with a yield of hundreds of gallons of syrup annually.

1. Right from Mill Village on a paved road (State 31) is a junction with a gravel road, 4.3 *m.* Left on this gravel road 1 *m.*, is the *Albert E. Pillsbury Reservation*, a State forest of 3200 acres containing maple, pine, birch, oak, beech, and hemlock. Also a reserve for game, there are some 40 elk, 60 deer, coon, foxes, and beavers here. Within the reservation are seven ponds stocked with perch, bass, pickerel, and trout, but public fishing is not allowed without a special permit. There are picnic grounds 100 yards from the cabin of the State Ranger in charge.

State 31 continues to HILLSBOROUGH LOWER VILLAGE, 18 *m.*, the junction with State 9 (see *Tour 15A*).

2. Right from Mill Village on a dirt road to *Rand's Pond*, 2.5 *m.*, on which is Camp Soangetaha of the Sullivan County Y.M.C.A.

NEWPORT (alt. 816, pop. 4659), 60.6 *m.*, Sullivan county seat, situated in a wide hollow with no near-by hills or mountains of size, has a wide main street bordered by well-spaced, attractive homes. Railroad tracks run through the heart of the business section. The village has a vivacious 20th-century air, and is a trading center for a large area, as evidenced by its many stores.

The village industries are the manufacture of woolen goods and shoes, many of the employees being of Polish and other foreign descent. A small, well-known industry is the manufacture of a pine product soap.

It is believed that the first white man to enter Newport was a hunter and trapper named Eastman who came from Killingworth, Conn. On his return, laden with furs, he gave such a vivid description of the country that an application for a charter was made and granted in 1761. He is said to have returned to the new country, but was never heard of again. A skeleton found by an early settler was believed to have been his.

The first settlers, six young men, came here in 1765 from 'No. 4' (Charlestown), which for several years had been the northernmost outpost on the Connecticut River. Tradition states they arrived near the foot of Claremont Hill late on a Saturday evening and that the next day being Sunday, religious services were held under a large birch tree. They went back to Killingworth in the fall. In the spring of 1766 they returned with several additional settlers, among them Benjamin Giles, who built a dam across Sugar River and set up sawmills and gristmills in 1768.

When Sullivan County was separated from Cheshire County in 1827, Newport was chosen the county seat.

The *Congregational Church*, a two-story brick building with small-paned windows set in two-story arched recesses, erected in 1822, is especially notable for its fine wooden steeple. The three doors of the main entrance, in a façade in the form of a three-bay pavilion crowned with a pediment, have semicircular fan-lights above them. On the front rises a square

richly decorated tower, four stages with an arched belfry and an octagonal cupola and lantern. On top is a gilded finial and weathervane. This spire appears to have been the work of the builders of the Congregational Church in Acworth 15 miles south, as the two spires are similar in nearly every detail.

The *Lafayette*, on Main Street (L), now a tourist home, is a large two-and-a-half-story frame, gabled structure. In the gabled ends are oval windows with green shutters in sun-burst form. The Lafayette is associated with a visit of General Lafayette to Newport in 1825, when the village was divided socially and commercially by the river, and a double reception was held. He was received in the home of Colonel William Cheney on the north side, and then, crossing the bridge, in this house, owned at the time by James Breck.

In *Wilmarth Park* the Newport Ski Club has a *Pine Needle Ski Jump*, one of the few of its kind in America. The skiing is done on pine needles.

Left from Newport on a dirt road to *Pike Hill*, on which is *Elephant Rock*, a boulder about 29 feet long and 23 feet high, considered to have a striking resemblance to an elephant at rest.

Newport is at a junction with State 11 (see *Tour 11*).

State 10 follows Main St. in Newport and traverses a flat, fertile area. Left is the *Parlin Airport*, 62.1 m., an auxiliary field.

CROYDON FLAT, 64.4 m., is a small hamlet of half a dozen houses.

Left from Croydon Flat on a dirt road to *Corbin Park* (passes obtainable at main gate; enter at your own risk), variously called Blue Mountain Forest Park and Corbin's Game Preserve, a tract of about 24,000 acres on Croydon (alt. 2789) and Grantham Mountains. The park has a large collection of buffalo, deer, moose, elk, wild boar, Himalayan goats, and antelopes.

The idea of such a preserve originated with Austin Corbin, a native of this section, and long connected with the Long Island Railroad. Realizing that the buffalo in the United States were in danger of becoming extinct and that the same fate was facing other animals, he decided to establish a refuge where these animals might be preserved. Purchase of farms and timber lots in this section began in 1886 and it is said that 373 deeds exchanged hands during the transactions. These farms and lots are enclosed with a wire fence about 30 miles in length and 11 feet high. Fences are strengthened at the base by a lining of wire netting, and also by wire stays midway between the wooden posts. The Corbin Park Association was formed with Mr. Corbin as its head in 1888; two years later the area was opened with about 30 buffalo, 140 deer, 35 moose, 135 elk, 14 wild boar, a few Himalayan goats and 6 antelopes. The game soon became acclimated, and has had a natural growth in number through the years.

The buffalo selected were among the largest in the country. Ernest Harold Baynes of Meriden became interested in the buffalo here and founded the American Bison Society, which has done much toward saving the buffalo in America. At various times there have been as many as 4000 animals in the park. To prevent its becoming overstocked, a large number of the animals have been sold.

After the death of Mr. Corbin in 1896, a change was made in the management of the park. A proprietary game club was organized in 1899 with members from Boston, New York, and Washington. Membership of the club is limited to 25. Each member is entitled to a specified number of animals each year. In 1936 this number included 3 deer, 3 boar, 1 elk, with no restrictions on small game and fish. The buffalo herd has been greatly reduced in size, numbering now about 25, owing

to the expense involved in their care and to the New Hampshire head tax on these animals.

Among noted guests entertained at the club have been Presidents Theodore Roosevelt and Herbert Hoover.

The highway now passes through a narrow valley, almost a notch, a miniature of those found between the northern mountains of the State, where wooded hills come down to meet a small and noisy brook.

Spectacle Pond (L), at the southern end of Croydon, is so named because the two ponds are like eye-glasses while the curved connecting brook forms the nose piece. Prominent across the pond is the *Village Cemetery* with its many white stones, one of them marking Ruel Durkee's grave (see below).

CROYDON (alt. 912, town pop. 269), 68 m., no accommodations, is a very small group of houses which gets its renown from Winston Churchill's 'Coniston'; the country store here bears that name.

Below the post office the early story-and-a-half, unpainted frame house (L) on a terrace above a small brook, was the *Home of Ruel Durkee*, one-time political boss, and as 'Jethro Bass,' the central figure of 'Coniston.'

Opposite the country store are (L) *Two Colonial Houses*. The northern house (*not open*), with a picket fence and graceful urn-topped posts, has been sadly neglected, but the beautiful cornice of the doorway still possesses classic form. The exterior of the southern house (*not open*) is rich in detail. A large, two-story, pitch-roofed structure, it has Ionic pilasters on the corners supporting a richly carved architrave and a broadly denticulated cornice. The entrance with side-lights and an elliptical fan-light, has fluted pilasters and a flat pediment ornamented as is the main cornice; this doorway is duplicated in proportion, frame work, and decoration in the large Palladian window above it. The structure was an inn in turnpike days.

GRANTHAM (alt. 955, town pop. 302), 71.4 m., no accommodations, is a scattered community of small houses. Granted in 1761, and incorporated in 1816 under its present name, Grantham was one of the townships that voted to join Vermont in 1788. A conspicuous white farmhouse (R) with large stock barns was formerly owned by Lemuel F. Cooper, who once raised a hog that weighed 1000 pounds. Its skin was stuffed and exhibited at the Centennial (1876) in Philadelphia.

At 83.9 m. is the junction with US 4 (see *Tour 14, sec. b*), with which State 10 is united for 2.1 miles.

LEBANON (alt. 594, town pop. 7073), 86 m., all accommodations, lies in the valley of the Mascoma River. Around its Common are the low-spired, white church erected in 1828, two fine early houses, the low brick library of classic design, and modern stores. Set in low and undulating land, gradually rising into more massive hills in the north, the township has a combination of industry and agriculture that makes it a prosperous and pleasant town.

The early settlers penetrated to this region by coming up the Connecticut Valley. From Fort No. 4, later called Charlestown, on the banks of the river to the south, many exploring and scouting parties were sent north to combat the Indians. After the destruction of Louisburg in 1758, William Dana and three other Connecticut soldiers passed through this region on their way home from Maine. Here they found much to admire, and since the Indians, long a source of terror and distress, were no longer feared they decided to recruit a company in Connecticut to return to this fertile valley.

In 1761 a group, headed by Nehemiah Esterbrook, obtained a charter from Governor Benning Wentworth, taking the name of their former home in Connecticut. The first mark of permanent settlement here was a log cabin built during the fall of 1762 on a wooded flat by the Connecticut River in the present West Lebanon section. A year later Oliver Davidson built a sawmill on the banks of the Mascoma. Other settlers from Connecticut followed, and in ten years, nearly three hundred people had taken up residence here.

Until 1845 agriculture was the main business of the town, with some lumbering and sheep raising. In that year the peak of wool production was reached, and after the coming of the railroad in 1848 new industries began to take its place. This led to a doubling of the population between 1850 and 1900.

Ten industries employing 1800 people, manufacturing woollen goods, machines, watch-makers' tools, iron, brass, and aluminum castings, and electrical supplies, have an annual production valued at \$1,250,000. Most of the workers employed in these shops are French-Canadians, the only large group of citizens of foreign blood in the town.

The *Community Building*, Park St., a modified Georgian type structure of brick, serves as a recreational center for young people, for athletic classes, for the teaching of arts and crafts, and for weekly forums. Five churches, a public library based on a grant by Andrew Carnegie and containing 10,000 volumes, and an excellent school system, contribute to the cultural life of the town, which is further heightened by its proximity to Dartmouth College.

Many opportunities for recreation, especially hunting and fishing, exist in the environs. The town is well situated for winter sports, with a season lasting into late March in normal winters. In the southeastern outskirts of the village is the Storr's Hill Ski Trail.

Lebanon is a junction with US 4 (*see Tour 14, sec. b*).

Sec. b. LEBANON to WOODSVILLE JUNCTION, 42.4 m., State 10. State 10, the Dartmouth College Highway, in this area traverses the beautiful Connecticut Valley with many vistas of the river.

LEBANON, 0 m.

The highway gradually rises, with fine views of the countryside and the Mascoma Valley. Between Lebanon and Hanover follow State 120.

HANOVER, 5.5 m. (see HANOVER).

Between Hanover and Lyme is some of the best scenery on the route. For miles the countrysides of both New Hampshire and Vermont, along the Connecticut River, are in constant view. There are many islands in the river, some of which are farmed by owners living on the adjoining shores.

LYME (alt. 563, pop. 830), 16.4 m., sometimes called Lyme Plain, is a fine old village situated a mile east of the Connecticut. Around a little Common cluster its few white houses, while on elevated ground at the eastern end is the gracefully spired old Congregational Church. Lyme was incorporated in 1761, but in the charter the name was misspelled 'Lime,' a spelling that was in use as late as 1823. The first settlers arrived in 1764, among whom were John Sloan and his wife from Palmer, Mass. Another early settler was Nathaniel Hewes, who came here in 1766 at the age of 19 from Brookfield, Mass.; unlike most other men of the time he never married, depending on a sister for the care of his log cabin home.

The *Congregational Church* was erected in 1812, a successor to a barn, in which the Reverend William Conant preached for 3 years at a salary of 45 pounds sterling, payable in grain. The *Library* is a successor to a social library founded here in 1797.

At the western end of the village on a broad lawn is the *Hamilton House* (open on application), a two-story structure with a monitor roof. The main façade has four Doric pilasters extending to the eaves and repeated in the monitor. The front entrance has a fan- and side-lights. A rear ell, in its small-paned windows, shows greater age than the main house. An open spiral stairway, with easy curves, rises from the first floor to the monitor. The parlor woodwork is richly carved; in each corner is an engaged column, with a many-membered capital; the detail is carried around the cornice. The fireplace is flanked by columns of a similar type. The unusually large house was built about 1810 by a country doctor to replace an earlier house, burned while in process of construction, that had been ridiculed by the townspeople because of its size. The doctor declared the next house would be larger still, and if that burned he would build one even larger. A side door gave entrance to his office, between which and his 'laboratory' there is a slide.

1. Left from Lyme on a dirt river road over a bridge that crosses the Connecticut to East Thetford, Vermont, 1.75 m.

2. Right from Lyme on a paved road is LYME CENTER, 2 m., a hamlet quite apart from the world, in which a few white houses cluster around an old New England church. At Lyme Center is the beginning of a Dartmouth Outing Club trail running 3.4 miles to the summit of *Smart's Mountain*.

Post Pond, 17.1 m., is a small body of water on which is Camp Pinnacle for boys. East of the pond is *Acorn Hill* (alt. 1371).

At 17.8 m. is a junction with a road.

Left on this road and across a bridge over the Connecticut River to Thetford, Vermont, 2 m.

The highway gradually winds toward the Connecticut River along the eastern edge of the wide intervalle, while east the broad mass of *Smart's Mountain* (alt. 3240) lifts its head above the lower hills.

ORFORD (alt. 419; pop. 636), 22.9 m., limited accommodations, a one-street town with many old houses surrounded by spacious lawns and wide picket fences, lies in a natural amphitheater formed by surrounding hills. Here the river sweeps toward the Vermont shore, leaving a wide expanse of fertile meadows on the New Hampshire side. Two sizable mountains overshadow the village, *Mt. Sunday* (alt. 1800), and (L) 'crumple-capped' *Mt. Cube* (alt. 2500). An early name known as far back as 1805 was *Mt. Cuba*, given it by a West Indian skipper who retired to Orford. Only the 'oldsters' now use the former name.

Orford's single straight street is bordered much of the way by a double line of maples and elms with walks between them. East of the mall, on the terrace of the prehistoric river-bed above the street, is a group of fine old mansions surrounded by large yards with charming gardens, reminders of the elegance, comfort and wealth of those who came to Orford at the beginning of the 19th century.

Although the town was granted in 1761, the grantees were slow in settling. John Mann of Hebron, Conn., heard about these tracts of land and purchased a lot at the lower end of the present village at \$1 an acre and gave it as a wedding present to his son, who set out to claim it in 1765. An early account of the trip says that at Charlestown, 60 miles south of Orford, Mr. Mann purchased a bushel of oats for his horse and some bread and cheese for himself and his wife. He then pushed on, he himself on foot, his wife, oats, bread and cheese, some clothing, and a few tools on the back of the horse. From Charlestown to Orford there was only a footpath with marked trees. The path was frequently blocked by fallen trees, and when they came to such an obstruction which could not be passed around, the horse was unloaded of bride, supplies, and tools, and made to leap the windfall. It is reported that in one instance the impatient animal did not wait to be unladen and leaped the trunk of a large tree, throwing his rider and all the impedimenta in a heap on the ground.

Orford was one of the group of New Hampshire towns allied with Vermont in 1778.

In 1793, Samuel Morey, a resident of Orford, built a little steamboat and ran it on the Connecticut some years before Fulton's boat made its trip on the Hudson.

Indians were not the sole cause of worry to the settlers, for in 1795 the inhabitants petitioned the General Court for aid in preventing a scourge of thistles.

Orford charmed Washington Irving during his visit here. He wrote: 'In all my travels in this country and Europe I have never seen any village more beautiful than this. It is a charming place; nature has done her utmost here.' The township, one of the most fertile in the State, has no mills or factories.

Somewhat back from the highway is (R) the old brick *Academy* (1853), surmounted by a low white, wooden tower. This is used as a practice school for the students of the Plymouth Normal School.

On the same side of the road is one of the finest groups of early houses in the State, with wide and well-kept lawns sweeping back to them. Seven in number, all are frame, except the northern, and painted white. Most conspicuous of all is the *General Wheeler House* (*not open*), at the southern end of the group, with many outbuildings, all enclosed by a white fence. It is a dignified frame structure with matched boarding on the front and clapboards on the sides, surmounted by an alternately paneled and spindled balustrade. Admirable ironwork has been installed as a railing over the porches. The house was built about 1820 by General John Wheeler who financed the famous Daniel Webster Case (*see HANOVER*).

An unusual *Early House* in this group is a single-story hip-roofed structure, with a white rail fence on one side. Especially notable is the arched doorway, enclosed with fan- and side-lights, and flanked with two tall windows. The cornice contains fine modillions.

Another *Early House* is a two-story hip-roofed structure with a long ell on the right. The front façade has plain wooden siding, with the lower windows set in arched recesses, while the side walls are dressed with clapboards set a few inches to the weather. The main doorway is enclosed under a square porch with plain Doric columns surmounted by an iron balustrade. A similar one on the ell is enclosed in glass.

Orford was the birthplace of Fanny Runnels Poole, popular novelist of the middle 19th century.

1. Left from Orford on a dirt road to a bridge over the Connecticut River that leads to Fairlee, Vt., 0.5 m. On the Vermont side of the river is a conspicuous cliff between which and the river there is barely space for the railroad and the highway.

2. Right from Orford on State 25A is the old *Mt. Cube House*, 7.25 m., where starts a Dartmouth Outing Club trail to the summit of *Mt. Cube*, 2 m.

State 25A winds around the base of Mt. Cube to Upper and Lower *Baker Ponds*, 8 m., small forest lakes on which are a number of summer cottages and Camps Pemigewasset and Moosilauke for boys.

The hamlet of PIERMONT (alt. 565, pop. 475), 29.5 m., no accommodations, is perched on the edge of a plateau on the two steep banks of Eastman Brook, with a fine outlook over the Connecticut Valley.

In the spring of 1768, Ebenezer White, Levi Root, and Daniel Tyler settled on the meadows here after making their way up along the Connecticut from Lebanon, Conn. Tyler is said to have reported that wild game was so abundant in the winter of 1769 that moose 'yarded' on the meadows all that winter. Bears, wolves, and deer were seen constantly. Piermont's hills contain much magnetic iron ore of fair quality, but it is not worked. Stone suitable for whetstones is also found and was formerly quarried.

1. Left from Piermont on a paved road at 1 m. is (L) the large square, brick *Sawyer House* (open on application), built about 1820. It has excellent paneling.

The road crosses the Connecticut to Bradford, Vt., 4 m. In 1788 a ferry was authorized across the river at this point.

2. Right from Piermont on Eastman Brook Road, partly paved, to *Lake Tarleton* (alt. 1036), 7 m. Beautifully situated on the shore is the *Lake Tarleton Clubhouse*, a large central building, with outlying cottages, and many recreational facilities, including a golf course.

HVERHILL CORNER (alt. 744, pop. 3665), 33.4 m., the principal community in the township of Haverhill, is situated at a sufficient height above the Connecticut to give a broad outlook for many miles over the valley, the river, and distant hills in Vermont. From the main street the ground slopes gradually toward the river and the wide fertile land around the Great Ox-Bow in the river, which Indians had found long before the white man made his way into this section. Through the northern end of Haverhill Corner runs the Oliverian Stream winding from the Oliverian Notch (see *Tour 10*) on its way to the Connecticut. Originally called Ump-Ammonoosuc (Ind.: 'a fair fishing place'), its first English name was Hosmer's Brook.

The town was named for Haverhill, Mass., from which many of the early settlers came, drawn hither by the glowing tales of broad and fertile meadows and luxuriant forests related by travelers and captives returning from Canada. Among these was Captain John Hazen who came with a band of pioneers before the charter was granted in 1763. At the time this section on both sides of the river was known as Lower Cohos (Coos), and was occupied by the Coosuck Indians. In 1765, Captain Hazen built his house, still standing, on the site of a former Indian fort at Little Ox-Bow.

In 1770, the town voted to give the Rev. Eleazar Wheelock 50 acres of land if he would establish Dartmouth College in Haverhill, and has never forgiven him for not accepting the gift.

In 1776, Haverhill was the site of four forts, no traces of which remain.

The little Common is not owned by the township, but was deeded to the people with abutting property. It is surrounded on four sides by a number of interesting reminders of the early days. Large white mansions are mingled with buildings of the old brick *Haverhill Academy* (1816), the old *Courthouse* (1840), the *Record Building*, and the *Library*.

North of the Common and designated by a bronze marker on a boulder is the *Colonel Johnston House*, a large square structure, erected about 1770, the first frame house in the town. During the Revolution it was used as a block-house. Colonel Charles Johnston was one of the founders of the township and later a hero at Bennington, Vt. Certain orders from General Stark to another division had to be transmitted, which necessitated the Colonel's making a hazardous trip on foot and alone through a strip of woods. With no weapon other than a stout staff that he had cut in the woods, he set forth and suddenly came upon some British scouts in charge of a Hessian lieutenant who were in ambush there to intercept

communications between the divisions of the American forces. As Johnston came up, the officer, sword in hand, claimed him as a prisoner. Johnston, however, quickly struck the sword from the officer's hand and, taking possession of it, pointed it at the breast of the Hessian declaring that he would be a dead man if he and his corps did not throw down their arms. The officer turned to his men and said, 'We are prisoners of war.' Johnston marched his prisoners to the American lines. At the Colonel's funeral the sword was brought out as a part of the ceremony; it is still in possession of his descendants.

Court Street, running east from the Common, was part of the old Coos Turnpike from Plymouth, on which Haverhill Corner was a notable stopping-place. The present *Green Door Inn* (L) was built in the 1790's by a minister.

The last public hanging in New Hampshire occurred in the 1860's at the *Jail House* (L), the second house east of Alumni Hall. The brick jail is the ell of the present building. It is reported that at one hanging, the sermon preceding it and lasting two hours, was later published and widely distributed. The first 17 pages expounded the text, 3 were addressed to the criminal, and 13 to the audience.

At 33.7 *m.*, on a slight rise of land is (R) the *Montgomery House*, now an antique shop, a square, hip-roofed structure, originally with four entrances. Beside it is the vine-covered well-house. The main door of oak on the outside and pine on the inside has long, hand-wrought hinges. Giving dignity to the entrances is a wide hallway through the house. Many of the rooms have fine mantels and fireplaces, one of the latter in the parlor being ornamented with delicate hand carving. On the second floor three rooms can be thrown together to form a ballroom. The house was erected about 1790 by General John Montgomery, one of the early settlers, whose nine daughters once graced these rooms. The old furniture of the rooms is notable. Among the furnishings in the General's day was a piano, once in the possession of Princess Amelia, daughter of King George III, and purchased by the General about 1820. In need of repairs, it was taken to New Ipswich, where the work was done by Jonas Chickering before his removal to Boston. It is now the property of the New England Conservatory of Music.

At the top of the rise north of the Oliverian Stream, 33.9 *m.*, is a fine distant view (L) with an old covered bridge, the last of the noted Bedel bridges, built in 1802.

At 35.3 *m.* is a junction with a road.

Left on this road and across a bridge above the Connecticut to Newbury, Vermont, 0.5 *m.*

At 36.2 *m.* is (R) the *Keyes Estate*, home of former U.S. Senator and Mrs. Henry Wilder Keyes. In spacious grounds is a gabled brick house, half-hidden by old trees; the place is on the edge of the plateau, formerly the site of an Indian clearing, and commands an extensive view of the valley.

Mrs. Keyes (Frances Parkinson Keyes) has portrayed its beauty in a number of her novels (*see Literature*).

NORTH HAVERHILL, 37.8 m., is a mile-long village of fine old houses, well spaced, on a broad terrace overlooking the Connecticut meadow lands. East of the village, *Black Mountain* (alt. 2836) with a fire tower, and *Mt. Moosilauke* (alt. 4810) with a stone summit house, stand out prominently on the horizon.

At 38.5 m. is a junction with a short private road across the railroad tracks.

Right on this road once known as Petticoat Lane to the home of *Captain Nathaniel Merrill*, a two-and-a-half-story frame house, with a long string of red barns; the captain was an early settler. Petticoat Lane must have been the scene of many a romance, since the Captain had ten daughters, all of whom married and reared large families. Descendants to the 10th generation live in the town today. Sarah Merrill, mother of these daughters, was a daughter of Captain John Hazen, one of the first settlers.

The highway passes the *Grafton County Farm*, at 40.2 m., whose modern brick buildings occupy wide and fertile river lands that extend for many miles along the Connecticut. This was, for many years, 'Farthest North' in New Hampshire.

Horse Meadow was an early name given to the meadowland along the Connecticut in this section when captives returning from Canada finding a horse there, killed the animal and ate it, thinking it belonged to Indians. The next morning, as they proceeded down the valley, they saw smoke. They were sure they had come upon a large encampment of Indians, but soon discovered that the smoke was from the cabins of Newbury, Vt., and that they had reached civilization once more.

The *Woodsville Cottage Hospital*, 41 m., was once a stagecoach tavern.

At WOODSVILLE JUNCTION, 42.4 m., State 10 and US 302 (*see Tour 8, sec. c*) unite.

T O U R 4 A : *From MASSACHUSETTS LINE (Fitchburg) to WEST LEBANON, 87.4 m., State 12.*

Via Keene, Walpole, Charlestown, Claremont, Cornish, Plainfield, West Lebanon.

Usual accommodations at short intervals.

B. & M. R.R. parallels route between State Line and Claremont.

Paved or cement roadbed throughout.

NORTH of the State Line this route runs through delightful hilly country, then follows the eastern bank of the Connecticut River.

State 12 crosses the Massachusetts Line 22 miles northwest of Fitchburg, Mass.

STATE LINE, 0 m., is a railroad station with a few scattered houses.

From the highway are occasional glimpses (R) of Grand Monadnock, New Hampshire's southernmost mountain of size and importance, rising in solitary state.

At 1.5 m., is *Sip. Pond*, a small body of water, named probably for a Negro, Scipio, possibly a former slave, who settled near this body of water. There is a public bathing beach here, and near-by is a camp for girls.

FITZWILLIAM (alt. 1200, town pop. 850), 4.8 m., good accommodations, is a serene little community with a well-kept, fenced Common, about which are a gracefully spired white church and a number of early and well-preserved houses.

Fitzwilliam, known as Stoddardtown or Monadnock No. 4 until its incorporation in 1773, took its name from the Irish Earl of Fitzwilliam. The first settler was Benjamin Bigelow of Lunenburg, Mass., who came in 1761 or 1762, in an ox-cart that was the only shelter for him and his wife until he built a hut. Under this ox-cart a daughter was born. James Reed, probably the second settler in Monadnock No. 4, built the first frame house, which he maintained as an inn for some time. He was later a brigadier general in the Continental Army.

When Troy, now bordering Fitzwilliam on the north, was incorporated in 1815, Fitzwilliam lost about 4500 acres of land, or about one-sixth of its territory, and over two hundred residents.

For about fifty years after the first settlement, much of the yarn used in weaving cloth was spun on wheels made in the town by Richard Foster. Palmleaf hats were made here around 1830. With the opening of the Cheshire Branch of the Boston and Maine Railroad in 1849, a granite industry developed rapidly, though only small quantities of the stone are now utilized and that for road building purposes. There are several woodworking plants in the town, but it is rapidly becoming a resort with many fine summer estates.

The large, two-story frame *Congregational Church* erected in 1817 is an outstanding structure. The dignified single door of the main entrance is framed by a shallow, two-story pedimented portico supported at each end by two pairs of slender Ionic columns. These columns have no base, resting solidly on granite blocks. The pediment contains an oval window above two crossed palm branches. An interesting feature is the hollowing of the portico ceiling to admit light to the arch of the Palladian window in the second story. Above the pediment rises a steeple of four stories, consisting of a square clock-tower, a belfry, and two octagonal lanterns topped with a spire and weathervane. Each deck is surrounded by a balustrade; the finials of the lowest deck are slender pyramids, and those of the upper ones urns.

The *Old Tavern* at the northern end of the Common is a huge frame

broad-gabled structure four stories in height, with a three-story porch with first and second story levels. A long two-story ell adds to the size of the building, which was probably erected about 1810, when the Sixth New Hampshire Turnpike was in operation between Winchester, through Rindge, and New Ipswich to the Massachusetts Line.

East of the Common on the main street is the *General Reed House (not open)*, an admirable example of the buildings of its period (1773). A huge central chimney, careful fenestration, and quoins give the white frame structure a fine balance that is somewhat disturbed by the recently built porch on one end. The pedimented doorway is beautifully proportioned.

1. Left from Fitzwilliam on a dirt road to the *Rhododendron Reservation*, 3 m., under the care of the Appalachian Mountain Club. The rhododendrons are abundant and beautiful in the latter part of June.
2. Left from Fitzwilliam on a paved road to *South Pond*, 3 m., a popular summer resort, where are the South Pond Cabins and the Fleur-de-Lis Camp for girls.
3. Right from Fitzwilliam on a dirt road to the *Rodman Gallery (open daily, June — Sept., free)*, 0.5 m., connected with the Elisi Tea Shop and Gardens, erected by Mr. and Mrs. Rodman Schaff as a memorial to their son Rodman, who died in 1930 at the age of 21. The gallery exhibits paintings and sculpture by living American artists, including among others the painters Rockwell Kent, Chauncey Ryder, Diago Rivera, José Clemente Orozco, Gifford Beal, and Hobart Nichols, and the sculptors Anna Coleman Ladd, Adio di Biccari, F. Tolles Chamberlain, and Katherine Beecher Stetson.

The highway ascends gradually north of Fitzwilliam; there are (R) numerous fine views of Grand Monadnock across a verdant 5-mile interval, and (L) occasional glimpses of *Little Monadnock Mountain* (alt. 1890).

TROY (alt. 1004, pop. 1267), 8.6 m., no accommodations, centers its life around a rail-fenced Common, which the highway divides. About the Common are some early houses, a few country stores, and the town hall, a low-towered frame structure.

Before its incorporation as a town, Troy was known as Stoddard Town or Monadnock No. 4, and included parts of Fitzwilliam and New Marlborough (Marlboro).

The first settlement was made in 1762 by William Barker, coming from Westborough, Mass. Two years later he brought his family by ox-team to their new home. From Winchendon north there was no road and he found his way by following trees he had previously marked. By 1815 there was a settlement of considerable size here, and the people sought and were granted incorporation as a separate town.

Confusion with Troy, N.Y., in the mails and express having long been experienced, there was in 1866 a movement to have the name of Troy changed to Monadnock.

At one time the community was actively engaged in making pottery, and in quarrying granite; the steps of the Congressional Library in Washington were quarried here. In 1837, woolen manufacturing was begun;

Thomas Goodall in 1857 opened one of the first blanket mills in America here that is still in operation.

The *Town Hall* built in 1813-14, near the north Common, was originally the town meeting-house. It was later moved to its present location, remodeled and enlarged.

Troy is at the junction with the Grand Monadnock Rd. (*see Tour 15B*).

Between Troy and Keene the highway dips into an attractive stretch of road that follows the windings of the South Branch Ashuelot River, known as the Gulf Road. High above the valley and skirting the edge of the hills are the tracks of the B. & M. Railroad.

NORTH SWANZEY, 16 m., is a small community.

Left from North Swanzey on a dirt road to the small *Wilson Pond*, 0.5 m., with recreational features.

The highway passes (L) *Safford Park*, 16.9 m., where horse, automobile, and motor-cycle races are featured in the summer.

KEENE, 18.1 m. (*see KEENE*), is at the junction with State 101 (*see Tour 17, sec. b*), with State 10 (*see Tour 4, sec. a*), and with State 9 (*see Tour 15A*).

The greater part of the highway between Keene and Walpole is full of sharp curves and steep grades, and cars should be driven with care.

State 12 leaves Keene northward on West Street and soon passes between a luxuriant stand of evergreens, known as *Wildwood* (L) and *Wheelock* (R) *Parks*, and traverses an extremely wide and fertile area. It then rises by a long ascent from which are occasional glimpses through the trees of the Ashuelot Valley far below.

EAST WESTMORELAND, 25.7 m., a strange combination of names, is hardly more than a railroad station.

Left from East Westmoreland on a paved road is *Park Hill* (alt. 900), the oldest section of Westmoreland, 2.5 m. Here on the hilltop a small group of early houses around a beautiful old frame church overlooks the broad Connecticut Valley.

Westmoreland was 'No. 2' (Chesterfield being 'No. 1,' Walpole 'No. 3,' and Charlestown 'No. 4') of the townships granted by the Massachusetts Colony in 1735. It was known as No. 2, or Great Meadows, until 1752 when it was granted by New Hampshire and incorporated under its present name. The Great Meadows had long been a favorite spot with the Indians in their journeyings up and down the Connecticut, when the first settlers, attracted by stories of the great fertility of the region, came up the river in canoes in 1741. The settlers were several times victims of attacks, though of no great magnitude.

First settlements were on the low lands, but following a great freshet on the Connecticut in 1771, the settlers moved their homes to the hills. This has always been one of the most fertile and productive agricultural towns in the State.

Commanding in position and in interest at Park Hill is the *Church* (*key at brick house*). It was originally a square rectangular structure, typical of New England churches of that time, and built in 1762-64 near the cemetery in the northern part of the township. After being moved to its present site at a cost of £2388 and a barrel of rum, services were first held on this spot in 1779. The front of the church and the towering spire, added in 1827, are considered among the architecturally finest in the State. The church is a two-story frame structure with a pedimented

portico extending to the eaves. The pediment rests on paired Doric columns, which stand without bases on granite blocks. The entablature of the portico is excellently carved. Within the pediment is an elliptical window set above crossed palm branches. Above the front façade, which is adorned at the corner with Doric pilasters, rises a square tower containing a fine Palladian window. The open-arched belfry above this is topped with a domed octagonal lantern. Around the two upper decks are balustrades with urn finials on the corner posts. In the belfry is a bell cast by the Revere factory with the original number 366; it was sold to the church in 1827. The bell has since been recast owing to a break. From the belfry is an impressive view north and south of the Connecticut Valley.

About the church are excellent types of early domestic architecture: the *Parsonage*, a five-bay hip-roofed structure east of the church; the large, square, well-proportioned brick *Cobb House* with an interesting fan-light doorway and many small-paned windows; and the *Reed House*, a frame structure immediately north of the Cobb House.

At 27.7 m. is the *Iron Kettle Spring*, whose water is known for miles around; farmers say that in the old days no self-respecting horse would think of going by this spring without raising a disturbance unless he had a drink.

WALPOLE (alt. 400, pop. 2287), 35.4 m., all accommodations, a village of unusual charm with tree-shaded streets and well-kept houses, many of them of the early period, is situated on an elevation above the broad Connecticut Valley, half a mile east of the river. Everything in the village (with the exception of the inevitable gas stations), including the Colonial style town hall, is a reflection of a distinguished past. Once called Bellowstown in honor of Colonel Benjamin Bellows, the founder, it is at present almost entirely residential. Many of the houses are summer residences of descendants of the original builders.

Walpole Town was originally granted by the Massachusetts Colony in 1736 as 'No. 3'; acting on this grant, John Kilburn came here to settle in 1749. Three years later Colonel Benjamin Bellows secured a grant from Governor Wentworth, giving it the name of an English town.

Its history has always been closely associated with the Bellows family (*see below*).

Walpole was one of the New Hampshire towns involved in the New Hampshire-Vermont controversy, but was never favorable to the union. Colonel Benjamin Bellows was a leading opponent of the plan.

A survival from early days is the Walpole Society for Bringing to Justice Horse Thieves and Pilferers, an organization (1816) whose field is now somewhat restricted; in 1880 it added to its duties the protection of hen-roosts and clotheslines. It is now a social sporting club.

Oldest of Walpole's many early houses is the *Peck* or *General Allen House* (*not open*), on the west side of the main street, a two-story five-bay structure with hip roof and quoined corners. The low monitor above the double-hip roof is a later addition.

The house, built in 1792 by General Amasa Allen, was purchased about 1839 by a widow, Abigail Bellows Richardson, generally known as Aunt Richardson, who, it is said, at one time, because of her husband's meddling

with her housekeeping, threatened to bury him when he died in the ash-hole with his head out so that he might still see what was going on in the kitchen. After her death in 1844 the house was purchased by Phillip Peck, husband of Martha E. Bellows.

At the southern end of the main street is the *Harris House (not open)*, a two-story monitor-roof white frame structure with a balustrade enclosing the roof. A large two-story arched door in the barn is a striking departure.

On an elevation at the southern end of the village are two fine early houses. Right is the *Colonel John Bellows House (not open)*, a long white frame structure. The central gabled part has two large chimneys at either end, and appears to be the original house; at right angles to it have been added gabled ells. The house was built about 1770 by John, the third son of Colonel Benjamin Bellows, an active figure in the Revolutionary War, and in the events leading up to the Declaration of Independence of the State, September 10, 1776. In his later years Colonel Bellows is said to have been so stout that he had to ascend the hill from the village on horseback, and a special block was made to enable him to mount the horse, trained to wait there for him.

Across the road from the Colonel John Bellows House is the *Knapp House (not open)*, a square, two-story, monitor-roof structure. Four large brick chimneys add dignity. There are three porches, that on the southern side being most elaborate. The house was built by Josiah Bellows, 2d, in 1812: financially embarrassed in 1824, he moved to Lancaster, N.H., and the house later came into the possession of Jacob N. Knapp, who had married into the Bellows family. The house has French wallpaper printed by DuFour in 1815 (*see below*).

On the west side of the small Common, one block west of the main street, is the *Old Colony Inn*, a large white three-story structure whose gable is extended to form a pediment over a long two-story porch with six square columns on each level. The edge of the porch ceiling has a delicate reeded trim, as do the window caps and the cornice. This house has the most elaborately ornamented exterior of any in Walpole. Daniel Stone, who had come from St. Albans, Vt., and married twice into the Bellows family, built this house, 1815-20. Stone, the village storekeeper, was for a time associated with John Jacob Astor in the fur trade, and when he moved to Dayton, Ohio, the house was acquired by Dr. Jesseniah Kittredge. Admirably preserved are some fragments of French wallpaper, printed in 1815 by DuFour and portraying important buildings in Paris.

On Westminster Street (L) is the old *Walpole Inn*, among whose summer guests for many years has been Harvard University's 'Copey,' Professor Charles T. Copeland, professor emeritus of rhetoric and oratory.

On Westminster Street is (L) the frame hip-roofed *General Steven Rowe-Bradley House (not open)*. The entrance portico is adorned with two pairs of slender columns that rise in support of a balcony. Corner pilasters and two, flanking the main porch, extend the full height of the house. Rich

ornamentation is carried around the cornice and also on the caps of the first-floor windows. The house was built in 1792 by Josiah Bellows.

Left from Walpole on the Chesterfield or River Road, is the *Mason Estate (gardens open June to Sept.)*, 2.3 m. Amid extensive and finely landscaped grounds above the river valley is a large frame house in classic empire style, built by William P. Mason in 1830. The fine five-columned Ionic gallerial portico is impressive.

The village *Cemetery*, 35.6 m., has at the entrance a large granite monument to John Kilburn, early settler (*see below*), and on the hill a tall marble shaft marking the burial place of Colonel Benjamin Bellows, founder of Walpole. Several of his sons are also buried in the cemetery.

At 36.7 m. is (L) the large and distinguished *Bellows Mansion (not open)*, an impressive white frame gambrel-roof structure with large ell and adjoining barn. When built in 1762 by Colonel Benjamin Bellows (1712-77), it was a typical two-and-a-half-story gabled house with a two-story ell, and was a successor to a log cabin surrounded by a palisade that the Colonel had built when he settled here in 1752. A later occupant of the estate was Colonel Benjamin Bellows, son of Squire Thomas Bellows and a most successful farmer. In the year 1816 there was frost nearly every month of the year, and it is recorded that a man in this section lost his life in a June blizzard while hunting for strayed sheep. The Bellows yield of corn that summer was unusually large. Of a generous disposition, he freely shared his supply with the needy settlers about him, but he would have nothing to do with a speculator trying to buy up the grain.

From 1890 to 1925 the house was in the possession of Copley Amory of Boston who added many architectural and landscaped features, including an Italian garden.

A stone *Watering Trough* across the highway bears an inscription giving the facts of the occupation of this territory by the Bellows family.

At 38.1 m. a small stone marker (R) indicates the *Site of the Home of John Kilburn*, the first settler of Walpole, who came here in 1749, with his wife, daughter, and son, from Glastonbury, Conn. In 1754, word reached the settlers that Indians in Canada were planning to raid the settlements on the Connecticut River. Kilburn then put up a palisade around his cabin. Bellows in the meantime had fortified his cabin, cleared the lands and built a gristmill about a mile northeast of the present Bellows mansion.

On August 17, 1755, as Colonel Bellows and his men were returning from his gristmill, they were ambushed by Indians, who scattered after being fired upon. Bellows and his men succeeded in reaching the fort. The Indians returned shortly, and went to Kilburn's cabin and demanded the surrender of those in the house. When this was refused, the Indians attacked, and Kilburn shot Philip, one of their leaders, a former friend of Kilburn's. For some hours Kilburn, his wife, son, and daughter, and two men held out against what was believed to be a force of four hundred Indians. Bullets soon began to come through the roof and it is said the women spread blankets over their heads to catch them. When Kilburn's

supply of bullets ran low, the women melted those caught in their blankets and recast them. After fighting from noon until sundown, the Indians gave up and retreated, after having buried, near the scene of the battle, Philip and others killed.

Kilburn's grant had been received from the State of New York, which, unknown to him, had no jurisdiction on the east side of the Connecticut River. Colonel Bellows, however, applied to Governor Benning Wentworth of New Hampshire for a charter, and obtained one in 1752, three years after Kilburn's arrival. A quarrel ensued, and Kilburn left town to settle in Springfield, Vt. Colonel Bellows then offered him any 50 acres he might choose and Kilburn accepted. Although the two families lived long as neighbors, they never intermarried until nearly 150 years later when a Bellows descendant of the fourth generation, and a sixth descendant of the Kilburns were married.

John Kilburn died April 8, 1789, and is buried in the village cemetery (*see above*).

At 38.6 *m.* is a junction with State 101.

Right on State 101 is ALSTEAD (alt. 478, pop. 616), 5 *m.*, a small village divided by Cold River. Granted a charter in 1772, Alstead is one of the towns that wavered in its allegiance between New Hampshire and Vermont. In April 1781, after much warmth of feeling and general agitation, the town began to transact business under the State of Vermont but returned to the authority of New Hampshire in January, 1782.

Alstead can lay claim to the earliest paper mills in New Hampshire, built on Cold River. Ephraim and Elisha Kingsbury were manufacturing paper here in 1793 as an advertisement in the *Columbian Informer*, November 6, 1793 indicates. In 1799, Bill Blake started another paper mill here, but moved it to Bellows Falls, Vt., in 1802.

Conspicuous on the main street is the *Shedd-Porter Memorial* (*open Mon., Wed., Fri., and Sat., 2-4; Wed. and Sat., 7-9*), a low granite domed structure in Neo-Classical style, completed in 1910. The paneled entrance door in the pedimented central pavilion is flanked by engaged Ionic columns. The building was given to Alstead and the adjoining town of Langdon by John Graves Shedd, a native of Alstead and later a resident of Langdon. Getting his first experience as a clerk in an Alstead store, Mr. Shedd in later life was associated with Marshall Field's of Chicago. In addition to his own name the memorial carries the maiden name of his wife, a daughter of an early town physician.

At 5.8 *m.* on State 101 is the *Vilas Pool* (*open from Memorial Day to mid-September; free; advisable to arrange with caretaker in advance for use of facilities for groups*), a large recreational area along Cold River, a gift to the town by Charles M. Vilas, a native son. When a dam was erected across the Cold River the meadows above it were flooded; the pool thus formed and little islands in it have been landscaped attractively and the rocky hillsides that rise in a series of terraces are equipped with recreational facilities for children and adults. The upper terrace is provided with picnicking facilities. From this terrace a path leads to a stone tower in which is a carillon (*played for visitors on request*).

At 11.1 *m.* is the little hamlet of SOUTH ACWORTH, a group of houses above the banks of the Cold River. Left from South Acworth, 2.1 *m.* on a paved road, is ACWORTH, a little hilltop settlement dominated by a beautiful early church, a two-story edifice with shuttered windows. A pedimented entrance pavilion rising to the eaves with corner Ionic pilasters, has three arched doorways on the first floor, a Palladian window on the second, and an oval window over crossed palm branches

in the pediment. Delicate carved detail decorates the door and window frames. The square tower with a Palladian window in the front has a square arcaded belfry, two octagonal lanterns, and a small bell-shaped dome. Each stage is surrounded by a balustrade with urn finials. The windows of the second story, on the sides, are pointed. The structure was erected in 1825.

State 12 winds around Fall Mountain, formerly Falls Mountain, and bare-cliffed Mt. Kilburn, rising sharply above the railroad tracks that parallel the highway. This peak, a part of Fall Mountain, received its name in 1856. At that time 29 members of the class of 1857 of Amherst College and 15 of the same year from Middlebury College, together with a half a dozen Dartmouth seniors, met in the old Island House in Bellows Falls, Vt., a large brick building, just across the Vilas Bridge (L). Under the direction of President Stearns and Professor Hitchcock of Amherst, a procession started from the Island House to the top of the mountain, where students representing Massachusetts, New Hampshire, and Vermont, also an Irishman and an Indian, each advocated the name he favored for the mountain. It is said the Indian was given the privilege of calling the mountain Kilburn, in honor of the early settler, John Kilburn.

The *Vilas Bridge*, 38.6 m., is on the site of a bridge built here in 1785 by Colonel Enoch Hale. This first bridge across the Connecticut River, 365 feet in length, had a mass of rocks as a middle abutment, and was the only bridge across the Connecticut until 1796, when one was built in Springfield, Mass. A news item in the *Massachusetts Spy*, February 10, 1785, states that 'this bridge is thought to exceed any bridge ever built in America in strength, elegance, and public utility as it is in the through way from Boston through New Hampshire and Vermont to Canada.' It was replaced in 1840 by the Tucker Toll Bridge, built by the later owner of the original bridge, Nathaniel Tucker.

On the site of the present railroad engine house (R) was the Tucker Mansion, built about 1799, and known as the Walpole Bridge Hotel and later as the Mansion House Hotel. The Toll House for the first bridge stood near the entrance to the present bridge on the New Hampshire side. The stone *Railroad Bridge* (L) at this point, built in 1899 to replace a wooden structure, is notable for its two arches (140 feet), with a remarkably low rise (20 feet).

Left are *The Rapids* of the waters of the Connecticut River as they leave the Falls, formerly known as the Great Falls. The river rushes with great speed to the narrow gully under the bridges where a mass of rocks divide the stream into two channels about 90 feet wide.

NORTH WALPOLE, 41 m., a widely scattered community on a wide bend of the Connecticut River, has a large number of Irish residents, many of whom are employed in Bellows Falls, Vt., across the river. The village is on the site of the farm of Sherburn Hale, whose son Enoch built the first toll bridge over the Connecticut.

Left from North Walpole on a paved road is the Connecticut River, 0.5 m., the State Line, over which a long *Steel Bridge* with an enormous arch leads to Bellows Falls, Vt. This bridge erected in 1904-05 consists of two spans, one 104 feet across the railroad tracks with the other 540 feet across the river.

SOUTH CHARLESTOWN, 47.3 *m.*, is a mere handful of houses. A marker on an early flat-roof five-bay house (L) indicates that this is the old *Healy Tavern*, built by Jesse Healy in 1805.

At 50.5 m. is a dangerous underpass.

CHARLESTOWN (alt. 380, pop. 1644), 51.3 *m.*, is one of the most charming towns in New Hampshire. Beautiful old elms, wide lawns, lovely gardens and dignified Colonial homes line the wide main street, which was the training green for Revolutionary soldiers in the early days.

Charlestown, originally granted by the Massachusetts Colony as 'No. 4,' was regranted in 1753. The first settlement in the town was made in 1740 by a group from Massachusetts who shortly afterwards (1744) built a log fort. This fort is said to have been 180 feet long with log flankers at the corners to give a raking fire along each side of the fort, thus discouraging firing or scaling parties. Within the enclosure were six log houses placed against the walls. As Charlestown was for many years the most advanced northern white settlement, it was continually attacked by the French-Indian forces, and a fort here was strategically important. The fort under the command of Captain Phineas Stevens was in 1747 besieged by 400 French and Indians, who eventually withdrew to Canada. This fight, the last in the 15 years' conflict with the French, marked the beginning of English supremacy in northern New England. During the closing years of the French War, old No. 4 was the military base from which Colonial troops passed to assist Lord Amherst in his struggle to obtain Crown Point, New York. No. 4 was a rendezvous for General Stark and his New Hampshire troops en route to the battle of Bennington.

Right at the southern end of the main street, well back on beautiful grounds is the *Paris Mansion*, a long Southern Colonial-type frame house. It was long the summer home of Sherman Paris of New York, and one of the show places of this section.

Right on the main street is the *Hoyt House*, a large white frame gabled house with an octagonal side tower. This was the former summer home of Charles H. Hoyt, actor and playwright, who presented Charlestown and many of its characters to the world in his play 'Temperance Town.' At his death the place was willed to the Lambs' Club of New York.

South of the yellow brick Unitarian Church (L) on the main street, a bronze marker on a boulder indicates the *Site of the Old Fort* (see above).

Left on the main street is the *Gast House* (open by permission of owner), built about 1810 and somewhat marred by a modern sunporch. A two-story hip-roofed frame structure with two large chimneys, it is distinguished by its fine Corinthian porch and cornice. The house has fine old furnishings; especially notable is the collection of pewter, glass, and china, which the owners, Mr. and Mrs. Oscar E. Gast, have gathered through many years.

Left on the main street is an *Early House*, a two-and-a-half-story white clapboarded, gable-roof structure, with a small Doric portico and right-

angled ell. No other house in Charlestown has such elaborate ornamentation. The sunburst elliptical fan-light over the entrance is repeated in the gabled pediment. Unfortunately two square windows have been introduced in the pediment, greatly lessening the effect of the sunburst.

At the northern end of the main street on a slight elevation (R) is an imposing, but neglected, Southern type Doric *House*, a two-story brick structure painted white, with a monumental colonnaded porch under the pedimented gable. The fan-lighted entrance door at the corner of the façade gives evidence of an asymmetrical plan.

On the lawn of the house south of this brick house is a bronze marker indicating the *Site of the Johnson House*. In August, 1754, the Johnson house had been the scene of a party. The evening is said to have been spent 'very cheerfully' with 'watermelons and flip till midnight.' At dawn the household was surprised by a sudden Indian attack, and seven of the members including Mrs. Johnson, about to become a mother, were taken to Canada to be held for ransom. The captives were first taken across the Connecticut. Mrs. Johnson's 'Narrative' relates the details of the first night's encampment:

The men were made secure in having their legs put in split sticks, somewhat like stocks, and tied to the limbs of trees too high to be reached. My sister must lie between two Indians, with a cord thrown over her, and passing under each of them . . . I was taken with the pangs of child-birth. The Indians signified that we must go on to a brook. When we got there they showed some humanity by making a booth for me . . . my children were crying at a distance, where they were held by their masters, and only my husband and sister to attend me — none but mothers can figure to themselves my unhappy posture. The Indians were employed in making a bier for the prisoners to carry me on and another booth for my lodging during the night.

It is told that forty years later Mrs. Johnson returned from Canada and ordered a stonecutter to erect two monuments — one to mark the place of the birth, the other of the encampment. His handiwork is visible a mile south of Felchville, Vt., but through some mistake the monuments were set side by side. On the larger one is this inscription:

This is near the spot that the Indians/Encamped the Night after they took/Mr. and Mrs. Johnson and Family, Mr. Larabee/and Farnsworth August 30th, 1754, And/Mrs. Johnson was Delivered of her/Child Half a mile up this Brook.

When troubles near the Lord is Kind
He hears the Captives cry
He can subdue the Savage hand
And learn it Sympathy.

At 52.9 m. a marker on a granite post (L), reading 'C.P. RD., 1760,' indicates a section of the *Crown Point Road*, which ran from Amherst, Mass., to Crown Point, N.Y. Originally an Indian trail, it was utilized by the Colonial soldiers on their way to Crown Point. Over it in 1776, heavy cannon, dragged from Crown Point and placed on Dorchester Heights near Boston, contributed to the driving of General Thomas

Gage from Boston. It is now an almost obliterated roadway that runs through the fields and continues on to the Connecticut River, past the site of an early mill.

NORTH CHARLESTOWN, 57.2 *m.*, is a small settlement of ordinary houses with, however, an attractive little field-stone *Schoolhouse* (L), the gift of Jesse Farwell, a native son.

The highway continues through a section known as 'The Flats' where are some of the finest farms in Sullivan County. Left is a superb view of *Mt. Ascutney*, across the Connecticut River in Vermont.

CLAREMONT, 62.8 *m.* (see CLAREMONT), is the junction with State 11 (see Tour 11).

State 12 follows Main Street in the western part of Claremont, uniting with State 11 for 4.3 miles (see Tour 11).

At 67.1 *m.* (R) on State 12.

At 68.1 *m.* is (R) the *Godfrey Cooke House*, a frame hip-roofed structure erected about 1825. The house has unfortunately been neglected, but has a fine doorway and Palladian window of similar architectural lines.

A small granite marker at 68.2 *m.* (L) by the side of the road, indicates the *Site of the Cooke Tavern*, in which Lafayette was entertained in 1825.

At 70.9 *m.* is (R), the *Birthplace of Salmon P. Chase*; it is a large two-and-a-half-story gabled frame structure with corner pilasters, painted white. At the time of Chase's birth, the house was situated on ground across the railroad tracks, but it was moved to its present site and faced west instead of east when the railroad was constructed. This area might well have been called Chaseville because most of the houses for two miles north of this point were built by members of that family. It is told that a member of the Cornish Chases once boasted to a member of the Bellows family in Walpole that 'there were Chases enough in Cornish to chase all others from out of the town into Walpole.' The Walpole representative replied that 'there were Bellows enough in Walpole to blow them all back again.'

Salmon P. Chase, born January 13, 1808, was the eighth of the 11 children of Ithamar Chase; the family was well known in legal circles, being related to Samuel (b. 1707), commonly called 'Judge Chase of Hampton,' and Dudley (b. 1771), known as 'Judge Chase of Randolph,' and Salmon (b. 1761), of Portland, Maine, lawyer known as 'Law Book.' After graduating from Dartmouth College in 1826, Salmon studied law in Washington and was admitted to the bar in 1829. Following a brief general practice in Cincinnati, Ohio, he gained considerable notice by his defense of runaway slaves. He was elected to the U.S. Senate in 1848 by a combination of the free-soil and anti-slavery Democrats of Ohio. He was governor of Ohio and a candidate for the presidential nomination on the Republican ticket in 1860; William H. Seward was also running, and when Lincoln was elected he made Seward Secretary of State and Chase Secretary of the Treasury. In June, 1864, Chase resigned, and was shortly appointed

Chief Justice of the United States, holding the office until his death in 1873.

At 71 m. is (R) a small unpainted one-story cottage known as the *Wellman Home*, the oldest house in Cornish. It was erected about 1769 by the Rev. James Wellman, first minister of Cornish, who had been installed in the new church, organized in 1768; at the time this was the parish church for both Cornish and Windsor, Vt., across the river. In the dining-room is some of the original paneling.

At 71.2 m. is the *Weld Homestead*, a large square frame hip-roofed house with two large chimneys. This structure, formerly a Chase homestead, has much original paneling.

On the opposite side of the highway is the little one-story *Trinity Church* (Episcopalian), with a square tower, erected in 1808. In the cemetery behind the church are buried a number of Revolutionary soldiers.

The highway now drops down to the river level, skirting the wide meadow land along the Connecticut; Mt. Ascutney towers conspicuously (L) for many miles on this route.

At 72.3 m. is the junction with a paved road.

Left here is a long, old *Covered Bridge*, one of the finest and oldest in the State; it is also one of the few on which tolls (10¢) are still collected. Built in 1866, the bridge is a successor to one carried away by a flood that year. This earlier toll bridge was the first across the Connecticut in this section and was completed in 1796. The *Rising Sun* of November 8, 1796, published at Keene, gives an account of the opening of this bridge, and states that it was 521 ft. long from the beginning of one abutment to the end of the other and 34 ft. wide. It embraces the Connecticut River with two most beautiful arches, each 184 ft. 4 in. long, with a pier in the center, 46 ft. one way by 41 the other. With the addition of a triangular front extending up the stream about 70 ft. at the bottom and gradually diminishing until it comes sufficiently above high water mark so as to defend and break off the ice. It was built under the direction of Spofford & Boynton, who have built several on the Merrimac River.'

The bridge crosses to Windsor, Vt., 0.5 m.

At 74.6 m. is a junction with a dirt road.

Right on this road is the *Slade Estate (not open)*, with rose gardens and Italian marbles. A one-time guest here, Mildred Howells, interpreted the spirit of this place in her poem, 'This is My Garden.'

At 74.7 m. is a junction with a marked and paved road.

Right on this road, 0.5 m., is the *Saint-Gaudens Memorial (open daily, May 15 to Oct. 15; adm. 25¢)*, under the care of a board of trustees, including the Governor of the State *ex-officio*, and presidents of near-by colleges and of leading art museums in the United States. It is finely situated on an elevation above the Connecticut Valley and surrounded by meadows and evergreens.

Augustus Saint-Gaudens, born March 1, 1848, was the son of a French shoemaker Bernard Saint-Gaudens, who brought his Irish wife, Mary McGuiness, and the six-months-old baby to America, after the Irish famine of 1848. Poverty followed them in New York; young Saint-Gaudens went to the public schools, but had to leave to help support his family by working as an errand boy.

He began to study at the Cooper-Union night school before he was 15, and was later apprenticed to a cameo-cutter named Avet. After several years he managed to save money to pay his expenses to France, where he supported himself by

cameo-cutting, while studying at the *École des Beaux-Arts*. From Paris he went to Rome, where he gained the support of a wealthy American as a result of his statue 'Hiawatha.'

Emboldened by this small success, he returned to New York, where he supported himself for a time by working for Tiffany's. Later in 1878, just before returning to Paris, he was commissioned to design the 'Statue of Admiral Farragut' now standing in Madison Square, New York. Recognition was immediately given to many other forms of his work, especially to his delicate medallions and bas-reliefs. Once more in America he was asked to design a 'Memorial to Robert Gould Shaw,' a young Bostonian who died while leading the first Negro regiment during the Civil War.

The 'Memorial to Mrs. Henry Adams,' the 'Statue of Diana' for the old Madison Square Garden, and various other commissions occupied him at this time.

In 1885, while working on his 'Standing Lincoln,' he was attracted to Cornish by his friend Charles C. Beaman, law-partner of William M. Evarts, who assured him there were 'plenty of Lincoln-shaped men up there.' Aspet remained the home of Saint-Gaudens until his death in 1907. In the studio made from the old barn he designed such works as the statue of Deacon Samuel Chapin in Springfield, Mass., his memorials to Peter Cooper, to General Logan, to General Sherman, and to Dr. James McCosh, president of Princeton University.

Saint-Gaudens gathered around him at Cornish many other sculptors, as well as painters and writers (*see The Arts*). In 1905 this group celebrated the 20th anniversary of his residence here, with the 'Masque of The Golden Bowl' written by Louis Evan Shipman. Here he died in 1907, saying, as he lay on the porch at Aspet watching the sun set behind Mount Ascutney, 'It is very beautiful, but I want to go farther away.'

Largest of the group of buildings in the Memorial is *Aspet*, named for a French town, a large two-story brick structure with stepped gable ends running up above the roof and two large chimneys. Around the house are evergreen hedges topped by lofty Lombardy poplars. The house, built over a century ago, was long a tavern known as Huggin's Folly, with a somewhat unsavory reputation. After its acquisition by Saint-Gaudens in the early 80's, the structure was remodeled by the architect George Fletcher Babb. The dining-room and long living-room contain furnishings and personal belongings of Mr. and Mrs. Saint-Gaudens.

Between Aspet and the Little Studio is a sunken garden with Pan, a bronze creation of Saint-Gaudens, reflected in the pool.

The *Little Studio*, the remodeled stable of the inn with pergolas added on two sides, was the sculptor's work-shop for many years, and has been left as in his day. On the sidewall under the pergola is a reproduction of a section of the Parthenon frieze, on which the sculptor experimented in the ancient art of coloring. The artist's desk and books are surrounded by productions of medallions and busts of his creation. To this studio Saint-Gaudens drew numerous students who have become famous, among them Frederick William MacMonnies, Charles Dana Gibson, Stephen and Maxfield Parrish, Kenyon Cox, George Brush, Henry B. Fuller, Henry O. Walker, and William Hyde.

The *New Studio* was built for the construction of the 'Monument to General Sherman' now standing at the 50th Street and Fifth Avenue entrance to Central Park in New York. Here also is the full-sized model of his 'Standing Lincoln,' now in Lincoln Park, Chicago. A replica of this was purchased for London, and now stands near Westminster Abbey.

On the edge of the meadow west of the Little Studio under tall pines is the small marble Ionic *Temple* over the Roman altar containing the ashes of Mr. and Mrs. Saint-Gaudens.

It is the purpose of the trustees to make the Memorial a source of inspiration to young sculptors. When funds are available, studio bungalows will be built and a

colony established comparable to that of the MacDowell Colony at Peterborough (see *PETERBOROUGH*).

At 0.6 m. on this road is *Barberry House*, the summer home of Homer Saint-Gaudens, the son of Augustus Saint-Gaudens. Built about 1780, it is a large, square hip-roofed structure with huge central chimney set amid finely landscaped grounds. Homer Saint-Gaudens is now the Director of the Department of Fine Arts of Carnegie Institute, Pittsburgh. While a guest in this house, Witter Bynner wrote 'The New World.' Here Louis Evan Shipman spent a summer in 1893.

At 0.8 m. on this road is (L) the entrance to the *Croly Estate*, a long white frame structure, visible from the road. Here for many summers lived Herbert Croly (1869-1930), editor of *The New Republic* from 1914 until his death. Here he wrote 'The Promise of American Life' (1909).

At 1.5 m. is the entrance to the *Home of Mrs. Louis Saint-Gaudens*. The house was constructed in 1903 by the sculptors Mr. and Mrs. Louis Saint-Gaudens, of materials once embodied in the Shaker Meeting-House in Enfield (1798). Here Mrs. Louis (Annetta) Saint-Gaudens and her son Paul produce distinctive and unusual art pottery, mostly glazed, and small garden terra-cotta sculpture.

At 74.8 m. the *Stone Bridge* across Blow-Me-Down Brook, the old *Grist-mill* of flat unfinished stone and wood, and the *Dam* with a peculiar wavy effect in sunlight — all create a scene strongly reminiscent of rural England. The name of the brook is a local corruption of Blomidon given to it by Mr. Beaman (see below); it is said the natives found it too difficult to pronounce it correctly.

Left at this point is a private road to the *Beaman Home*, on an elevation overlooking the Connecticut Valley, built by Charles C. Beaman in 1883. To him is due the development of the Cornish Colony. Mr. Beaman was a New York City lawyer, associated with William M. Evarts who had a summer home at Windsor, Vt., across the Connecticut. After marrying Mr. Evarts' daughter, he sought a summer place in this vicinity, and proceeded to buy up farms in this area. At one time he owned 23 houses within a few miles of his own place. He then began to attract a notable group of celebrities in the world of art, literature, and music, who established summer homes here. Among these was Augustus Saint-Gaudens (see above).

The highway now follows one of the loveliest bits of road in New Hampshire as it winds around reed-fringed *Blow-Me-Down Pond*, a little body of water held back by the dam.

At 75.4 m., near a little cemetery with white stones is (R) a junction with a dirt road. (*All the houses and estates on this road are private.*)

Right on this road at 0.7 m., is the entrance to the *Hyde House*, a low rambling cement structure, the former summer home of the painter William Henry Hyde, and formerly the home of the painter Thomas Wilmer Dewing.

At 1.3 m. is (R) the entrance to the *Home of George Rublee*, member of the U.S. Trade Commission (1915-16), legal adviser to the American embassy, Mexico City (1928-30), and to the American delegation to the London Naval Conference (1930).

At 1.6 m. is (R) the entrance to *High Court* (1890), a large Italian villa, formerly known as the Lazarus Place, at a high elevation from which is a superb view of Mt. Ascutney and the Connecticut Valley. For some years this was the residence

of the late Norman Hapgood, editor. At the same point (L) is the entrance to the *Platt House*, a large hip-roofed frame structure with Italian gardens, the former summer home of the architect Charles H. Platt.

At 1.9 m. is (L), the entrance to the former *Henry O. Walker Home*, a cement and frame structure. Mr. Walker was well known for his mural decorations in the Congressional Library at Washington.

At 2.1 m. is (L) the low, shingled house known as the *Snuff-Box*, once the home of Percy MacKaye and later that of the dramatist Langdon Mitchell.

At 2.2 m. on this road is a junction with a dirt road. Right here, 0.6 m., and high on the hillside (R) behind fine trees, is visible the long gray *Home of Stephen Parrish*, the artist. Left at this point is the former *Kenyon Cox Estate*, the summer home of the artist, and his wife Louise, painter of children.

At 1.5 m. on this road is a junction with another dirt road. Left on this road at 1.8 m. is (L) the entrance to the *MacKaye Home*, a low frame cottage, having a superb outlook into the Connecticut Valley with Mt. Ascutney dominating the scene, occupied in the summer by the poet Percy MacKaye who joined the Cornish Colony in 1904. Here he wrote 'Sanctuary,' and worked out his masque 'St. Louis,' produced in that city in May, 1914.

On the main dirt road at 2.8 m. is a junction with State 12 (*see below*).

At 75.7 m. is (R) the *Burling House*, a large hip-roofed frame house painted yellow, formerly carrying on the pediment of the porch the figures 1794, the date of the erection of the house. It was once a Chase homestead.

The highway passes through a superb avenue of pines known as the *Wilson Road*, constructed, when ex-President Wilson spent two summers here, by special enactment of the New Hampshire legislature in order to divert traffic from the old road, which ran near the house.

At 76.9 m. is (L) the *Nichols House*, summer home of Dr. Arthur H. Nichols of Boston and his daughter Rose Standish Nichols, landscape architect and author of books on gardens.

Two square rough stone pillars at 76.7 m. (L) mark the entrance to the former *Harlakenden House*, built in 1898 by Winston Churchill after the design of Charles H. Platt, and given his wife's maiden name. Here he wrote 'The Crisis' (1901), 'Coniston' (1906), 'Mr. Crewe's Career' (1908), and 'Inside the Cup' (1913). During the summers of 1914 and 1915 Harlakenden was occupied by President Wilson as the summer White House. Mr. Churchill was a member of the New Hampshire legislature from 1903 to 1905, and candidate for governor on the Progressive ticket in 1912. The house was burned in 1923.

At 76.8 m. is the Cornish-Plainfield town line.

At 77.5 m. is the junction with a dirt side road (*see above*).

High on the hillside at 77.3 m. (L) is the present *Home of Winston Churchill*, which he has occupied since 1924. North on the same hill is the long white *Parrish House and Studio*, the home of the artist Maxfield Parrish, built in 1898 and occupied by him throughout the year.

Left is the frame *Daniels Homestead* (1800), a series of united farm buildings, considered by many architects to be a perfect example of this type of grouping.

At 78 *m.* is (L) the *Fuller House*, a low cement Italian villa with brick piers at the entrance to the grounds. This was the summer home of Henry Brown Fuller and his wife, Lucia Fairchild Fuller, a miniature painter.

PLAINFIELD (alt. 528, pop. 858), 78.4 *m.*, a one-street hamlet of early houses around a little church and a number of town buildings, was granted in 1761 under the name of the Connecticut town in which the proprietors held their first meeting. Three years later the town was settled by Zachariah Parker and others. In 1780, a part of the township was set off, together with a part of Grantham to form the parish of Meriden (*see below*). The Grantham section was united with Plainfield in 1856.

The *Town Hall*, a one-story gabled frame structure (R), has a back drop painted by Maxfield Parrish. It shows Mt. Ascutney and the surrounding hills and valleys, shrouded in the deep blue that appears in Mr. Parrish's pictures. Lighting has been installed to produce effects similar to those in the landscape at various periods of the day and night.

At 79.4 *m.* is a junction with the Meriden Rd.

Right on this road, high on the hillside at 0.4 *m.*, is (L) the large white frame *Adams House*, the summer home of the sculptor, Herbert Adams.

At 0.5 *m.* is the *Shipman Estate*, with a low, Colonial type building and a large adjoining pergola amid attractive gardens; it is the summer home of Mrs. Ellen Shipman, landscape gardener and interior decorator. Some years ago after returning from England, she conceived the idea of forming a club to arouse interest in Plainfield gardens, and offered prizes to those who took part in the activities of the club. As a result of this club's activities an open garden day is held here in August.

At 3.5 *m.* is a junction with a dirt road. Right on this road is the *Shinn House*, summer home of Everett Shinn, the illustrator.

At 5 *m.* is MERIDEN, a settlement set off as the parish of Plainfield in 1780. It is a little hilltop settlement, centered around *Kimball Union Academy*, a group of brick and frame buildings about an elm-dotted Green. At the head of the Green is the small, English type stone *Church* (1899), a successor to a church built in 1780. The buildings of the academy are large and modern, some of them in the modified Georgian style. The *Barnes Library* is a fine structure of stone, with a frame Doric portico.

The Academy owes its existence to a New Hampshire boy, John Ford, who went to England to train for the ministry in a school giving free tuition to poor boys. On his return to his native State his enthusiasm for a school of this type resulted, in 1812, in the calling of a council of delegates from New Hampshire, Vermont, Massachusetts, and Connecticut, at Windsor, Vt. To this meeting came President Timothy Dwight of Yale and three instructors each from Andover Seminary and Dartmouth College. The scope of the proposed school, originally planned as a training school for ministers, was soon broadened. In 1813, it was chartered as Union Academy with a provision that the name of the principal donor might be prefixed to the title later, and with a clause admitting Indians free of charge. It was planned to be a preparatory school for Dartmouth College, a destiny it is still fulfilling. During the discussion over the site of the institution, Daniel Kimball offered \$6000 at once and the bulk of his fortune after his death. The offer was accepted and the institution was opened at Meriden, the home of the benefactor. At his death in 1817 the Academy became known as Kimball Union Academy. The Academy was co-educational from 1839 to 1936, when it again became a boys' school exclusively. The present number of students is 190 (1937). Among its outstanding graduates have been Dr. Charles Eastman, authority on Indian

lore and life; Francis E. Clark, D.D., founder of the Young People's Society of Christian Endeavor, and William Jewett Tucker, president of Dartmouth College. Meriden is sometimes called the 'Bird Village.' The first Bird Club in America was organized here in 1910 by Ernest Harold Baynes who lived in the village while studying the wild life in the game preserve at Corbin's Park (see *Tour 4, sec. b*).

Left from Meriden about 0.5 m. on a dirt road to the *Helen Woodruff Smith Sanctuary* (guide obtainable at top of hill), the first of its kind in the country, and established in 1910 by Mr. Baynes on an abandoned farm that had been bought by Helen Woodruff Smith, who financed the project at first. The sanctuary comprises about 32 acres of sloping pasture and meadow land sheltered by deep woods. It was improved by the landscape architect and ornithologist, Frederick H. Kennard. Paths lead through the woods, bird houses of every type hang from trees, and drinking pools are numerous amid the ferns. Bird baths are placed at intervals, one a boulder weighing 5 tons; another of bronze and sculptured by Annetta (Mrs. Louis) Saint-Gaudens in commemoration of the bird masque, 'Sanctuary,' first performed here in 1913. The masque was written by Percy MacKaye and the cast included the Misses Eleanor and Margaret Wilson, daughters of President Woodrow Wilson, Miss Juliet Barrett Rublee, the artist Joseph Lindon Smith, the poet Witter Bynner, MacKaye and Baynes.

A Colonial house has been transformed into a *Museum of Conservation*, which contains models of nest boxes, feeding devices, traps for bird enemies, bird baths, and a small collection of stuffed birds, skins and eggs. In the reception room are several Audubon plates and Selby prints.

The highway follows the Connecticut Valley through an attractive farming section with occasional low hills.

At 85.9 m. the highway crosses the Mascoma River, a stream that derives its water from many sources and unites with the Connecticut River half a mile west.

WEST LEBANON, 87.4 m. is at the junction with US 4 (see *Tour 14, sec. b*).

T O U R 5 : From MAINE LINE (*Portland*) to COLEBROOK, 30.9 m., State 26.

Via Errol, Dixville Notch.

Hotel accommodations at Dixville Notch; occasional overnight cabins.

Road, paved throughout, plowed in winter.

Motorists are cautioned to have brakes, gas, water and oil checked before leaving Errol or Colebrook for the Notch.

THIS short route embraces the Dixville Notch section, one of rare scenic splendor, passing the southern end of Lake Umbagog and through the lowlands around the Androscoggin River.

State 26 crosses the Maine State Line, 16.2 miles north of Newry, Maine, where is a junction with US 2.

This is the only highway across the State in the extreme northern section and is the successor to a road authorized by the legislature in 1811 to be built by a lottery. The lottery was a failure, but, nevertheless, the road was completed. In its early days it was a much-traveled route by smugglers of liquor from Canada to Maine. It lost some of its importance by the building of the railroad from Groveton to Berlin, but regained more than it had lost, in the Prohibition era.

LAKESIDE (alt. 1245), 1.1 *m.*, is a cottage settlement on *Lake Umbagog* (alt. 1245), and is inhabited only in summer.

About 12 miles long and from 1 to 2 miles in width, Lake Umbagog (Ind.: 'muddy water') is actually a sparkling body of water, partly in New Hampshire and partly in Maine. Blue mountains surround it and streams teeming with brook trout and salmon flow into it. The lake is fed by two major streams, Cambridge River and Rapid River, the latter coming from the Rangeley Lakes region of Maine. Its outlet on the western shore joins with the Magalloway River to form the Androscoggin. The days of great drives of long timber have passed, but even yet log rafts are towed across the lake and floated down the river to the mills below.

One of the best of the Indian stories centering around this region is that concerning Metallak, last chief of the Coosucs. Son of a chief, Metallak grew tall and slender as a sapling, became versed in the ways of the woods, and was the pride of his people. In the course of time he took to his wigwam the fairest of the maidens of the tribe and built his home on the waters of the Ameroscoggin (Androscoggin). Years went by. Metallak became the mighty chief of his tribe and his name became a synonym for fearlessness. Then the dark frown of the Great Spirit fell upon his people. One by one his mighty warriors sickened and died until only Metallak remained. His children left him for the lure of the white man's ways. At last the health of the bride of his youth failed her and she too died. Placing her body in a canoe, the lone chief guided his frail bark with its precious freight down the long reaches of the Ameroscoggin, through treacherous rapids and whirlpools, to the island which now bears his name. Here he buried her and built a hut near-by, where in solitude he lived for years. In 1846, hunters found the old chief blind and nearly dead from starvation. They carried him to Stewartstown, where he died a few years later, but his memory still lingers around the waters of this section.

The first white man with a family to settle on the lake was Enoch Abbott, who came from Andover, Maine, by ox-sled in the summer of 1824, 'swamping' a road as he came. In 1826, he built a little mill on the Cambridge River, and at about the same time Joseph Stone settled on the Errol side of the lake.

ERROL (alt. 1228, pop. 230), 8.7 *m.*, limited accommodations, is a lumbering and farming village looking westward toward the Dixville Range. Originally granted in 1774, it was incorporated in 1836. For more than 50 years nothing was done about settlement, but when lumbering began

along the Androscoggin River, settlers drifted in to form a little community.

Right from Errol on a paved road to the *Errol Dam*, 0.8 m., erected in 1876.

The route now continues up into the constantly narrowing valley of forest-hedged Clear Stream, which has its source in the highest point in Dixville Notch.

At 18.7 m. is the junction with a wood road.

Left on this road to *Huntington Cascades*, a series more than half a mile in length that falls 274 feet to a point where it divides, and the two streams then fall another 40 feet.

At 18.8 m. is (R) a little wayside *Cemetery*, its wooden fence and crude stones nearly overgrown with underbrush. Here lie buried the first and only settlers of Dixville until 1865, John Whittemore and his wife Betsey, who came here in 1812. Dixville was granted in 1805 to Colonel Timothy Dix on condition that 30 settlers be established here within 5 years. Colonel Dix died in the War of 1812, and the town was taken over by Daniel Webster, one of his sponsors. For three years the Whittemores endured extreme privations. A road through the Notch was opened, but was not broken out through the winter. In December, 1815, Betsey Whittemore died, and her husband was obliged to keep the body frozen all winter before he could bury it. After her death he removed to Colebrook, where he died in 1846, and was laid to rest by his wife's side.

At 18.9 m. is a junction (alt. 1586) with a short trail.

Right on this trail 200 feet to the *Flume*. Through a chasm of granite about 15 feet wide and 250 feet long, Flume Brook runs about 30 feet in graceful cascades. The granite walls are divided by vertical seams. There is also a pot-hole 4 feet in diameter and 7 feet deep.

The highway now approaches the most spectacular section of the route. Closing in on both sides of the road, the mountains seem to leave no room for a passage. As the road rises, grim and jagged spurs of the mountains overhang the winding highway. In few places is the appropriateness of the word 'notch' more evident.

No other two miles in New Hampshire surpass *Dixville Notch* in its Alpine ruggedness, totally different from any of the passes in the White Mountain group. It has been described as follows: 'In general it may be said that the Notch looks as if it had been produced by a convulsion of nature, which broke the mountain ridge from underneath, throwing the strata of rocks up into the air, and letting them fall in all directions. The result is that the lines of stratification in the solid part of the hills point upward, sometimes nearly perpendicularly, and several pinnacles of rock, like the falling spires of cathedrals, stand out against the sky.' To some the sharply defined pinnacles suggest turrets and minarets of Saracenic palaces; in fact, the region has been called a second *Petræa* because of its resemblance to that ruined city in Arabia.

The *Highest Point of Elevation* (alt. 1990) through the Notch is at 19.9 m. Here, high on the cliffs at the left, is a *Profile*, sometimes called by the

name of Daniel Webster, although it may be difficult to trace its resemblance to this distinguished son of New Hampshire.

At this point is the junction with a trail.

Left on this trail to *Table Rock*, 0.75 m., from which there is a superb view including parts of Maine, New Hampshire, Vermont, and Quebec. The ledges forming the rock can be scaled, but only by an experienced mountaineer.

Suddenly emerging from the Notch, at 20.2 m., an intervalle is entered that seems to have been scooped out by some giant hand. At the right is sparkling little *Lake Gloriette*. Although an artificial pool, it has been so skillfully made as to seem indigenous. Across it are the Swiss-like buildings of one of New Hampshire's best-known summer hotels, the Balsams. Above the lake and behind the hotel towers (L) Mt. Abenaki (alt. 2653). The name Abenaki is appropriate, as this was one of the haunts of the Indians of that tribe. To the right at the eastern end of the lake is the equally rugged Mt. Sanguinari (alt. 2746), which derives its name from its brilliancy of coloration at sunset.

1. Right on a trail that starts at the rear of the hotel stables of the Balsams to an *Outlook*, 0.75 m., from which there are excellent views of the Notch, Table Rock and Mt. Sanguinari.

2. Right on a marked trail near the Old Spring House east of the lake to *Mt. Sanguinari*. Descending, the trail leads to *Pulpit Rock*, another admirable outlook on the Notch, and Table Rock, where the path continues (R) and enters the highway near the Flume.

KIDDERVILLE (alt. 1322), 24.2 m., is a tiny little settlement of a few houses, a mere shadow of what at one time was a mill community.

At Kidderville is a junction with a dirt road.

Right from Kidderville on this dirt road to the *Diamond Ponds*, 6 m., the larger of which (alt. 2190) is stocked with Atlantic, Chinook, and landlocked salmon, brook and lake trout, the smaller (alt. 2249) containing brook trout only.

At 29 m. is (L) a *State Fish Hatchery (open)*, that specializes in brook trout, togue, and salmon.

COLEBROOK, 30.9 m. (see *Tour 3, sec. d*), is at the junction with US 3 (see *Tour 3, sec. d*).

T O U R 6 : *From* BERLIN *to* GROVETON, 25.7 m., State 110.

Via Stark.

The Grand Trunk R.R. parallels this route.

Accommodations limited to overnight cabins.

Road paved throughout. Plowed in winter.

THIS route, branching west from State 16, affords an opportunity for a closer view of some of the northern mountains, especially the Percy Peaks, and some rarely visited bodies of water. Much of the way it follows the Upper Ammonoosuc River.

BERLIN, 0 m. (see BERLIN).

With tree-topped Mt. Forist (alt. 2050) looming in the south the highway rolls along for 7 miles at an average elevation of 1200 feet.

At 8.2 m. is a junction with a dirt road.

Left on this road is *York Pond* (alt. 1500), operated by the U.S. Bureau of Fisheries. It is an attractive little lake in the process (1937) of beautification by the Civilian Conservation Corps and will have public picnic grounds. At this establishment the egg collections of brook trout amounted to over 9,700,000 in 1934.

From York Pond is a path to the *York Pond State Game Refuge*, containing deer, partridge, rabbit, foxes, bob cats, bears, and other animals, in wire-fenced enclosures. (*No hunting.*)

The highway follows the twists and turns of the swift-flowing Upper Ammonoosuc, which rises high up in the Randolph Mountains, and skirts the northern edge of an isolated section of the White Mountain National Forest Reservation.

At 18 m. is a junction with a road.

Left on this road are the *South Ponds*, 1 m., a series of tarns at an elevation of 1100 feet, with a few private summer cabins. The road is suitable for motor cars only part of the way. Brook trout and smelt abound here.

A trail from the cottages leads 2 m. to the *Devil's Hop-Yard*, one of the finest rock gorges in the State but rarely visited. The gorge is filled with great boulders lining both sides of the chasm, through which a small stream weaves its way, much of the time hidden from sight. The 'Yard' is in the form of an amphitheater, with a granite monolith 250 feet high topped by pines as sentinels. The walls of this section are like cut blocks of granite laid according to plan. The summits, 120 feet high, are topped with evergreen trees. The trees hereabout are covered with hanging gray moss, giving a fancied resemblance to a hop-yard with its poles covered with heavily laden vines, which accounts for the name.

At 19.1 m. is the junction with a road.

Right on this road is PERCY, 0.25 m., a settlement of half a dozen houses, clustered around a combined store and post office.

Right from Percy, 0.5 m. on a rough, hilly, winding road to *Lake Christine* (alt. 1202), a body of water encircled by deep woods and set in a mountain basin. The surrounding territory is largely owned by a group of Washingtonians and New Yorkers, who have built luxurious summer houses at the western end. At the eastern edge of the lake are facilities for public bathing and a clearing where cars can be parked. The lake is stocked with brook trout. Poised above the waters are the twin *Percy Peaks*, the North (alt. 3336) and the South (alt. 3149). North Peak is usually selected by those who wish to climb these summits. The path follows closely the logging road that leads (R) from the road to the lake, by the telephone line, and approaches the summit by way of the saddle between the peaks. The South Peak can be ascended, but by a somewhat blind trail, and a guide (from Percy) is advised for the expedition. From the summit an extensive view includes the conspicuous Pilot Range, south, and still farther south the Presidential Range, with Mt. Washington in the center and Clay, Jefferson, Adams, and Madison in that order on the left, and parts of the lower ranges such as the Randolph Mountains.

Under the wooded slopes of Mill Mountain (alt. 2485) the road winds into STARK (alt. 968, town pop. 329), 20.7 m., a tiny hamlet on the banks of the Upper Ammonoosuc, notable for its fine setting, its old *Covered Bridge*, and the conspicuous cliff (R) known as the *Devil's Slide*. The name has been explained as follows:

The Indians, as is well known, peopled all these mountain regions with invisible spirits who controlled the winds and storms, and in their quarrels hurled gleaming thunder bolts at each other, the effects of which were seen in the splintered trees and shivered rocks; and they had a tradition that in a remote age a huge mountain barred the valley where now the railroad passes, and that on a time when the heavens were convulsed, the earth reeling, and the atmosphere blazing with the terrible warfare of these invisible powers, one-half of the mountain sank down into the bowels of the earth, leaving the precipitous sides of the other bare and shattered as they are to the present day.

The face of this sheer 700-foot precipice is a lure to the intrepid climber, but the usual route to the top is from the rear of the hill.

Stark was originally granted in 1774 under the name of Percy, the family name of the Earl of Northumberland. At its incorporation in 1795, the name was spelled Piercy, but by an act passed in 1832 the name was changed to Stark, in honor of General John Stark of Revolutionary fame.

At 22.7 m. the *Percy Peaks* appear to best advantage (R). The symmetry of the South Peak from this position justifies the phrase of President Dwight of Yale that this was 'the most exact and beautiful cone' he had ever beheld.

Still following the Ammonoosuc and its valley, the highway leads to the eastern edge of Groveton, where huge cones of pulp-wood are evidences of the industries characteristic of this section.

At the southern entrance to the village is a well-preserved *Covered Bridge*, and at this point is another excellent view of the Percy Peaks.

GROVETON, 25.7 m. (see *Tour 3, sec. d*), is at the junction with US 3 (see *Tour 3, sec. d*).

T O U R 7 : From MAINE LINE (Bethel) to VERMONT LINE (St. Johnsbury), 36.9 m., US 2, Presidential Highway.

Via Shelburne, Gorham, Jefferson, Lancaster.

The Grand Trunk R.R. parallels this route between the Maine Line and Gorham.

Tourist accommodations of all kinds available at regular intervals; winter hotels chiefly in larger towns of Gorham and Lancaster.

THIS route, though short, is one of unusual charm, following river valleys north of the Presidential Range at the proper distance from its peaks to get the best effect of their height and beauty.

US 2 crosses the Maine Line 12.6 miles west of Bethel, Maine.

The highway follows the Androscoggin River as it sweeps around the base of *Artist Rock* (alt. 1280), with several glimpses of the distant mountain ranges (R), and winds through groves of white birches of slender grace and beauty. The lovely intervalle with the river in its center is a continuous series of charming scenes, with changes at each turn of the road. Across the river (R) are the lower elevations of Bald Cap Peak (alt. 2780) and still farther (R) Bald Cap Dome (alt. 3100).

SHELBURNE (alt. 730, town pop. 196), 3.5 m., limited accommodations, is a tiny village with its few houses scattered along an intervalle of the Androscoggin River, surrounded by mountain scenery. Shelburne was granted in 1769, but the grantees protested that the land was useless because of mountains and rocks. Their protest resulted in the further grant, in 1770, of a large tract known as the Shelburne Addition, which was later set off to form the present town of Gorham. Settlement began in 1770 with three families. Shelburne was the last to suffer from attack by the St. Francis Indians, when in 1781 a band of them attacked the settlers and killed Peter Poor, whose marked grave is beneath a large pine tree on the north side of the river. The rest fled to Hark Hill until the Indians, after plundering the village, had gone. The hill was so named because the terrified inhabitants 'heard the whoopings of the enemy throughout the night.' In 1820, the township was incorporated under the name of Shelburne.

Left from Shelburne Village at the eastern end of the Clement Brook bridge on a trail to *Shelburne Moriah* (alt. 3750), 4.5 m., one of the peaks of the Moriah Range.

At 4 m. is (L) a *Stone Settle* with a marker, commemorating an experience of Deborah Vickers, an early settler. Becoming a widow, she learned about medicinal roots from the Indians and became a noted 'doctress.' Well known as 'Granny Stalbird,' she was always summoned whenever there was anyone ill throughout the countryside, making her journeys on horseback clad in a long plaid cloak and hood, and with a bag containing her medicinal concoctions. No roads were too bad or weather too severe to hinder her in her missions of mercy. One day her professional duties took her along this route. Overtaken here by a severe storm and hindered by swollen streams from continuing her journey, she took shelter under a shelving rock and passed the night here, 'amidst the roar of the winds, the flashes of lightning and peals of thunder, the rushing water and the howl of wolves.' When the railroad was put through, the rock was blasted away.

Just west of the Stone Settle is (L) the *Moses Rock*, an almost perpendicular ledge. It is said that early in the history of Shelburne an offer was made of the best piece of land in the township to the person who could climb up its face. This was accomplished by Moses Ingalls in his bare

feet, and the land given to him is now occupied by the Philbrook Farm Inn.

At 5.5 *m.* is a beautiful glimpse (L) of massive Mt. Washington (alt. 6288), lifting its bare and bulky summit above the neighboring peaks.

The highway is one of great scenic beauty, enriched by a number of avenues of graceful birches. The beauty of the *Shelburne Birches* has been perpetuated by the water-colors of Dodge Macknight, who for 25 winters came here to paint. The approach to Gorham is unusually beautiful. This is the type of country with its meadows, lower hills and mountains over which Starr King (*see below*) waxed enthusiastic.

Lead Mine Bridge, 9 m., offers a scenic viewpoint that has few superiors in the White Mountain region. Above the Androscoggin meadows in the foreground towers *Mt. Madison* (alt. 5380), the picture as a whole being framed by near-by hills. Starr King (*see below*) maintained that 'the best time to make the visit is between five and seven in the afternoon. Then the lights are softest, and the shadows richest on the foliage of the islands of the river, and on the lower mountain sides. And then the gigantic gray pyramid of Madison with its pointed apex, back of which peers the ragged crest of Adams, shows to the best advantage.'

The White Mountain region has never had a more enthusiastic admirer and portrayer of its many features than Thomas Starr King, minister of the former Hollis Street Church in Boston. His first visit to this section was made in 1849. A born nature-lover, he eagerly made trips to the White Hills from year to year, generally using Gorham as the center from which to cover the mountains. With rare feeling and poetic touch, he wrote of them, and in 1853 began publishing his material in the *Boston Transcript*. In 1859 these articles were gathered into book form under the title, the 'White Hills: Their Legends, Landscapes, and Poetry.' Although somewhat profuse in its superlatives, the volume still stands as a classic in White Mountain literature. In return for his immortalization of the mountains, one of the finest of them bears his name, as does an impressive gorge (*see below*).

GORHAM (alt. 805, town pop. 2763) (*see Tour 2, sec. c*), 9.7 *m.*, is at the junction with State 16 (*see Tour 2, sec. c*).

At 12.9 *m.* is a junction with a dirt road.

Right on this road to *Moose Brook State Forest Camp, 0.8 m.*, with bath-house and swimming pool at the entrance, and overnight camping facilities.

US 2 crosses the railroad and climbs Gorham Hill, the Crescent Mountains appearing (R). Left are, first the Carter Range with Carter Notch cut in it, and then Mts. Madison and Adams (alt. 5805) of the Presidential Range, which soon dominate the scene.

At 14.6 *m.* is a junction with a paved road.

Right on this road to *Randolph Hill, 0.8 m.*, from which the Presidentials are more imposing than from the valley, and from which a magnificent array of mountains is visible. Down the valley (L) Pine Mountain (alt. 2440) and the higher Carter-Moriah Range cut off the intervalle, and (R) Cherry Mountain's broad expanse,

topped by Owl's Head, hems in the valley. To the east through the woods of Durand Ridge is visible the Air Line Trail streaking across the Knife Edge, with the gaping holes of King Ravine (R) and the Ravine of Snyder Brook (L) at the rim of the King Ravine headwall. To the (R) is Nowell Ridge. In the north the long ranges of Randolph (alt. 3090) and Crescent (alt. 3280) complete the circle of mountain boundaries. From the Hill (*see signs*) are paths to the Ammonoosuc country, a hunting region.

Right on this road is a parking place at *Mt. Crescent House*, 1.8 m. West of the Mt. Crescent House, a quarter mile, is the Cook Path to the *Ice Gulch*, 2.5 m. The path is not graded and is somewhat rough, especially down the Gulch. The path leads to the head of the Gulch, descends at first to the wooded Vestibule, then down through the Gulch and finishes at Dr. McGee's cottage, half a mile east of the parking place at Mt. Crescent House. The Gulch is a deep gash in the southeastern slope of the Crescent Range, and its bed is a jumbled mass of glacial boulders, scattered in odd formations, through which a little stream struggles to find an exit. There are numerous caves and in some of them ice is found throughout the year. The Gulch ends in a small growth of trees, at the lower end of which are the *Peboamuk* (Ind.: 'home of the winter') Falls, a feathery cascade dropping fifty feet through a small flume.

RANDOLPH (alt. 1250, town pop. 82), 15.4 m., all accommodations in summer, limited in winter, is a little hamlet buried in a mountainous region of deep ravines, narrow valleys, waterfalls and cascades.

The town is surrounded by several mountain peaks. There are miles of hiking trails from Randolph that have been developed by residents, summer visitors, the U.S. Forest Service, and private clubs.

Randolph Town, originally known as Durand, was a grant of King George III to John Durand and others of London, on August 20, 1772. The first white men to visit the town are believed to have been a corps of soldiers under the command of Major Robert Rogers, sent to St. Francis on a punitive expedition during the French and Indian War. The first permanent settlers, of Scotch and English descent, came about 1793 to 1795. It was incorporated as Randolph by the New Hampshire legislature in 1824, taking the name of the Virginia statesman, John Randolph, a national hero at the time.

Left at the Randolph Post Office on the marked Randolph Path, a popular graded trail over the slopes of Mts. Madison and Adams, to *Mt. Jefferson* (alt. 5725), 6.6 m., and *Mt. Washington*, 10.1 m.

West of Randolph is a watershed in two directions, Moose River flowing east into the Androscoggin, and Israel River, a brook dashing west down through moss-covered rocks, and finally emerging from the ravine to make its way into the Connecticut.

Ravine House, 16.5 m., is the trail center for the Northern Peaks.

1. Right from the western end of Ravine House on a marked trail to the *Pond of Safety*, 5 m. This little body of water (alt. 2200) is in the valley of the Upper Ammonoosuc. Around it, four soldiers — Benjamin Hicks, James Ryder, William Danforth, and Lazarus Holmes — of the Continental Army lived in hiding during the last years of the American Revolution, choosing seclusion rather than break their word given as gentlemen. Captured early in the war by the British, the four Yankee rebels were paroled and sent back to their regiment. On arriving at their home barracks, they were ordered back to the ranks, superior officers believing their parole papers forged. The four men refused to shoulder arms against their

word of honor to the British. Learning that they were to be arrested as deserters, they went north and found refuge in the isolation of Durand's little pond. They lived here for three years, not coming out until the war was over, when they joined a few early settlers in Dartmouth, now Jefferson, and became influential and respected citizens. There is an impressive view of Mts. Adams (L) and Jefferson (R) across the Pond and above the ridges of the Crescent Range.

2. Right from the rear of Ravine House on the marked Bee Line Trail to the summit of *Mt. Crescent*, 2.5 m.

3. Left from Ravine House on a marked trail known as the Link which connects with a series of trails such as the Amphibrach, Coldbrook Trail, and Cliffway, Lowe's and Israel Ridge Paths, Cascade Ravine, Castle Ravine and Castle Trails, to *Mt. Adams*, 4.25 m.; *Mt. Jefferson*, 7.5 m.; and *Mt. Washington*, 10.8 m.

4. Left from the Ravine House and passing the Appalachia railroad station on the marked Air Line to the *Madison Spring Huts* (open to the public; lodging and meals), 3.5 m., *Mt. Madison*, 4 m., and *Mt. Adams*, 4.5 m.

At 16.7 m. is the junction with a dirt road.

Left on this road to the *Memorial Foot Bridge*, reached by crossing the small wooden bridge over the Moose River, continuing behind the Boothman residence, known as Coldbrook Lodge, crossing the railroad track and following the foot trail that is found by markers pointing the direction.

In 1923 was erected this lasting memorial to honor the men who built, discovered, or helped to build some of Randolph's many paths and trails. Among them were notably J. Rayner Edmands and Eugene B. Cook, along with King, Gordon, Lowe, Watson, Peck, Hunt, Newell, and Sargent. The Randolph Mountain Club erected the Memorial Foot Bridge at the point where Edmands Link Path crosses Coldbrook, a short distance below the falls. The piers of the bridge, of rough stone laid in cement and bolted to the ledges on either side, are connected by peeled hemlock logs. The main log is more than five feet in circumference, covered with a continuous sheet of copper, and rests at the ends on heavy galvanized saddles. The names of the commemorated men are carved in a natural stone at the eastern end of the bridge.

At 17 m. there is a superb view into *King Ravine*, named in honor of Starr King (see above) who with a party first explored its depths in 1857. Cut deep into the side of Mt. Adams this ravine is a wild profusion of boulders with streams cascading down to form in many places natural caves where the frigid water coats the surroundings with ice.

At 19 m. Mt. Jefferson is seen in full majesty (L). Particularly noticeable is *Castellated Ridge* rising above Mt. Bowman (alt. 3490) to the summit of Mt. Jefferson. This ridge, considered by many the most extraordinary rock formation in the Presidential region, is of red-brown granite, broken by a long line of towers and battlements like ancient ruins. West of Mt. Bowman extends the Dartmouth Range (L).

BOWMAN, 19.5 m., another trail center, received its name from one of the earlier settlers. South of the village lie, from left to right, Mt. Bowman, Mt. Mitten (alt. 3080) with Mt. Dartmouth (alt. 3750) behind it, and Pine Peak (alt. 2800) in front of Mt. Deception (alt. 3700). Clay Mountain (alt. 4870) fills up the west.

1. Left from the railroad station is the marked Lowe's Path to *Mt. Adams*, 4.2 m.

2. Left from the railroad station is the marked Castle Trail to the first and most conspicuous of the 'Castles' on Castellated Ridge (alt. 4445), 3.6 m., and to Mt. Jefferson, 4.75 m.; thence by the Gulfside Trail to *Mt. Washington*, 8.1 m.

At 22.7 *m.* is a junction with State 115.

Left on State 115 and (L) across the railroad tracks is the entrance to the *Jefferson Notch Road*, 1.3 *m.*

This dirt road passes through some of the wildest mountain scenes of the entire region, and joins the highway leading from the Mt. Washington Hotel to the Base Station of the Cog Railway. The road is winding, steep, and rather narrow, but these are trivial inconveniences compared to the scene when the top of the Notch (3000 feet at the 7-mile post) is reached and the rugged sides of Mt. Washington are exposed to view. Numerous swift-moving streams cross the road, among them the south branch of Israel River.

At 6.5 *m.* on State 115 is the entrance to the Cherry Mountain Road (*see Tour 3, sec. d.*).

JEFFERSON (alt. 412, town pop. 771), 27.9 *m.*, no accommodations in winter, abundant in summer, is locally called Jefferson Hill. From its high elevation on the slope of Mt. Starr King (alt. 3919) and its open position above the valley of Israel River, Jefferson has one of the most extensive mountain views in the White Mountain region. The Franconias are visible in the southwest, and Cherry Mountain (alt. 3600) with its famous slide of July 10, 1885, in the near distance (*see Tour 3, sec. d.*). Pliny Ridge rises directly back of the village.

The town was first granted as Dartmouth in 1765, but as this grant was allowed to lapse, it was regranted in 1772 under the same name. A second petition was granted in 1796, and the town was named in honor of Thomas Jefferson. A year after the town was incorporated (1797), President Timothy Dwight of Yale visited Jefferson and found the prospect 'very noble.'

Colonel Joseph Whipple, the most prominent of the early settlers, saw possibilities in the place and bought all the land in the township at a cost of about \$4200 and lived in semi-baronial style. He laid out many of the roads, built sawmills, and did much to encourage settlement. Attached to his household as a domestic was Nancy, the first white woman in the settlement, who met her death in Crawford Notch in 1778 while following her lover in a blinding snowstorm (*see Tour 8, sec. b.*). After Nancy's death, Deborah Vickers became Whipple's cook and was the only white woman in the town for several years. Although not treated any too well at first, on her marriage to one of his workmen he gave her wages and fifty acres of land (*see above*).

Jefferson was the scene of an early legend connected with Robert Rogers and his Rangers during the French and Indian War (1754-63). Rogers led his men on a secret march to the St. Lawrence River in October, 1759, and made a night attack on the Indian village of St. Francis, surprising the aborigines while they were celebrating their victorious raids into New England. The Rangers plundered the village, slew many of the people, and scattered the others. A part of the plunder they carried away was the church plate, candlesticks, and a massive silver image. Retreating by Lake Memphremagog, their march was impeded by heavy snows and their rear threatened by the revengeful Indians. Of necessity the force broke up into small groups, each making its own way southward. One party of

nine attempted to carry the silver image through Jefferson Notch, but were misdirected by a treacherous Indian guide into the trackless gorges of Israel River. There the guide poisoned the leader with a rattlesnake's fang. Enduring terrible privations among the gloomy ravines, one by one the men died. Only one reached the settlements, and the settlers found his knapsack partly filled with human flesh. The golden candlesticks were discovered on the shores of Lake Memphremagog in 1816, but no clue to the silver image has ever appeared (*see Folklore*).

Israel River, the most prominent river in the township, is named for Israel Glines, an early settler, but it was early known as the Singrawac (Ind.: 'foaming stream of the white rock'). The river flows through the entire length of the township and several sawmills, gristmills, and other small industries at one time flourished on its banks. Israel's brother, John, attached his name to John's River, which flows through Carroll and Whitefield. The 'old turnpike' between the upper Coos region and Portland passed through the town and gave rise to several taverns and public houses.

Right from the Waumbek (Ind.: 'white rock') Hotel is a trail that leads to the top of *Starr King*, 2.5 *m.*, an excellent vantage-point for a comprehensive view of the Presidentials.

At LANCASTER (alt. 864, town pop. 2887) (*see Tour 3, sec. d*), 34.6 *m.*, is the junction with US 3 (*see Tour 3, sec. d*).

West of the business section US 2 turns left toward the Connecticut River, and at 36.9 *m.* crosses the Vermont Line, 13 miles east of St. Johnsbury, Vermont.

T O U R 8 : From MAINE LINE (Portland) to VERMONT LINE (Montpelier), 82.4 *m.*, US 302.

Via (*sec. a*) Glen; (*sec. b*) Bartlett, Crawford Notch, Fabyan, Bethlehem, Littleton; (*sec. c*) Lisbon, Bath.

The Maine Central R.R. parallels this road between the State Line and Twin Mountain.

Accommodations of all kinds at frequent intervals.

Paved road throughout. Plowed in winter.

KNOWN as the Theodore Roosevelt Highway, this route follows the Saco River Valley from the State Line to its source in the Crawford Notch, passing through the summer resort section of North Conway and Crawford Notch to Bethlehem, Littleton, Woodsville, and the Vermont Line.

Sec. a. MAINE LINE to GLEN, 16 m.
STATE LINE, 0 m.

US 302 follows the wide Saco intervalle from the State line, through which runs the Saco River that gives the region its name (Ind.: *Skok-kooe*, 'snake-like stream running midst pine trees'). Rising in tiny Saco Lake (alt. 1890) in Crawford Notch, it meanders through the township of Conway as though weary after its buffeting in the rocky chasms of the Notch. It was up this stream that Darby Field, the first white man to ascend Mount Washington, came on his way to the White Hills in 1642.

The section from Crawford Notch to the sea was in possession of a notable tribe of Indians, the Sokoki, while one of its branches, the Pequawket or Pigwacket, occupied the Saco intervalle. Their main settlement, early known as Pigwacket, included a part of Conway Township adjoining the Maine town of Fryeburg. The sachem of the Pigwackets was Paugus, whose name is given to a peak in the Sandwich Range.

In this region, on the shores of Lovewell's Pond, across the Maine line, there took place in 1725 the so-called Lovewell's War. Accounts of the actual fight differ, but that generally accepted is as follows:

During the year 1724 the Indians became more and more troublesome to the whites and committed a number of depredations upon settlements, one of which was Dunstable (now Nashua), where a number of white men were killed. The General Court of Massachusetts authorized the payment of a bounty of £100 for every Indian scalp.

In December, 1724, in company with a small group of men Capt. John Lovewell made a punitive excursion to the region northeast of Lake Winnepesaukee. The following February with a much larger force of 40 men, he made his way up to Province Lake where 10 Indians, asleep by their camp fires, were killed. The General Court paid £1000 to the whites as a reward for their exploit. On April 15, 1725, Lovewell led a force of 46 men against the Pequawkets and on May 3 they reached the shore of Lovewell's lake. Their numbers had been depleted to 34 *en route*. After two days of uncertainty they decided to attack. Having breakfasted and being at their devotions, they heard a gunshot and espied an Indian on the opposite side of the lake. Lovewell and his men immediately set out for the spot and, upon reaching it, left their packs at the northeast point of the lake and cautiously followed the Indian. He was caught and killed, but not until he had killed one of the white men.

Meanwhile, Chieftain Paugus, with a band of followers, discovered the packs and decided to surprise Lovewell's men. The surprise was complete when the Indians rushed upon the whites, firing their guns in the air, and carrying ropes with which to tie them. Lovewell is reported to have said that 'only at the muzzles of their guns' would they be taken, and began firing. The Indians were temporarily repulsed but Lovewell and eight of his men were killed. The little band of white men was then forced back until they reached the mouth of the brook, and with their backs to a ledge of rocks took their final stand. They at last drove off the Indians.

Paugus was killed, tradition says, by Ensign Seth Wyman who took the leadership of the white men. That midnight, feeling confident that the Indians would not attack again, the little party began their homeward trip. Only 11 men reached Dunstable on the night of May 13.

CENTER CONWAY, 3.6 m., is a T-shaped little community of small white houses. It grew up around Walker's Pond, at the outlet of which grist and sawmills were built in 1773. Iron works, drawing their materials from the Coffin farm on the Saco, were erected here in 1795, but ceased activity in 1838.

Left from Center Conway is *Conway Lake* (alt. 437), 0.7 m., 3 miles long and 1 mile wide, surrounded by low hills that rise at the southern end to *Atkinson Mountain* (alt. 940). This body of water has only recently seen the coming of summer cottages and these are largely at the northern end of the lake.

At 4.9 m. the Saco River is crossed by a finely preserved old *Covered Bridge*.

At 5.2 m. is a junction with a dirt road.

Right on this road is *Conway Street*, 4.5 m. Beginning at 3.5 m. this old farming section, once known as Fag End, is strung along for a mile with nearly all of its large, square, central-chimney houses on the left side of the highway. Descendants of the first settlers (1770), Joshua, John, and Edmund Kelley, still occupy the ancestral houses and sites.

REDSTONE, 7.3 m., is a small industrial settlement huddling underneath the sheer, gashed side of *Redstone Ledge* (alt. 1760), the southern peak of the Green Hills, where are the *Redstone Quarries*.

Development of these quarries was begun in 1886. Derricks and other machinery are perched perilously on the steep stretches of the cliffs. Some of these can only be reached when workmen are lifted up by derricks.

Although named for its red granite, large quantities of green granite are also found. The red stone is remarkable for its rich color and for its proportion of opalescent crystals of feldspar. In appearance closely resembling Egyptian syenite, it is easily quarried, dressed, and sawed, takes a high polish, is very durable and adapted to rough or ornamental use. The quarried granite is deposited in a *Cutting Yard* (visited by permission at office) at the base of the cliff where samples and the processes in dressing stone can be seen.

Between REDSTONE JUNCTION, 8 m., and Glen, US 302 and State 16 are united (see *Tour 2, sec. b*).

GLEN, 16 m. (see *Tour 2, sec. b*), is at the junction with State 16 (see *Tour 2, sec. b*).

Sec. b. GLEN to LITTLETON, 44.3 m.

This section covers the famous Crawford Notch and gives close views of the Presidential Range from the west.

At 1.4 m. is the junction with a short wood road.

Left on this road, 2 min. walk, is the *Bartlett Boulder*, a fine example of an isolated erratic transported by the glacial ice-sheet (see *Geology*). Perched on a little gravel

knoll or kame on four smaller boulders, this has been likened to an automobile. One of the front boulders is of quartzite, unlike the prevailing granite of this region. Other examples are the Madison Boulder (see *Tour 2, sec. b*), and those in the Mt. Pawtuckaway Reservation (see *Tour 17, sec. a*).

BARTLETT (alt. 680, town pop. 1119), 6.5 *m.*, ample accommodations, is a little group of unpretentious houses situated in an ellipse of fertile land. Westward through the intervalle looms Mt. Carrigain (alt. 4647). Southwest is Bartlett Haystack, sometimes called Revelation (alt. 2995), and south is Bear Mountain (alt. 3230).

Bartlett was probably settled from Conway. The land was originally granted as a reward for services during the French and Indian War to William Stark and others. At its incorporation in 1790 the town took the name of the last of the Presidents of the State, Josiah Bartlett. Although extensive deposits of iron ore are in the township, farming was the chief industry until later years when it has become a popular resort. *Kearsarge Peg Mill* (L) manufactures wooden pegs for the foreign and domestic market from birch cut in the neighborhood.

Left from Bartlett is the Swift River region and **PASSACONAWAY**, 9 *m.* The highway, *Bear Notch Road*, improved by the C.C.C., has frequent outlooks affording views of the mountain peaks northwest, and southeast. Directional signs indicate the various peaks. Curving around heavily forested Bear Mountain (L), the road climbs to a level and open section known as the Albany Intervalle where (L) wooded Mt. Passaconaway (alt. 4060) becomes the dominant feature.

The scattered handful of houses constituting Passaconaway is the only settlement in the intervalle, which is largely embraced in the National Forest. The town was granted in 1766 as Barton. In 1833 it took the name of Albany, probably from Albany, N.Y. Though sparsely settled even today, it was the scene of much Indian activity in its early days. It was in Albany that the cattle died as a result of Chocorua's dying curse! (see *Folklore*). Its great attraction today is superb Mt. Chocorua, in the southern section. Ledy Paugus (alt. 3200) also lies within the township of Albany. Formerly known as Old Shag, the present name was bestowed upon it by Lucy Larcom, the poet and friend of Whittier, for the unfortunate Pequawket chief who lost his life in the fight at Lovewell's Pond in 1725. Mt. Passaconaway can be climbed from this side by the *Oliverian Brook Trail* that leaves the Swift River Road, 0.75 *m.* east of Swift River Inn in Passaconaway. Bear Notch Road should be taken for the Bear Mountain Ski Trail (see *Ski Trails*).

At 8.2 *m.* a tree-frame vista reveals massive, symmetrical *Mt. Carrigain* (alt. 4647), which takes its name from Philip Carrigain, Secretary of State in New Hampshire from 1805 to 1810. Mt. Carrigain is almost exactly in the center of the White Mountain area.

At 8.4 *m.* the Saco turns northward, and beyond Sawyer River the mountains begin to close in on the highway.

At 8.7 *m.* across the river looms the domed peak of *Mt. Parker* (alt. 3110).

At 8.8 *m.* the *Sawyer Rock Forest Camp* (L) affords a fine view of the steep cliffs of the Rock on the opposite bank of the Saco below the highway.

Nancy Brook, 12.5 *m.*, practically dry in summer, its bed a jumbled mass of polished boulders, takes its rise from Nancy Pond near the top of Mt. Nancy (alt. 3180), which a Harvard Latinist is said to have once christened Mount Amoris-gelu, the Frost of Love. The 1778 romance of

Nancy (whose last name is in doubt, although various writers have said it was Barton) is vouched for by Ethan Allen Crawford in his autobiography, as told by his wife, Lucy. Nancy was the first woman to pass through the Notch. Lucy Crawford tells the story as follows:

Nancy perished in the woods in attempting to follow her lover. She had been at work at Jefferson for Colonel Whipple, when the heart of this girl was won by a servant of his; and as he was going in the fall to Portsmouth, he promised to take her along with him, and after they should arrive there, he would make her his wife. She was honest herself and thought him to be also; and he had contrived every means to please her in all their domestic concerns which they were engaged in, while under the control of the Colonel and she had entrusted him with her money, which had been paid her for her labor, and she went to Lancaster to make preparations for the intended journey; while she was preparing, her lover went away with the Colonel and left her behind. She was immediately informed of his treachery, and was determined to follow him. There had been a deep snow and there was no road — nothing but spotted trees besides the tracks of the Colonel and her false lover to follow. When she arrived at Jefferson she was wet with snow which had collected upon her clothes, and was wearied. The men that were there tried to persuade her not to go farther, setting forth the many difficulties she would have to encounter, and likewise the danger she would be exposed to in such an undertaking through a howling wildness of thirty miles, without fire or food. All these entreaties did not move her, or alter her determination; for such was her love either for the man whom she had placed her affections upon, or the money she had placed in his hands, that she was inflexible. She went on and got a distance of twenty-two miles, when the men thinking she was in earnest followed her and then proceeded and found her just after crossing a brook, in a sitting position, with her clothes frozen upon her — having wet them while crossing the brook. And her head was resting on her hand and cane which had been her support through the woods, and she was frozen to death.

This place is near my father's and has ever since from that circumstance borne the name of Nancy's Brook and Nancy's Hill.

The reader would perhaps like to know what became of her lover. Shortly after hearing of this his own conscience was smitten and he became frantic and insane, and was put into the hospital, where he in a few months after, died in a most horrible condition. This is a true story as I have heard it told by those who were knowing of the facts.

At 12.2 m., is a junction with a trail.

Left on this trail to *Nancy Cascades*, 2.5 m., with a climb of 1500 feet.

NOTCHLAND, 12.8 m., at the entrance of Crawford Notch, has only one or two houses. The conspicuous many-gabled *Gray Stone Inn*, built about 1840, was owned by Dr. Samuel A. Bemis and there he spent the latter years of his life until his death in 1882. Near-by are the *Graves of Abel Crawford and His Wife*, near the place where they opened their forest tavern in 1800. This well-known pioneer landlord lived to the age of 85. Notchland is the headquarters for the Notchland Players, a summer troupe.

THE WHITE MOUNTAINS

DARBY FIELD in 1642 is the first known white man to have visited the White Mountains, but since then they have been the cynosure of admiring millions. Central in the group is majestic Mt. Washington, impressive as seen from the highway in the Glen, or Pinkham Notch. Washington may be climbed on foot by numerous trails, by the Cogwheel Railroad, or in an automobile by the Carriage Road. Rising 4000 feet, at last the bare summit is reached at 6288 feet, where is an overwhelming panorama 100 miles in diameter. Far above the tree line is an Alpine Garden with its exotic flora. The sturdy Summit House is in marked contrast to the super-luxuriant Mt. Washington near the Base Station. All roads around the Presidential group have superb mountain vistas.

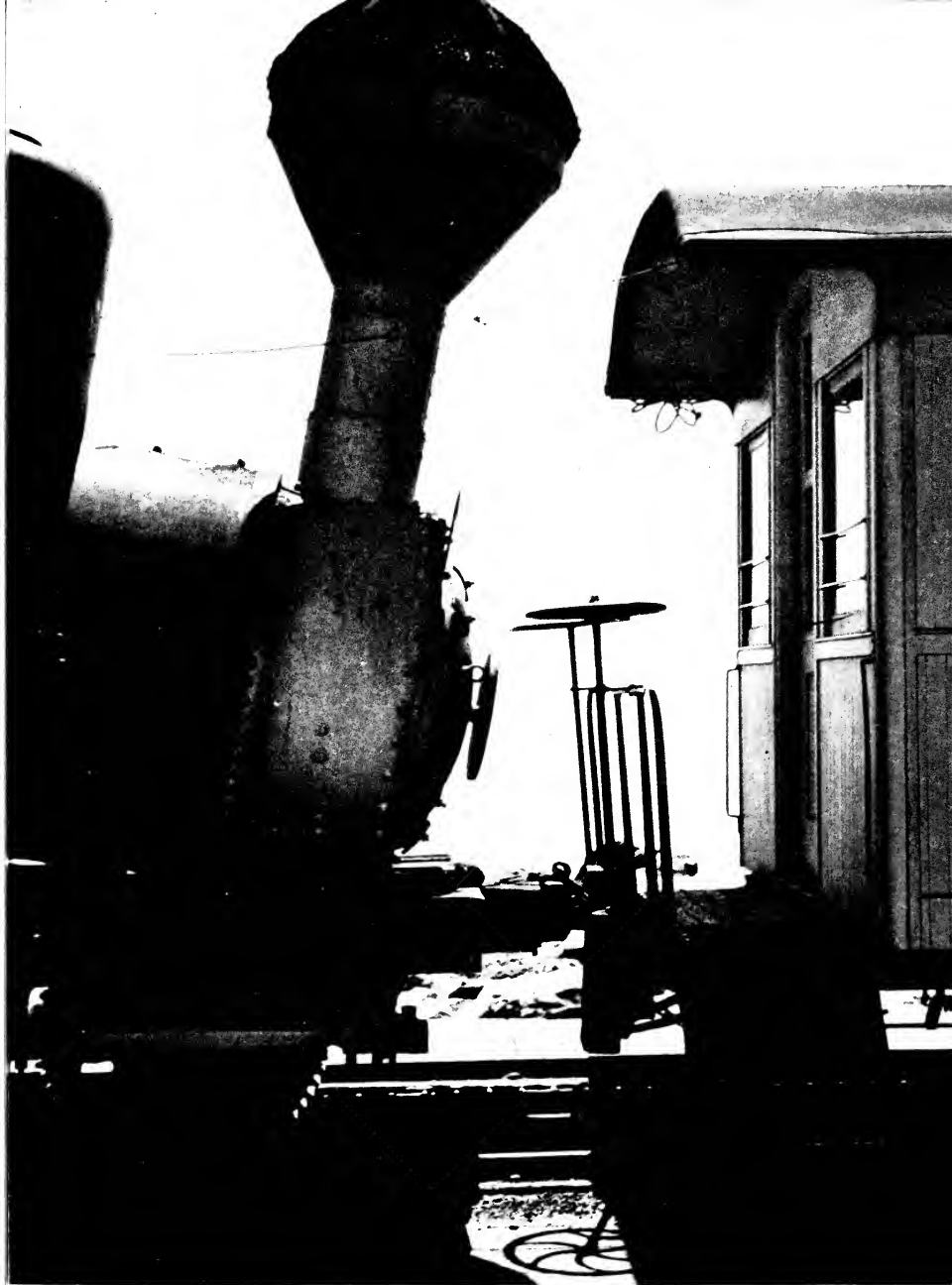
Farther west the Franconia Mountains are rich in scenic charm, and geological marvels such as the Flume. Most arresting of all, however, is the great stone face on Profile Mountain, the Old Man of the Mountains.



MOUNT WASHINGTON, FROM THE GLEN HOUSE



COGWHEEL TRAIN ON MOUNT WASHINGTON



THE MOUNT WASHINGTON TRAIN



SUMMIT HOUSE, MOUNT WASHINGTON

MOUNT WASHINGTON HOTEL, TABYAN





TRAIL SIGN

ALPINE FLOWERS





FROM JEFFERSON NOTCH ROAD



THE OLD MAN OF THE MOUNTAIN, FRANCONIA NOTCH

CLOSE-UP OF THE OLD MAN OF THE MOUNTAIN





MOUNT LIBERTY, FRANCONIA NOTCH

At 13.1 *m.* is the junction with the Davis Path.

Right on this trail to *Montalban Ridge*, joining Crawford Path and leading thence to the summit of *Mt. Washington*, 15 *m.*

At Bemis Brook, 15.2 *m.*, is the southern end of *Crawford Notch* and the *State Forest Reservation*.

At 15.3 *m.* is the junction with a path.

Left on this path to *Arethusa Falls*, 1.5 *m.*, high up on Bemis Brook in a State forest of 25 acres.

At 16.2 *m.* forbidding *Frankenstein Cliff* (L) juts out from the surrounding mountainside and forms a memorable feature in notch scenery. The long *Trestle* of the Maine Central Railroad is seen through the trees. This structure, built in 1905, replaced one that was considered a marvel of engineering in 1875, the year of construction. It is 500 feet long and carries the track 80 feet above *Frankenstein Gulf*. The cliff and gulf were named to honor a Cincinnati artist rather than a German monster. His sketches of the scenery of the White Mountain region are noteworthy, one especially featuring this particular point, 'The Notch of the White Mountains from Mt. Crawford.'

At 17.8 *m.* is the junction with the *Appalachian Trail*.

At 18.8 *m.* are (L) the *Willey Camps* on the site of the Willey House, where on the night of August 29, 1826, the Willey family was swept to death by an avalanche. On the left-hand side of the road stood the simple little house of Samuel Willey and his family at the base of the high bluff that rises abruptly behind it to a height of 2000 feet. Adjoining it was their barn and woodhouse. Down in the valley where the Saco pursues its tortuous course was their little meadow farm.

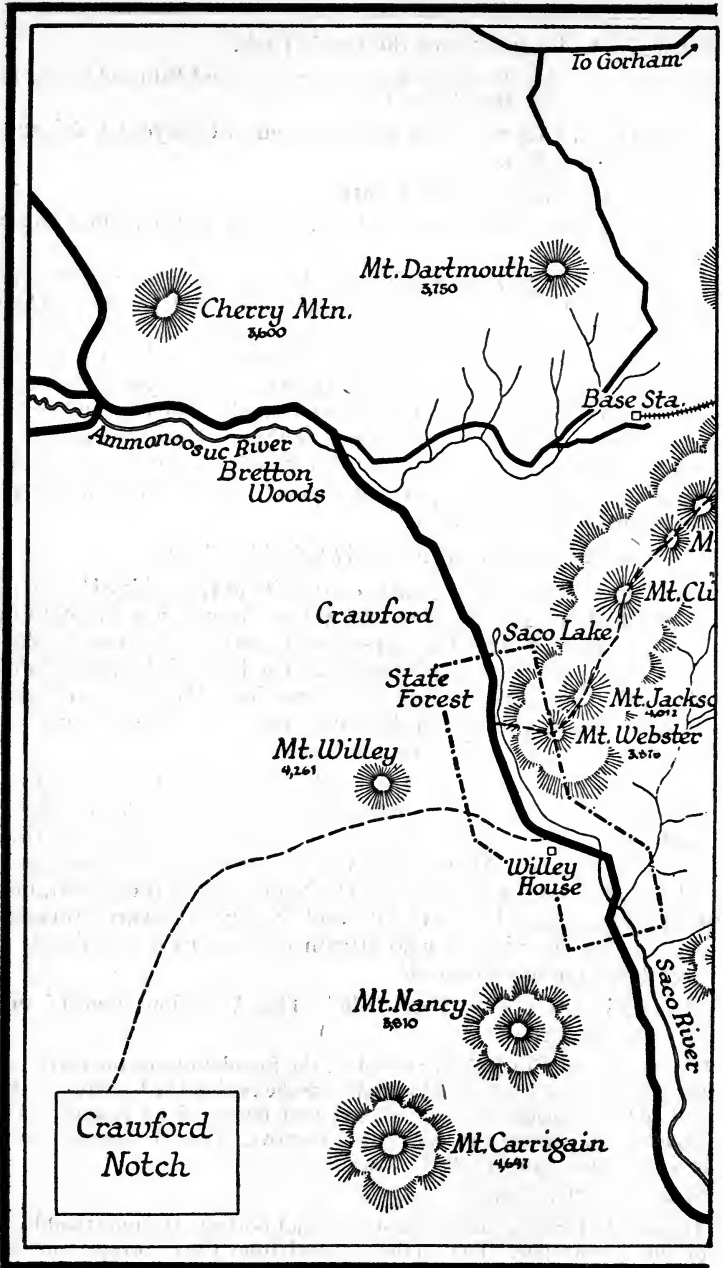
Unusually high temperatures and a prolonged drought characterized the summer of 1826 in this region, drying up the mountainside and making it peculiarly susceptible to disturbances. Such conditions prevailed through August until Monday, August 28. A day of occasional showers was followed by a gathering of immense black clouds around the mountains. At nightfall a heavy rain began to fall, and shortly afterwards turned to a deluge. During the night a wild stream of loose rock and débris came crashing down the mountainside.

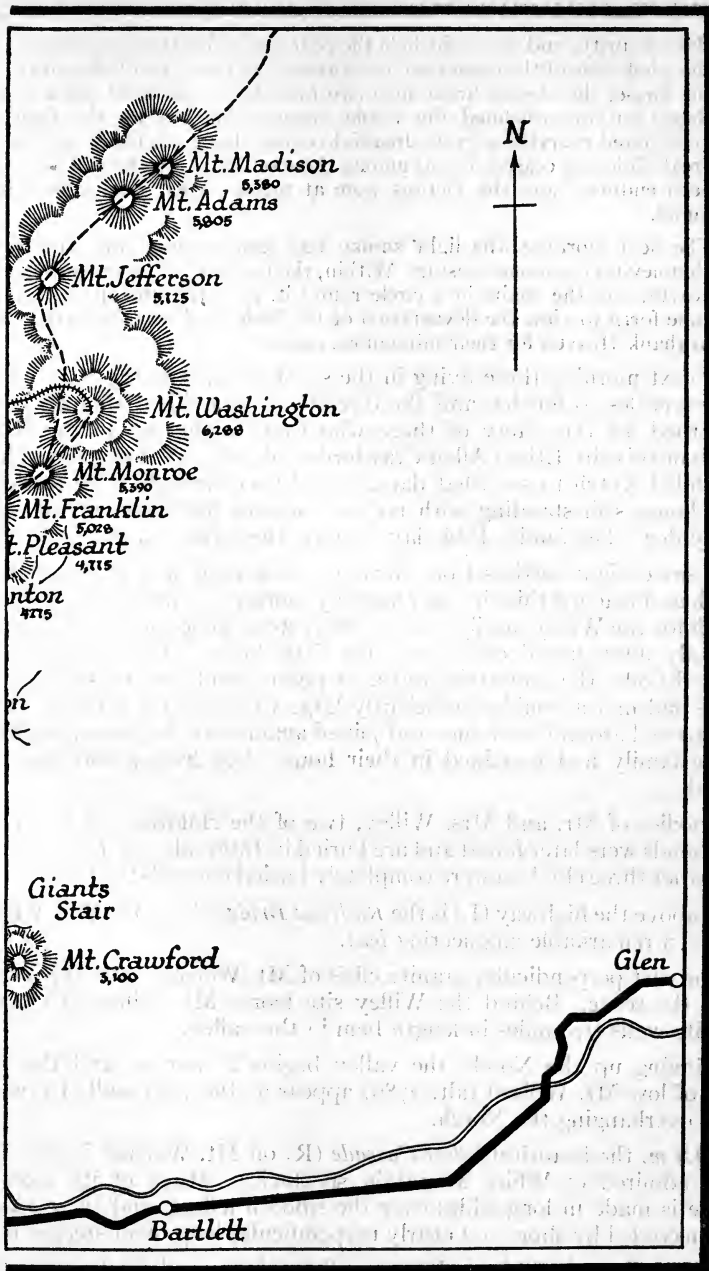
Hawthorne, in his 'Twice-Told Tale,' 'The Ambitious Guest,' vividly portrays the scene:

The house and all within it trembled; the foundations of the earth seemed to be shaken, as if this awful sound were the peal of the last trump. Young and old exchanged one wild glance, and remained an instant, pale, affrighted, without utterance, or power to move. Then the same shriek burst simultaneously from all their lips.

'The Slide! The Slide!'

The simplest words must intimate, but not portray, the unutterable horror of the catastrophe. The victims rushed from their cottage, and sought refuge in what they deemed a safer spot — where, in contemplation of such an emergency, a sort of barrier had been reared. Alas! they had quitted





their security, and fled right into the pathway of destruction. Down came the whole side of the mountain, in a cataract of ruin. Just before it reached the house, the stream broke into two branches — shivered not a window there, but overwhelmed the whole vicinity, blocked up the road, and annihilated everything in its dreadful course. Long ere the thunder of the great Slide had ceased to roar among the mountains, the mortal agony had been endured, and the victims were at peace. Their bodies were never found.

The next morning, the light smoke was seen stealing from the cottage chimney up the mountainside. Within, the fire was yet smouldering on the hearth, and the chairs in a circle round it, as if the inhabitants had but gone forth to view the devastation of the Slide, and would shortly return, to thank Heaven for their miraculous escape.

That next morning those living in the southern part of the Notch found the intervalles so flooded and the dire effects so evident that they were concerned for the safety of those who lived farther up in the Notch. North of this site Ethan Allen Crawford made his way down through the rock-filled Notch to see what damage had been wrought. He found the little house still standing with no evidences of life about it except the family dog. The family Bible lay open on the table.

That same night settlers from Bartlett made their way up through the Notch and reached this site on Thursday morning. Then began a feverish search for the Willey family. Everywhere were scenes of destruction, and the only undisturbed object was the little house. The avalanche had crashed down the mountain and at a point about five rods behind the house had met a boulder sufficiently large to divide the stream. It had then passed around the house and joined again near the present highway. If the family had remained in their house their lives would have been spared.

The bodies of Mr. and Mrs. Willey, two of the children and two of the farmhands were later found and are buried in Intervale (*see Tour 2, sec. b*). The other three children were completely buried beneath the rocky débris.

High above the highway (L) is the *Railroad Bridge* above the Willey Brook ravine, a remarkable engineering feat.

On the east perpendicular granite cliffs of Mt. Webster (alt. 3875) frown upon the scene. Behind the Willey site looms Mt. Willey (alt. 4260). Granite walls two miles in length hem in the valley.

Continuing up the Notch, the valley begins to narrow and the sheer cliffs of low Mt. Willard (alt. 2786) appear as the west wall (L), with a ledge overhanging the Notch.

At 19.8 *m.* the beautiful *Silver Cascade* (R) on Mt. Webster is one of the most admired of White Mountain spectacles. Much of its 1000-foot course is made in long slides over the smooth ledges, and these reaches are succeeded by short and nearly perpendicular leaps over steeper rocks.

At *Flume Cascade*, 20.1 *m.* (R), a small brook pours down from a visible height of 250 feet through an ageworn trench between channeled ledges.

At 20.7 *m.* the highway reaches the head, or *Gate of the Notch* (alt. 1900). Here the highway, the Maine Central Railway, and the infant Saco River, just emerging from Saco Lake opposite the Crawford House and barely ditch-wide, struggle to gain entrance to the Notch. The southward view from this point is magnificent; nowhere else is the grimness of the Notch so impressive. Three tremendous rocky lines sweep down to a focus. Here also is the *Elephant Head* (L) sloping toward the cut.

Although known to the Indians the Notch was not known by white men until 1771, when Timothy Nash, a hunter, saw it from a tree he had climbed on Cherry Mountain, 10 miles north, to look for a moose he was pursuing. Soon after he made his difficult way down through the Notch, and on to Portsmouth to inform Governor Wentworth of his discovery. Impressed by the news, the Governor offered Nash a grant of land if he could bring a horse from Lancaster down the Notch to Portsmouth. With the aid of Benjamin Sawyer the feat was accomplished, the horse being pulled up and let down cliffs by ropes. Before the close of the Revolution a crude road was built.

It is stated that the first 'freight' transported was a barrel of rum, offered as a prize by Portland merchants to any one who would carry it through the Notch. Captain Rosebrook, about 1780, accepted the challenge and won. He 'put it upon his car [a primitive vehicle without wheels made of two poles lashed together at one end which dragged on the ground] and carried it up through the Notch, at least as much of it as was left through the politeness of those who helped manage the affair.' In reciprocation a barrel of tobacco was sent from Lancaster to Portland, its contents more nearly intact when it reached its destination.

This primitive road did not long satisfy the growing demands for transportation from and to the North Country. In 1803, the Tenth New Hampshire Turnpike was chartered and when completed a few years later was a great force in the development of the northern part of the State. It is said to have cost \$40,000, a sum raised through a lottery. The completion of this turnpike was the signal for the opening of a series of inns and hotels for entertaining those passing through or exploring the mountains. To repair the partial destruction of the turnpike at the time of the Willey disaster (1826) business men of Portland subscribed liberally to restore this valuable commercial route. The turnpike was an important trade route until the Portland and Ogdensburg Railroad completed its tracks through the Notch in 1875.

Crawford House, 21.3 *m.*, is on the site of the original hotel with that name started in 1852 by Thomas J. Crawford, a brother of Ethan Allen Crawford. Crawford having run into financial difficulties, the unfinished building was sold to J. L. Gibb, who completed it. In 1854, the original building was burned, but a new and larger hotel was built in 1859, the nucleus of the present hostelry.

A sign south of the Crawford House marks the *Site of an Early Hotel*, the Notch House, built by Abel Crawford and one son, Ethan Allen, in

1828, and kept by another son, Thomas J., from 1829 to 1853, when it was burned. In this old inn Henry Thoreau, the naturalist, Francis Parkman, the historian, and Starr King, the prose-poet, sojourned.

At the Crawford House is the junction with the old Carriage Road built by Thomas Crawford about 1846.

1. Left on this road is the *Ledge of Mt. Willard*, one of the best viewpoints in this region accessible with little exertion. The view down into and through the Notch is superb — so much so that Anthony Trollope declared it unequaled even on the Rhine. He was particularly impressed with its glory in the garb of autumn. On all sides are mountains. Left are Mt. Pleasant (alt. 4775) and Mt. Clinton (alt. 4275), the start of the Presidential Range, and next is Mt. Webster. (*Burros for the Mt. Willard Trail can be hired at a stand near the Crawford House.*)
2. Right from Crawford House is *Crawford Bridle Path* which skirts most of the southern peaks on its way to the summit of *Mt. Washington*, 8.2 m. This trail was originally cut as a footpath by Abel and Ethan Allen Crawford in 1819, and enlarged to a bridle path by Thomas Crawford in 1840. Long since impassable for horses, it has become the most used of all foot trails to the Presidential Range summits.
3. Right from Crawford House, *Mt. Clinton Road*, a finely foliated drive, winds around the base of Mt. Clinton. Frequent cut-outs give extensive views westward. At 5 m. is a junction with a road leading to Marsh-Field, the Base Station of the Mt. Washington Railway. The road straight ahead leads over the Jefferson Notch road (unplowed in winter and muddy until June), which reaches an altitude of 3000 feet (*see Tour 7*).

Joseph Stickney Memorial Church of the Transfiguration (Episcopalian), 24.7 m., at Fabyan is an impressive English type granite structure. In the summer the best boy singers of the country form the Bretton Woods Boy Choir and sing in this church. Concerts are given at the various mountain resorts and theaters toward the close of the season.

Nearly opposite the church a cold *Spring* has been transformed into a fountain, gushing from a rock wall, in memory of Samuel J. Anderson, president of the Portland and Ogdensburg Railroad, his brother, and his son, who were largely responsible for the opening up of this region by rail.

The completion of this railroad in 1875 as far as this point was due to the faith and persistency of Anderson, who steadfastly maintained that a railroad could be built through the notch. Originally chartered as the Portland and Ogdensburg, in 1867, it required four years and a half to complete it to North Conway. Fabyan was reached four years later after some of the most difficult railroad engineering problems encountered in New England were finally solved. Not alone did its builder have to get around the Frankenstein Cliff and bridge the Willey Brook ravine, but a rise of 1369 feet between North Conway and Crawford had to be negotiated. Between Notchland and Crawford the rise is 116 feet to the mile for 9 consecutive miles.

At BRETTON WOODS, 25.2 m., is one of the most fashionable hotel centers in the State, on a broad plateau fringed on the east by the woods from which it takes its name. Above the woods rise the majestic peaks of the Presidential Range.

At 25.2 m. is Mt. Pleasant House.

Right from Mt. Pleasant House, on a paved road 1 m., the *Mt. Washington Hotel* is the largest and most elaborate of White Mountain hostleries. From its grounds is one of the finest views of Mt. Washington and the sister peaks.

At 2.75 m. are (R) the *Upper Ammonoosuc Falls*, a striking example of the fury of this little stream as it rushes down from its source in the Lakes of the Clouds on the sides of Mt. Monroe. Here at the falls it rushes and plunges over and under ledges of glistening granite, with huge potholes. This has been called the wildest stream in all New England and it may well be for its waters drop more than 5000 feet in 30 miles to reach the Connecticut.

At 4 m. is MARSH-FIELD or BASE STATION with ample free parking space, lunchroom, gasoline and oil supplies. Marsh-Field was recently named, in honor of Sylvester Marsh, engineer of the Mt. Washington Railway and of Darby Field, the first man to ascend Mt. Washington. This is the station for the Mt. Washington railway. The present highway from Fabyan to the Base Station follows the route of an old turnpike chartered in 1866 and completed in 1869.

At Marsh-Field is housed *Old Peppersass*, the first locomotive that ever climbed Mount Washington. After many years of service 'Old Peppersass' was replaced by more modern engines. It was taken to Chicago for display at the World's Fair in 1893. On its being brought back it was intended that 'Peppersass' should simply go across the Ammonoosuc, but some movie actors and newspapermen wished to take a picture of it from Jacob's Ladder. It made the ascent safely, but because the size of the cogs had been changed it slipped coming down and ran away, but with no fatalities.

The *Mt. Washington Cog Railway*, about 3 miles (*round trip fare, \$3; eight trains daily; time of ascent 1 hr., 10 min.*), was the first of its kind in the world and owes its existence to the ingenuity and persistence of Sylvester Marsh, a native of Campton, later one of the founders of Chicago. On a return visit to the State of his birth in 1852 he climbed Mt. Washington in company with a friend. At that time he conceived the idea of building a cogwheel railway up the mountain. Inventing the proper mechanism was not so difficult as convincing the State legislature of the feasibility of the project. After showing a model of the proposed road in 1858, the legislature granted him a charter. Tradition avers that one legislator proposed an amendment permitting Marsh to build a railroad to the moon. Funds for such a quixotic venture were not easy to obtain, and the Civil War delayed progress. Nothing daunted, Marsh began work at his own expense and by May, 1866, had some of the road constructed and his cogwheel engine in operation on it. The process of building was a slow one, requiring three years. The entire stretch of three and one-third miles was completed and opened to the public in July, 1869, and has been in constant operation during the summer months ever since, and without injury to a single passenger. In 1871, Mr. Marsh was asked to construct a similar railway up Mt. Rigi near Lucerne, Switzerland, but declined the honor. The Rigi railway was later built by a Swiss engineer who came over and obtained the principal engineering ideas in use here.

The railway is a cog road of the rack and pinion type. A pair of heavy rails between the outer rails are joined by evenly spaced bolts. The driving power of the engine is a strong gear with teeth which are always in mesh with the spaces in the central rails. This in itself guarantees safety, but in addition the car has a gear similar in mesh to the rack. Both engine and car are provided with special and independent brakes, on each axle, to which is added a toothed wheel and ratchets to prevent the wheels from revolving backward.

Leaving Base Station, the odd little train of one car pushed by the ungainly but powerful engine, begins to rise by a grade of one foot in three through a broad and straight clearing in the woods. Ahead are the towering shoulders of Mt. Washington, while behind through the opening panorama is the western group of peaks. Gradually the trees on either side begin to thin out and become smaller until they no longer obscure the view north and south. Shortly *Jacob's Ladder*, a long and

massive trestle, in places 30 feet above the wild and rock-strewn ravine below, is reached and here the steepest grade of the trip is encountered, 1980 feet to the mile. Here (alt. 4834) the treeline is passed and the region of sub-alpine vegetation is entered. Marvelous prospects open on all sides and the rocky humps of Mt. Clay (alt. 5530) draw near at the site of the Great Gulf tank (alt. 5638). An awe-inspiring view of the bowl-shaped *Great Gulf* itself is seen (L), and beyond Mt. Jefferson (alt. 5725), and still farther north, Mt. Adams (alt. 5805), Mt. Washington's nearest rival. The remainder of the trip is across a wide and comparatively flat area of 'gray and frost-splintered rocks' with dull mosses and hardy Alpine flowers. The railroad curves around the top of the mountain past the *Bourne Monument*, which commemorates the death of Lizzie Bourne in 1855. In imperfect health she attempted to climb to the summit and died at this point. From here the route is a level line to the *Summit House* (alt. 6284), the terminus. A noticeable feature of the ascent is the gradual lowering of the temperature, as the August of the valleys becomes November on the heights. The temperature falls one degree Fahrenheit to each 300 feet. Summit House (*free to passengers, others 50¢; rooms and board \$5-\$8 per day*) is the private property of the Mt. Washington Club, owned and maintained by the Cog Railway. A U.S. post office is maintained here during the summer season. At a still higher elevation is the small Tip-Top House (*bunks, \$2.50-\$4 per night*). (*For further description of the summit and of the panorama, see Tour 2A.*)

FABYAN (alt. 1571), 26 m., is a fashionable resort centering around a famous hotel. From here the Presidential Range looms in massive array with Mt. Washington as a focal point. Fabyan was named for one of the early hotel pioneers, Horace Fabyan. The site is of interest because of its connection with a mound that was here when Eleazar Rosebrook came as a settler in 1792, and that was long known as the *Giant's Grave*. Near its base Ethan Allen Crawford, Rosebrook's grandson; in 1803 built an inn that was burned down, as were two others after it. By tradition the place was haunted by an Indian spirit that declared, 'No pale-face shall take root here; this the Great Spirit whispered in my ear.' Before the present hotel was erected, the mound was leveled, which apparently removed the curse from the spot.

Right from the Fabyan railroad station across the railroad tracks, is a little *Cemetery*, 0.1 m., on a slight elevation above the road. Here are the remains of Eleazar Rosebrook and his wife, Hannah, and of Ethan Allen Crawford and his wife Lucy (*see above*).

At 26.5 m. by the side of the road (R) is an odd *Octagonal Wooden Building* which was built for the noted preacher, Henry Ward Beecher, about 1880 to accommodate his great audience during his annual summer sojourn here. From tabernacle to garage has been the fate of this structure.

Lower Ammonoosuc Falls, 27.5 m., has regular rock walls, resembling fine masonry, glistening from long action of the turbulent waters.

At 28.3 m. is the *Zealand Forest Camp* (L), with excellent facilities, maintained by the United States Forest Service.

From this camp ground on the Zealand Road and Trail is *Zealand Notch*, with the Twin Range and the Zealand Falls Hut, 6.6 m. (A.M.C.). This hut is a trail junction for paths leading to Crawford Notch and Pemigewasset East Branch.

Wooded *Cherry Mountain* (alt. 3600), is the height (R) from which Timothy Nash discovered the Crawford Notch in 1771.

At TWIN MOUNTAIN village, 30.7 *m.* (see *Tour 3, sec. c*), is the junction with US 3 (see *Tour 3, sec. c*).

At the Twin Mountain House the beautiful Ammonoosuc Valley opens out directly ahead. The North Twin Mountain (alt. 4769), Mt. Garfield (alt. 4488), and Mt. Lafayette (alt. 5249) lie (L) in that order from east to west, and directly (R) down the valley are Mt. Agassiz and Mt. Cleveland (alt. 2424), with lower hills on the right.

Between Twin Mountain and Woodsville Junction the Dartmouth College Highway, State 10, is united with US 302.

At 34.2 *m.*, opposite a tea house, is a superb view of the Presidential Range.

The highway leaves the valley and winds gradually uphill past the polo field and sports grounds of the famous *Maplewood Club*. In every direction are magnificent mountain views. Mt. Agassiz rises (L), with the beautiful broad Ammonoosuc Valley (R) and the Dalton Range and Green Mountains of Vermont as a background.

BETHLEHEM STREET (alt. 1440, pop. 872), 39.1 *m.*, stretches for two miles in an almost straight line from east to west along the northern slope of Mt. Agassiz as it slips down into the wide Ammonoosuc Valley, with the majority of its 30 hotels of all shapes, sizes, and social status lining the highway or Street as it is known here. Starr King, in 1859, deplored the lack of attractive public houses in this choice spot. He would withdraw his lament today. The charms of Bethlehem have drawn hither a wide variety of people. Its population is quadrupled during the summer months.

The original chartered town of Lloyd Hills (1774), named for Byfield Lloyd, a friend of Governor Benning Wentworth, was never settled. A petition for incorporation was made in 1798, and when this was granted, the following year the name of Bethlehem was chosen. In the period between its first settlement, in 1787, and the date of its incorporation, it was often referred to as Lord's Hill. The first settlers, Warren and Brown, were soon followed by Turner, Hatch, Wheeler, and Woodbury. The Woodburys came from Royalston, Mass., making the long journey with what little household effects they had on an ox-sled. Poverty was the lot of the early settlers. At the time when they were constructing a bridge at Pierce Bridge, subsistence ran so low that the job was abandoned while the men went into the woods, cut logs and burned them to ashes to make potash. This was sent by one of the members to market in Massachusetts. In the meantime the people lived on wild roots and a little milk.

Bethlehem reputedly owes its development as a summer resort to an accident; it is said that in 1863, Henry Howard of Rhode Island, afterward Governor of the State, was on a journey in this section. As the coach was descending Mt. Agassiz, it overturned with serious injuries to some of the occupants. The travelers remained some weeks in Bethlehem until the injured people had been restored to health. During this time Howard

became enamored with the beauty of the place. He made extensive purchases of land, formed a company to develop it, and provided money for establishing modest summer hotels. The fact that this region is most favorable for victims of hay fever was discovered later, and Bethlehem became the headquarters of the American Hay Fever Association.

Among the others who became interested in the development was Isaac S. Cruft, a Boston business man, who, after a visit in 1871, acquired and developed a large area for a summer hotel. This is now the Maplewood property.

President Grant is reported to have taken what was probably the wildest ride of his life, from Bethlehem to the Profile House in Franconia Notch, in August, 1869. Road conditions were far from ideal and even with expert driving it was supposed to take about two hours. With the best horses available, however, and driven by the expert Edmund Cox, who prided himself on his speed, the ride was completed in the record time of 58 minutes. The next Christmas the President is said to have sent Cox a fine driving whip.

Gala Day with its parade of decorated floats, in August, is a leading event in Bethlehem. In the colorful parade are frequently old time coaches. Hotels are gaily decorated and following the parade a sports competition is held. Gala Days attract great crowds.

Among the buildings along the Street are two churches of special note, the *Ivie Memorial* (Episcopalian), a low Gothic structure of quarried granite, built in 1931 by Alvin E. Ivie, in memory of his wife who was a member of the Woolworth family; and the *Roman Catholic Church of Christ the King*, of field-stone, completed in 1929.

During the summer season the White Mountain Repertory Company has its headquarters at the *Maplewood Casino* on Bethlehem Street.

Bethlehem is the seat of *St. Mary's in the Mountains*, an Episcopal diocesan school for girls, which in 1936 took possession of the Eman Beck estate, 'Seven Springs,' west of the Glessner estate.

Bethlehem has drawn hither a large number of celebrities beginning with President Timothy Dwight of Yale, Harriet Martineau, Lucy Larcom, William D. Howells, and many Presidents. Among those associated with the town were Clara M. Cushman, daughter of Reverend Louis P. Cushman, who served as a missionary in China for many years and was the founder of the Standard Bearers, a junior missionary society; and Colonel Isaac Newton Lewis, inventor of the Lewis machine gun.

The resort is more important because of its proximity to scenic attractions than of its possession of them. Bethlehem Street provides one of the most impressive outlooks of the Presidential Range through its situation at 'the artistic distance, giving the mountains magnificent effects under the lights of morning and evening.' From the western end of Bethlehem Street is a fine view at sunset.

At Bethlehem Street is the junction with the Mt. Agassiz Road.

Left on this road is the Toll Road (*fee 50¢ for each occupant of a car*) to Mt. Agassiz (alt. 2394), Bethlehem's chief pride. At the summit is an observation tower, gift shop, and lunchroom.

From this point there is a superb view in all directions, including the Presidential Range in the east, the Franconia group in the south, the Dalton Mountains in the west, the Starr King group in the north, and several villages between the mountain ranges. At night huge flood lights make it a beacon visible for miles around.

At 41.7 m. is the junction with State 18.

Left on this road are *Glessner Woods*, 0.5 m., in which the main roads are open to the public. Picnicking facilities are provided along the roadside. Picnicking in other sections of the woods is not permitted.

Left on this road are FRANCONIA and SUGAR HILL (*see Tour 8A*).

Down a mile-long hill is the large Glessner Estate (L) with its stone walls and well-kept fields. The Guidor Estate (R) and several smaller ones are passed before coming to the Morron Estate (R), which also has massive stone walls and beautiful grounds.

LITTLETON (alt. 817, town pop. 4558), 44.3 m., all accommodations, lies on a long, natural shelf above the Ammonoosuc River. It is the most up-to-date community in northwestern New Hampshire and its main Street is very much alive, especially in summer. In the winter, Littleton stages a Winter Carnival.

Owing to its position Littleton is a trading center for a large part of this region. Its stores have a metropolitan air about them, well suited to the large summer population that comes to Littleton for supplies. Its railroad station, which serves Bethlehem and Franconia as well as Littleton, is the busiest north of Concord.

The Ammonoosuc River, which runs through the town, with a drop of 235 feet, has done much toward the development of the area. As early as 1799, a dam was erected by Solomon Mann on the site of the present dam. This mill privilege was in constant use until the flood of 1936. Early industries of the town ranged from the distillation of potato whiskey to the manufacture of carriages and sleighs, but today its chief industry is glove manufacture — the Saranac Glove Company. Abrasives are manufactured by the Norton Company. These industries, with shoe manufacturing and several lumber and wood turning plants, furnish the chief means of livelihood of the people.

An industry that formerly flourished here produced articles that were a requisite of every well-ordered household in the middle 19th century and a popular way of entertaining visitors. They were the stereoscopes and twin photographs that accompanied them, articles now prized as relics. The three-story Kilburn apartment house, 43 Cottage Street, was formerly the *Kilburn Factory*, in its prime the largest concern in the world making these articles.

First granted under the name of Chiswick, after an old English parish, in 1764, the terms of this grant were not completely fulfilled and the charter was revoked. The town was regranted in 1770 under the name of Ap-

thorp, in honor of a friend of Governor Wentworth. The town of Apthorp, including the major part of what is Dalton, was divided in 1784 into two townships by the two men who owned most of the land, Moses Little and Tristram Dalton, and the two towns were named for them. Littleton was incorporated in 1784.

The first permanent settler, Nathan Caswell, arrived in 1769 to find a rude barn that had been erected by the proprietors the previous fall. His wife gave birth under very difficult conditions to a fifth son the night of their arrival. Since Indian signs had been found and they did not dare to build a fire, they found it advisable to abandon the place the next morning. A rude dugout was hastily constructed from a fallen pine and the family floated down the river to the fort under construction below Salmon Hole in Lisbon. They returned and built a house which was swept away by a flood the next spring. Larger buildings were then erected on higher ground near the mouth of Parker Brook, where a boulder monument commemorates the first permanent settlement and the first birth within the town. Settlement was slow until after the Revolutionary War, when the farms were rapidly taken up. The first church was erected in 1811 at the geographical center of the town.

The anti-slavery movement was strong in Littleton. An underground railroad station was in the Carleton House in Apthorp. From this house the route continued to the cellar of a house at Whitefield near Burns Pond, and thence across the Connecticut to Guildhall, Vermont. The Congregational society was nearly split by the movement because two of its respected members seized every opportunity during the church service to interrupt with talks against slavery. Forcibly ejected several times, they were finally arrested and sent to jail.

Monument Square, at the junction of Main and Cottage Sts., is the center of the community. Opposite the monument, scattered on the lawn of the Mann home, are a number of *Meteorites* that have fallen at various times in the section.

Especially noticeable is the *Community House* (R), set back from the street, a large building with equipment for all kinds of organizations and meetings. Among other fine structures on Main St. is the high-towered brick *Federal Building* (R), built in 1936 at a cost of \$265,000. On Main St. also is the *Public Library* (R), Carnegie-built, with nearly 20,000 volumes. It has an art collection made up in large part of pictures collected by Kilburn, who had them painted from photographs in his stereoscopic view collection.

Littleton's situation on the western edge of the White Mountain area is its chief claim to scenic beauty. The accessibility of the ranges makes it almost a mountain center.

Littleton is the headquarters of the northern section of the White Mountain National Forest. It is the birthplace of Eleanor H. Porter, author of 'Pollyanna,' a book that for a time popularized a new type of practical philosophy.

1. Right from Littleton on Pleasant St., over Mann's Hill, is the gateway, 3 m. (L), to *Skyline Farm* (no fee). This clubhouse with its surrounding cottages occupies one of the finest sites in northern New Hampshire. From it there is a wide panorama stretching from (L) the mountains in Vermont across the broad Connecticut Valley to (R) the western mountain peaks of the White Mountain and Franconia Ranges.

2. Left from Littleton on Jackson St. is *Pine Hill Park*, 1 m., with a view of mountains and valleys opening out from its background of pines.

3. Right from Littleton on State 105 is Pattenville, 4 m., a small hamlet almost dismantled to make way for a huge dam. Left from Pattenville 2 m. on a paved road is *Partridge Lake*. More than a mile in length it has many coves and inlets. There is a sizable summer colony here.

4. State 105 continues to the Connecticut River and the Vermont State line, 4.5 m., 12 miles east of St. Johnsbury, Vermont.

Sec. c. LITTLETON to VERMONT LINE, 22.1 m.

LITTLETON, 0 m.

US 302 leaves Littleton south on Meadow Street.

Gray, granite *Kilburn Crag* (R) has some of the few fossils in New Hampshire, showing that at least some of the highly metamorphosed rocks of this area are of the Paleozoic age. After the fossil-bearing rocks were originally laid down, they were squeezed and distorted into a series of gigantic folds many miles across. Great masses of magma were forced up into the earth's crust and solidified into granite and similar rocks. Before the last Ice Age, rocks which had been many thousands of feet in thickness were worn down, leaving only vestiges (*see Geology*). In this region fossils may, with effort, be found in exposed rocks. They are of brachiopods and fernlike plants that grew in a warm sea or on one of its shores.

At 0.6 m. is a junction with Slate-Ledge road.

Right on this road is the Weller Farm, 2 m., from which a winter road can be followed for about 1 m. to *Kilburn Crag*.

At 2.5 m. a boulder (R) marks the first settlement of the town in 1774. The gradual widening of the valley with its characteristic terraces is noticeable.

A reminder of early days is the stone *Charcoal Burner*, 7.1 m. (R), a necessary industry in the days of the iron mining boom.

At 8.4 m. (R), some 50 feet in from the highway, is the *Maid of the Mist*, a striking stone profile of a reclining woman.

At 8.7 m. (R) is a junction with a road.

Right on this road is the small but beautifully situated *Ogontz Lake* (alt. 658), 0.5 m., on which is the Ogontz White Mountain Camp for girls.

Salmon Hole Bridge, 8.7 m., has its southern end resting on an outcropping ledge under which the river has cut a deep hole where salmon weighing as high as 25 pounds were formerly caught. This was a favorite fishing place of the Indians who used to catch the fish and salt them for

the winter. For many years the white men found this a favorable fishing ground until mills and manufactories polluted the waters.

At 8.8 *m.* is a junction with State 117 (see *Tour 8A*).

The long level stretch of road south of this point was first visited by Samuel Martin, a trapper, who came here in 1753 and found a tract of some 200 acres burned over and tilled by the Indians of the St. Francis tribe.

Travena House (not open), 9.5 *m.* (R), built at the end of the Revolution, retains its original lines and is practically unchanged in the interior.

Cobleigh Tavern (open), 9.8 *m.* (R), also known as the Hanno House, was built a few years earlier than the Travena House but has been remodeled. This tavern was one of the two earliest in turnpike days of the section, dividing honors with the White Mountain House at Fabyan. It was originally built by the Youngs, early proprietors of the township, and enclosed an old blockhouse built by early settlers as a protection for the little settlement of 20 cabins that surrounded it. Originally a stockade enclosed the blockhouse but it was taken down when the large frame house was built. The *Blockhouse* remains intact, but is on the third-story level of the tavern. One large room with arched ceiling and narrow benches built around the sides of the room served as a ballroom and for other public purposes. Here the first town meeting of Lisbon was held in 1790. This room is still preserved but part of it is now in each wing of the restored house. There were seven huge fireplaces in the house, four brick ovens, a taproom, and a large parlor. It was a remarkable building for the frontier and was long a popular stage-coach tavern.

The house came into the possession of Levi Cobleigh in the first quarter of the 19th century and is still occupied by Mrs. Hanno, née Addie Cobleigh. Another daughter of the proprietor, Jane, went to Utah with Brigham Young in the early 1840's when she and her husband became converts to Mormonism.

The *Hanno Barn* was put together with wooden pegs. The timbers are hand-hewn and were cut from the trees surrounding the site, as were the wide pine boards used in the house. This ancient tavern has seen transportation change from ox-cart to automobile; the meadow surrounding it, where once Indians tilled, is now used as an airplane landing field.

A boulder at 10.1 *m.* indicates the *Site of the First Settlement of Lisbon* in 1753.

LISBON (alt. 583, town pop. 2324), 11.2 *m.*, limited accommodations, is an attractive village located on both banks of the Ammonoosuc River which here falls quite rapidly between sharp hills that crowd close to the river's edge. Its streets are lined with huge shade trees through which many fine homes can be glimpsed on the surrounding hills. The large Lisbon Manufacturing plant, surrounded by piles of logs and stick lumber, dominates the lower end of the village.

A winter carnival is held in Lisbon each year. A carnival queen is

chosen and a carnival ball is held in the town building. Interscholastic competitions are a feature. A parade is always held with many attractive entries. A recent parade featured old sleighs and sleds. Wood-chopping contests are regular features.

Lisbon was unfortunate in its early history. It was first granted under the name of Concord in 1763 (two years earlier than the Concord which is now State capital), and as Chiswick the following January. Through failure of grantees to fulfill the conditions, in 1768 it was again incorporated as Gunthwaite. This name was soon dropped and the place again called Concord until 1824 when it became known as Lisbon; the reason for the change is not known.

Among the early settlers was John Young, who married as a second wife a sister of Eleazar Wheelock of Lebanon, Conn., founder of Dartmouth College. Family bonds were further strengthened by one of the seven sons of Mr. Young marrying one of Wheelock's daughters. Joseph Brant, an Indian whom Mr. Young met at Hanover when Brant was attending the school, promised protection to the Youngs in their proposed settlement at Lisbon. Wheelock had evidently discovered these broad meadows when looking for a location for his school and urged Young to settle here.

However, with war approaching it was thought safer to have a stockade and blockhouse, which Mr. Young proceeded to build. Several times the inhabitants were obliged to gather in the fort which was manned by the boys and old men since all of the able-bodied men had joined Timothy Bedell's regiment and were away. Toward the close of the war, when it became safe to do so, the stockade was taken down and Cobleigh Tavern was built.

Lisbon was among the 35 New Hampshire towns which in 1778 nearly succeeded in joining the independent republic of Vermont or in becoming a separate State. John and Samuel Young of Lisbon were prominent in this movement. One or both of them were representatives of the town at Windsor, Vt., in June of that year and again in December at Cornish, N.H., when resolutions were drawn up and presented to the Continental Congress in March, 1779. A large minority in New Hampshire had always opposed this union and armed collision occurred in several places. In 1792 the Vermont legislature met hurriedly at Bennington, with only a few New Hampshire towns being represented, and dissolved the partnership.

Lisbon has twice had a mining boom. In 1805 iron ore was discovered on Ore Hill in the Sugar Hill section of the township (*see Tour 8A*). This mining industry flourished until about 1850 when competition from the west ruined it. At one time this vein of ore was considered the richest in the country. Again, in 1864, gold was discovered in the western portion of the township. Only one mine was actually in Lisbon, but Lisbon was the center of the industry with several stamping mills in town. At one time more than \$50,000 worth of gold from this field was in circulation. Well over a million dollars was invested in the gold mines and

equipment, but as it drifted into speculation the industry died out. Slate, granite, soapstone, silver, and lead have also been mined. Among those actively interested in the mining ventures was the late John Hays Hammond.

Former industries in the town were of many kinds. Today the largest are the manufacture of piano boxes, roofing, brush handles, and blocks.

Among Lisbon's notable sons are Lorenzo Sabine, historian, whose library is kept in a separate room in the New Hampshire Historical Society in Concord; C. J. Yerkes, Jr., who became the owner of Chicago's railway system and later engaged in building the underground railway in London; Solon I. Bailey, famous astronomer and director of the Harvard Observatory.

In UPPER BATH VILLAGE, 15.5 m., every house is of Colonial type, built not later than 1840, and stands under huge elms. The houses are rather large, being of a period when this hamlet was a center of wealth.

On the main street is an old store, a hotel, and a *Rounded House* formerly used as a law office, all of brick and weathered by age.

At the top of the hill, 16.3 m., is a series of four of the characteristic terraces of the Ammonoosuc Valley, telling their story of geologic events (*see Geology*). On the descent from one of these terraces into Bath Village is (R) an *Old Cemetery*, with timeworn monuments bearing the names of many of the leading families of pioneer days.

BATH (alt. 505, town pop. 785), 17.1 m., limited accommodations, is conspicuous for its tiny common, old brick hotel, and fine dwelling-houses. It is situated in a bend of the Ammonoosuc River. Several of the houses have large pillars of Georgian style and others have ornate doorways. Others are built of stone or brick or are of the rectangular Colonial type. Several, however, have been altered by the addition of piazzas. The charm of its houses and buildings is somewhat sullied by coal smoke deposits from the stack of the paper board factory.

From High Street, which runs near the edge of the second terrace above the river, is an excellent view of the village and valley including a *Covered Bridge*, one of the longest in the State (392 feet), and built in 1832 at a cost of \$3500, houses showing through the tops of huge shade trees, the church spire, and houses dotting the terraces across the river.

The old *Brick Store*, painted red, opposite the Common with its Soldiers' Monument, was built in 1804 and is still in use as a store and post office. It retains its Colonial aspect inside as well as out. William L. Hutchins, who built it, erected the *Stone House* (1836) diagonally across the street, which also presents a true Colonial picture.

Payson's Folly, the local name for the inn, was built by a Mr. Payson, who had made quite a fortune as a lawyer. It cost \$13,000, a huge sum for the early days. The house is a charming structure in Colonial style. There are several other fine early houses within the village, as well as in the rural districts.

Bath was first granted in September, 1761, to Andrew Gardner and others but was regranted in 1769, taking the name from Bath, England. When the first settler, John Herriman, came here in 1765, he found a number of Indians living along the Wild Ammonoosuc where it joins the large stream a short distance below the village. A fort was built on this meadow during the Revolutionary War, but all traces of it have disappeared.

In former days Bath had the usual run of small industries. At present a paper-board factory furnishes employment to the inhabitants of the village, while agriculture and dairying are the chief occupations in the outskirts.

South of Bath the broad valley narrows down, with the river flowing between precipitous banks.

At 21.3 *m.* is WOODSVILLE JUNCTION, where the Dartmouth College Highway (State 10) and US 302 separate, the latter continuing right.

There is a fine view down the Connecticut as the highway goes over the railroads near the high school.

WOODSVILLE, 22 *m.*, a section of Haverhill, is a junction point for two branches of the Boston and Maine Railroad, and for the Canadian Pacific and Montpelier and Wells River Lines.

Woodsville was a mere group of little houses and comparatively unimportant until 1854 when the Boston, Concord and Montreal Railroad reached this point. Up to that time the little settlement had as its only industrial activity a sawmill on the Ammonoosuc near the site of the present bridge. The mill had been erected in 1811 but was bought in 1829 by John L. Woods whose name was attached to the settlement.

The first bridge across the Connecticut at this point was erected in 1804. The bridge across the Ammonoosuc was erected in 1829 and was the first of its kind in northern New Hampshire. The railroad bridge dates from the coming of the railroad to this point.

Right from Woodsville on a partly dirt, partly paved road is MONROE (alt. 534, pop. 457), 7.4 *m.*, situated on a general slope from the top of a ridge to the Connecticut River near the Narrows, at which place the river is only 5 rods wide, with high walls of slate on either side. It is the wealthiest small town in the State, in view of the fact that there are two hydro-electric developments in the township. It has unusually fine brick public buildings and carries an air of prosperity quite unusual for this part of New England. Free music and art instruction are among the advantages offered to students at public expense.

Of Monroe's total assessed tax of \$110,189.98 in 1936, the Connecticut River Power Company paid \$107,258.13. The town pays the 12th highest assessment in the State and yet has a tax rate of only \$1.22 per \$100.

Monroe's whole existence depends on the hydro-electric developments; one, the McIndoes Plant, just north of the village, has a capacity of 1500 kilowatts with a head of 30 feet.

Until 1854, Monroe was a part of Lyman, but as that town was roughly divided in half by the high and rugged Gardner Mountain Range (alt. 2330), making it very difficult for one half of the town to attend town meeting or to have anything to do with the other half, it was agreed to separate into two townships.

At 13.6 m. is a junction with a dirt road. Left on this road, 0.9 m., is the *F. D. Comerford Station* (guides furnished upon request at either end of the dam), at the lower end of the famous Fifteen Mile Falls on the Connecticut River. This huge granite plant of the Connecticut River Power Company is the largest unit of the New England Power Association. With a length of 1600 feet, the dam varies in width from 60 to 160 feet and has a spillway of 800 feet. Above the lake, at normal flow are impounded 18 billion gallons of water and the flowage extends up-river for 8 miles.

Begun in 1928, the plant was ready to supply power in 1930. There are four Francis type, single runner, vertical water wheels developing 54,000 h.p. each at the 175-foot head. On the top of the dam near the New Hampshire end are 12 active and 2 reserve transformers of 13,000 kilowatts each, through which the power taken from generators is stepped up to 220,000 volts for the transmission lines. The longest aluminum power wires with a steel core in New England, on towers averaging 50-55 feet in height, carry this power to Tewksbury, Mass., where it is stepped down for local distribution. These lines are 126 miles in length and occupy a cleared space 350 feet in width. Provisions are made at East Andover, N.H., for future distribution of power. Elevators make a tour of the dam at the different levels and from the top of the dam the view up the river valley, with the quiet, peaceful flowage, surrounded by near-by woods, hills, and more distant mountains, is in marked contrast to the rushing stream below.

The western end of the bridge over the Connecticut River is the Vermont Line, 22.1 m., 38 miles east of Montpelier, Vermont.

T O U R 8 A : *From* JUNCTION WITH US 302 (*Bethlehem*) *to* ECHO LAKE, 9.9 m., State 18.

Via Franconia.

All accommodations in summer, limited in winter.

Paved road; open in winter.

THIS short route leads through one of the most beautiful sections of the State. State 18 branches south from US 302 at a junction, 2 miles west of Bethlehem.

The highway ascends between the fine stone walls of the Glessner estate, to a four-corner junction in the *Glessner Woods*, 0.6 m. Right is a natural *Stone Couch*.

Right on a dirt road from this point is *St. Mary's in the Mountains*, 0.5 m., an Episcopal boarding school for girls.

Left at 2.9 m., across the Indian Brook Valley, forested *Scragg Mountain* (alt. 1780) appears to fine advantage, with the ski runs clearly traceable.

At 3.7 m. the Franconia Range comes into view (L), its superb summits topped by many-peaked *Lafayette* (alt. 5249).

The highway gradually drops down into a beautiful intervalle, through which meanders the small Gale River.

FRANCONIA (alt. 940, pop. 539), 4.6 *m.*, is a serene little village, with a number of small cottage-type houses under fine trees, set in a great basin around which are hills that slope to towering mountains. Gale River runs through the village.

The town was first granted in 1764 under its present name, but as no settlement was made in fulfillment of the terms, it was regranted in 1772 as Morristown. Litigation ensuing from these conflicting grants delayed settlement until 1774, when Captain Artemas Knight and others came here. The town was incorporated in 1782 under its original name.

Franconia's most rapid development occurred when iron ore was discovered in this area in 1790. Under the name of the New Hampshire Iron Factory Company, the industry (*see below*) flourished until the close of the Civil War.

Most of the farms and homes in the town have been owned by the same families since the land was cleared and settlement began. Many of the houses have fine collections of old furnishings and relics. Agriculture and catering to summer and winter tourists are the chief activities of the year-round residents.

President Grant rode through Franconia's main street, in his famous coach trip of less than an hour between the Profile House in Franconia Notch and Bethlehem, in 1869 (*see BETHLEHEM, Tour 8, sec. b*).

Franconia early attracted summer visitors, especially literary people. Among them were Nathaniel Hawthorne, John Greenleaf Whittier, Washington Irving, William Cullen Bryant, Henry Wadsworth Longfellow, Edmund Roth, Jacob Abbott, W. C. Prime, Annie Trumbull Slosson, Lucy Larcom, and Bradford Torrey.

Robert Frost made Franconia his home for a number of years, and Ernest Poole, a resident, used this region as a background for several of his novels. Ella Shannon Bowles, author of numerous books on hand craft, is also a resident.

The town is a notable center for both summer and winter recreation, having eight important ski trails.

Right from the main street is visible across Gale River the *Old Mill* (*see below*), a stone structure gray with age, the only survivor of the extensive plants here in the mining days (*see below*).

Right on a street across the river is *Dow Academy*, a frame Colonial-type structure, and a successor to one built in 1884 and opened the following year. The academy was the gift of Moses Arnold Dow, who was born in Littleton but brought to Franconia at an early age. After several unsuccessful magazine ventures, on a capital of five dollars he founded the *Waverly Magazine*, a venture that proved very successful. It is said that his policy was to print everything sent in. Desiring to honor Franconia, he presented it with a model educational institution, and paid the yearly expenses; at his death he left a large endowment. A co-educational institution, its present enrollment is limited to local students.

1. Right from the center of Franconia village on State 117 is a junction, 0.1 m., with a path. Left on this path 300 yards to the *Old Mill*, a ruined stone structure, divided into four sections for various processes in the smelting of iron ore. It is all that remains of a large industry that flourished here from 1808 to about 1865, when the opening of the Pennsylvania field and improved methods of transportation ruined the local industry. Interest in this industry began in 1790 with the discovery of iron ore on Ore Hill (*see below*), one time considered one of the richest veins of iron in the country. Coal being unavailable, charcoal was used instead, and the remains of charcoal burners are to be found on neighboring hills. One is near the highway in Lisbon (*see Tour 8, sec. c*).

The highway gradually rises with (L) a fine view of the Franconia Range. Here in the late spring is usually visible the *Snow Cross* on Mt. Lafayette, an unmelted accumulation of snow in crevices at the source of Lafayette Brook near the summit.

At 1 m. on State 117 is a junction with a paved road. Right on this road is PECK-ETT'S, 0.3 m., an aristocratic summer and winter colony, and a notable center for skiing. *Nick's Memorial Library*, on the hotel grounds, a small river-stone structure, specializes in late books; it contains complete sets of the works of Robert Frost, Ernest Poole, and others, whose books are especially associated with Sugar Hill.

At 2.3 m. is a junction with a paved road. Left on this road 0.1 m., to the *Old Forge*, a blacksmith shop built by Moses Aldrich shortly after he settled here in 1774. Within are the original huge bellows, anvil, and other equipment. In addition there is an excellent collection of old furnishings largely from this region. In 1909, Professor Charles F. Richardson of Dartmouth added a room to the original structure and used it in summers for a study until his death in 1913.

At 0.5 m. on this side road is the *Sunset Hill House*, from whose grounds is a view considered by many to be the most impressive in this area obtainable without climbing high peaks. The horizon in all directions is a serration of mountain summits. Right is the long, flat Starr King Range; then right to left, the Presidentials.

At 1 m., also, on this side road is *Hotel Lookoff*, where is another superb view that is a slight variation of the outlook from the Sunset Hill House. South of the hotel is *Ore Hill* (alt. 1980), one of the sources of iron ore for the Franconia mining industry (*see above*). The hill is largely composed of gneiss, in which are rich veins of iron. The old shafts and adits have largely been covered with undergrowth.

SUGAR HILL (alt. 1277), Lisbon Township, 3 m., a little hilltop settlement superbly situated, derives its name from the sugar maples that crown this elevation, and shade its streets. The village, scattered along the upper western ridge of the hill, has three churches, a few shops, and a number of summer homes. Surrounding the village are many beautiful estates.

The early history of the village is concurrent with that of Lisbon (*see LISBON, Tour 8, sec. c*). Town meetings were at one time held alternately here and at Lisbon.

Sugar Hill was a hotbed of Millerism in the first half of the 19th century. A man of inferior education, William Miller (1782-1849) became a Baptist clergyman in 1833 and began prophesying the impending end of the world, finally setting the fatal day as October 22, 1844. Many believed in him so firmly that they harvested no crops that year, and either sold their livestock or gave it away. They prepared themselves by six weeks of prayer and fasting and on the last day gathered either in the cemetery or at the church, clothed in white flowing robes and ready for their ascension. On the day before the world was supposed to end, one man went out into the field to give a final exhortation to some 'unsaved' neighbors. Worn out with fasting and prayer, he sat down on a haystack and went to sleep. The recreants then removed most of the hay and touched a match to what was left. The Millerite awoke with a start, shouting, 'Hell — just as I expected.' One man fell from the ridgepole while dressed in his flowing robes and broke his ankle; others, hearing a neighbor's dinner horn, thought it was Gabriel's trumpet. Some gathered in the cemetery were sure they heard bones rattling in the graves.

On still, clear days Sugar Hill people declare they hear the 'Bungy-Jar'; or as some express it, 'The Bungy-Bull is a-bellowing.' 'Bungy-Jar' is the south wind beginning to blow through Kinsman Notch 12 miles south; it invariably presages a storm, the weird sound increasing in intensity until the storm arrives. The term is said to have arisen in early days when many people, finding they could not farm successfully near Kinsman Notch, moved to better land; those left behind would remark that the deserters had 'bunged out.'

The *Richardson Library*, on the main street, a low frame structure, was erected through a gift of Professor Charles F. Richardson (*see above*). It contains many of his books as well as others contributed by summer residents; among the volumes are many first editions and richly bound sets.

At 3.3 m. are five corners. Right on State 117, around the *Cemetery* where some of the Millerites gathered (*see above*).

The highway following Salmon Hole Brook continues to *Salmon Hole Bridge*, 8.5 m., where is a junction with US 302 (*see Tour 8, sec. c*), 2.5 miles north of Lisbon.

2. Right from the eastern end of Franconia village on State 116, partly following the Ham Branch, to a junction with a marked trail at 3.5 m. Left on this trail 2.5 m. to *Bridal Veil Falls* on Coppermine Brook, that has its source high on the southern slope of Mt. Kinsman. The falls, semicircular in shape, are about 75 feet in height. Partly cascades and partly rapids, at times the stream of water is so thin and transparent that the rock walls are clearly seen through it. This trail is also a ski trail. At 4.6 m. on this road is a junction with the marked Mt. Kinsman Trail. Left on this trail 2.25 m. to the *Kinsman Flume*, a deep canyon through which a small brook cascades — a miniature of the larger flume in Franconia Notch. This trail continues to the summits of *Mt. Kinsman* — the northern, 3.5 m.; and the southern, 4.5 m. State 116 continues to a junction with State 112, 8 miles west of North Woodstock (*see Tour 9*).

At 4.9 m. an impressive array of mountain peaks is visible. Straight ahead is Garfield; then (L to R), Lafayette, Profile (Cannon), the Three Graces, and Kinsman. Left of Garfield are the Twin Mountains.

At 5.8 m. on State 18 is a junction with a paved road.

Left on this road at 0.5 m. is the *Forest Hills Hotel*; from its grounds is a fine view of the entire Franconia Range (R), and of the Presidential Range (L). The Richard Taft ski trail is visible on the slope of Mt. Profile (R).

At 7.3 m. begins the so-called *Three Mile Hill*, a beautifully wooded avenue, partly following Tucker Brook. The road rises over 800 feet in two miles; the steepest part is known as Hardscrabble.

State 18 continues to a junction with US 3 (*see Tour 3, sec. c*), at ECHO LAKE, 9.9 m. (*see Tour 3, sec. c*).

T O U R 9 : From NORTH WOODSTOCK to JUNCTION WITH US 302, 17 m., State 112.

Via Kinsman Notch.

Accommodations on route, tourist homes and overnight cabins.

Paved roadbed; plowed in winter.

STATE 112, though a short route, is attractive, especially because of the Lost River region, of interest both to the geologist and the seeker after natural wonders.

NORTH WOODSTOCK, 0 m. (see *Tour 3, sec. c*), is at the junction with US 3 (see *Tour 3, sec. c*).

Almost immediately west of the village, the Moosilauke River, which has its source high on the mountain of the same name, and its narrow valley come into view and are followed to Kinsman Notch.

At 1.5 m. State 112 enters the *White Mountain National Forest*, and continues in it for the next 15 miles.

At 1.6 m. is (L) *Agassiz Basin*, a rock formation of pot-holes and a fore-taste of Lost River. The basin takes its name from the naturalist, Louis Agassiz, who visited this region during his researches in 1847 and again in 1870. Here in a ledgy chasm in the Moosilauke River is a tumbled mass of boulders, huge potholes and deep black pools that seem the work of a Titan. Evidences of glacial action are everywhere abundant. Both sides of the stream are edged with overhanging granite ledges, beneath which the water swirls on its way. One point where two overhanging ledges approach over the stream is known as *Indian Leap*, which would be a hazardous feat whether performed by an Indian or a white man.

On the right, opposite the entrance to Agassiz Basin, a wayside water barrel bears a quaint sign.

West of the little Moosilauke River at 4.5 m. is a glimpse of rugged Kinsman Notch. Up the valley high peaks appear as an insurmountable barrier.

Kinsman Notch received its name from an early pioneer, Asa Kinsman, who hewed his way through the Notch with an axe rather than turn back when he found himself on the wrong road. He is said to have come from the south, with his wife and household goods piled on a two-wheeled cart pulled by a yoke of oxen, bound for Landaff to take up a land grant. When they arrived at Woodstock, then Peeling, they found they were on the wrong track and that Landaff was beyond the lofty mountain, nine miles farther northwest. Nothing daunted, Asa and his helpmate, with the aid of two strangers, proceeded to cut their way through the forest to reach the settlement where they made their home.

At 4.9 m. are (L) the *Waternomee Brook Cascades*, coming from the shoulder of Mt. Moosilauke (alt. 4810). *Mt. Kinsman* (alt. 4363), stands out (R) in rugged grandeur. Coming from the left Porcupine and Clough Mine Brooks also fall in beautiful cascades.

At *Lost River Reservation* (alt. 2300), 5.5 m., is a superb view eastward down the valley where sharp ledges rise abruptly on either side.

Lost River Reservation, containing some 900 acres surrounded by the White Mountain National Forest, is owned and controlled by the Society for the Protection of New Hampshire Forests. Near the entrance is a *Nature Garden* (no fee), with all its trees, shrubs, ferns, and mosses care-

fully labeled. Indigenous mountain flowers are featured, including trailing arbutus, mountain laurel, pitcher plant, and native orchids. From the middle of June to the middle of July a nature camp for the training of teachers, Boy Scout workers, and others is maintained here.

Lost River is entered from the Administration building. (*Adm. 25¢; sneakers, overalls, and frocks are available for those wishing to visit the underground caverns; guides in attendance.*)

There is a tradition that some 50 years after Kinsman hewed his way through the Notch, two boys, Royal and Lyman Jackman, went fishing there. Suddenly, according to Royal, Lyman disappeared 'as though the earth had opened and swallowed him.' He had dropped down a dozen feet through a hole into a waist-high pool. Badly frightened but unhurt, he was fished out by Royal. Many years afterward, Royal came back to North Woodstock to visit, and with a group of boys found his way through the woods to the present Cave of Shadows. This, the old man declared, was where he and his brother found 'the lost river.' The name is more probably derived from the fact that the Moosilauke River has a way of losing itself here and there beneath huge rocks, riven by frost action from the side of the mountain to the north and tumbled down the river-bed.

Left from the administration hut is the path to the river. For nearly 0.5 mile the path winds down through a series of caves and basins shaped by the swift water into odd and fantastic forms. Various sections are known as the *Giant Pothole*, the *Lemon Squeezer*, the *Hall of Ships*, the *Guillotine*, the *Triphammer*, the *Hall of Forgetfulness*, the *Cave of Lost Souls*. After walking, climbing and squeezing through the various windings and caves, at the end of the trip the small but superb *Paradise Falls* are reached, where the stream comes out into the daylight. To aid the sightseer in penetrating the eery passages, rustic walks and steps are provided. Frequent signs give the names of the sections and, briefly, the geological history. One pothole has a width of 25 feet and a depth of 35. This has well been called 'a geological wonderland.'

At Beaver Meadows, 5.7 m., are junctions with Beaver Brook Trail and Kinsman Ridge Trail.

Left on Beaver Brook Trail to *Beaver Brook Cascades*, 0.3 m., and Mt. Moosilauke, 3.7 m.

Right on Kinsman Ridge Trail to *Mt. Kinsman*, 10.1 m., and *Profile (Cannon) Mountain*, 14.5 m.

Both of these are parts of the Appalachian Trail.

Near the divide of the Pemigewasset and Ammonoosuc Valleys is *Beaver Lake*, 6 m., a beautiful tarn teeming with trout, with forest-girt shores. Towering behind it is *Mt. Blue* (alt. 4530).

The little Ammonoosuc, alongside which the highway runs, flows rapidly along the descent from the Notch. Kinsman Brook soon joins it (R), and at frequent intervals other streams add their waters giving an opportunity to see the brook grow into a river.

At 8.8 m., is *Wildwood Forest Camp*, maintained by the U.S. Forest Service, with picnicking facilities and excellent views of Mt. Moosilauke.

The road now follows the winding Wild Ammonoosuc, as the stream is called when it reaches here.

At 11.4 *m.* is a junction with a dirt road, Benton Street.

Left on this road 1 *m.* is the junction with the *North and South Road*, a fine National Forest drive (see *Tour 10, sec. b*).

Benton Street is only a string of houses along the highway, but the township of BENTON (alt. 1258, town pop. 255) has a superb background in twin-peaked Moosilauke Mountain (S).

Granted in 1764 the first settlement in Coventry, as it was known, was made 10 or 15 years later in the section known as High Street. Another settlement was made soon after on the meadows bordering on the Oliverian River. In 1840, the present name was taken in honor of U.S. Senator Thomas H. Benton of Missouri.

SWIFTWATER VILLAGE, 15.5 *m.*, is a back-country settlement village that owes its existence to a now extinct logging industry. An old *Covered Bridge* and a church with a small pointed spire on a hill are features of the plain and quiet scene.

The highway follows the Wild Ammonoosuc until it emerges in the broad expanse of the Connecticut Valley.

At 17 *m.* is a junction with US 302, part of the Dartmouth College Highway (see *Tour 8, sec. c*), 4 miles northeast of Woodsville.

TOUR 10 : *From MAINE LINE (Portland) to HAVERHILL, 92 m., State 25.*

Via (*sec. a*) Center Ossipee, Center Harbor, Meredith, Plymouth; (*sec. b*) Warren, Glencliff, Oliverian Notch.

B. & M. R.R. parallels this route between Plymouth and Haverhill.

All types of accommodations at short intervals, especially in summer.

Paved road.

THIS route crosses the center of the State, passing through the Lakes Region and a section of the White Mountain National Forest.

Sec. a. MAINE LINE to PLYMOUTH, 59.4 m.

State 25 crosses the Maine Line 53 *m.* west of Portland, Maine, and follows the Ossipee River, gradually rising to higher ground where are a number of large summer residences. Finely shaped *Prospect Mountain* (alt. 1500), is conspicuous (R) from time to time. Across the wide interval through which the Ossipee flows is (L) forested Green Mountain (see *below*), which amply justifies its name. A conspicuous little white spot halfway up the mountain-side is a part of the Watts estate.

At 2.5 *m.* is (L) pleasant little *Loon Lake* (alt. 338) which deserves to be better known.

FREEDOM (alt. 452, pop. 390), 3 *m.*, accommodations in summer, is an angular sort of village with the point at the bridge over Cold Brook. The residential section is on the eastern leg of the angle, while the western leg spreads out along the side of the brook at the base of a low hill. The village was once known as Leavitt's Town (*see below*).

Freedom today is an agricultural township, but its central position amid varied scenic attractions draws many summer residents.

EFFINGHAM FALLS (alt. 590, town pop. 352), 5.3 *m.*, limited accommodations, a former mill village, is now a group of houses clustering around a plain but popular inn. Among the houses, however, are a few small Colonial-type cottages dating back to the early 19th century.

Effingham and Freedom townships were formerly united, being parts of a section that embraced both the north and south sides of the Ossipee River. When granted in 1749, Effingham was known as Leavitt's Town, and the name persisted until 1778 when it was incorporated under its present name. Wakefield Gore and Ossipee Gore were annexed in 1820. Eleven years later, the section north of the river was incorporated as North Effingham and in 1852 assumed the name of Freedom.

The power of the river at Effingham Falls was harnessed about 1820 by Joseph Huckins, who erected a group of sawmills and gristmills, but by 1855 these had disappeared. Bedsteads were once manufactured here, and mills for manufacturing woolen goods were in operation for a number of years.

At Effingham Falls is a junction with a paved road.

1. Left on this road is LORD'S HILL (Effingham town), 5.8 *m.*, a notable cluster of fine old houses around the little white church, with its gray burying ground, in which is the pillared monument over the remains of Samuel Lord, an early settler, who gave his name to the section.

In the belfry of the small low-spired *Church* (1798) is a bell weighing some 1100 pounds, that was once the cause of much disturbance. Isaac Lord, son of Samuel Lord, had built a toll bridge across the Ossipee River in 1792 between Lord's Hill and Effingham Falls. In 1820 he agreed to sell it, provided the town would pay him a sum of money, said to have been \$750. As a further consideration he would put a bell in the church. Some years after his death the town sold its claim on the bell to Thomas E. Drake at public auction. By this time the Lord's Hill people had become attached to the bell and were not inclined to give it up. It is related that on a day when the men were working in another part of the township, Mr. Drake took a team and a crew of men and brought the bell down. When it reached the ground, Deacon Robert Clark sat down on it and refused to leave. Drake and his men proceeded to put him as well as the bell into the wagon. The deacon then withdrew from the scene, rather than allow himself to be carried to the new home of the bell. All this took time, however, and in the meantime a message was sent for assistance; it did not, however, arrive in time to forestall the removal of the bell. Action was immediately taken, and a town officer, supported by the majority of the male population of the village, brought the bell back the same day. A lawsuit later resulted in favor of the Congregational Society, and the bell was then restored to the steeple.

West of the little settlement on an elevation amid fine grounds is the three-storied,

frame *Lord Mansion*, erected by Isaac Lord in 1822. The house is a dignified example of the three-story structure. Shaded by ancient elms, the front façade is graced by a wide doorway supporting an elliptical fan-light, and by a Palladian window in the second floor. The shallow hip roof is broken by two tall chimneys of brick painted white and surmounted by a tall domed octagonal cupola.

Opposite the church is the *Lord House*, a two-story frame hip-roofed structure, built about 1780 by Isaac Lord as his first home.

The *Dearborn House*, west of the church, a large white two-story five-bay gable structure, was erected by Josiah Dearborn, 1820-22.

The *Jameson House*, a small two-story, hip-roofed structure painted brown, is another house built about 1825 by Isaac Lord, for his daughter, the wife of the Reverend Thomas Jameson, who at the time was principal of the Effingham Union Academy. The old Academy, built in 1820, is west of the Lord Mansion.

On this same road is CENTER EFFINGHAM, 7 m., a hamlet with an early house, the *Thomas Drake House*, built about 1825, with a fine doorway; and a frame *Town Hall*, conspicuous for its Masonic emblem instead of a dial on the clock-face. Erected in 1859, for several years it housed a school known as the New England Masonic Charitable Institution. It has a fine Masonic hall.

On this same road is *Province Lake* (alt. 480), 9.3 m., a finely forested body of water with a small settlement of summer residents. That this was an Indian haunt is proved by the finding of many relics. On the western side of the lake are a number of *Indian Hearths*. These are made of stones from 6 to 10 inches in diameter, placed closely together, and show the effect of fire even to ashes. Since no stones like these are found in this vicinity, they must have been brought from a considerable distance. The largest hearth measures about 12 feet by 20 feet, the average being about 8 feet by 12 feet.

2. Left near the church in Effingham Falls on a road marked 'Forest Fire Lookout' to a parking place 2 m., from which a marked trail runs 0.5 m. to the *Fire-Tower on Green Mountain*, once known as Seven Mountain, from which there are wide views; the Presidential Range is impressive from this point. Portland and the Atlantic Ocean are visible on clear days. It is said that a carpenter building a summer hotel here in 1857 — burned three years later — declared that one very clear day he picked out a ship coming into Portland Harbor and could distinctly see that its cargo was West Indian rum. A county historian avers that it was probably an optical delusion, the result of looking so often through a glass in common use in those days.

Between Effingham Falls and Center Ossipee is a bleak, sparsely wooded section of scrub pine and low bushes known as *Ossipee Plains*, a notable hunting section for deer. A network of sandy roads criss-crosses the area.

At CENTER OSSIPEE (see *Tour 2, sec. b*), 11.1 m., is the junction with State 16 (see *Tour 2, sec. b*), with which this route unites for 6 miles.

At WEST OSSIPEE (alt. 444) (see *Tour 2, sec. b*), 17.1 m., is the western junction with State 16 (see *Tour 2, sec. b*). Left on State 25.

WHITTIER (alt. 472), 20.4 m., a section of Tamworth Township, is a hamlet of cottage houses at the base of wooded *Mount Whittier* (alt. 2205), a northern summit of the Ossipee Range. Both settlement and mountain are named for the poet, John Greenleaf Whittier, who spent many summers here and wrote numerous poems about the mountains and rivers of this region (see *Tour 2, sec. b*).

SOUTH TAMWORTH (alt. 587), 23.2 m., a tiny group of small houses around the little white church, is dominated by the extensive frame

South Tamworth Industries Plant (open to visitors), on the eastern edge of the settlement. This factory specializes in woodcraft furniture.

MOULTONBOROUGH CORNER (alt. 597), 31.1 *m.*, ample accommodations in summer, is a settlement of summer hotels and a few small houses on an arm of Lake Winnepesaukee. Moultonborough was granted in 1763 by the Masonian Proprietors to a group headed by Colonel Jonathan Moulton, whose name was given to the settlement, and incorporated in 1777.

The small, low, frame *Library* is a lineal successor to a social library established here in 1810.

Right from Moultonborough Center on a paved road 3 *m.* is SANDWICH (alt. 800, town pop. 731), a little four-corner settlement on the hilltop; among its houses are two imposing Southern-type structures with large square columns. At 5 *m.* is CENTER SANDWICH (alt. 654), summer accommodations, a delightful settlement around a fine old maple-encircled church. It is in a basin surrounded by mountains — the Ossipees, Red Hill, Squam Range, and Sandwich Range forming the rim.

About 1760, a party headed by Colonel Jacob Smith visited Sandwich to hunt and trap, and discovered a little river, which they called Bearcamp, a name closely associated with this region ever since. Three years later a charter was granted by Governor Benning Wentworth to grantees who were largely relatives and friends of the Governor, the most prominent of whom were Nicholas Gilman, later on the Committee of Safety during the Revolutionary War, and John Taylor Gilman, later Governor of New Hampshire. In 1770, some of the proprietors sold their rights to John Phillips now honored as the founder of the academies bearing his name at Exeter and at Andover, Mass. The Phillips fortune was founded largely on the marriage of John Phillips to the widow of Nathaniel Gilman, an original proprietor of Sandwich.

Industry at Sandwich was never notable; its activity was mainly confined to farming. It is now largely a summer resort.

This region was a favorite with the poet Whittier; his 'Sunset on the Bearcamp' and 'Voyage of the Jettie' are concerned with Sandwich.

A well-known son of Sandwich was John Wentworth (1815-88), commonly called Long John because of his size and height. Graduating from Dartmouth College in 1836, he went to Chicago and worked on the *Chicago Democrat*, eventually becoming its owner. At the age of 28 he was elected to Congress. He served as mayor of Chicago from 1857 to 1863, and is said by Edna Ferber in one of her stories of Chicago life to have given that city its first fire engine. He published 'Early Reminiscences of the Settlement of Chicago,' and a 'History of the Wentworth Family in Europe and America.'

Other sons of note are: Isaac Adams (1805-83), who invented the Adams power press that revolutionized the printing industry; Charles H. White, Rear Admiral of U.S. Navy; J. Randolph Coolidge, at one time president of the Boston Chamber of Commerce; and Alonzo J. Weed, publisher of *Zion's Herald*.

Among its summer residents are: Cornelius Weygandt, professor of English at the University of Pennsylvania, author of 'Red Hill,' 'The White Hills,' 'New Hampshire Neighbors,' and other books; Hamilton C. MacDougall, professor emeritus of music at Wellesley College; and the Reverend Warren J. Moulton, D.D., ex-president of Bangor Theological Seminary.

Sandwich holds an Old Home Week, usually late in August, the chief feature of which is the Annual Pilgrimage of the Historical Society to some part of the town. It continues to hold an Annual Town and Grange Fair in October inaugurated 26 years ago.

Sandwich Home Industries (open in the summer), housed in a fine Colonial-type structure, is the original unit of the home industry organizations in New Hampshire, founded here in 1926 by Mr. and Mrs. J. Randolph Coolidge. Here on display and for sale are handicraft articles made in the homes of Sandwich, such as baskets, woodwork, jewelry, pewter, and embroidery. Three workshops have also been developed here, where furniture is made and sold throughout the State in the other centers of the organization.

The *Quimby School*, in an extensive frame structure, was founded and endowed by Alfred E. Quimby of Manchester to train the young people and thus, it was hoped, keep them in the town, by teaching agriculture to the boys and home economics to the girls. Musical training was later added and is stressed; the trustees plan that each pupil shall be trained to use at least one musical instrument.

In the center of the village on the north side of the main street is the hip-roofed frame *Hoyt House*, a fine example of early architecture. Five generations have been married in this house.

a. Left from the center on a dirt road 0.2 m. to an old *Stone Pound*, built in 1774.

b. Right from Center Sandwich 3 m. on a partly paved, partly dirt road to *Sandwich Notch Park*, a picnicking place at the upper reaches of Bearcamp River. Here are *Beede's Falls and Cow Cave*. This road continues to *Sandwich Notch* (see *Tour 3, sec. c*), 4.5 miles.

At Moultonborough is the junction with State 107 (see *Tour 10A*).

At 33.9 m. is a junction with a paved road.

Left on this road is MOULTONBOROUGH NECK, 6.5 m., with numerous summer homes and camps. A bridge connects the mainland with LONG ISLAND, the largest in Lake Winnepesaukee.

At 36.5 m. is a junction with a dirt road.

Right on this road to *Red Hill* (alt. 2029), 2.7 m. At 2 m. from State 25 a road (R), at an old watering trough, can be followed for 0.25 m., where cars can be parked; the balance of the distance to the fire tower is covered by a clearly marked trail. This fine eminence has borne its distinctive name from early days (see below), and can be climbed with little difficulty. At the head of Lake Winnepesaukee and within two miles of its shores, everything is favorable for a superb panorama of the entire lake and its surroundings. Squam Lake lies sparkling at the foot of the mountain.

CENTER HARBOR (alt. 567, pop. 382), 36.6 m., a port (see *Tour 10B*) on Lake Winnepesaukee, is a busy summer resort (ample accommodations especially in the summer season). Once known as Senter Harbour, it stretches gradually up from the water. On the slope are numerous summer hotels and private houses, grouped around the little stone library. Center Harbor provides a commanding view of the lake and the mountains surrounding it on the east and south.

For services rendered in the French and Indian Wars, Colonel Joseph Senter secured the land in this section. Moses Senter, his brother, later received grants, and came to this section from Londonderry about the year 1763. He built a log cabin about a half-mile distant from the present Coe Mansion. It is said that as he and his family were coming up Lake Winnepesaukee in two birch canoes, he pointed to a hill in the distance, covered with autumnal crimson, and remarked with awe, 'See that red hill!' and the name has persisted for the conspicuous low mountain east of the village (see above). Center Harbor was incorporated in 1797.

In the early years the village was an important halfway station between Concord and Fryeburg. The present *Moulton House* is on the site of a tavern that was a popular stopping-place for travelers en route to the mountains in the days when two-thirds of the travel to them came from this direction.

Conspicuous on the north side of the main street is the *Coe Mansion* (*not open*), a large white frame house surmounted by a hexagonal, windowed tower. The house was built about 1820 by John Coe, Sr., who married a daughter of Samuel Senter. The parlor is furnished in the style of Boston parlors a century ago, and its walls are decorated with landscaped paper imported from Alsace-Lorraine, in brilliant colors portraying scenes on the Nile and in Italy. The original rich window drapes, furniture, and carpets are preserved. In this parlor were entertained the poets John Greenleaf Whittier and Lucy Larcom, and Presidents Franklin Pierce and Grover Cleveland.

The *Nichols Memorial Library*, a low stone structure in neo-classical style, is on the site of the old Senter House, one of the largest summer hotels in stagecoach days.

At Center Harbor is a junction with a paved road, known as College Road, a part of the original highway Governor Wentworth built from Wolfeborough to Hanover to attend the first commencement at Dartmouth College in 1771.

Right 0.7 m. on this road is (L) a *Picnicking Place* with open-air fireplaces, provided by E. P. Dane.

At 1 m. is (R) the *Sturtevant House* (about 1820) a frame structure in late Colonial style, that was for a number of summers a retreat of the poet Whittier. Right on a private road at the Sturtevant House 0.1 m. to *Pinelands*, a summer camp for girls (*not open for visitors in July and August*). Beside the main building of the camp is an old, low-branching tree, known as the *Whittier Pine*, under which the poet wrote a number of his poems, among them 'The Forest Giant,' 'An Outdoor Reception,' and possibly 'Storm over Asquam,' as there is a superb view from the base of the pine down across the sparkling waters of Lake Asquam.

On the main street of Center Harbor (L) are the long, white, frame buildings of *Long Meadow Farms*, owned and operated by E. B. Dane of Brookline, Mass. Here are bred cattle of Guernsey and Devon stock, and horses of Belgian breed.

At 36.9 m. on the highway is (R), a *Picnicking Place* with fireplaces, established by Mr. Dane.

At 37.5 m. is (L) *St. John's Seminary*, a summer camp for student priests.

At 37.9 m. is a junction with a dirt road.

Left on this road is (2d on left) the *Home of Dudley Leavitt* (1772-1851), mathematician, and editor and publisher of *Leavitt's Almanac*. The house is still occupied by a direct descendant bearing the same name.

The highway descends by a steep hill with (L), a superb view of the lake, the Sanbornton Hills, and (R) the larger part of Meredith village in the hollow.

At 40.9 *m.* is *Clough Park* (see *MEREDITH, Tour 3, sec. b*), at a junction with a dead-end paved road.

Left on this road to *Pinnacle Park* (alt. 923), 2.1 *m.*, the summit of which offers a superb view of Lake Winnepesaukee and its encircling mountains. Here in the winter are Big Lake Ski Trails. On this road also are *Lovejoy Sands*, 4 *m.*, where a crossing can be made to BEAR ISLAND, one of the large islands of the lake. The whole section is known as Meredith Neck.

At *MEREDITH* (see *Tour 3, sec. b*), 41.4 *m.*, is the junction with US 3 (see *Tour 3, sec. b*), with which this route unites for 18 miles (see *Tour 3, sec. b*).

PLYMOUTH (see *Tour 3, sec. b*), 59.4 *m.*, is at the junction with US 3 (see *Tour 3, sec. b*).

Sec. b. PLYMOUTH to HAVERHILL, 32.6 m.

THIS section of the route passes through the Baker River region, and the Oliverian Notch in a part of the White Mountain National Forest.

West of Plymouth State 25 runs around the base of Mt. Tim (alt. 954) and above the intervalle of the Baker River Valley.

This intervalle, near the juncture of the Baker River — its Indian name was Asquamschemauke — with the Pemigewasset, is the supposed site of an Indian resort. The present name had its origin in an exploit of Captain Baker of Newbury, Mass., who came here in 1712 with a company of Massachusetts Rangers. The journal of Captain Peter Powers, written in 1754, says that Captain Baker obtained a friendly Indian to lead him and his party to these meadows. When they reached the south bank of the Asquamchemauke, they discovered Indians across the river engaged in sports. Baker and his men opened fire on them, killing many and causing the remainder to flee into the woods. Baker and his men lost no time in crossing the river in search of booty, and are reported to have found a rich store of furs deposited in holes dug into the bank of the river 'like those of the bank swallows.' Having destroyed the Indians' wigwams and looted their furs, Baker ordered a retreat, fearing that the aborigines would return in too great a force to be resisted by his single company. They retreated to Bridgewater.

Broad and massive Mt. Stinson (alt. 2870), easily identified by a lookout tower on its summit, stands out conspicuously (R).

WEST PLYMOUTH, 3.9 *m.*, a hamlet of a half-dozen houses, is more important as a junction than as a settlement. Here is the junction with State 3A (see *Tour 3A*).

The *Polar Caves* (adm. 25¢, with guide), 5.4 *m.* (L), are a popular attraction for those interested in grim reminders of the Ice Age. Stupendous forces broke from the mountain-side huge sections of rocks and tumbled them here in extraordinary positions. Boulders of all shapes lie on one another, forming gloomy and cold caverns that amply justify their name, and between them are gloomy passages.

Geologically the situation existing at the close of the Ice Age some 25,000

years ago, was marked by the presence of a steep granite cliff on Hawk's Mountain. During the disappearance of the ice, frost action set in, especially in the wide cracks in the granite. Large blocks were forced loose and dislodged. The size of the blocks left a great number of spaces between them, and these constitute the present caves. Tradition places haunts of Indians and smugglers here. In 1922, they first became an object of interest to tourists. Now privately owned, the caverns have been lighted by electricity, and steps and ladders have been built to enable visitors to traverse the whole section. Various boulders with semblances of animal faces, an Indian head, a Colonial dame, and others are pointed out. Some of the caves bear such titles as the *Council Chamber*, *Mohammed's Coffin*, the *Cave of Eternal Chills*. Guides are provided who explain the various geological features.

RUMNEY DEPOT (alt. 525), Rumney Township, 7.5 m., is a long line of small houses along the highway.

Right from Rumney Depot is RUMNEY VILLAGE, 1 m., a cozy little settlement around a well-kept Common. Settled in 1765 and incorporated in 1767, Rumney (alt. 523, town pop. 858) grew rapidly and by 1830 had nearly 1000 inhabitants.

Right on this road, following the windings of Stinson Brook, is *Stinson Lake* (alt. 1303), 5 m., a small hermit body of water surrounded by hills and dominated by Mt. Stinson. Lake, brook, and mountain all perpetuate in their name the sad fortune, in April, 1752, of David Stinson of Londonderry, one of General John Stark's company, who were the first white men to visit the region. While on a peaceful hunting expedition, they were attacked by a party of ten Indians under Chief Francis Titigaw, and Stinson was killed and scalped on the shore of this lake. Stark was captured and taken to Canada, but was later ransomed (see *MANCHESTER*).

At 8.5 m. are visible (R) the bare cliffs of *Rattlesnake Mountain* (alt. 1604). In a gorge on the southern side of the mountain is a cave known as the *Devil's Den*, which, it is said, 'early settlers who were more avaricious than religious made a hiding place to avoid the collectors of the "minister's tax."' "

At 11.3 m. is an excellent view (R) of one of the few remaining old *WOODEN BRIDGES* of the State, now neglected and forlorn.

WENTWORTH (alt. 598, town pop. 459), 16.2 m., is a compact village of small white houses around a triangular Common on a slight elevation above the Baker River. Settled in 1774-75, it was incorporated the next year, taking the name of Governor Benning Wentworth. A freshet in 1856 wiped out much of the village, which accounts for its lack of apparent age. In the large five-bay, early frame house on a slight elevation above the street north of the Common is a fine *Doorway*.

At 19.6 m., on the edge of the town of Warren, is one of the *New Hampshire Fish Hatcheries* (open). Here are raised brook, brown, and rainbow trout, and salmon.

WARREN (alt. 765, town pop. 651), 20.3 m., is an attractive little group of houses clustering around its white-spired church and well-kept Common.

A year after Joseph Hunter built his camp on Hurricane Brook in 1767, a small group of settlers came here. Their difficulties were many, including the transportation of supplies on their backs through roadless woods between the settlement and Plymouth or Haverhill. Wild animals abounded, and it is related that Joseph Patch had 25 barrels of moose-meat in his cellar at one time. The town was incorporated in 1763, but, owing to failure to comply with the terms, it was shortly afterward re-granted, taking the name of Admiral Warren of the British Navy. The building of a turnpike in 1808 was a great boon to the settlement.

The *Morse Museum* (open 9-5 daily from May to the last Sun. in Oct.; free), in the western part of the village, is a long, one-story building with two pedimented wings. Between the wings is a wide, rounded portico supported on plain Doric columns. The walls of river stone carry six inserted tablets of cement that list the contents of the museum. Narrow windows surround the building just below the eaves, affording a shadowless light for the interior without breaking up the wall space.

The museum contains exhibits of mammalia and curios collected by the founders of the museum, Mr. and Mrs. Ira H. Morse of Lowell, Mass. In addition to the African and other foreign exhibits, there is the *Largest Private Shoe Collection in the World*. Mr. Morse, a shoe manufacturer, is a native of Chester, but, orphaned in childhood, he was reared in Warren by his grandfather. After various world and hunting trips, and especially one to British East Africa in 1926-27, his mementoes became so numerous that he erected a building on land adjoining his grandfather's house, now his own summer home, to display them.

Behind the museum on attractively landscaped grounds is a large artificial *Pool*, stocked with tame red spot and rainbow trout that eagerly jump for bread thrown them by visitors. (*Bread can be obtained free at the museums.*) One of Mt. Moosilauke's peaks is mirrored in the waters of the pool.

Right from Warren on a dirt road is a new *Scenic Highway* built by the White Mountain National Forest Service to Woodstock, 12 m.

At 19.2 m., is a junction with the Breezy Point Road.

Right on this road is *Mt. Moosilauke* (alt. 4810), 6 m. This was formerly the Moosilauke Carriage Road in the days when the Summit Camp was a summer hotel. It is now no longer suitable for any travel other than by foot, and leads to the Dartmouth Outing Club Moosilauke ski trails and summer trails.

This massive mountain is the crowning glory of this part of the State, with its two peaks, North (alt. 4810) and South (alt. 4560), and Mt. Blue separated from it by the Jobildunk Ravine (named, according to tradition, for three men named Joe, Bill, and Duncan), a miniature of the glacial cirques on the Presidential Range. The derivation of the name generally accepted now is *moose-[l]-auke* (Ind.: 'bald place'), although the earlier spelling of it, *Moose-hillock*, is still preferred by many and held to explain the name. Traditionally, it is claimed, the mountain was first climbed by Waternomee, an Indian chief, in 1685, who must have overcome his native fear of the heights. One of Rogers' Rangers is supposed to have died on it in 1759. The first white man known to make the ascent was Chase Whitcher in 1773, in pursuit of a moose.

The present stone *Summit Camp* (formerly the Tip-Top House), one of the few permanent structures on New Hampshire peaks—others are on Mt. Washington and the Uncanoonucs—was erected in 1860. In 1920, it was purchased and presented by Charles Woodworth, '07, and E. K. Woodward, '97, to the Dartmouth Outing Club, which operates it from June 15 to September 10 as a shelter for climbers (*fee, \$1 lodging, \$1 per meal*). Near the Summit Camp the club also operates a Winter Camp (*open, no fee*).

From the bare and ledgy summit there is an unrestricted outlook in all directions. Far in the north are the twin Percy Peaks and the Pilot Range, the Kinsman and Franconia Ranges with Lafayette's sharp and conspicuous peak. Sweeping to the east beyond the Franconia Range the Presidentials are represented by white-topped Washington and flat Monroe, Carter Dome, the two Baldfaces, the Pemigewasset Wilderness peaks, and beyond them the symmetrical cone of Pequawket, the sharp peak of Chocorua, and the Sandwich, Ossipee, and Belknap Ranges. To the south are the twin Uncanoonucs, 73 miles away; Kearsarge and Grand Monadnock, 80 miles distant. In the west are Ascutney across the Vermont line, Equinox and the mountains of lower Vermont, Mt. Marcy in the Adirondacks, 105 miles distant, Camel's Hump and Mt. Mansfield in Vermont, and Bear Mountain in Canada, 85 miles away. Within this larger circle is an endless number of smaller peaks and hills, and between them dozens of villages, streams, and ponds are visible.

Of this mountain, Dr. Washington Gladden, noted clergyman and author, wrote: 'I give my hearty preference to Moosilauke over every mountain whose top I have climbed. The view from Washington is vast, but vague; the view from Lafayette is noble, but it shows little of the sweet restfulness of the Connecticut Valley; on Moosilauke we get all forms of grandeur and all types of beauty.'

Among the literary references to Moosilauke is the poem, 'Withdrawal,' written by Lucy Larcom, on the summit of the mountain, September 7, 1892, the day after the poet Whittier's death.

A number of trails to the summit are maintained by the Dartmouth Outing Club.

The highway winds and turns through the valley with occasional glimpses of the south peak of Mt. Moosilauke.

At GLENCLIFF (alt. 1079), 23.1 m., is a junction with a road.

Right on this road is the *New Hampshire State Sanitarium* for tubercular patients, 1.5 m. Here about 100 persons, more than 17 years of age, receive expert care.

Left from the Sanitarium Rd. at 1 m. is the *North and South Road*. This new (1933) forest road, built by the Civilian Conservation Corps, is one of unusual charm. At various points attractive vistas open out. The highest point (alt. 2200) is at 2.9 m.; and at 3 m. is *Long Pond*, stocked with brook trout, and *Long Pond Forest Camp*, with camping and picnicking facilities, maintained by the White Mountain Forest Service. This is a favorite haunt of fishermen.

At 23.8 m. the broad *Oliverian Notch* is entered. Through it runs Oliverian Stream, sluggish for the greater part of the year. Its name is said to have resulted from an accident when a man named Oliver fell into it.

The broad expanse of *Owl's Cliff* is visible (R).

Oliverian Forest Camp, 24 m., is an attractive public camping ground in the White Mountain National Forest and maintained by its service.

Sugar Loaf Mountain (alt. 2608) can now be clearly picked out (R) and identified by the lookout tower on its summit.

The route passes through the hamlets of EAST HAVERHILL, 27.7 m., and PIKE, 29.6 m., the latter the home of the Pike Manufacturing

Company, makers of abrasives, a branch of the Norton Manufacturing Company. Pike railroad station (L) is of the Swiss chalet type.

At 30.2 *m.* is an *extremely dangerous under-pass*.

At HAVERHILL, 32.6 *m.*, is a junction with State 10, or the Dartmouth College Highway (*see Tour 4, sec. b*).

T O U R 1 0 A : *From* THE WEIRS *to* MOULTONBOROUGH CORNER, 47.5 *m.*, State 11, State 28, and State 107.

Via Alton Bay, Wolfeborough.

Ample summer accommodations, including overnight camps.

Paved road; open in winter.

THIS route partly circles Lake Winnepesaukee, favorite of the Indians and named by them the Smile of the Great Spirit. In places it follows the shore very closely, especially below The Weirs and Alton Bay. The road is one with many curves and should be taken at moderate speed for the enjoyment of the scenic points with superb views of the lake and the surrounding mountains.

THE WEIRS, 0 *m.*

An unmarked road branches east from US 3 at The Weirs and proceeds up a steep grade 0.2 *m.*, to a junction with the White Oaks Road.

Right on this charming old road with a superb backward view of the lake and mountains is LACONIA, 6 *m.* (*see LACONIA*).

At 0.4 *m.* is a junction with a dirt road.

Left on this road a short distance to INTERLAKEN PARK, formerly known as Aqueductan, the largest Indian village about the lake (*see Tour 3, sec. b*).

At 3.5 *m.* is a junction with State 11. Left on State 11.

At GLENDALE, 4.2 *m.*, is a sizable summer colony with a public wharf from which summer homes on near-by islands are reached.

At 4.4 *m.* is a junction with a dirt road.

Right on this hilly road, 0.5 *m.* to the conspicuous *Kimball's Castle* (*not open*), on a commanding site (*see Tour 10B*).

LAKE SHORE PARK, 6.8 *m.*, a summer colony, is the largest camping section on the lake. (*Weekdays free, Sun. and holidays 25¢ per car; camping rates, tent not furnished, \$1 per night; tent furnished, \$1 per night per person.*)

At the *Broads*, 8.3 *m.*, the 15-mile expanse of the lake is seen most im-

pressively. North of the lake appears the long Sandwich Range (with some summits 4000 ft. alt.), and if the day is clear, Mt. Washington (alt. 6288) is visible.

At 16.8 *m.* is a junction with a road.

Right on this road to Alton Mountain (alt. 1487) and an extensive view from the grounds of the Grand View Inn.

ALTON BAY (see *Tour 13, sec. a*), 17.5 *m.*, is at a junction with State 28 (see *Tour 13, sec. a*). Left on State 28 (see *Tour 13, sec. a*).

WOLFEBOROUGH (see *Tour 13, sec. a*), 29.6 *m.*, is at a junction with State 107. Left on State 107.

The shore drive now ascends a long hill from the crest of which is another impressive panorama of the lake and islands.

The *Libby Museum* (open in summer; adm. 10¢), 32.9 *m.*, in a low cement building, was founded by Dr. Henry Libby, a Boston dentist, and contains a small collection of birds, fish, and snakes, skillfully mounted in cases, showing their natural habitats. Across from the Museum is a charming view of Winnepesaukee and of the Belknap Range.

MIRROR LAKE, 34.1 *m.*, is the name attached to a little body of water and to a hamlet of a few houses on its shore. The lake was early known as Levius Pond, for Peter Levius who settled here and made improvements at the pond, including the artificial channel through which the water now flows to Lake Winnepesaukee. Levius married the daughter of Colonel John Tufton Mason who gave his name to the town. The promontory now known as Tuftonborough Neck was formerly Levius' Neck.

Right is the ponderous mass of the *Ossipee Range*, the highest peak of which is *Mt. Shaw* (alt. 2975), whose earlier name was Great Ossipee. These are probably the 'high hills of Ossapy,' referred to by John Josselyn in 1672 (see *Flora and Fauna*). Tradition states that somewhere within the bosom of these mountains is a lead mine of nearly pure metal. It is said that the Indians used to mine and sell it to the white men for the making of bullets. In the rock in Melvin Bay is a thin vein of metal, possibly a continuation of that which crops out on the mountains not far distant.

MELVIN VILLAGE (Tuftonborough township), 39.8 *m.*, is a hamlet selected by Thomas Dreier and writers of his ilk as a permanent retreat amid scenery and serenity. The beauty of its situation is unsurpassed, with the massive Ossipee Mountains as a background, and the waters of Tuftonborough Bay in the foreground. Numerous summer cottages line the waterfront.

Right at the lower end of the main street on an elevation is the *Copp House*, a two-and-a-half-story gable frame house, erected in 1794.

At 39.9 *m.* is (L), the entrance to *Bald Peak Country Club*, one of the most picturesque and exclusive golf courses in New Hampshire, situated on high ground overlooking Winnepesaukee. To the right perched on the top of *Bald Peak* (alt. 2215), a summit of the Ossipee Range, is the palatial

Residence of Thomas G. Plant, retired shoe manufacturer and the founder of the country club; his estate comprises much of this part of the Ossipee Range.

At MOULTONBOROUGH CORNER, 47.5 *m.* (see *Tour 10, sec. a*), is the junction with State 25 (see *Tour 10, sec. a*).

T O U R 1 0 B : LAKE WINNIPESAUKEE STEAMER TRIP, 65 *m.*, Steamer 'Mount Washington,' 4 hrs.

Via The Weirs, Center Harbor, Wolfeborough, Alton Bay.

Season, June 22 to Sept. 12. Leaves The Weirs weekdays, 8 and 1. Sundays, 9 and 1.25. Round trip fare, adults \$1, children 5-12 yrs., 50¢.

FROM THE WEIRS (see *Tour 3, sec. b*) and to the east the wide-spreading Meredith Bay is passed (L). Meredith, 4 miles up the bay, includes the strip of land just beyond the bay known as Meredith Neck.

Soon is visible (L) *Spindle Point*, with its attractive lighthouse tower. The large island on the right is GOVERNOR'S, the fourth largest in the lake, containing 495 acres. The stone mansion, now in ruins, was the summer home of Baron Speck von Sternberg and the summer German Embassy. The island is controlled by a development company, looking to the establishment of a smart summer colony.

Another large island (L) is PITCHWOOD ISLAND, beyond which is a small island (L), EAGLE, owned by Jack Wright of Boston, prominent member of the Winnepesaukee Power Boat Association. The next island of size (L) is STONEDAM, so called because at one time a stone causeway, the remains of which are visible during low water, connected it with the mainland on Meredith Neck. The passage between the island and the mainland, Stonedam Narrows, is difficult to navigate.

Ahead is an expanse of nearly 20 miles of open water. Wolfeborough and Alton Bay lie right. Ahead are two islands, TIMBER, and farther forward (R), MARK.

The wooded shoreline of the lower end of Meredith Neck comes into view (L) along with little Horse Island. Right is the lower end of BEAR ISLAND, the second largest in the lake, with an area of 750 acres, which received its name from the fact that a bear was once killed on the west side of the island. The lower end of the island bears the name of Aunt Dolly's Point, being the site of a house once owned by Dolly Nichols, who formerly ran a ferry from that point to the mainland on Meredith Neck. She is said to have sold cider and rum to fishermen, and many stories are told of her muscular feats. She frequently rowed to The Weirs for a barrel

of rum, loading it into the boat herself and on reaching home would pull the barrel up over her knees and take a drink out of the bunghole.

On the summit of BEAR ISLAND, the first stop, is *St. John's Church-on-the-Lake* (services held Sundays throughout summer), the only island church on Winnepesaukee. Camp Lawrence for boys is also on Bear Island and the only island post office on the lake is situated at the northern end of the island.

Leaving Bear Island, LOON ISLAND (L) and the small group of AUNT DOLLY'S ISLANDS (R) are visible. Next is PINE ISLAND. Just after passing the latter a series of striking mountain views is presented. Right is the long mass of the Ossipee Range (alt. 2975). Left of them appears Mt. Chocorua (alt. 3475). Still farther left the Sandwich Range is visible with Red Hill (alt. 2029) in the foreground.

Proceeding now toward the north side of the lake, the steamer passes THREE MILE ISLAND (*private*), owned and occupied by the Appalachian Mountain Club. A large rough granite clubhouse provides living quarters. Sleeping-cabins and tents are along the shore.

Next is the island group (L) known as the Beavers. The largest, BIG BEAVER, is the summer home of Ben Ames Williams, short-story writer.

The boat passes between BIG MILE ISLAND (L) and LITTLE MILE ISLAND (R) (so named because they are a mile from Center Harbor) to enter Center Harbor Bay.

The first regular landing is at CENTER HARBOR, attractive despite its commercial developments (*see Tour 10, sec. a*).

After turning around and heading east the boat passes a group of small islands (L) known as TWO MILE ISLANDS. Some distance further is (L) BLACKCAT ISLAND followed by the large THREE MILE ISLAND. At the end of Three Mile are HAWK'S NEST ISLAND and ABBIE'S ISLAND. At this point the large red-roofed estate of the Demeritt Farm is visible (L) on Moultonborough Neck.

The first boat race between Harvard and Yale (1852) was held on Lake Winnepesaukee. A Yale University Athletic Association pamphlet thus describes the race:

The Yale oarsmen had their eyes on the progress at Harvard and, largely through the efforts of James M. Whiton, '53, a challenge was sent to Harvard to 'test the superiority of the oarsmen of the two colleges' and a race was arranged for August 3, 1852, at Center Harbor, Lake Winnepesaukee. The training of the men may be inferred from the remark of one of the Harvard crew, that they 'had not rowed much for fear of blistering their hands,' and there was a pleasing absence of all that childish formality that hedges a race at the present day. The 'Oneida' ('53) came down from Cambridge, while Yale had three boats, the 'Halcyon,' manned by the crew of the 'Shawmut,' the 'Undine,' the crew of which had to be filled out from the shore, and the 'Atlanta,' hired in New York for the race. So eager were they to race that they had in the morning a try out of the crews and the 'Oneida' won; but the real test came in the afternoon on a two-mile pull to windward from a stake-boat out in the lake. The Harvard boat again won

the first prize, a pair of silver mounted black walnut sculls; the 'Halcyon' was second. Ten minutes was given as the time by the imaginative time-keeper. There was so much fun in the race that the crews thought they would have another go on the fifth; but that day was very stormy and the prize was given to the 'Halcyon' as second in the first race. Late in the day the storm lulled, and as a token of respect to the few visitors assembled, the uniforms were brought out, the boats manned, a little rowing indulged in, songs sung, the usual number of cheers given, and all said 'Well Done.' The whole party remained at the lake for a week and left together for Concord, where they parted. Such was the wholesome little regatta of 1852.

As the steamer continues, FIVE MILE ISLAND (L) and SIX MILE ISLAND (L), so named because they are approximately five and six miles from Center Harbor, are visible. At this point on a clear day the white crest of Mt. Washington (alt. 6288), about 50 miles away, can be seen from the stern of the boat through the deepest valley of the Sandwich Range topped (L) by Mt. Passaconaway (alt. 4060) and (R) by Carter Dome (alt. 4860). Halfway up the sides of the Ossipee Mountains can be seen the red-roofed buildings of the Thomas Plant estate.

Shortly appears (R) near the shoreline EAST BEAR ISLAND and inside of this DOLLAR ISLAND. Just beyond (R) is BIRCH ISLAND, at the end of which is STEAMBOAT ISLAND, receiving its name because the first steamer on the lake, the 'Belknap,' was wrecked there. A stock company built and launched it in 1833. It was a curious craft, the boiler set in brick, drawing so much water that a lighter was employed to load and unload its cargo. It took two years to build the boat and its launching was a great curiosity. The speed of the craft under good conditions was six to eight miles an hour. The steamer, however, was never a success and it was a great relief to the owners when it was wrecked on Steamboat Island in November, 1841. Back of Birch Island is JOLLY ISLAND, at one time the rendezvous of a colony of Methodist ministers.

LONG ISLAND (L), 3 miles long and 1 mile wide, is the largest island in the lake, comprising 1138 acres. Long Island Bridge connects it with the mainland. At one time the island was the scene of a prosperous farming community. A hotel on the eastern end is the center of a visiting population.

Leaving Long Island (L) and going eastward the steamer proceeds into the *Broads*, a wide stretch of water that is dangerous for small boats in a strong northwest wind. On SANDY ISLAND (L) the Boston Y.M.C.A. has a summer camp. Back of Sandy Island is LITTLE BEAR ISLAND or SAMOSET, named for Samoset, the only red-headed Indian ever known to have existed in this section. At this point and looking south across the Broads can be seen two ranges of mountains, the Altons (L) and the Belknaps (R), the two highest peaks of the latter being Mt. Belknap (alt. 2378), distinguished by a State Forest fire observatory on the summit, and Mt. Gunstock (alt. 2253).

The large island (L) appearing almost as mainland is COW or GUERNSEY ISLAND with an area of 519 acres. The change from the early name

of Cow to Guernsey was made in 1933 by an act of the State legislature at the suggestion of the New Hampshire Guernsey Breeders' Association, to honor the place to which was brought what is said to have been the first Guernsey imported into the country. In 1812 this island had the only gristmill in the lake region and attracted customers from all directions. The reproduction of this old mill, which was operated by a windmill, was placed on the top of the island by the New Hampshire Guernsey Breeders' Association.

WINTER HARBOR (L), a part of the town of Tuftonborough farther inland, was so named because a loaded boat, destined for Moultonborough, was forced to seek shelter there and was frozen in and remained during the winter. Just beyond, down a long cove and looking left, is the low building of the *Libby Museum*, built in 1912 by the late Dr. Henry F. Libby of Boston. It has a collection of indigenous fish, birds, animals, and Indian relics (see *Tour 10A*).

To the east the wooded shoreline (L) is known as Wolfeborough Neck. Across the Broads (R), the large island with the three humps is RATTLE-SNAKE.

The boat rounds Jewell Point on the eastern end of Wolfeborough Neck and heads into Wolfeborough Bay with a good view of WOLFEBOROUGH (see *Tour 13, sec. a*), the second stop.

Leaving Wolfeborough Bay the boat heads for Alton Bay. The islands (L) are LITTLE BARNDOOR and back of it BIG BARNDOOR. The two small islands (R) are SHIP and MOOSE, the latter the larger. LITTLE MARK ISLAND (R), exactly 5 miles out of Alton Bay, has long served as a landmark for navigation.

Directly ahead in ALTON BAY and near the dock landing is a bandstand on a sunken ledge, from which concerts are given in the summer season.

ALTON BAY VILLAGE, a typical summer resort, is the next stop for the boat.

After leaving the village dock and proceeding a short distance, *Rum Point* is seen (L). In order, then, come HEAD ISLAND (L), the larger SLEEPER'S ISLAND with the conspicuous Gray Stone Castle of the Hale estate, and, between the two, CUT ISLAND. The boat at this point approaches RATTLESNAKE ISLAND (R), the highest island on the lake, with an altitude of 395 feet above the water. Although the fifth largest island in the lake, it is uninhabited owing to its rocky nature and perhaps owing to the fact that at one time rattlesnakes were common there.

As the steamer moves toward The Weirs the next island is (R) DIAMOND. Years ago this was a landing-place for steamers and an old hotel stood there. Not being successful, it was drawn over the ice in winter by 16 yoke of oxen to The Weirs and was used as the central part of a new Hotel Weirs, since destroyed by fire.

The next large island (R) is WELCH and on the brow of the hill above it

is (L) *Kimball's Castle*, built by Benjamin Kimball, one-time president of the Concord and Montreal Railroad; the building is a reproduction of one admired by Mr. and Mrs. Kimball while traveling in Germany. An architect was then commissioned to duplicate it.

Still farther is (L) a cove at the end of which is GLENDALE, a sizable summer resort. The small island left of the entrance to the cove is LOCKE'S, while a large one right is ROUND ISLAND. Just beyond is (R) TIMBER ISLAND. The piles of rocks (L) protruding above the water and called *The Witches* have a legendary history. During the period when belief in witchcraft was prevalent, a Gilford man was crossing the ice during the winter, and having imbibed too freely of the cup of good cheer became bewildered as night came on and in the dusk marched up to a hollow tree standing on the island. Mistaking it for a dwelling-house he gave several smart raps and such an unearthly sound resounded that he took to his heels in fright. Ever afterwards he insisted that the island was inhabited by witches.

Next is (L) GOVERNOR'S ISLAND again and beyond it (L) on the mainland is INTERLAKEN PARK, formerly known as Aqedoctan, the largest Indian village about the lake (*see Tour 3, sec. b*).

Near the wharf at The Weirs and right of the outlet channel is seen the little stone structure covering *Endicott Rock* (*see Tour 3, sec. b*).

T O U R 1 0 C : LAKE WINNIPESAUKEE MAIL BOAT TRIP, Steamer 'Marshal Foch.'

Lakeport — The Weirs.

Season, July 1 to October 1. Leave Lakeport weekdays 8 and 1. Duration of trip, four hours. Round trip fare, adults, 75¢, children 5-12 years, 40¢.

THIS boat distributes and collects U.S. Mail and touches at various points in the western section of Lake Winnepesaukee. Its winding course among the many islands makes it an unusual trip.

From LAKEPORT on Lake Paugus, so named for an Indian chief, Lake Winnepesaukee is entered through The Weirs channel. Approaching the new stone arch bridge, The Weirs Bay and hills beyond are seen and the arch of the bridge itself frames the view. At the edge of the channel beyond the bridge is (L) *Endicott Rock* and the remains of the original fish weir from which The Weirs took its name (*see Tour 3, sec. b*).

A stop is made at THE WEIRS.

From The Weirs the boat proceeds east across The Weirs Bay. Before the bay is left entirely, PITCHWOOD ISLAND, the only island in Winnepesaukee not connected by a bridge with the mainland where people

dwelt the year round, is seen (L). On the left is a lighthouse on Spindle Point, which is privately owned.

Before landing at the next stop, WOODMERE (*see Tour 10B*), the first of three stops on Bear Island, is the attractive settlement, White Mountain Park.

The boat then proceeds to the mainland (Meredith Neck) stopping at LOVEJOY SANDS, the main debarking point from the mainland to Bear Island. From Lovejoy Sands the boat proceeds to LOON ISLAND, a small island near Meredith Neck, the site of a large girls' camp, Kuwiy-an. As Loon Island is left behind, the training quarters of Jack Delaney are on left. PINE ISLAND, across a small channel from Bear Island, is the next stop. A second landing on Bear Island is made at BIG BEAR where the post office is located.

Just after leaving Big Bear, the long reaches of Center Harbor Bay with Center Harbor at the far end are visible (L). The next stop is at THREE MILE ISLAND (*see Tour 10B*).

EAST BEAR, the third stop on Bear Island, is the next landing. From here the boat continues to DOLLAR ISLAND, formerly the summer home of ex-Governor Quinby of New Hampshire, and then lands at BIRCH ISLAND, where a fine new arch bridge joins Birch Island and Steamboat Island (*see Tour 10B*).

After crossing the Broads the boat stops at LONG ISLAND (*see Tour 10B*), and then proceeds to GUERNSEY ISLAND (*see Tour 10B*).

Both in approaching and leaving Guernsey Island there is visible on Ragged Island the partially constructed museum of the late Edwin F. Lilley who had been collecting old boats used on the lake.

The boat now recrosses the Broads to JOLLY ISLAND (*see Tour 10B*), thence goes between Bear Island (R) and Mark Island (L) to THE WEIRS, and then back through Lake Paugus to LAKEPORT, the starting-point.

T O U R 1 1 : *From* FRANKLIN *to* VERMONT LINE (Ascutneyville), 50.5 m., State 11.

Via New London, Sunapee, Newport, and Claremont.

Limited hotel accommodations, except at Newport and Claremont.

Numerous tourist homes and cabins.

B. & M. R.R. parallels this route between Franklin and Potter Place, and between Wendell and Claremont.

Paved and cement road.

THIS is a rolling road of unusual scenic beauty running through academy towns, the attractive Sunapee Lake region, and the busy centers of Newport and Claremont.

FRANKLIN (see *FRANKLIN*), 0 *m.*

State 11 is united with State 3A for 1.5 miles where is a junction; left here on State 11.

The highway rises rapidly over a low hill and then slips down into a hollow around the southern shores of *Webster Lake* (alt. 401), an attractive body of water. Numerous cottages dot its shores, and there is a *Bathing Beach* with all facilities near the highway.

At 9.7 *m.* is the junction with US 4 (see *Tour 14, sec. b*); between this point and Andover, the routes are united.

ANDOVER (see *Tour 14, sec. b*), 10.7 *m.*, is at the junction with US 4 (see *Tour 14, sec. b*); left here on State 11.

POTTER PLACE (Danbury Township), 12.4 *m.*, is a plain little settlement around a railroad station. West of the railroad tracks simple houses line the highway.

The highway between Potter Place and Sunapee has many very sharp curves, and cars should be driven with care.

WILMOT FLATS, 15.1 *m.*, is a hamlet centered around a small frame *Church*, surmounted by an odd canopied tower.

At 15.4 *m.* is a junction with a dirt road.

Left on this road is a parking place, 2.5 *m.*, from which a trail runs 1.25 *m.* to *Mt. Kearsarge* (alt. 2937) (see *Tour 12*).

SCYTHEVILLE (New London Township), 16 *m.*, took its name from the New London Scythe Company whose plant once stood on the west bank of the River. *Scytheville Park* (L) is a little enclosure in which an old millstone has been set up; it has a bronze marker relating to this former scythe industry.

ELKINS (New London Township), 17.4 *m.*, is a little group of houses on the edge of well-named *Pleasant Lake*. Left is the *Elkins Memorial Church*, a small English-type structure of river stone, erected in 1916 to the memory of Dr. J. P. Elkins.

Left from the highway across a wide valley is the northern summit of forested *Mt. Kearsarge* (alt. 2937) and to the south its sister peak only a few feet less in elevation.

At 19.4 *m.* is a junction with State 114 (see *Tour 16*).

The highway ascends a long hill to a bare elevation from which is visible (R) *Ragged Mountain* and other lower peaks.

NEW LONDON (alt. 1326, pop. 812), 21.1 *m.*, is beautifully situated on an elevation with near-by mountains. Large well-kept Colonial-type houses line its main street, interrupted by a small white church and the brick academy buildings; it has the distinctive air of an academy town.

New London was part of an original grant by the Masonian proprietors in 1753 under the name of Heidelberg. Twenty years later it was re-granted as Alexandria Addition, and in 1779 was incorporated and named for the English capital.

Colby Junior College, in the village center, is housed in a series of five American Georgian brick buildings, grouped in a semicircle and facing a fine lawn. The academy had its beginning at a conference of Baptist ministers at New London in 1836. The following year a charter was granted to a group of trustees, among whom were Joseph Colby, and Anthony Colby (Governor of New Hampshire 1846-47), under the name of New London Academy.

The school opened at once with Anthony Colby's daughter, Miss Susan F. Colby, as principal, at first admitting only young women. In 1853, the institution became co-educational, at the same time taking the name of New London Literary and Scientific Institution. The name was changed in 1878 to Colby Academy in honor of its benefactors. In 1928, the school once more became an institution for young women, reorganized its curriculum, and took the name of Colby Junior College. The present enrollment (1937) is 260.

The *Tracy Memorial Building*, on the main street (L), a long two-story structure of Colonial type, has been slightly remodeled to serve as the village library and community house.

The *Barn Playhouse*, at the western end of the main street (L), is an old barn erected about 1790, only slightly changed for its present use. The original beams appear; the haymow is the gallery. Old lanterns, electrified, furnish illumination. Here the New London Players present plays during the summer season.

The highway passes (R) *Little Sunapee Lake*, a charming miniature of the larger body of water south of it.

At 24.1 *m.* is the junction with State 103A.

Left on this road is LAKESIDE, 0.9 *m.*, a summer hotel settlement on Lake Sunapee, and HASTINGS, 2 *m.*, a summer colony. At 3.5 *m.* is SOO-NI-PI PARK, one of the oldest summer settlements on the lake, founded by Dr. John Quakenbos about 1890. At 5.8 *m.* is BLODGETT'S LANDING, Lake Sunapee's largest summer colony. At 10 *m.* is the village of NEWBURY (see *Tour 12*), where is a junction with State 103 (see *Tour 12*).

GEORGES MILLS, 26.1 *m.*, a hamlet in Sunapee at the northern end of Lake Sunapee (see *Tour 12*), is the site of former mills (see *below*); it is now a residential community and summer resort.

The *Clock Museum* (adm. 10¢), right of the center of the village, has a 13-foot clock with historical dials, pictorial carving, and mechanical and musical features; seven years were used in its construction. It has been widely exhibited. Among the carved decorations are Niagara Falls, Fulton's steamboat, the landing of Columbus in 1492 and of the Pilgrims in 1620, Indians fishing on the St. Lawrence River, the capture of Ticonderoga by Ethan Allen, and Balboa's discovery of the Pacific Ocean. The

under-dials represent the four ages of man. At certain times figures in costumes appear.

At Georges Mills is a *Rearing Station (open)* of the New Hampshire Fish and Game Department, specializing in rainbow, salmon, and brook trout.

At 29.1 *m.* a clearing in the wooded highway (L) affords a fine panorama of Lake Sunapee and Mt. Sunapee at the southern end.

SUNAPEE (alt. 1100, pop. 1040), 29.8 *m.*, limited accommodations except in summer, straggles over a steep hill that divides it into two sections. In the part through which State 26 passes a large modern brick school building on the hill (R) looks down on a little library, the white Community Church, and the Sugar River with a huge wooden penstock running beside it.

When granted in 1768 Sunapee (Ind.: *Soo-ni-pi*, 'wild goose water') was called Corey's town in honor of Oliver Corey, one of the grantees. Later called Seville, at its incorporation it took the name of Wendell from John Wendell, another of the grantees. By 1850, however, sentiment for the old Indian title of the lake became so strong that the present name was adopted. Much of Sunapee's early activity centered around the Sugar River, which has its egress from the lake here. A dam was built in 1780, and a gristmill erected; it is now a part of a tenement house. About 1820 a cloth mill was opened, the industry later being moved to Georges Mills. The present substantial stone dam was built about 1837, but not used for seven years until a factory making bedsteads was put up on the site of the Brompton Woolen Company's mill. Bedsteads gave way to clothespins in 1852, and in 1868, John B. Smith, a Sunapee resident, invented a clothespin machine that for a while led the world in turning out 125 finished pins a minute.

Sunapee is a claimant for the honor of a horseless carriage invented in 1869 by Enos M. Clough after 14 years of study. The machine, containing 5463 pieces, was propelled under its own power to Newport, St. Johnsbury, Vt., and other places, but the town authorities forbade its further use because it frightened horses. The machine was sold to Richard Gove of Lakeport, who, after running it into a fence, dismantled it. The engine was installed in a boat; the carriage was destroyed by fire. The engine is now in the possession of Edward H. Kennedy of Lakeport (*see Tour 3, sec. b*), though Henry Ford has tried to obtain it. It had two cylinders, with three forward speeds and three in reverse. An original picture of the automobile is in the Laconia Public Library (*see LACONIA*).

Sunapee's present industries include the manufacture of woolens, wood-working machinery and products, and clothespins.

Left from the lower village on a paved road and up the hill is SUNAPEE HARBOR, 0.5 *m.*, so called because it was the home port of steamers formerly navigating the waters of the lake. Stores, mills, and residences line the street west of the hotel center, which is dominated by the finely situated *Ben Mere Inn* on an elevation above the lake. Along the shores on each side of it are numerous cottages. Right from the inn on a paved road that climbs over Gardner's Hill (superb view), is

BURKEHAVEN, 2 m., for years a summer colony on the hillside above an arm of the lake. (For description of Lake Sunapee, see Tour 12.)

WENDELL, 32.2 m., is at a junction with State 103 (see Tour 12). Right on State 11.

GUILD (Newport Township), 33.1 m., is a little mill village about the large *Dorr Woolen Mill* (L).

Right, behind a gasoline station, is the *Mary Had a Little Lamb House*, a brown story-and-a-half cottage, with two prominent dormer windows and a rosette in the gable. The main part of the house was formerly the schoolhouse in which Sarah Josepha Buell Hale, author of the little jingle, was a teacher. Left a widow with a family to support, Mrs. Hale taught here for a number of years. She later moved to Boston and was first editor of the *Ladies' Magazine* and later the founder of *Godey's Lady's Book*. While engaged in this work, she wrote the jingle for Lowell Mason's 'Songs for Children' (see *Literature*).

NEWPORT, 35.5 m. (see Tour 4, sec. a), is at a junction with State 10 (see Tour 4). At the southern end of the village State 11 swings right.

The highway ascends a steep hill, from which is a fine view of the village of Newport, and descends with a wide view of the Sugar River Valley.

CLAREMONT (see CLAREMONT), 45.3 m., is at a junction with State 12 (see Tour 4A).

State 11 follows Main Street in the western part of Claremont. At the end of Main Street is (R) an *Old Stone Watering Trough*, 47.2 m., cut from a single boulder.

At 47.7 m. is (R) *Tory Hole*, a ravine used by Loyalists as a hiding-place, now almost hidden by a growth of pines. The Hole was a safe retreat until 1780 when two Tories hiding in it were discovered and pursued to Mt. Ascutney across the Connecticut, where they were captured and taken to Boston.

WEST CLAREMONT, 48.1 m., is a little mill settlement about the large mills of *Coy Paper Company*, manufacturers of tissue paper used in dress patterns. At low water the wooden dam built by John Tyler (known as West Part John) in 1790 is visible. Right and somewhat back from the highway is the *John Tyler Place* (not open), the oldest house in Claremont; black with time, it was built by Benedick Roys on Town Hill in 1770. In the winter of 1807 it was moved on bob-sleds, down the hill and across the Sugar River to its present site. It was then sold to John Tyler, in whose family it still remains. A large tenement house (L) once the *Maynard Tavern*, was built by John Tyler, and was the first two-story frame house in Claremont.

Left from West Claremont on a dirt road to the *Bancroft Farm* (open by permission), 0.7 m., a large two-story frame structure with extensive barns. A room on the second floor has wainscoting, dado, and panels carved with a jack-knife. The house holds many old tools, various implements, and old maps.

At 0.8 m. on this road is *Union Church*, a rectangular one-story frame structure

with curved windows and a low spire. Begun in 1773, it is the oldest Episcopal church building in New Hampshire (see *Architecture*).

A church organization had been set up in 1771 by the Reverend Samuel Peters of Hebron, Conn., but it was also ministered to by the Reverend Ranna Cossitt, a circuit rider in this section. The Claremont area was at the time a hotbed of Toryism. A letter of the time indicates the severity of the treatment given the Tories. It reads:

'They seized me — and all the church people for 200 miles up the river, and confined us in close gaols, after beating and drawing us through water and mud. Here we lay sometime and were to continue in prison until we abjured the king. Many died . . . We were removed from the gaol and confined in private houses at our own expense . . . Rev. Mr. Cossitt and Mr. Cole had more insults than any of the loyalists, because they had been servants of the Society, which, under pretense (as the rebels say) of propagating religion had propagated loyalty.'

On the opposite side of the road is the *West Part Burying Ground*, where lie many of the early settlers of Claremont.

At 0.9 m. is *St. Mary's Church*, the first Roman Catholic church in the State, erected in 1823-25 by the Reverend Virgil H. Barber, son of the Reverend Daniel Barber, rector of Union Church, who had become a Roman Catholic. On the second floor he and his father conducted a school for a number of years.

High Bridge, 49.3 m., is a successor (1930) to a steel bridge built by the father of the artist Whistler in 1851. At the time it was considered a marvel of engineering. The abutments of the Whistler bridge still stand.

Cupola Farm, 49.9 m. (L), an over-ornamented structure with a windowed cupola, was formerly the Benjamin Sumner Tavern. On the opposite side of the highway is the *Benjamin Sumner House*, a plain two-story structure. Sumner was charged with turning Tory and negotiating with the British to betray this section of the country into their hands, a fact verified by correspondence now in the British Museum. The farm is considered one of the finest in Sullivan County.

Left from the Cupola Farm is the inconspicuous little Town Hill Road, once a part of the *King's Highway*, which was the first road built northward from old No. 4 (Charlestown), in this section. At 0.3 m. on this road is a steel bridge (1893), successor to the frame *Lottery Bridge*, built in 1875 from the proceeds of a lottery authorized by the General Court of the State. This early bridge was the northern terminus of the second New Hampshire turnpike, running to Amherst, incorporated in 1799.

Over this road on their way from Lebanon, Connecticut, to establish Dartmouth College, at Hanover, President Wheelock and his family rode in a large wagon in 1770, accompanied by a body of students and attendants driving before them, it is said, a drove of hogs.

At 50 m. is a junction with State 12 (see *Tour 4A*). Left on State 11.

At 50.4 m. (R) the *Old Toll House*, built in the days when the predecessor of the present bridge was in existence. The original covered bridge, built in 1837, was carried away by an ice-jam in 1902.

The highway continues across the Connecticut River bridge (1909), the State Line, 50.5 m., entering Ascutneyville, Vt. The view up and down the river from the bridge is superb.

T O U R 1 2 : From HOPKINTON to WENDELL, 32 m., State 103.

Via Warner and Bradford.

Limited hotel accommodations; tourist houses and cabins.

B. & M. R.R. parallels this route from Contoocook to Wendell.

HOPKINTON, 0 m. (see Tour 15). State 103 branches north from US 202 here.

At 1.2 m. is a junction with a dirt road.

Left on this road to *Putney Hill*, 0.5 m. Here was the site of Hopkinton's settlement in 1735. Left is a tablet marking the *Site of Putney Garrison* and the *First Parsonage* of Hopkinton. From the hill is a wide view in which *Mt. Kearsarge* (alt. 2937) and the winding Contoocook River are conspicuous.

The highway descends to the village of CONTOOCCOOK, 3.2 m., a quiet little village that is the business center of Hopkinton.

Across the granite and concrete bridge over the Contoocook River is (L) the *Perkins Home*, a large two-story frame mansion, surrounded by a white fence. Here was born Commodore George Hamilton Perkins (1836-99). Beside the granite bridge is a rare *Covered Railroad Bridge*.

At *George Park*, 3.8 m., is held in September each year the old-time Hopkinton Fair, one of the two surviving in Merrimac County and the second in importance in the State.

DAVISVILLE (alt. 403), 5.5 m., a small settlement, is a popular summer resort.

Right on a slight elevation is the *Davis House*, the first frame structure in Warner Township, built about 1780 and formerly a tavern. The kitchen fireplace and the dance-hall in the wing are unchanged.

At 8.8 m. is a junction with a dirt road.

Right on this road is *Lake Winnepocket* (alt. 452), 4 m., a small attractive body of water, owned by Mrs. Larz Anderson of Boston, widow of a former Ambassador to Japan. There is a *Bathing and Recreational Reservation* (open Wed. and Sat.; free).

The highway now follows Warner River.

LOWER WARNER (alt. 412), 10 m., has a small group of finely preserved early houses.

WARNER (alt. 445, pop. 1062), 11.1 m., is a quiet little community of well-kept homes along its main street, the majority modern, but with an occasional one of late Colonial architecture.

Warner was first granted by the Massachusetts Colony in 1735 as No. 1 of a series of settlements between the Merrimack and Connecticut Rivers. First named by its settlers New Amesbury after their home town in Massachusetts, it was regranted in 1749, and again in 1767 by the Ma-

sonian proprietors. When incorporated in 1774, it took the name of Colonel Jonathan Warner.

The extension of the Concord and Claremont Railroad through Warner in 1849 gave the community its greatest impetus.

Warner formerly held an agricultural fair, and it is stated that on one occasion 428 yoke of oxen and steers were hitched together in line and driven around the half-mile track.

Warner has been the birthplace of three State governors. It is primarily a summer resort, but it is also a center for ski trails on Mink Hills and Mt. Kearsarge (*see Ski Trails*).

The small brick *Pillsbury Free Library* is a gift of a native of Warner, Charles A. Pillsbury, son of George A. Pillsbury (*see Tour 16*).

Right from Warner on a dirt road over Tory Hill, through Kearsarge Gore and Hurricane Corner (so named because of the tornado of 1821), and along Mission Ridge to the *Rollins Shelter*, 8 m. From here a scenic road is being built by the State Forestry Department to the summit of *Mt. Kearsarge* (alt. 2937).

Probably discovered soon after 1620, the mountain appears on early maps as Carasarga. Carrigain's map of 1816 gives the present spelling. The right to the name has been disputed; it was claimed for a mountain in North Conway, but the U.S. Geographic Board confirmed it for this mountain because of historical reasons, and Pequawket was given to that in North Conway. It is for this mountain that the United States named its famous war vessel.

The outlook from Mt. Kearsarge in all directions is very extensive, including peaks in Massachusetts and Vermont. Especially attractive is the view west over Lake Sunapee.

Right on the main street is the *Harris House*, a large two-story, hip-roof structure, built in 1787, painted yellow. The barn has 26-inch board siding.

The State highway follows the Warner River, along whose banks in this section were numerous mills.

WATERLOO (alt. 480), 13.3 m., a little group of well-preserved early houses, in Warner, takes its name from the village of the same name in central New York, although there is a traditional explanation that in the fall of 1815, just after the close of the second war with Great Britain there was a 'raising' in the hamlet around the Great Falls. All men and boys of the village and the surrounding region were assembled to put up the frame of the John P. Colby house. About that time the mail carrier arrived on horseback at the post office. 'What's the news?' somebody shouted. 'Old Bonaparte has been beat by the British at Waterloo, and he is dead beat too.' On hearing it, Philip Colby is said to have remarked, 'Too bad the British licked him, but the world will remember him; so hurrah for Waterloo.'

Left from Waterloo on a country road 0.1 m. is a *Covered Bridge* over Warner River.

MELVIN MILLS (alt. 600, Warner Township), 16.9 m., is a small settlement.

Left from Melvin Mills on a country road to *Bible Hill*, a slightly elevation. A path leads to a higher elevation on which is *Bible Rock*, a large erratic boulder resembling an open book. From here is a wide view.

BRADFORD (alt. 684, pop. 587), 19.4 *m.*, limited accommodations, is an attractive little center of summer homes and activities. By 1776 two families, those of William Presbury (Presby) of Henniker and Isaac Davis, had settled here; soon afterward several families came from Bradford, Mass., and the settlement naturally took the name of New Bradford. It was not until 1787 that the town was incorporated.

One of Bradford's sons was Will Cressy, at one time notable as a playwright and actor. Another son was Roger G. Sullivan, who later established the nationally known factory for making '7-20-4' cigars in Manchester.

The little *Library* contains many Indian relics and objects of historical interest.

At Bradford is the junction with State 114 (*see Tour 16*).

SOUTH NEWBURY, 22.9 *m.*, is a small community.

NEWBURY (alt. 1100, pop. 332), 25.9 *m.*, no accommodations, is a little settlement at the foot of Lake Sunapee on the site of a recessional moraine.

Originally known as Danzick, at its incorporation in 1778 it took the name of Fisherfield from John Fisher, one of the original grantees. That name persisted until 1837 when it was changed to its present form. Zephaniah Clark, who came here in 1762, was the first settler in the Lake Sunapee region.

The little white *Church* was regularly attended by former Secretary of State John Hay. His family's summer estate is on the eastern shore of the lake.

At Newbury is the junction with State 103A (*see Tour 11*).

Right on this road is PINE CLIFF, 1.3 *m.*, an early settlement on the lake, and BLODGETT'S LANDING, 3.5 *m.*, the largest summer colony on the lake. This road continues to a junction with State 11, 10 *m.*, 2 miles east of Georges Mills.

Lake Sunapee (alt. 1100), 9 miles long and 3 wide, is delightfully situated in a hollow between hills with *Mt. Sunapee* (alt. 2743) rising above its southern end. It is an open body of water with only one large island, *Great Island*, which is so situated as to divide the lake into two parts. To the Indians it was Wild Goose Water, probably because of the presence of that game during their seasonal migrations. Here the Penacook Indians had a hunting ground, and during the French and Indian Wars (1756-63) they brought Timothy Corliss from the Weare Meadows to it as a captive. They are said to have shown him a vein of lead on the eastern slopes of *Mt. Sunapee*, from which they took ore and made bullets. Corliss was kept a prisoner until the fall of Quebec, but he could never find the mine again and it is still unidentified.

The first white man to have looked on the lake is believed to have been a scout sent in advance of a Boston exploring party in 1630. Since the name of the lake, spelled Sunope and Sunipee, appears on maps published in

London and Paris in 1750, it is evident that the King's surveyors knew of its existence. The first settlers were those at Newbury in 1762 (*see above*). At the upper end, the region known as Corey's-ville was granted in 1768. Numerous groups gradually secured rights to lands about the lake, cleared them of the thick forests, and established their farms amid manifold difficulties, including the opposition of the elements. When Charles Dickens made his visit to America, he was told of the tornado that visited Sunapee in 1821, and used it in a short story, 'The Fisherman of Sunapee.'

The real development of the lake as a summer resort began with the opening of the railroad to Newbury in 1849. Summer cottages were built at Pine Cliff by Concord people and other colonies soon followed, the largest colony establishing itself at Blodgett's Landing on the eastern side.

The Sunapee House was built in 1855 by C. Y. and N. S. Gardner and kept open through the year; the first summer hotel, the Lake View House, was built by Lafayette Colby in 1875 at Burkehaven. In 1877 the Runnals House was erected at the Harbor. The next thirty years saw the summer hotel business rise to its peak; numerous hotels are still operated at points around the lake.

Recreational development began about 1860 when N. S. Gardner purchased Little Island for fifty cents; fifteen years later he built on it the first public building, with a set of bowling alleys.

In 1816, a proposal was made to use the lake as a part of a canal between the Connecticut and Merrimack Rivers (*see Transportation*). Commercial transportation began in 1854 when a horse-boat with a capacity of 100 passengers was built by Timothy Hoskins and William Cutler; it operated for eight years. The first steamboat on the lake, the 'Surprise,' a side-wheeler 65 feet long, was launched by Austin Goings, July 4, 1859. Captain Goings enlisted in the Civil War and the career of his boat ended.

Lake transportation began in earnest in 1876. That year Nathan Young's the 'Mountain Maid,' remodeled with a screw propeller from the 'Penacook,' was running. The same year saw the beginning of the Woodsum era, when two brothers, Frank and Daniel, came from Maine and built the 'Lady Woodsum,' with a capacity of 100 passengers and a trailer barge for freight. In 1884-85 a stock company put the 'Edmund Burke,' a steamer 87 feet in length with a capacity of 600 passengers, into service on the lake. Owing to bitter rivalry between the two lines its career was brief; it eventually sank at the Blodgett's Landing wharf. Another Woodsum joined the two brothers, and formed an organization known as the Woodsum Steamboat Company. Their fleet of boats was increased by four boats, the 'Armenia White,' named for one of the early residents at Pine Cliff, the 'Kearsarge,' the 'Ascutney,' and the 'Weetamoo' all with metal hulls. The 'White' was slightly larger than the 'Burke.' As motor cars came in and speed boats increased, public boat service waned sharply. The 'White' was towed to Newbury and dismantled; the

'Weetamoo' soon followed. All that remains of the whole steamer fleet is the half-submerged hull of the 'Kearsarge' at Newbury, and the 'Ascutney.'

Speed and sail boats are numerous on the lake, and a regatta is held each summer in August. The lake is stocked with a large variety of fish, the most famous being its lake salmon and aureolus (golden) trout.

The highway winds around the base of finely forested Mt. Sunapee (alt. 2743), with occasional glimpses of the lake.

WENDELL, 32 m., is at a junction with State 11 (see Tour 11).

T O U R 1 3 : From JUNCTION WITH STATE 16 to MASSACHUSETTS LINE (Lawrence), 86.8 m., State 28.

Via (sec. a) Wolfeborough, Pittsfield, Manchester; (sec. b) Derry, Salem Depot. Limited accommodations at frequent intervals.

Paved road throughout.

THIS route runs through the region east of Lake Winnepesaukee, an attractive rural area, and New Hampshire's largest industrial center.

Sec. a. JUNCTION WITH STATE 16 to MANCHESTER, 62.2 m.

State 28 branches southwest from State 16, 4.2 m. south of Center Ossipee.

OSSIPEE (alt. 681, pop. 1230), 1.5 m., limited accommodations, is a little residential hamlet of trim modern houses around a small white church and a courthouse in the midst of farmlands. Taking its name from Koos-sipe River, or from the tribe of Indians formerly occupying this section, the town was called, variously, Ossipee Gore and New Garden. It was incorporated in 1785.

The brick county *Courthouse* is an American Georgian type structure built in 1916.

At 7.2 m. is a junction with *College Road*, the first highway in this section, built by Governor John Wentworth that he might in 1771 attend the first commencement at Dartmouth College.

At WOLFEBOROUGH CENTER, a small community, 7.5 m., is a junction with a paved road.

Left on this road 1.4 m. is *Wentworth Beach (lifeguard in attendance)*, a State recreational reservation, with bathing facilities, on Lake Wentworth.

Lake Wentworth (alt. 534), early known as Smith's Pond, 6 miles long, is an attractive body of water, surrounded by low hills and numerous summer homes.

At 2.8 *m.* on this road is *Governor Wentworth Reservation*, State-owned. A road from the entrance leads, 0.1 *m.*, to the *Site of the Wentworth Mansion*, whose only remains are a restored cellar-hole and a large *Well*. Here, in 1768, Governor John Wentworth began building an imposing summer home, about 500 feet east of Lake Wentworth. The structure, 100 feet long and 40 feet wide, had two stories, the upper 18 feet high and the lower 12 feet, and a hall 12 feet wide through the first story. Six-foot windows gave ample light and outlook. The barn was 100 feet long. Everything was massive, even to the keys in the doors, weighing a pound and a half each. The mansion was never completed, though the Governor took possession of it in 1770.

To reach this estate from Portsmouth, he had a 45-mile road built; it apparently was not very smooth, judging from a letter written October 4, 1780, by Lady Frances, wife of the Governor: 'You may easily think I dread the journey, from the roughness of the carriage, as the roads are so bad and I, as great a coward as ever existed. . . . The Governor would attempt, and effect if possible, to ride over the tops of the trees on Moose Mountain, while I even tremble at passing through a road cut at the foot of it. . . . The roads are so precarious in the winter that it is impossible. . . . I hope the roads will be better next year.'

The estate was advertised for sale in 1797; it burned in the early part of the 19th century.

WOLFEBOROUGH (alt. 573, pop. 2358), 9.4 *m.*, limited accommodations, is a large village of well-kept houses along a main street running down from the hills to the waterfront on Lake Winnepesaukee. An important port and the most populous settlement on the lake, it is the trading center for a large section, and the focus of many recreational activities. The main part of Wolfeborough was granted October 5, 1759. Five weeks later the grantees gave it the name of Wolfe-Borough, honoring General James Wolfe, who had recently fallen at the Plains of Abraham, Quebec. To the original grant was added the Wolfeborough addition in 1800, parts of Alton in 1849, of Tuftonborough in 1858, and in 1895, four islands in Lake Winnepesaukee formerly belonging to Alton.

In 1820 the Wolfeborough and Tuftonborough Academy was incorporated and numbered among its students Henry Wilson of Farmington, later Vice President of the United States (*see below*), and 'Long John' Wentworth of Center Harbor (*see Tour 11, sec. a*), afterward mayor of Chicago. It closed in 1866, but 21 years later the charter was amended and the name of the institution changed to Brewster Free Academy in honor of its benefactor, John Brewster.

Brewster Academy, occupying a 40-acre site running from the main street to the shores of Lake Winnepesaukee, has three main buildings. Central in the grounds is the academy, built in 1905 to replace an earlier structure; it is a large two-story hip-roof building of brick, with a dignified entrance sheltered by a pedimented portico with paired Ionic columns and contains the administrative and scholastic rooms. Estabrook Hall (L), a three-story gambrel-roof building, the upper part of wood on a brick substructure, is the girls' dormitory. Brown Hall, the boys' dormitory (R), is a hip-roof brick building of Georgian Colonial type.

Mr. Brewster's will provided that 'no restriction be placed upon any person desiring to attend and receive instruction from said school or academy on account of his or her age, sex or color, provided only he or she

is of good moral character.' He further desired that instruction should be 'as nearly as possible free.'

The academy offers a four-year college preparatory course and a general course for students not planning to attend college. It has nearly 200 pupils, drawn from the immediate vicinity of Wolfeborough and from outside the State.

SOUTH WOLFEBOROUGH, 11.6 *m.*, is a small settlement on the shores of *Rust Pond* (L).

At 14.3 *m.* is the *Wolfeborough Home Industries* (R), a branch of the New Hampshire League of Arts and Crafts, which displays handmade articles. A metal-working class is conducted during the winter months.

At 18.1 *m.* is (R) a superb view of Lake Winnepesaukee and its surrounding hills north and west.

The highway follows a curved, rolling, and winding road with extremely sharp curves, and cars should be driven with care.

At 20.9 *m.* the highway approaches the shore of Lake Winnepesaukee, following it closely for half a mile.

ALTON BAY, 21.4 *m.*, limited accommodations, is largely a summer resort and a port for the lake steamer, 'Mt. Washington.' This part of the lake was once known as Merry-Meeting Bay (*see below*).

ALTON, 22.4 *m.*, is a little one-street settlement through which flows the Merry-Meeting River, the chief inlet of Lake Winnepesaukee.

Once called New Durham Gore, Alton was settled in 1770; when it was incorporated in 1796 the citizens requested that it be called Roxbury, but Governor Wentworth gave it the name of an English town. Small factories formerly flourished here, but these, with the exception of a corkscrew factory, have disappeared. Catering to summer tourists and residents is the chief means of livelihood.

Alton is situated in the bed of a river that was once the outlet of Lake Winnepesaukee toward the sea. Geologists have demonstrated that the Merry-Meeting River once flowed in the opposite of its present direction.

Right from Alton on a partly dirt, partly paved road is GILMANTON IRON WORKS (alt. 629), 6 *m.*, a small settlement. Factories using iron found in this vicinity were erected as early as 1768, but were abandoned in a few years. Left on the main street is the old *Blacksmith Shop*, erected in 1780.

At 12.5 *m.* is GILMANTON (alt. 998, pop. 676), a retired little group of early houses around a white town hall and church,

When the township was granted in 1727, taking the name of one of the grantees, it included parts of present Gilford, Laconia, and Belmont. It was incorporated in 1859.

Gilmanton Academy was founded in 1794. Gilmanton has an *Old Pound*, built in 1783. Among Gilmanton's sons are: MacArthur E. Eastman (1810-77), who promoted the first Atlantic cable in 1874; Ainsworth R. Spofford (1825-1908), librarian of Congress.

Left in a field is *Butler Rock*, the traditional starting-point of the ride of Mary Butler to Charlestown, Mass., when she heard that her husband had been slain at the battle of Bunker Hill in 1775 — a report she found untrue.

Left from Gilmanton on a dirt road to *Frisky Hill* (alt. 1400), 4 m., with an extensive view.

At 23.1 m. is a junction with State 11.

Left on State 11 is NEW DURHAM (alt. 541, pop. 448), 2.3 m., a small settlement. The town was granted in 1749 and incorporated in 1762. The first Free-Will Baptist church in the State was organized here in 1780.

At 3.3 m. is a junction with a dirt road. Left on this road is *Merry-Meeting Lake* (alt. 639), 2 m., surrounded by low mountains. The name dates back to about 1770 when a group of grantees, exploring this territory, had a meeting and a feast here. It has a small summer colony.

FARMINGTON (alt. 285, pop. 2698), 8.8 m., is a compact industrial town, featuring shoe manufacturing. Formerly a part of Rochester, the town was incorporated in 1798. Here was born Jeremiah Jones Colbath (1812-75), who changed his name to Henry Wilson on reaching manhood. He was Vice President of the United States (1873-75).

State 11 continues to Rochester, 16.5 m. (see ROCHESTER).

Right on State 28.

Half Moon Lake (alt. 640), 27.4 m., is a pleasant body of water that has attracted a small summer colony and provides boating and bathing.

Suncook Ponds (alt. 551), 30.8 m., are popular for fishing, and are stocked with bass, pickerel, white perch, and horned pout.

CENTER BARNSTEAD, 31.9 m., is a small settlement.

The *Perkins Museum* (adm. 10¢), on the main street (R), contains a small collection of mounted birds and animals. It is housed in a building behind the Tydol station.

The highway continues on high land. Conspicuous (L) is *Catamount Mountain* (alt. 1450).

BARNSTEAD (alt. 510, pop. 791), 35.6 m., is a compact little settlement with a few early houses and an old inn. Granted to the Reverend Joseph Adams, uncle of President John Adams, and others of Newington in 1727, settlement began in 1768. Among the early settlers was Colonel Richard Sinclair whose wife frequently brought hay 30 miles from Newington on a hand sled. Barnstead profited by the building of the Province Road in 1770 (see LACONIA).

The village has a few small industries, but it is largely a summer residential center.

PITTSFIELD (alt. 501, pop. 2018), 36.9 m., a modern industrial village, is built on two elevations above the Suncook River. In its environs are numerous fine farms.

Settlement was first made in 1768 and the town was incorporated in 1782. Ten years later sawmills and gristmills were in operation, and from that time on Pittsfield gradually expanded into a community manufacturing shoes, textiles, and sports clothes. It is in the center of one of the pronounced drumlin districts of the State (see *Geology*). A native son was Samuel G. Drake (1798-1875), historian.

The *Washington House*, main street (R), a large frame structure, is an old inn built in 1820.

The highway climbs a long steep hill west of Pittsfield.

At EPSOM STATION, 44.3 m., is a junction with US 4 (see *Tour 14, sec. a*).

Webster Park (L), 45 m., is a small tract of land with five pine groves and pools and excellent picnic spots. The park was given to the town of Epsom in 1917 by Benjamin F. Webster.

Left from Webster Park on a paved road, passing through the park and crossing the Suncook River on a small and somewhat plain *Covered Bridge* to SHORT FALLS, 1 m., a small hamlet in the township of Epsom, clustered around a post office and general store.

Right from the village of Short Falls on a dirt road left at 1 m.; left again at 2.4 m. to a place where cars may be parked, 2.9 m., thence by a half-mile trail to the top of *Fort Mountain* (alt. 1410), affording an extensive view.

At 47.2 m. is a junction with a paved road.

Left on this road, passing through the small cluster of houses in ALLENSTOWN, to the *Allenstown Meeting-House*, 1.5 m., a small spireless frame structure erected in 1815 as the First Christian Church and used for 50 years as a town house. At the time of its erection the meeting-house was surrounded by the homes of the earliest settlers of the town, of which only the abandoned cellar-holes now remain. The house contains a high pulpit and a singular arrangement of settee-like pews in the center of a square of box pews, on the gates of which appear the names of some of the original owners. Now owned by the Bunten Chapter of the Daughters of the American Revolution, the meeting-house is opened annually in August for a religious service.

A few yards beyond the church are the headquarters of the *Bear Brook Reservation*. Here, through the efforts of the Civilian Conservation Corps, an area of some 7000 acres of woodland and abandoned farms is being developed for forest conservation and recreation. Camping facilities are being established; at present (1937) picnic grounds are available and trails have been cut through the woods — one leading to the summit of *Catamount Hill* (alt. 700).

At 47.3 m. is the *Medicinal Plant Research Station* (*open daily 9-4*), a project of the Works Progress Administration. Attracted by the earlier success of the Shaker farmers in the commercial production of medicinal herbs (see *Agriculture*), Frederick W. Baker is conducting experiments in a small greenhouse to determine whether New Hampshire can revive this industry. Research is in progress in the following problems: adaptability of plants, medicinal yield of New Hampshire herbs, plant culture, harvesting, preparation for market, analysis of markets, oil extraction, condiments, and perfume plants. An exhaustive study of the possibility of growing flax in New Hampshire is also being made.

SUNCOOK, 51.2 m., is at a junction with US 3 (see *Tour 3, sec. a*). State 28 is united with US 3 for 11 miles (see *Tour 3, sec. a*).

MANCHESTER (see *MANCHESTER*), 62.2 m., is at a junction with US 3 (see *Tour 3, sec. a*), State 101 (see *Tour 17, sec. a and b*), and State 114 (see *Tour 16*).

Sec. b. MANCHESTER to MASSACHUSETTS LINE, 24.6 m.

MANCHESTER, 0 m. (see MANCHESTER).

State 28 follows Elm Street, in the southern part of Manchester, then turns left on Hayward Street, and right on Willow Street.

At 3.4 m. is a junction with the Goffs Falls Road.

Right on this road to *Pine Island Park*, 1.2 m., a grove of tall and stately pines where the Cohas Brook widens to form a small pond before it joins the Merrimack River. Amusement facilities and picnic groves make this a popular resort.

At 3.7 m. is a junction with a paved road.

Right on this road to the *Manchester Airport*, 0.9 m., municipally owned, from which air service is provided by the Boston & Maine-Central Vermont Airways. The development of this airport through the addition of beacon lights, hangars, and lengthened runways is a project of the Works Progress Administration. Flying on regular schedule, planes reach Boston in 25 minutes, and New York in a little more than 3 hours.

At 5 m. State 28 is joined by *Mammoth Road*, constructed in 1831 as the stage-road between Concord, N.H., and Lowell, Mass.; the two roads are identical for 1.7 miles.

At 5.5 m. is (L) *White's Tavern (open)*, built in the coaching days of 1810 as the halfway house between Lowell and Concord. The exterior of the building remains unchanged, but the interior has lost some of its original characteristics through redecoration and the removal of the taproom. When wallpaper was recently removed, old stencil decorations were revealed, unfortunately too badly worn to be restored. Tradition relates that President Andrew Jackson and his Cabinet stopped at this tavern on their visit to New Hampshire in 1833.

NORTH LONDONDERRY (alt. 282, pop. 1373), 6.1 m., is a small industrial hamlet with a few old houses. Along the railroad tracks (R) is a factory producing woven silk labels for clothing.

At 6.7 m. Mammoth Road leaves State 28.

Right on Mammoth Road to LONDONDERRY, 3.7 m., in the central and oldest section of the township. Formerly known as Nutfield, the territory now occupied by Londonderry, Derry, Windham, and Manchester was granted in 1722 to John Moor and named Londonderry for the Irish town. Settlers had arrived in 1719, bringing with them the stern Presbyterianism of the Scotch-Irish, the first members of this sect to settle in New Hampshire. Local settlements gradually necessitated the political division of the territory, and in 1740 it was divided into two parishes. The following year the western part was incorporated as Windham, in 1751 the northwestern as Derryfield (Manchester), and in 1827 the eastern part as Derry.

Although both Manchester and Derry later became industrial centers, the mother town remained predominantly rural. Rich land made farming profitable — at first the growth of potatoes, introduced in improved stock from Ireland by the earliest settlers, later the development of large dairy farms, and, more recently, the production of fruit and poultry, particularly apples, small fruits, and vegetables.

During the 19th century four natives of Londonderry were Representatives in Congress from the State of New York: William Patterson (1837-38), William M. Oliver (1841-43), John Fisher (1869-71), and George W. Patterson (1877-79). Two New Hampshire Representatives, Silas Betton (1803-07) and Arthur Livermore (1817-25), were natives of Londonderry, as was Joseph McKean, first president of Bowdoin College.

At 11.5 *m.* is (L) a wooden *Market* in which is held the New Hampshire Egg Auction, the outgrowth of the Farmer's Trading Post, a co-operative market established by a group of poultrymen, orchardists, and market gardeners of Derry. The auction, patterned after those of Connecticut and Massachusetts, was opened June 11, 1934. Having a State-wide membership, the organization not only sells eggs, but inspects, grades, and labels them as New Hampshire products, and endeavors to build up the egg market. The only institution of its kind in the State, its success has disclosed a possible solution for some of New Hampshire's agricultural problems.

DERRY (alt. 285, pop. 5131), 12 *m.*, limited accommodations, is a lively manufacturing village surrounded by hills, valleys, ponds, and meadows. Many excellent farms are spread along the outskirts of the town.

Originally a part of Nutfield, later Londonderry, Derry was settled by Scotch-Irish immigrants and remained a parish of that town until its incorporation in 1827. East Derry was the most important section of the town until 1804, when the Londonderry Turnpike made Derry Village the business center. The status was again changed in 1849, when the building of the Manchester and Lawrence Railroad created small factories along the right of way in the present village of Derry.

Derry early became an industrial town because of the water-power of Beaver Brook. The Scotch-Irish settlers introduced the Irish craft of linen-making, and it became the basic industry of the village. By 1748, Derry linen was being so widely imitated by other manufacturers that the selectmen stamped each end of the cloth with the words 'Londonderry in New Hampshire.' A weaver named Montgomery, who came here in 1747, wove linen for George Washington and his officers during the Revolution, and later received £40 and a diamond ring from Congress, in payment for his work.

The early village was never threatened by Indians. Tradition ascribes this to the influence the Reverend James McGregor, first minister of the town, had with the Marquis de Vaudreuil, French Governor of Canada, who was said to have been his classmate at college. A correspondence was maintained between them, and at the request and representation of his friend, the Governor worked for the preservation of the colony. He induced the religious leaders to charge the Indians not to injure any of these settlers, as they were different from the English; and to assure the Indians that no bounty would be paid for their scalps.

The manufacture of linen in Derry continued until the first years of the 19th century, when it gave place to the making of shoes and palm-leaf hats. The former remained the staple product of the town, with an annual production of nearly 200,000 pairs in the later years of the century, until the depression of 1929-33. Shoes are still made in Derry, although the scale of manufacture has declined considerably, an industrial change reflected in the decline of population from around 7000 in 1917 to 5131 (1930). Smaller industries include the making of wooden novelties, clothing, and rayon and worsted cloth.

Left from Derry on State 102 to DERRY VILLAGE, 1 *m.*, a small residential section of the township. Left from the square on the Londonderry Turnpike is (R) the *Site of the Home of Matthew Thornton*, marked by a granite boulder. A signer of the Declaration of Independence, Thornton (1714-1803) was brought to America in 1717 by his Irish parents, who were among the first settlers here. He was a justice of the State Supreme Court from 1776 to 1782.

Left from the square is *Pinkerton Academy* (L), housed in two large buildings, one of white wood and the other of red brick. Founded by Major John and Elder James Pinkerton, sons of John Pinkerton, who came from the north of Ireland to Londonderry in 1738 or 1739, the academy has functioned since 1814. The two brothers, for 50 years leading merchants in the town, united Scottish prudence with Yankee enterprise. In 1814 they contributed \$14,500, that was afterward increased to \$16,000, as a permanent fund for the academy. An act of incorporation, obtained in June, 1814, enabled the school to open in December, 1815, as Pinkerton Academy in Londonderry. The charter was granted for 'the purpose of promoting piety and virtue, and for the education of youth in such of the liberal arts and sciences or languages as the Trustees hereinafter provided shall direct.' Elder James Pinkerton, the younger of the two brothers, became the first principal. The academy at present combines a college preparatory course with a broad general curriculum for students not planning to attend college. Agricultural, scientific, and commercial courses are also given.

Right from Derry Village, 1.2 *m.*, to EAST DERRY, a small residential village where the earliest settlement of Derry Township took place. Old white houses widely spaced with lawns and flower gardens, shaded with many old trees, make this a charming and restful village.

Right from the Square is the *Adams Female Academy*, founded in 1823. Jacob Adams, a gentleman without family, bequeathed about \$4000 of his estate to endow this institution, and Miss Z. P. Grant was the first principal. From 1824 to 1828 she was assisted by Mary Lyon, who subsequently founded Mount Holyoke College, South Hadley, Mass., establishing there the plan of female education originally adopted here. The academy continued to function until 1887, when it was merged with the public school system of Derry. In 1825, Lafayette took lunch here. The academy building, a two-story hip-roof structure, with an ell on one side and an octagonal cupola on the roof, is now used for community meetings and as the village school.

At 13.5 *m.* is a junction with a paved road.

Left on this road 1.4 *m.*, right on a dirt road and at 1.9 *m.* left on an old dirt road to the *Site of the Birthplace of General John Stark* (1728-1822), 2.3 *m.*, who defeated the British and Hessians at the battle of Bennington in 1777. The isolated meadow that once held the house is marked by a granite boulder.

In this part of Derry, on an unidentifiable site, was born in 1763 one James Wilson, maker of the first pair of terrestrial and celestial globes in America. He published the first edition of his globes in 1813 at Bradford, Vt., and presented a pair to the people of Boston. These produced a minor sensation among the Boston intellectuals, who demanded to see their maker. Wilson afterward confessed to extreme mortification in this cultured gathering because of his rustic garb and manners.

Canobie Lake (alt. 218), 19.5 *m.*, has on its northern shore a large recreation park with all types of amusement facilities. Before the incorporation of Salem, this lake was known as Haverhill Pond; later it was called Policy Pond, for an Indian chief whose surname was Polis. The name was changed when the railroad station was built in 1885.

1. Right from Canobie Lake on State 111, 1.2 *m.*, to *Searle's Castle* (not open), a huge estate with the 'castle' standing on a high hill in the midst of a large park with spacious lawns, artificial lakes, and flower-gardens. Surrounding the whole is a high stone wall, built after the manner of a feudal castle wall, in which a massive gateway with watch-towers and battlements guards the entrance. It was

built by a wealthy Methuen resident who at the time had another baronial mansion in his own town.

2. Left from Canobie Lake on State 111, 0.8 *m.*, to *Shadow Lake*, a charming body of water lying in a wooded section among low, rolling hills. This was formerly known as Hity-Tity Pond. In years gone by the lake filled this entire valley and extended far beyond the present limits. Subsequently it began to dry up, and what was once the center is now the southern end.

SALEM DEPOT (alt. 122, town pop. 2751), 21.4 *m.*, the largest of several villages in Salem Township, owes its development to the industrial expansion that followed the Civil War. In 1859, the village had only nineteen houses and nine other buildings, and its inhabitants were mainly farmers. By 1873 the village had two churches, a school, shoe factory, lumber mill, wheelwright shop, five or six stores, a post office, and a railroad station — chiefly because of the development of the local shoe industry, founded by Prescott C. Hall. Shoes are still manufactured to some extent.

Left from Salem Depot on State 97 to SALEM, 1.2 *m.*, the original center of the township. Originally a part of Haverhill, Mass., Salem was set off in 1725 and incorporated as Methuen. In 1741, when the division of Massachusetts and New Hampshire was finally determined, the boundary line ran through Methuen, creating a new township in New Hampshire that was incorporated in 1750 as Salem. The village developed a number of home industries, including shoemaking. The demand for shoes created by the Civil War led to the development of many small factories in the town, most of which have now disappeared.

Rockingham Park, 21.8 *m.*, was formerly the site of the Rockingham Fair, for many years one of the largest in New England. Later the park was developed as a track for racing cars and motor-cycles. When the State of New Hampshire legalized the pari-mutuel betting system in 1932, the park came under the control of the New Hampshire Breeders' Association and was developed for horse-racing. Races are held at scheduled intervals during the summer and betting is permitted. The State receives a large share from the net receipts.

At 24.6 *m.* State 28 crosses the Massachusetts Line, 2.9 miles northwest of Lawrence, Mass.

T O U R 1 4 : *From* PORTSMOUTH *to* VERMONT LINE
(*White River Junction*), 107.4 *m.*, US 4 and Alt. US 4.

Via (*sec. a*) Portsmouth, Durham, Concord; (*sec. b*) Boscawen, Andover, Grafton, Canaan Village, Enfield, West Lebanon.

Usual accommodations at regular intervals. Numerous overnight camps between Concord and West Lebanon.

B. & M. R.R. parallels this route between Concord and West Lebanon.

Paved road and partly cement. Open all the year.

THIS is the main route across the south-central part of the State. The section between Portsmouth and Concord is not a scenic route, but passes through a number of towns, especially Durham, that have distinct charm. The section between Concord and West Lebanon is replete with varied scenery.

Sec. a. PORTSMOUTH to CONCORD, 43.3 m.

PORTSMOUTH, 0 m. (*see PORTSMOUTH*), is at the junction with US 1 (*see Tour 1*).

US 4 follows Vaughn St. in the northern part of Portsmouth and unites with State 16 for 5.2 m. (*see Tour 2, sec. a*).

At *General Sullivan Bridge* (15¢ for automobile and passengers; 10 tickets for \$1), 5.2 m., the route crosses the wide Piscataqua River (*see Tour 2, sec. a*). The bridge bears the name of General John Sullivan, famed for an expedition against the Indians in 1779 (*see DURHAM*). Left at this point alt. US 4 crosses a second bridge, *Scammell Bridge*, a memorial to Colonel Alexander Scammell, first Sullivan's brigadier major, and later (1778-81) adjutant general of the Continental Army; and continues on a height overlooking Oyster River.

DURHAM, 10 m. (*see DURHAM*).

The highway continues through a rolling and exceptionally fertile section. It follows in part the first turnpike constructed (1796) within the limits of New Hampshire, from the seacoast to the Merrimack River at Concord. This turnpike was not built without reservations by the townspeople who did not approve of the new road and declared in a petition to the General Court that they were 'certain, that it will require many years, with large sums of money, to make it passable with safety. . . . The way now occupied is free from Hills, and with much labour, for a hundred years, is now a very good Road — vastly better, we presume, than the new one will be the same number of years hence.' It is now the chief artery of communication with the interior of the State.

At 12.8 m. is a 6-corner junction.

1. Right on an unnumbered dirt road is MADBURY (alt. 104, town pop. 368), 3 m., no accommodations, a pleasant little farming community that was formerly in Durham and originally in Dover. For many years the people of Madbury remained faithful to the mother parish, but owing to the distance necessary to be traveled and also to growing pains founded a separate parish, incorporated in 1775. The town lays great stress on Old Home Week, August, when a pageant is given depicting some outstanding event in the town's history. At the *Home of the Former Major Demeritt* (*open on application*) is a fine collection of old relics of the town.

An outstanding enterprise of the community are the *Elliott Greenhouses*, at one time the largest rose culture establishment in the East and one of the largest in the country, started in 1902.

2. Left from US 4 on an unnumbered dirt road is LEE (alt. 192, town pop. 376), 4.5 m., an old town beside the Lamprey River. The town was in Durham until 1766, when it was incorporated under its present name, and is probably named for the town on the River Lee in England.

During the 100 years, from the first settlement at Wadleigh's Falls, about 1666,

to the time the territory was set off from Durham and made a town, Lee was a lively community chiefly interested in the lumber business. Sawmills were built wherever there was a waterfall, and there are several in Lee. Lee 'Hook,' so called because of the windings of the Lamprey River here, has no duplicate in New Hampshire. The first 'Hook' sawmill was built about 1700 and is mentioned as 'at ye Hook of Lampreel River.'

On the Lee Depot Road from the town house is the *Estate of Charles S. Cartland (open)*, a Colonial-type dwelling with the old Quaker schoolhouse adjoining. The rostrum, the seats, and the living quarters are unchanged. It is here that the poet Whittier, a relative of the Cartland family, spent many days and wrote his poem 'The Birches of Lee.'

There are many old graveyards scattered throughout the township and fine examples of early architecture. Hand-carved panels, rough-hewn boards, some as wide as 30 inches, are numerous in the houses of Lee.

Right from Lee on Wednesday Hill road to *Wednesday Hill*, 1.5 m., which furnishes a fine view across Durham to Portsmouth and to the sea.

NORTHWOOD (alt. 600, town pop. 872), 21.7 m., limited accommodations in winter, abundant in summer, is a place where tradition and dignity are reflected in the many well-preserved old houses of its long street.

The town was known as the 'north woods' to lumbermen long before its settlement in 1763, and took that name when it was incorporated in 1773. Many distinguished visitors were entertained in Northwood's inns, among them Lafayette and President Monroe. Industrially Northwood has always been a cobblers' section, and at one time it had a sizable shoe factory.

Francis Samuel Drake (1828-85), author of 'Indian Tribes of the United States,' was born in Northwood. This region furnished the locale for a novel, 'Northwood,' written in 1827 by Mrs. Sarah J. Hale, one of the founders of *Godey's Lady's Book*, and author of the nursery rhyme, 'Mary Had a Little Lamb.'

Coe's Academy, situated on a high bank overlooking Harvey's Lake, and housed in a three-story gray frame building with a mansard roof, was founded in 1867 as a private academy by a Northwood shoe manufacturer. At first affiliated with the Congregational denomination, it later merged with a Baptist seminary, but now is non-denominational. The academy is now largely a public school, drawing about 90 pupils from the surrounding towns.

At Northwood is the junction with US 202.

Right on US 202 is ROCHESTER (see ROCHESTER), 13 m., where is the junction with State 16 (see Tour 2, sec. a).

At Northwood is a junction with State 9.

Right on State 9 is DOVER (see DOVER), where is the junction with State 16 (see Tour 2, sec. a).

River Brook Park, 28 m. (R), is a convenient stopping-place for rest and lunch.

EPSOM (alt. 415, town pop. 678), 31.6 m., limited accommodations, is a little hamlet with a fine view (L) of the surrounding hills. It derives its

name from the English market town near London. There is no record of the first settlement but it is known that there were several families here before it was incorporated in 1743. Among the first settlers were Samuel Blake, who paid the Indians 19 shillings and a jack-knife for 200 acres of land, and Andrew McClary, whose house at Epsom Center still stands. After the Revolution, Epsom prospered as a farming community. With the advent of the railroad (1843), the business center of the town was removed from the hillside to the lowland near the Suncook River and the railroad. Pittsfield, a few miles north, gradually became the business center of this section. Epsom then returned to its original rôle as a farming community.

Left from Epsom at Knowles's Central Store on a country road that winds up a long hill, is EPSOM CENTER, 2 *m.* It is a typically Colonial section with its most populous part in the picturesque *Cemetery* (L). Next is the *House of the First Minister* (1761), John Tucke, later used as a tavern. Across the road stands the *First Parsonage* (1781).

Epsom's Indian troubles were relatively few because of a garrison near the McCoy house. The most notable incident was the kidnapping and transportation to Canada of Mrs. Isabel McCoy, who, unharmed by her captors, was sold to a French family and remained there for years.

'A swift rider blowing a horn' notified Epsom of the battle of Lexington. Heeding the summons, Captain Andrew McClary left his plow in the field and hurried to Cambridge, followed by 34 men, who marched the 70 miles in less than 24 hours. At Bunker Hill, June 17, 1775, he met his death. A memorial to him is in an enclosure beside the home he left to join the revolting colonists.

At the top of the hill, 35.1 *m.*, is a fine view. Slightly east is the Blue Hills Range, and north, mountains that fringe the southern shores of Lake Winnepesaukee — Mt. Jesse, Mt. Belknap, and Catamount Mountain.

At 39.7 *m.* is a junction with a dirt road.

Right on this road is the tiny old *Hook Cemetery*, 5 *m.*, full of quaintly worded epitaphs.

At 42.3 *m.* the fine Municipal Airport is passed. There is a view of Garvin's Hill (R), and then the flat lands known as The Plains are traversed, affording glimpses of the Concord granite quarries.

CONCORD, 43.3 *m.* (see CONCORD).

At Concord is the junction with US 3 (see Tour 3), with US 202 (see Tour 15), with State 9 (see Tour 15A), and with State 103 (see Tour 12).

Sec. b. CONCORD to VERMONT LINE, 64.1 m.

This is a rural route, winding through attractive little settlements. It affords an excellent view of the mountain region it traverses.

Between CONCORD, 0 *m.* (see CONCORD) and Boscawen US 3 (see Tour 3, *sec. b.*) and US 4 are one route.

BOSCAWEN, 8.9 *m.* (see Tour 3, *sec. b.*) Opposite the red house at the western end of Boscawen's main street, US 4 turns left and climbs a hill from which (R) is a fine view of the hills of Canterbury and Northfield; up over another hill the summits of the Belknap Range appear (R).

Steadily rising the route continues through pine forests. Emerging from the forests, some of the lower White Mountains can be seen (R) in the distance, then more hills ahead as the road descends into Salisbury, ringed on three sides by mountains and best viewed from this point.

SALISBURY (alt. 788, town pop. 350), 15.9 m., no accommodations, is a quiet hamlet with a few old houses of Colonial and more modern styles clustered about a rather large white frame church, surmounted by a dome, which is preserved in its early character, even to the use of swinging oil lamps.

In 1738, a township was granted as Bakerstown in honor of Captain Thomas Baker, who in 1720 killed the sachem Waternumus near the present Baker River. In 1748, it was allotted to Ebenezer Stevens and others and called Major Stevens Town. Later, the name was shortened to Stevenstown and so remained until its incorporation in 1768, when the present name was taken. The town developed slowly because of its rocky, stubborn soil and the expensive necessity of erecting and maintaining a fully manned fort for protection against the Indians, although it was located on the Fourth New Hampshire Turnpike (1800). It is still a farming section.

President Monroe, on his tour of New England in 1817, stopped in Salisbury to visit the birthplace (see *Tour 3, sec. b*) of Daniel Webster. That the townspeople might better see him, the President was persuaded to leave his carriage by the inducement that the ladies wished to get a look at him. 'By Gad,' he replied, 'I'd like to see your ladies,' and alighted.

The road descends from Salisbury, now down, now up, to SALISBURY HEIGHTS, 17.4 m., with an interesting brick house (L). Here, also, is another fine view of the surrounding mountains.

Right from Salisbury Heights on a dirt road marked Franklin, is a junction with a dirt road leading to the *Salisbury Boulder*, 2 m. (*visitors are welcome*). This huge rock, split in two, is a glacial erratic. In the early days of this section, this rock was known as the Pulpit Rock because, in the absence of adequate defense against the Indians, the ministers gathered there and prayed for protection from the red marauders.

ANDOVER (alt. 635, town pop. 1031), 22.9 m., no accommodations, has on its broad main street numerous distinguished old houses and the brick buildings of *Proctor Academy* for boys, started in the Unitarian church in 1848. In 1856, the trustees turned over the property to the New England Christian Conference, which formed a new school, the New England Christian Literary and Biblical Institute, which was moved to Wolfborough (1865), where it operated until 1874. A move was then made to bring the academy back to Andover. With new financial backing and building renovation the school was once more incorporated (1879), and renamed, this time in honor of John Proctor, a liberal contributor to the school.

In 1748 a group of soldiers who had participated in the capture of Louisburg petitioned the Masonian Proprietors for a grant of land north of Stevenstown, present Salisbury. No further action was taken until 1751,

when the proprietors in Portsmouth granted to Edmund Brown and others this tract of land and it was designated as New Breton, in honor of the captors of Cape Breton (1745). It was also known as Brownstown for the man to whom the grant was made, and as Emerytown, for Anthony Emery, whose influence had helped to secure the grant.

Development was slow because of Indian troubles in the neighboring towns and because of misunderstanding between settlers and proprietors. In 1779 the town was incorporated under its present name.

Andover's subsequent history does not differ greatly from other communities with farming as the principal occupation. The attractions of water-power at near-by Franklin and Concord prevented its growth as an industrial center.

1. Left from Andover is *Bradley Lake*, 1.5 m., with a summer colony.
2. Left from Andover is *Highland Lake*, at East Andover, a summer center.
3. Right from Andover on a dirt road are the buildings of Andover's once famous *Hame Industry*, 0.5 m. Here for many generations were made brass and steel-tipped hames, curved bars fitted to the collar of the harness used by draft-horses, were made for shipment to all parts of the country.

At 24.3 m. is the junction with a dirt road.

Right on a beautifully wooded road is the *Clubhouse of the Ragged Mountain Fish and Game Club* (not open). In an open space near the garage cars may be parked (permission must be obtained at clubhouse). From here is a trail to the south summit of *Ragged Mountain* (alt. 2200), a large irregular and heavily wooded mass. From the south summit is a view of Mts. Kearsarge, Sunapee, Cardigan, and other peaks. An extension of the trail leads to the middle summit (alt. 2240) and the *Pinnacle* (alt. 2225), from which there is an extensive view. A short side path from the spring on the main trail leads to a sizable *Balanced Rock*.

WEST ANDOVER, 25.9 m., is a hamlet of simple houses.

Left from West Andover on a dirt road is WILMOT (alt. 870, town pop. 495), a little community apart from the main thoroughfares, but once a thriving post town on the Fourth New Hampshire Turnpike constructed here in 1800. At its incorporation in 1807 the town took the name of Dr. Wilmot, an Englishman who at one time was supposed to be the author of the celebrated letters of Junius.

DANBURY (alt. 825, town pop. 498), 31.9 m., limited accommodations, was originally in Alexandria Township. The first settlement was made in 1771 in the southeastern part of the present town by Anthony Taylor, who came up Smith River. According to a petition to the General Assembly, the name of the town was Cockermonth until 1788, when its inhabitants asked that it be changed. It was set off and incorporated in 1795.

According to tradition there are two places where the Indians camped, one near School Pond, the other in the southeast part of the township on the banks of the Smith River. This Smith River section formed the main settlement until around 1850 when the Boston and Maine Railroad came through and the center of Danbury was moved to its present situation. The Baptist and Congregational churches were moved on rollers by several yoke of oxen for one to three miles, even crossing Smith River by raft to their present sites, one on either side of the main section of the town. The Congregational church was moved intact, with the exception

of the steeple which was taken down and reconstructed when the building reached its new site.

For a period in the 1870's and the 1880's a tanning business operated at Danbury, but farming and occasional lumbering interests have always been the chief industries. There is a wooden novelty shop in the village.

West of Danbury the route passes through a beautiful little valley, upward toward the hills, with glimpses of the Mascoma River.

At 34 *m.* is a junction with a road.

Right on this road, passing through the little settlement of EAST GRAFTON, is the *Pinnacle*, 2 *m.*, a striking ledge that rises some 150 feet perpendicularly above the highway. From the rear it slopes down gradually to Grafton Village.

GRAFTON (alt. 837, town pop. 539), 37.8 *m.*, is a pleasant little village of unpretentious houses strung along its one street. Up through the valley appears Isinglass Mountain (alt. 1785) while south of the town is Mt. Pleasant (alt. 1225). Behind the village the hills slope up to the Pinnacle. The first permanent settlement in the forest here was made in 1772 by Captain Joseph Hoyt, who came through trackless woods from Poplin (now Fremont). Though settlers continued to come their condition was far from comfortable. Their first petition for incorporation, in 1777, read in part as follows:

Hon gentlemen of the general Asembly in the State of New Hamsheir Wee take this Opertunty to inform your onners that you Demand More of us then Wee are Able to perform for you Require of us a valiation of our Ratibel Estates Which valiation must Bee taken By our selectt men Which Your Honners Never Empowred us to Chuse And Wee your humble petitioners Do pray that your honours Will autherise and grant us Liberty to Chuse our select Men: and incorporate us: and Chuse a gestes of the Pees for us in the town and We take Leave to Nominate Capt Aaron Barney to Be the man; and then Wee Will com in town order: and then We Will give your onners A true Estamation and one faviour more Wee ash of your honours that is to have A priviledgs to Leve a Part of our tax upon the Wild Land if Your Honners see Cause to tax us and the Reason Wee give for that is this there is Men that has a grade Dele of Land in our town Which Lives out of this state and they Will not Due any Duty on the Rodes Except Wee mak their Wild Lands Do it and our Rodes are very Bad and Wont a gradel of Work Don on them And We pray Honners to take this in to Consideration . . . and grant us our Pertision and Put us in order that We may Do our Bisenes in our one town And Where in Wee have mised it Wee Bage that your onners Wold for give us for it is thru our ignorance and We Bage that your onners Will Direct us to Do Better for the futer . . . We Ecknowleg ourselves to Be under the Laws and Derecktions of your Onners. sonomore.

A second petition, a little less humble, offered a year and a half later resulted in the town being incorporated in 1778:

The Petition of the Freeholders & other inhabitants of the Town of Grafton Humbly Sheweth that it is with The Gratest Grief & Distress of mind that we are Constrained to Lay before your Honours the Deplorable & Shocking Situation of the People of this Town Paper Currency So amediately

Sinking & the Great Scarcity of Cash almost None Surculating in this Part of the State that the Like was Never Experienced by a Free People our Taxes are Large & Not money in the town to Discharge one Twentieth Part of the Tax & it Seems at Such an innormous Rate there is Not Money to be had to Pay Even for the Copy of the Rits & if there is Not Something Done we Shall Soon be Reduced to a State of abel Begary therefore we Pray your honours to Pass an act to inable the People to Pay there Debts without money for we have Property if your honours would in your wisdom Pass an act that State Securities of any of the four New England States Shall be a Tender & Stock & any kind of Marchantable Produce to Discharge Debts in order to Stop Suing or to Pint our Some other Method to Release your Distressed Subjects.

Gradually a sizable community grew up, but from 1807 to 1823 the tide turned from immigration to emigration when 136 families left for New York, Ohio, and other States.

From early days *Glass Hill*, north of the village, has been known for its deposits of mica of unusual purity. Attached to rocks of white and yellow quartz are large lamina averaging 6 inches square. A quarry carries on extensive operations here, Grafton's only industry.

GRAFTON CENTER, 39.6 m., is also known by its railroad name of Cardigan Center, with Isinglass Mountain (L) overshadowing it. From here several high hills and mountains are visible, including (R) bald and rock-topped *Mt. Cardigan* surmounted by a *Fire Tower* and surrounded by a section of the State forest.

CANAAN VILLAGE (alt. 945, town pop. 1301), 46.3 m., limited accommodations, is a neat and modern little community, lying in a hollow between the hills along Indian River. The first charter of Canaan was granted in 1761 to 62 proprietors from Connecticut, who took the name of a town in that State for their own. Among the first settlers was John Schofield of Connecticut, who in 1766 hauled his personal goods on a sled on the snow crust, followed by his wife and four children on foot. In 1769 the charter was declared forfeited but was reissued again in 1770.

From the beginning the township has been an agricultural community, but during the last few years Canaan has become to some extent a summer and winter recreational center. Snow trains for a number of years have made this one of their important terminals.

Right from Canaan Village on a paved road is beautiful CANAAN STREET (alt. 1164), 2 m., a mile-long village strung along a road lined with century-old trees behind which are the white-spired *Church* and many distinguished old white houses with broad lawns. Canaan Street, largely made up of summer homes, has a commanding view of the surrounding country. Left, *Mt. Cardigan* lifts its forested summit more than 3000 feet while (R) the long ridge of *Moose Mountain* (alt. 2326) and broad, wooded *Smarts Mountain* (alt. 3240) are conspicuous. It is the western view that makes the greatest impression. For miles the long green valley of the *Mascoma River* stretches toward the Connecticut. Beyond it in the distance are glimpses of the *Green Mountains* in Vermont. The Street was laid out by the proprietors who desired to place the center of the new community in a commanding situation. This region near *Crystal Pond*, sometimes called *Heart Pond* because of its shape, gave just the setting they desired. At the time there was only one clearing in the primeval forest, but after much difficulty a road was con-

structed in 1788. In 1834, Noyes Academy was incorporated with equal privileges for all children. Opposition arose between the abolitionists and their opponents over the question of the enrollment of Negro children. This eventually led to rioting in the summer of 1835 when the abolitionists armed themselves with iron bars and axes and with a string of 50 yoke of oxen marched toward the school. The fence around the building was first destroyed, then a team of 95 cattle were attached to the building and it was hauled near the south church. Peace eventually came to the little community and the building was repaired but the school never attained any large success. It was destroyed by fire in 1839.

Among the old buildings is the *Pierce Tavern*, or Grand View Hotel, that dates from 1794. The interior retains its early appearance and furniture.

Right from Canaan Village on a paved road 2.5 *m.* is ORANGE (alt. 1214, town pop. 99), a settlement of half a dozen houses, town hall, and small white church. First settled in 1773-74, the town not only had difficulty in becoming incorporated, but in deciding on a name. In a petition presented in 1779, it asked for the name of Bradford or Warwick; in 1783, in a second petition, Middleton; and in 1789, it originally asked for Liscomb, which was crossed out and Orange inserted. Large deposits of ochre and chalk are found in the township and are prepared for market by the New England Mineral Company.

Right from Orange on a dirt road marked Grafton 0.7 *m.*, is the entrance to a State Reservation of 3924 acres. In the Reservation is a parking space, 0.5 *m.* from the entrance, where begins the Westside Trail to *Mount Cardigan*, 2.5 *m.* The mountain is a huge, three-crested mass of granite with a length of base of about five miles. The middle peak, Baldface, is the highest elevation in this part of the State. The mountain is steep-sided, dropping almost perpendicularly for 1200 feet into the forests below, while the spurs from the flanking peaks, running out to the east, enclose a vast ravine, or scoop. *Firescrew*, the northern peak (alt. 3040), named for the spiral of fire visible for miles when the forest was burned in 1855, has no trail. The southern and main peak (alt. 3121) is more accessible. Because of the baldness of the peak and its isolated position, it provides an unusually extensive view of mountain peaks in all directions. With the exception of Smarts Mountain (alt. 3240), this is the highest summit in the vicinity. Many bodies of water are visible from here; on the east, Newfound, Winnepesaukee, Squam; south, Stinson; southwest, Mascoma and Crystal Lakes.

Cardigan is usually snow-covered from three to five weeks earlier than are the valleys at its foot. Often in early fall it is the only snow-covered peak in the State south of Warren (see *Ski Trails*).

West of Canaan the landscape is flattened out considerably, but the highway is still attractive with lakes, ponds, brooks and low hills along the way.

WEST CANAAN (alt. 810), 50.9 *m.*, is a tiny settlement with one of the smallest churches in New Hampshire.

ENFIELD (alt. 776, town pop. 1325), 53.7 *m.*, no accommodations, a village built on hills and in hollows, is a manufacturing center that takes much of its power from the Mascoma River.

Enfield first became known to the people of Massachusetts and Connecticut when William Dana and three of his companions, on returning to their homes in Connecticut after the conquest of Canada in 1760, traversed this beautiful country along the Mascoma and Connecticut Rivers. They applied for a charter that was granted on July 4, 1761; the town was named for the town of Enfield, Connecticut. In 1766 a renewal of their charter was asked for, but denied, and in 1768 Governor Wentworth declared Enfield's charter forfeited and regranted all land to 90 new pro-

prietors residing in and around Portsmouth who planned to call the town Relhan. Feuds and collisions resulted between the first and second grantees, but in 1778 the Portsmouth faction secured an act of incorporation.

Left from the western edge of Enfield village is a road over *Shaker Bridge*, one of the most remarkable bridges in the State, built by the Shakers in 1849, to two *Shaker Villages*, 2 m., and 2.5 m., a former Shaker community. In the early years of the town a branch of this sect founded by Ann Lee about 1774 in New York State, was started here by two ministers from Vermont. They first settled on Shaker Hill, but later moved to the western shore of Mascoma Lake. The stone building, erected in 1840 of stone quarried in Canaan, has four stories, the stones being cemented and fastened together by iron dowels. This building at the time of its construction was considered the most expensive in the State with the exception of the State House in Concord. These buildings are now occupied by La Salette Seminary, a Roman Catholic institution, all members of the community having died or moved away. The Shakers were famous for their woolens, herbs, and brooms. (*For further details regarding the Shakers, see Canterbury, Tour 3, sec. b.*)

Skirting the southern flanks of a long wooded range, Moose Mountain (alt. 2300), the highway leads to MASCOMA, 55.8 m., a small summer resort at the western end of *Lake Mascoma* (Ind.: 'fish water'). Facilities for boating, fishing, and bathing are excellent. During the spring months the Dartmouth College crew practices rowing here.

At 57.7 m. is a junction with State 10, the Dartmouth College Highway (*see Tour 4, sec. a.*)

The route continues along the Mascoma River to LEBANON (alt. 594, town pop. 7073), 60.4 m., a busy industrial community (*see Tour 4, sec. a.*)

At Lebanon is a junction with State 120 (*see Tour 4, sec. b.*)

WEST LEBANON, 64.1 m., lies on a terrace along the banks of the Connecticut River. It is largely a residential community, but is important as the seat of numerous railroad activities.

US 3 continues across a long bridge, a successor of one of the earliest bridges over the Connecticut River, to cross the Vermont State Line, 0.5 mile east of White River Junction, Vermont.

T O U R 1 5 : *From* CONCORD *to* MASSACHUSETTS LINE
(*Fitchburg*), 58 m., US 202.

Via Hopkinton, Henniker, Hillsborough, Antrim, Peterborough.

Limited accommodations at frequent intervals.

Paved roads; plowed in winter.

THIS route passes through the highlands of southwestern New Hampshire, following the winding Contoocook (Ind.: 'crow place or river'),

and through rural communities, including the Peterborough section, noted for its unusual beauty.

CONCORD (see *CONCORD*), 0 m.

US 202 leaves west on Pleasant Street, and passes the extensive grounds and buildings of the *New Hampshire State Hospital*, lining the road (L) for several blocks.

At 1.5 m. is (L) the *Christian Science Pleasant View Home*, a group of large Georgian Colonial brick buildings set in spacious and beautifully landscaped grounds. The main building is a long, rambling structure, set far back from the road. Three stories high, it has a wing on each end with a hip roof and with dormer windows. Over the main entrance is a large portico supported by Doric columns. The side entrances and some of the windows are decorated with iron balconies. Over the first story is a limestone belt course, and the corners of the wings are quoined with limestone blocks. This home for elderly Christian Scientists, built in the grounds surrounding the original home of Mary Baker Eddy, Pleasant View, was begun in March, 1926, and completed in the summer of 1927. The main building contains a large drawing- and living-room, 144 bedrooms, large sun parlors, two dining-rooms, a recreation-room, a library, and an assembly-room. Other buildings on the grounds include two summer houses and a three-room bungalow near the artificial pond that was a part of Mrs. Eddy's estate. A rustic windmill that once pumped water to the pond still stands.

Among the interior furnishings in the main buildings is a hand-carved 16th-century English choir stall with two drop seats, having the legend, 'He that believeth on me shall never thirst.' On each side of the main dining-room entrance are two hand-woven tapestries made of crewel embroidery on linen.

Just across the highway from the Pleasant View Home is the *Bradley Monument*, commemorating the massacre, August 11, 1746, of Samuel Bradley, Jonathan Bradley, Obadiah Peters, John Bean, and John Lufkin. At the dedication of this monument (1837) was sung a hymn written for the occasion by the Rev. John Pierpont, grandfather of J. Pierpont Morgan.

A contemporary account of the massacre is given by Abner Clough in his 'Journal' (Collection of the New Hampshire Historical Society, Volume 4):

Capt. Ladd came up to Rumford, Concord, and that was on the tenth day (of August), and, on the eleventh day, Lieut. Jonathan Bradley took six of Capt. Ladd's men, and was in company with one Obadiah Peters, that belonged to Capt. Melvin's company of the Massachusetts, and was going about two miles and a half from Rumford town to a garrison; and when they had gone about a mile and a half, they were shot upon by thirty or forty Indians, if not more, as it was supposed, and killed down dead Lieut. Jonathan Bradley, John Lufkin and John Bean and this Obadiah Peters. These five men were killed down dead on the spot, and the most of them

were stripped stark naked, and were very much cut, and stabbed, and disfigured; and Sergeant Alexander Roberts and William Stickney were taken captive. . . . We went up to the men, and ranged the woods awhile, after these captives, and then brought the dead to town in a cart, and buried the dead men this day.

At 2.4 m. is (L) *St. Paul's School*; in 1936 it celebrated its 80th anniversary. Within its spacious elm-shaded grounds stands one of America's most exclusive preparatory schools. The main buildings are of brick in the Georgian Colonial style, a few having gambrel roofs. Other houses interspersed among them are white framed cottages. The Chapel, of brick after the Gothic manner, occupies a central position in the campus.

Beyond the Old Chapel and the Lower School, a little bridge crosses the stream separating the Little Pond from the Big Pond, where St. Paul's trains its famous ice hockey teams. Continuing past the Upper School, across the Sawmill Road, is the school's 9-hole golf course. Turning east, the Sawmill Road ends at the entrance to the Farm, across the street from Coit House, an Episcopal orphanage given in memory of the school's first rector. Northeast from here stretch hundreds of acres of fields and timber lands, owned by the school. All of its many brick buildings, even the \$50,000 power house, have a simple dignity. The latter, constructed on functional principles, carries a suggestion of ecclesiastical Gothic in the pointed arches of the smokestack. On a terrace overlooking the lower pond is the *Sheldon Library*, a granite building with unglazed red tile roof, given by his children in memory of William C. Sheldon, a former trustee of the school. It was dedicated in 1901 and has a capacity of 70,000 volumes. A large part of the basement is filled with a collection of natural history specimens, birds, animals, fish, reptiles, minerals, and flora, mostly indigenous to this vicinity, contributed by F. B. White and others. In front of the library is a bronze *Statue* of a hatless, boyish soldier of the Spanish-American War, the work of Bela L. Pratt. The statue honors the memory of seven St. Paul's boys who died and 120 others who served their country in 1898.

Long cherishing an ambition to start a school on the principle that 'physical and moral culture can best be attained where boys live and are constantly under the supervision of their teacher and in the country,' Dr. George C. Shattuck realized his desire in 1856. He donated 50 acres of land and his summer home (the first brick house in Concord), and there Rev. Henry A. Coit assembled the school's first class of three boys. Under Mr. Coit's leadership, the school developed rapidly in the first decade of its existence. Numerous additions were made, due mostly to the generosity of its founder. By 1876, the school's territory had increased to 125 acres and to 550 by 1891. Today it owns more than 1500 acres.

The school has increased its enrollment to 449 boys, one-third of whom are sons of alumni. There is a long waiting list of applications for entrance, many of which were placed at the birth of the candidate.

At 2.8 m. the highway begins the long, steep ascent of *Dimond Hill*,

crowned with a fine view (R) over the top of Beach Hill and, on a clear day, of Mt. Washington. From this point are visible (L) Mt. Wachusett near Fitchburg, Mass., the twin Uncanoonuc Mountains in Goffstown, and Mt. Monadnock in Peterborough.

The old *Morse Tavern*, 6.7 m. (R), a five-bay, hip-roofed frame structure, is now a private dwelling, but was formerly a stopping-place for stage travelers on their way from Boston to Montreal.

On the opposite side of the highway is the large white *Burns House*, designed in the late version of the Colonial style, joined by an ell and two sheds to a proportionately large and pretentious barn, standing almost in the center of a well-kept triangular field. This excellent set of buildings was built about 1816 and is said to have cost \$2500, the money obtained by the owner through a lottery. Legend has it that a man named Phillips, dubious of his chances on an \$8 Havana lottery ticket, sold it to Philip Brown for \$4. Shortly before the drawing, Brown unsuccessfully tried to get rid of his ticket to a farmer for a load of hay worth about \$2. When the drawing took place, Phillips was notified of the winning of his ticket and for a slight consideration made over his papers to Brown. Brown then took his check to a Concord bank and was paid his winnings, \$25,000, in United States bank notes and took them home and deposited them in a bureau drawer. The possession of so much money worried him greatly, and in the middle of the third consecutive sleepless night he took a circuitous trip in the woods and hid the money in a hollow tree. The next day he tried to find the tree and was horrified to discover that he could not. Several days later, he decided to try to find it under the cover of darkness, and succeeded. Ten per cent of the money he immediately set aside to build this house, the first of several investments in homes and mill properties in Hopkinton.

In front of the house a tablet marks the *Site of Kimball's Garrison*, an early fort of this section.

At 6.9 m. is (L) the *Birthplace of Grace Fletcher*, an early Colonial house of odd proportions, about two-thirds the usual size and lacking a front door. One room has original paneling. This was the home of Elijah Fletcher, the second minister of Hopkinton, and here his fourth daughter, Gratia, was born in 1782. Reputed to have grown into a very beautiful young lady, noted for her many accomplishments, she became the wife of the great statesman and orator Daniel Webster in 1808 at her sister's home in Salisbury. While en route to Washington in 1827 she died.

At 6.9 m. is a junction with a paved road.

Left on this road is PAGE'S CORNER, 3 m., a small but attractive group of early houses. Among them is (R) the *Caleb Page House (not open)*, a yellow frame house of the Revolutionary period, shaded by a row of rock maples. This was the first frame house in Dunbarton and was built by Caleb Page, one of the original grantees of the township.

At 4 m. on this road is a junction with a dirt road. Right here 1.4 m. on this dirt road to the *Stark Burying Ground*, a beautifully shaded knoll overlooking a lily pond. Here are buried all the early Starks, with the exception of General John

Stark and his wife Molly, who are buried in Manchester (see *MANCHESTER*). Caleb Stark's grave is on the west center of the plot. Right 0.1 *m.* from the burying ground is (R) the *Site of the Stark Mill*. Here John Stark (1728-1822) built a saw-mill and gristmill to serve the people of the little settlement, the town fathers having authorized this, 'provided that the prices be equal to or less than other millers of other settlements.' Left from the burying ground, 0.3 *m.*, is the distinguished *Stark Mansion (not open)*. It is a two-and-a-half-story frame gambrel-roofed house, with two large chimneys, and dormers, and a two-story ell. Above the three-inch thick main door that has two-foot strap hinges is a transom with an unusual row of bull's-eyes of green glass. Caleb Stark, at the age of 16, ran away to join his father, General John Stark, and making his way on horseback, reached Boston just in time for the battle of Bunker Hill. He served with distinction through the war and emerged as a major. Returning from the war, he built the present mansion, and here, in 1825, he entertained Lafayette. The chamber occupied by the distinguished Frenchman is preserved in its original state. The Stark Mansion is believed to have been used by Owen Wister as part of the locale in 'The Virginian.'

HOPKINTON (alt. 500, town pop. 1485), 7.2 *m.*, limited accommodations, is an attractive, compact village with its wide main street shaded by century-old elms, and numerous well-kept Colonial residences.

Hopkinton was granted by the Province of Massachusetts to a group of citizens of Hopkinton, Mass., who settled it in 1735. Until the termination of the French and Indian War (1763), its development was seriously retarded by constant trouble with the Indians as evidenced by several markers telling of garrisons and massacres.

The town was incorporated as Hopkinton in 1765 and prospered until it became the shire town of Hillsborough County. The removal of the seat of county government saw the beginning of a decline in prosperity. Its present activities are confined almost entirely to those of an agricultural and residential nature.

The *Long Memorial Library*, Main St. (R), a red-brick building, was built in 1890 as a memorial to William H. Long, a beloved Boston schoolmaster and a native of Hopkinton. In addition to being the town library it houses the collection of the New Hampshire Antiquarian Society, which includes an old hand tub fire engine, an Indian dugout canoe, and a cell-door and a noose, grim reminders of New Hampshire's first exaction of capital punishment.

The little *St. Andrew's Church*, Main St. (R), built in 1828, is a granite copy of the Anglican churches of that period.

Next to St. Andrew's Church a marker indicates the *Site of the Lafayette Elm* and the *Wiggin Tavern*, scene of the entertainment of Marquis Lafayette during his visit in 1825.

The *Congregational Church*, at the junction of the roads in the center of the town, was built in 1789. From its graceful spire a Revere bell still summons the parishioners to worship and the volunteer firemen to their duty. Across Contoocook road near the Soldier's Monument is a marker designating the *Site of the First Meeting-House*, erected here in 1751.

At 10.8 *m.* is (R) the *Dunston Country Club* with 9-hole golf course (see \$1).

At 11.5 *m.* the Contoocook River is crossed, and now followed for 30 miles. This stream which has its source on the eastern slopes of Mt. Monadnock and flows northward, is the theme of many of the poems of Edna Dean Proctor (*see below*).

At the Hopkinton-Henniker town line, 11.8 *m.*, is a view of *Craney Hill* directly ahead and (R) forest-encircled *Keyser Pond*.

The *Craney Hill Reforestation Tract*, 12.3 *m.*, is a 31-acre experimental section under the control of the State Forestry Department.

At 13.5 *m.* is (R) a large *Split Rock* from which it is said was made the leap that inspired J. T. Trowbridge's poem, 'Darius Green and His Flying Machine.'

Another scenic viewpoint, 13.6 *m.*, reveals Sugar Hill ahead and Bear Hills (R).

HENNIKER (alt. 440, town pop. 1266), 15.6 *m.*, limited accommodations, is a little crossroads village, that prides itself on being 'the only Henniker on earth.' Its houses stretch along both sides of the crossroads. A little library, new school, antique shops, and a well-known old inn (1840) add attractiveness to the village.

Settlers came here as early as 1760, but it was not until 1768 that Governor Benning Wentworth granted the town a charter in honor of his old friend John Henniker, a wealthy merchant of London. From 1791, Henniker enjoyed its most prosperous days, continuing to increase its population, starting small industries and opening an academy; the latter was founded with a strong board of trustees, but with meager financial resources, that did not assure it a long existence. In later years it has developed into a residential center with paper and leather-board mills and factories manufacturing wooden novelties as its industries. Farming is the chief occupation on the outskirts of the village.

The *Tucker Library*, Main St. (L), has a small collection of Indian and other early relics.

The old double-arched *Stone Bridge* over the Contoocook was completed in 1835, replacing one built here about 1780.

Henniker is the birthplace of Edna Dean Proctor (1829-1923) whose writings, especially those in verse, commemorate the beauties of this locale.

Left from Henniker on State 114, at 0.5 *m.*, is a junction with the Gulf Road. Right here to the *Ocean-Born Mary House* (*open; nominal fee*), 3.2 *m.* This old house, which probably attracts more visitors through the summer months than any other place in the neighborhood, has a background replete with legendary incidents. That most prominently connected with it and which gives it its name is as follows:

Two hundred years ago an emigrant ship was boarded by pirates and while the ship was in their hands a baby was born. On learning this fact, the chief of the pirates requested that he be allowed to name the baby Mary for his dead wife. The parents consented and the pirates left the ship, but soon returned with presents for the baby. Among these was a piece of colored silk which the chief asked be kept for a wedding dress for Mary. The pirates then left the ship to continue its course, and

in time the vessel arrived at Portsmouth, N.H. The family became early settlers of Londonderry. Years later, when Mary became the bride of James Wallace, her wedding gown was made from the silk given to her by the pirate. The young couple came to Henniker and built this house. A piece of the wedding dress silk is carefully guarded in a frame in the hall of the house. 'Ocean-Born Mary' (Mrs. Wallace) is buried in the Quaker Cemetery at Henniker (*see below*).

Left from Gulf Road and left on Quaker Meeting-House Road is the long, low, one-story frame *Quaker Meeting-House* (1790) with its row of horse sheds in the rear. Within are 10 pews long unused, but no pulpit. Beside the church is the little cemetery with glistening stones, polished each year. One bears on its surface, with the typical urn and weeping willow, the inscription:

In Memory of Widow Mary Wallace who died Feb'y 13.
A.D. 1814, in the 94th year of her age.

WEST HENNIKER, 17 *m.*, a little settlement scattered along the highway, has a number of well-kept early houses.

HILLSBOROUGH, (alt. 580, town pop. 2160), 22.6 *m.*, limited accommodations, is a busy manufacturing village, softened by tall maples that line its main street. Its houses and stores are on high land above the Contoocook River, which furnishes power to the mills. Hillsborough's two large mills produce woolen cloth, hosiery, and underwear. Although in the midst of hills, Hillsborough's name does not come from them, but from Colonel John Hill, one of the Masonian proprietors (*see History*). The town was incorporated in 1772.

On January 18, 1742, the first boy, John McColley, was born in the settlement, in a log hut erected where Marcy's block stands; in May of the same year, the first girl, Elizabeth Gibson, was born in a hut on the Center road. When they had reached maturity, Colonel Hill offered them a hundred acres of land if they would marry and settle in the new town. Either for pecuniary reasons or from natural inclination, they accepted his offer.

The *Great Bridge* across the Contoocook is a successor to the first built in 1799 which was a marvel of engineering. Its memory was perpetuated in a name formerly used for the village, Hillsborough Bridge.

The *Community House*, School Street, castle-like with its turrets and dominating the town, was built as a residence in 1894 by John B. Smith, Governor of the State from 1893 to 1895. Large curved panes of glass, once valued at a thousand dollars each, are conspicuous features of the structure. The *Fuller Public Library* occupies a part of the first floor, in a room that has inlaid marble floor, mahogany woodwork, brocaded satin wall-covering, and decorated ceilings. On the second floor is the *Historical Room*, containing objects from all parts of the world.

The *Twin Houses* of the Southern type on the eastern side of the main street, set back from the highway, were built in 1880 and are alike in every detail both inside and out. They were long known as the Dutton Houses, for the family that later joined in establishing the Houghton and Dutton department store in Boston, now defunct.

Like Peterborough, Hillsborough has a musician as one of its leading inhabitants, Mrs. H. H. A. Beach, the pianist, having made her summer

home here for more than 30 years. Her interest in the musical training of the children of the community led to the founding of the Beach Club 15 years ago, and junior and juvenile orchestras of young people receive the benefit of her training and inspiration. The club has a studio in the Community House.

1. Left from Hillsborough on a paved road across the big bridge is DEERING CENTER, 4.7 m., a little settlement on the hills above the large Deering Reservoir. Around the little white church and town hall and library cluster a half dozen large and well-preserved early houses.

Right from Deering Center on a dirt road is the *Farm of Dr. Eleanor Campbell* (see below), and the summer home of Dr. Daniel A. Poling.

The *Deering Community Center*, 6.1 m., is a group of 30 buildings in ample grounds covering 20 acres, including Judson Hall, the social center, a large audience hall, and many small cabins. An outdoor auditorium, Round Top, has an unusual pulpit and lectern of stone. Public services are held here on Sunday afternoons in summer. The center's chief activity is a daily summer vacation school of eight weeks for children from neighboring towns, for whom bus transportation is provided. Both secular and religious subjects are taught by a large staff of workers. The center was founded in 1929 by Dr. Eleanor A. Campbell of New York City, long a summer resident here, as the Elizabeth Milbank Anderson Memorial in memory of Dr. Campbell's daughter. In June, 1937, it was presented by her to Boston University.

2. Right from Hillsborough on School Street is the *Caroline A. Fox Research and Demonstration Forest*, 1.9 m., a 390-acre area largely of white pine, donated by Miss Fox to the State in 1922. A bequest of \$200,000 from her in 1933 enables the State Forestry and Recreation Department to carry on forestry research.

Right on School Street is HILLSBOROUGH CENTER, 4 m., a little hilltop settlement, the original Hillsborough. Practically the whole of the little settlement was a part of a grant by Colonel Hill to the first minister of the township, the Rev. Jonathan Barns. On this piece of ground is now a group of 13 houses, many of them late Colonial, around a rough stone-walled Common, deeply dented by a gully. At the northern end of the Common the *Site of the First Meeting-House* (1794) is marked by a boulder, and 10 young maples have been planted to indicate the location of the first building.

West from the northern end of the Common, 500 feet, by a path through the woods is the *Lookout*, a wooden tower, from which there is a wide view of the surrounding country.

On the west side of the Common, 50 feet back among the trees, is the *Old Pound* (1774).

At the northeast corner of the Common is the *Barns House* (not open), built in 1774 by the first minister. This two-story, frame, gable-end house has been little changed since it was built. The clapboards are not butted, but are planed and lapped over each other; all the nails are hand-made; the front door has arrow-head iron hinges and double cross-panels, believed to ward away witches. In this house was organized in 1825 the Hillsborough Instrumental Band, the first incorporated band in the State, still in existence. A notable incident in its history is connected with President Andrew Jackson's visit to New Hampshire in June, 1833, when the band was invited to play. They traveled by wagons to Concord, gay in their uniforms of gray coats with bell buttons, black leather caps with plumes, and white pants. Reaching Concord at night, they struck up a lively tune and awoke General Pierce, who stormed and raved because they had disturbed his guest. President Jackson then laughed and invited them to a feast.

Right on School Street is *Loon Pond*, 5.9 m., surrounded by forests. There are indications that this was an occasional meeting place of the Penacook Indians.

Today it is a growing summer resort, and a source of water supply for Hillsborough Village.

At 24 m. US 202 turns (L) over an *Arched Bridge*, a fine old stone structure built by Ezra Kendall and others in 1767.

ANTRIM (alt. 707, town pop. 1254), 30.8 m., limited accommodations, with a fine old brick hotel, is a compact and quiet little town. Neat churches and well-kept homes add to its attractiveness. It lies on a hillside, sloping toward the Contoocook River, from which, in earlier days, sand was taken to near-by Stoddard to be used in the making of the famous Stoddard glass (*see the Arts*).

Although the name was taken from a town in the north of Ireland, from which the later Scotch-Irish settlers came, the first settler was a Scotchman, who came here in 1741, and for four years lived in heroic if somewhat distressful isolation, the only inhabitant of the region. A few years later other settlers came in, bringing with them their stern Presbyterian faith, and the town was incorporated in 1777.

The *Goodell Cutlery Factory* (*visited on application*) stands near the site of an old shovel factory built in 1856, and attaining a wide market before 1867, when it burned down. A new factory was immediately built and occupied by D. H. Goodell and Company, who manufactured a device for paring apples, invented and patented by Mr. Goodell in 1864. This continued until 1875, when the present cutlery business was started. At one time more than 200 people were employed, and more than 100 kinds of cutlery made.

1. Right on a road by the cemetery is an *Indian Burying Ground*, from which skeletons and artifacts have been recovered. The neighboring fields were once used by the Indians for the cultivation of corn.

2. Right from the village on a hill is the gray field-stone *Lodge*, long a favorite summer inn, from which there is an extensive view over the surrounding country.

South of Antrim the highway follows the Contoocook River very closely as it winds through the broad intervalle.

At 31.6 m., are the *Monadnock Paper Company Mills*, an attractive group of low brick structures on the banks of the river that pours in a turbulent flood over a dam at this point.

BENNINGTON (alt. 660, town pop. 552), 32.1 m., limited accommodations, is a little manufacturing village with a small attractive brick library and new high school building, both having been given to the town by Colonel Arthur J. Pierce. Five dams across the Contoocook provide Bennington with ample water power, much of which is used by the New Hampshire Power Company.

At one time cutlery was extensively manufactured here; powder was also produced. Of late years the manufacture of paper has been the main industry.

Formerly a part of Hancock Village, Bennington was one of the last townships to be incorporated (1842), and took its name from Governor Benning Wentworth.

The highway continues over the new bridge, past the transformer station of the New Hampshire Power Company, and again the Contoocook and its graceful windings are visible. Conelike Mt. Monadnock stands out in majestic isolation 15 miles south.

HANCOCK (alt. 850, town pop. 561), 36.4 m., limited accommodations, is an old-fashioned community, which seems unaffected by the passage of time. It once had a postmaster who served the community for half a century. It would not seem incongruous to see a stagecoach come down the highway and stop at the tavern, as it did a century ago.

John Grimes first settled in Hancock in 1764, but not until 1779 had enough settlers arrived to warrant its incorporation. It then took the name of John Hancock, who, as President of the Continental Congress, was the first to place his signature on the Declaration of Independence. Hancock was once a manufacturing center, and for some time nearly one-half of all the cotton manufactured in the State was made here. Rifles and fowling pieces were also manufactured here in the early 19th century by Jephtha Wright. Today the town is very largely a summer resort.

The *Historical Building* (open daily 2-5, June-Sept.; no fee) (R), corner of Main St. and Bennington Rd., is a dignified brick house, with four chimneys that pierce a hip roof, and surrounded by a white picket fence. Built in 1800, the house was for many years a tavern on the Hancock-Milford Turnpike, chartered in 1800. A notable collection of relics, the property of the Hancock Historical Society, includes a valuable set of old luster-ware, old dishes and furniture, and some paintings and etchings.

Right on Stoddard Road is the village *Church* (Congregational), built in 1820. The pedimented main portal, with three doors and a large Palladian window, is flanked with Ionic pilasters, a motif repeated in the corner posts of the façade. In the pediment of the portal is an oval window decorated with crossed palms. The square tower supports a square, open-arched belfry, two octagonal lanterns, and a short spire. The cornice is richly embellished with dentils and reeded trim. It is recorded that the pews were auctioned off in one day for \$1700. In the belfry is a *Revere Bell*. Under the shadow of the meeting house is *Norway Pond*, a picture of serenity, and across the road the *Old Cemetery*, with epitaphs worth attention.

Right from Hancock on Stoddard Road is 'Hooter' Farm, 2.5 m., where a former officer in the Imperial Guard of the Czar of Russia raises turkeys. 'Hooter' is Russian for 'one-man farm.'

The highway continues into the Monadnock region, colorful and rugged. At 40.9 m. are visible (L) the *Temple* and *Peterborough Mountains*, a long, low range of hills, and (R) *Mt. Monadnock* (see Tour 15B).

PETERBOROUGH, 43.8 m. (see PETERBOROUGH).

At the foot of a steep hill in the center of Peterborough, the highway turns (L) through the pleasant Contoocook Valley.

NOONE, 45.3 m., a little mill hamlet, is one of the industrial centers of

Peterborough. Using direct water-power from the Contoocook River, the Joseph Noone's Sons Company is the sole source of supply of the felt cloths used in the printing of paper money by the United States Bureau of Printing and Engraving, and has been in continuous operation since its establishment in 1831.

Cheshire Pond, 49.8 m., is a pleasant little body of water on the outskirts of the village of East Jaffrey. Here the development of a recreational center has led to the building of a skating rink with electric lights and a refreshment booth. Many skating meets and dog-sled races are held in this vicinity. A center for both winter and summer recreation, Jaffrey has a three-day winter carnival.

EAST JAFFREY (Jaffrey Township), 50.4 m., limited accommodations, on both banks of the Contoocook River, is the industrial and business center of Jaffrey Township. Largely a product of the 19th century, it is a community of simple Victorian houses with some more modern ones on Jaffrey Road.

The first textile mill at East Jaffrey was built in 1787, although sawmills and gristmills had been in operation on the river earlier. This mill has changed hands several times, but is now incorporated as the Cheshire Mills, with denim its most important product.

In the early nineteenth century East Jaffrey had an industry followed on a small scale but having a wide reputation, the manufacture, by Hannah Davis, of gaily-colored wooden handboxes, now valuable antiques. A collection has been made by the Village Improvement Society.

The *World War Memorial*, a rugged piece of sculpture entitled 'Buddies,' in the village center, is the work of Count Vigo Brandt Erickson. It depicts a wounded soldier in the arms of his comrade. In 1930 a large fieldstone of granite, weighing between 20 and 25 tons, was brought from the foot of Mt. Monadnock, taking three weeks in transit. Under a shelter built around it, Erickson worked on this sculpture until its dedication on Armistice Day, 1931.

During the summer season the *Inn Theater* presents a series of plays by the Actor-Associates.

East Jaffrey is at the junction with the unmarked Troy road (See *Tour 15B*).

Left from East Jaffrey on a paved road is the *Humiston Playground*, 0.5 m., dedicated to the memory of Dr. Humiston (d. 1912) and his son John, who was killed in action in 1918.

On this same road is *Contoocook Lake*, 1.5 m., with many summer cottages and a municipal bathing beach. On the west bank of this lake are the former grounds of the *Mediums' Camp Meeting of the Two Worlds*, a company incorporated in 1884 for the training of mediums and the promulgation of the doctrines of modern spiritualism. The first meeting of this group was held here June 21, 1885, and continued for four weeks. A speaker's stand, an auditorium seating 1000 persons and 100 cottages were erected. The buildings are all that remain of the company today. The group called the pond Sunshine Lake, and it is sometimes still so called to the annoyance of local people.

WEST RINDGE, 55.3 m., a scattered little hamlet, is one of the three villages in the town of Rindge.

As the road rises 400 feet in the half-mile between West Rindge and Rindge, there is an excellent view of lakes and mountains in the north. Looming above the others, and completely dwarfing them is *Grand Monadnock* (alt. 3166).

RINDGE (alt. 1060, town pop. 610), 55.8 m., no accommodations, a wind-blown hilltop village of a church and a few houses at a crossroad, is a rural community whose natural setting of mountains and lakes have drawn many summer residents to it.

First surveyed in 1738, Rindge included part of Jaffrey and Sharon, and was called Rowley-Canada, since a number of the early settlers had come from Rowley, Mass., and had been to Canada in the expedition of 1690. When Abel Platts attempted to settle here in 1742, he remained only a short time because of the disturbances from Indians who roamed through this region. Ten years later, Ezekiel Jewett settled on the present Ware farm, and was soon followed by ten others. The first road in town was laid out in 1759 and in the following year the first sawmill was built. At its incorporation in 1768 the town took the name of Daniel Rindge, at that time a member of the Provincial Council.

Among the summer residents of Rindge are Mary Lee, author of 'It's a Great War.'

Baskets are made in the town by members of the New Hampshire League of Arts and Crafts.

The *Congregational Church*, erected in 1797, the second building on the site, contains handsome small-paned windows. The steeple with its pyramid finials is out of harmony with the rest of the building and was presumably altered during the remodelings in 1837 and 1871.

At 58 m. is the *Massachusetts Line*, with *Lake Monomonac* lying across it (L), 17 miles from Fitchburg, Mass.

TOUR 15A: From JUNCTION WITH US 202 to VERMONT LINE (*Brattleboro*), 42 m., State 9, the Franklin Pierce Highway.

Via Keene and Chesterfield.

Limited accommodations except in Keene.

Paved road throughout.

THIS is an attractive route through the rolling country of the southwestern part of the State and past a number of popular lakes.

State 9 branches southwest from US 202 at a junction 1.4 *m.* south of Hillsborough. A *Wooden Sign* near the gasoline station recalls an early, legendary Hillsborough figure, Jenny Robinson, who was reputed to have been a witch who cast a spell over farmers and travelers, luring them to her husband's tavern. (Wives forbade their husbands to cast even a side-long glance at Jenny.)

Right on State 9; at 1.5 *m.* is a junction with a dirt road.

Right on this road is the attractively situated *Beard Brook Swimming Pool (limited facilities)*, 0.6 *m.*, named for an early settler.

At 1.6 *m.* is the double arch, stone *Lottery Bridge*, built in 1840 by Captain Jonathan Carr, who also built the brick house close by, paying for both with counterfeit money. He was finally caught and sentenced to 20 years in prison. After serving his sentence he came back to Hillsborough and lived here for about 10 years. Some years ago a cave, believed to have been a hiding-place of the counterfeiters, was found near the bridge. In making repairs on a room in the brick house, a wall was torn down, and hidden between the partitions were thousands of dollars of counterfeit money; an intensive search did not reveal the plates from which the money was made.

HILLSBOROUGH LOWER VILLAGE, 1.7 *m.*, is a small community.

In the rear of the country store (R) on a slight elevation, a tablet on a square unfinished boulder marks the *Site of the Birthplace of Benjamin Pierce Cheney (1815-95)*. When Cheney's father lost his property, his son had to leave school at 10 years of age and go to work. His father was a blacksmith and one of the boy's tasks at night was to point nails. Not being physically strong, at 16 he was compelled to seek outdoor work and found it in driving the mail coach between Keene and Nashua. This gave him an idea that, shortly afterward, with his brother's help, resulted in forming the Cheney Express. A third partner was later taken in and the line was extended to Henniker. It was merged with the American Express Company in 1868. Cheney later built the Atchison, Topeka and Santa Fé Railroad. He was a close friend of Daniel Webster, and presented a statue of him that is now in the State House grounds at Concord.

Right from Hillsborough Lower Village on State 31, 200 yards, is the *Franklin Pierce Homestead (open daily June to Sept. 1-5; free)*, a large two-story hip-roofed frame structure built by Governor Benjamin Pierce. Franklin Pierce (1804-69), was brought here by his parents when he was six weeks old, and spent his early years here. He graduated from Bowdoin College in 1824, and ten years later married the president's daughter, Jane Means Appleton (see *Tour 17, sec. b*). He practiced law and went into State politics. In 1852 he was nominated for the Presidency, and elected the following November. He died in Concord, October 8, 1869. The house contains *Scenic Wallpaper* in brilliant colors, imported from Italy 100 years ago.

At 2.4 *m.* is (L) the so-called *Keith Birthplace*, a small one-story, frame house, built in 1840. It has until recently been considered the birthplace of Benjamin F. Keith (1846-1914), theater magnate. Investigation by a Federal Writers' Project worker has proved that this claim is not justified (see *below*).

At 6.9 *m.* is a junction with an inconspicuous dirt road through the yard of the Crane House. Right on this road 0.6 *m.* is the *Henry Iram Camp*, a large cabin, several smaller ones, and an occasional tent, in a 40-acre area. For 20 years this has been conducted by Henry Iram who came here for his health and built the cabin. The camp has drawn writers, artists, clergymen, teachers, college students,

factory and clerical workers from all parts of the country and from foreign lands, for discussion of current political questions. Various forms of recreation are provided, including bathing in near-by Mellen's Pond.

At 8.6 *m.* is a junction with the Half-Moon Pond Road. Right here 1.5 *m.* to a place where cars can be left. From this point a marked trail runs to *Mt. Lovewell* (alt. 2456), named for Captain John Lovewell, Indian fighter, who is said to have been the first white man to climb this mountain. From the summit is a wide view including the White Mountains (N); on a clear day, with field glasses, Boston Harbor can be seen (S). The view is especially beautiful in the autumn.

At 9.4 *m.* on the main side road is WASHINGTON (alt. 1507, pop. 245), a little hilltop town with a few old houses. It is one of the highest towns in the State. First granted by the Massachusetts Colony as Monadnock No. 8, a New Hampshire charter was granted in 1752. Sixteen years later the first settlers reached the region, coming from Harvard, Mass., and New Ipswich. A later grant was made by Governor Wentworth to Colonel Reuben Kidder as sole proprietor who called the place Camden, after Lord Camden, friend of the Governor. At its incorporation in 1776, the settlement took the name of Washington, the second to take the President's name for a town; Washington, N.C., takes precedence. This road continues to GOSHEN, 18 *m.*, where is a junction with State 12 (see *Tour 4, sec. a*).

At 1.8 *m.* is the *Jackman Power Plant*. Opposite across the highway is the *Site of the Birthplace of B. F. Keith* (see above); only a cellar-hole marks the spot.

The highway now follows in the main the shores of *Franklin Pierce Lake*, a recreation center and reservoir furnishing water-power for an electric sub-station at Hillsborough. That this region was an Indian settlement is indicated by the large number of relics found on its shores.

Close by the lake (L) is the *Arthur Dowlin House* (1740), a two-story wooden structure formerly painted red, with the paint still showing in patches. The clapboards are fastened by wooden pins and were hand-cut; the windows have the original small panes; the large chimney is of hand-made brick. The house retains many of its early interior features; especially noteworthy is the width of the floor boards. The present owner has a large *Collection of Indian Relics* (open; free), plowed up on land that is now under water; it consists of arrow-heads, spear-heads, stone clubs, and dishes. Near the Dowlin House but unidentified is the *Site of the Log Cabin of Benjamin Pierce* where Franklin Pierce (see above) was born November 23, 1804.

At 10 *m.* is a junction with a paved road.

Right on this road is *Highland Lake* (alt. 1295), 2.1 *m.*, a pleasant body of water slowly developing as a cottage settlement.

At 3.5 *m.* is STODDARD MILL VILLAGE (alt. 1296) and at 4.5 *m.*, is STODDARD (alt. 1397, pop. 130), no accommodations, a retired little community on a commanding height of land between the Merrimack and Connecticut Rivers. It is said that rain falling on one side of a house here runs into the Merrimack and on the other into the Connecticut. When Stoddard was settled in 1769 early inhabitants carried their grain on their backs through a trackless wilderness from Peterborough, 20 miles south. Early known as Limerick, it took the name of Samson Stoddard, one of the grantees, when it was incorporated in 1774. Stoddard was for many years famous for the glass produced in its three factories (see *The Arts*).

MUNSONVILLE (Nelson Township), 13 *m.*, is a settlement of small houses around a large wooden mill, on the southern edge of Munson Lake. It was formerly a woodworking center.

Munson Lake (alt. 1276), formerly Mirror Lake, is a small body of water that has in recent years become a center of summer homes. The lake has an Indian legend attached to *Lover's Rock* on an island at the northern end. During his declining years Hanoket, a Wampanoag sachem, had made the islet his home with Mamomish his daughter. Among the guests welcomed to Hanoket's hut was a trader Leclair from Mount Royal in Canada. On one trip he brought his son Antoine, who soon fell in love with the Indian maiden. When the day for departure arrived, Leclair was astounded to hear that his son desired to take her home as his wife. He demanded sternly that his son return alone, and they departed, leaving the heartbroken Mamomish behind. That night, it is said, Mamomish leaped from the cliff to her death in the lake.

The highway drops down gradually through woods.

EAST SULLIVAN (alt. 1000, town pop. 192), 16.6 *m.*, no accommodations, is a handful of houses on the river bank where are the ruins of a tumbled-down mill. Sullivan was incorporated in 1787 and took the name of John Sullivan, at that time President, as the governor was then known, of New Hampshire. The ruined mill is the last relic of a sawmill and gristmill and a tannery once operating here.

The highway now follows Otter Brook Valley, gradually leaving the notch-like section through which it has been passing and entering the broad basin of the Connecticut Valley.

KEENE (see *KEENE*), 23.3 *m.*, is a junction with State 10 (see *Tour 4, sec. a*), with State 101 (see *Tour 17, sec. b*), and with State 12 (see *Tour 4A*). State 9 follows in the western part of Keene, and for 2.7 miles is united with State 12.

At 25.3 *m.* is a junction. Left on State 9.

The *Sawyer Tavern*, 25.8 *m.* (R), a large two-story gable structure, was built about 1780. The original small panes are in the windows and the interior has been only slightly changed. Noteworthy are the kitchen with large fireplace and Dutch oven, and a chamber on the second floor in which is the original unpainted pine paneling. The house contains excellent specimens of early glass and china, with other old relics. In the yard is an old stagecoach bearing the name of the proprietor of the tavern.

At 32 *m.* is a junction with an improved dirt road.

Right on this road is *Chesterfield Gorge*, an attractive section recently (1936) acquired by the Society for the Protection of New Hampshire Forests. The gorge extends a distance of one-fourth mile (R); a wild brook cascades through it; cliffs rise steeply on the west side and a few profiles, one suggesting the Minute-man, are traceable.

SPOFFORD (Chesterfield Township), 32.6 *m.*, no accommodations, is a little village scattered up and down the hillside. The *Fire-Engine House* has some early fire-fighting equipment.

At 35.4 *m.* the highway swings around the southeastern edge of *Lake Spofford* (alt. 716), an attractive body of water surrounded by hills, and many cottages and hotels. Especially notable are the pine woods through which the highway runs. This body of water probably took its name from John and Silas Spofford who were among the grantees. There is a tradition that a man named Spafford lived near the lake at an early date, but the original charter in Chesterfield (1761) gives the outline of the lake with the name Spofford on it.

The highway rises sharply to the little hilltop town of CHESTERFIELD (alt. 851, pop. 704), 36.4 *m.*, a little settlement, in which a low stone town hall and a stone country store are conspicuous. There are numerous early houses here.

Chesterfield was granted in 1752 as 'No. 1' in the series of settlements in the Connecticut Valley (see FITZWILLIAM, WALPOLE, CHARLES-TOWN, *Tour 4A.*) It was regranted in 1760 and settlement began the following year. Chesterfield has never been an industrial community; instead its inhabitants have taken advantage of the fertile lands. Of late years it has become a summer resort.

Chesterfield lays claim to the fact that the first Methodist preaching in New Hampshire took place here in 1793 when the Reverend Jesse Lee, Methodist evangelist, visited this community.

Chesterfield is the birthplace of Edwin D. Mead (1849-1937), Boston author and lecturer.

At 42 *m.*, is a bridge over the Connecticut River, the boundary between New Hampshire and Vermont, 2.5 miles north of Brattleboro, Vermont.

T O U R 1 5 B : *From* EAST JAFFREY *to* TROY, 8.9 *m.*,
Unnumbered road.

Via Jaffrey and Grand Monadnock.

Paved road; plowed in winter.

Ample accommodations at Jaffrey; limited in Troy.

THIS route leads across the southern slopes of Mt. Monadnock, through fine mountain and lake scenery, and gives direct access to the trails leading to the summit of the mountain. The route is well provided with signs.

This unnumbered route branches west from US 202 (see *Tour 15*) at the western end of EAST JAFFREY, 0 *m.* (see *Tour 15*).

JAFFREY (alt. 1160, town pop. 2485), 2.3 *m.*, ample accommodations, on the southern shoulder of Grand Monadnock, is notable for the charm

of its old white houses, its clear, high air, and its superb scenery. The oldest part of the township, it remains essentially unchanged, with many old houses now largely owned by summer residents and carefully preserved. After the division and survey of this township in 1749, bounties of \$142 were offered to the first five men and their families to settle here within one year from June, 1750, and to remain a year. No record has been found of anyone who took advantage of this offer. Tradition states that Joel Russell and his family settled in the southern part, now a part of Rindge. Originally known as Middle Monadnock, or Monadnock No. 2, the town received its charter in 1773, and took the name of George Jaffrey, a Masonian proprietor (*see History*) and at that time a Governor's councilor.

The development of the water-power of the Contoocook River at East Jaffrey, beginning in 1787, gradually took from Jaffrey its importance as the center of the township. In the early 1840's began the influx of summer residents, one of the earliest of whom was Ralph Waldo Emerson, who visited the town in 1845, climbed the mountain, and wrote his poem 'Monadnoc.'

In the center of the village is the old, white *Meeting-House* (about 1825) (R), now used as a town hall. The building has the characteristic small-paned windows of the period. The graceful tower, placed against the front of the building, is perhaps later than the church itself. Its square belfry, open arched, is surmounted by two octagonal lanterns, each with its delicate balustrade and urn finish on the corner posts.

The *Old Burying Ground* behind the meeting-house contains a *Memorial* (*left from the path at the northern end*) by Count Vigo Brandt Erickson to his first wife, a former Jaffrey girl who delighted in frequenting and reading here. When she and her infant daughter died, their ashes were placed in this mausoleum. The front is of field-stone, with the wife's face carved in relief. Below, several curved panels represent the Ascension. In the earth-covering, the artist has planted every low-growing wild flower known to this region. In the cemetery is also the *Grave of Amos Fortune* (*right from the path at the northern end*). Amos was a Negro slave who prospered sufficiently to purchase his own and his wife's freedom and leave a fund to the town for the use of District School No. 8. He died in 1801, and in 1927 the district school having been abandoned, it was voted to use the money for prizes in public speaking contests. He also presented a silver communion service to the village church. His gravestone records that he 'lived respectably, died hopefully.'

Left from Jaffrey on a paved and dirt road, is *Gilmore Pond*, 1.4 m., a small lake rimmed with fine trees. Property around it is restricted, being largely in the hands of a few summer residents. From the eastern shore across the water is an unusually impressive view of Grand Monadnock.

At 2.5 m. is a junction with a paved and dirt road.

Right on this road is (L) the *Robert Wier-John Buckley House* (1774-84), a single-story frame building beneath an ancient maple tree, said to be the oldest house in Jaffrey.

At 1.3 m. on this same road is (L) *The Ark*, a large, rambling inn originally built

(1808) as a farmhouse by Joseph Cutter, Jr. It has remained in the unbroken possession of the same family since its erection. The original structure was much smaller and earlier, having been built on reclaimed swamp land by Joseph Cutter, Sr. The peculiar name of the building came from the astonished derision of Cutter's neighbors when they saw the size of the house, but having a large family he felt justified in his extravagance. Much of the early prosperity of this farm came through boarding cattle from Massachusetts for the summer. With the influx of summer visitors in the middle 19th century, the farm became an inn.

1. Left from the Ark on the *Poole Memorial Road* — built in 1921 from an earlier farm road first laid out in 1803, and constructed by Mr. Joel H. Poole, then owner of the Ark, as a memorial to his son, Arthur Eugene Poole, who died in 1912 — to *Monadnock Reservation*, 0.9 m. Here is a public camp site with picnicking facilities, at the Jaffrey Reservoir, under the care of the State Forestry Department. North of the camp is the beginning of the *Red Cross Trail* — so named for the blazes on the rocks — which runs 2.6 miles to *Grand Monadnock* (alt. 3166). Here, too, is the junction with the steeper combination of trails, the *Pasture-and-White-Dot Trail*, which runs 2 miles to the summit.

2. Right from the Ark 2.8 m. on a paved road to *Thorndyke Pond*, lying under the shadow of Monadnock, and having considerable popularity as a summer resort. At the northern end of the pond the *Simeon Bullard House* (1771), a one-story, rambling building, is sheltered by the great *Bullard Elm* celebrated for its beauty.

BALLOU CITY (Jaffrey Township), 3.5 m., a cluster of a half-dozen houses where the road crosses Isabelle Brook, was once an important coaching stop on the Third New Hampshire Turnpike from Bellows Falls, Vt., to Ashby, Mass., built in 1799 at a cost of \$50,000. John Joslin, of Lancaster, Mass., bought a farm here in 1794, and in 1800 erected a tavern. Attempting to capture the earliest tourist trade, he proclaimed the virtues of a mineral spring on his property, which he incorporated in 1805 as the Monadnock Mineral Spring. In 1816, Professor J. Freeman Dana of Harvard analyzed the water and announced that it contained little or no mineral matter, and Joslin's business rapidly faded away.

The name of the hamlet is said to have been given by a scornful traveler, who had become exasperated with tall stories told in the tavern about the conjuring prowess of one James Ballou, who lived in near-by Richmond. During the 19th century woodworking shops, using the power of the small brook, were in operation here, but they have long since vanished, and the few houses left are now largely summer homes.

At 5.5 m., where the highway climbs the southern spur of Monadnock reaching an elevation of 1500 feet, is a junction with the *Toll Road*.

Right on the Toll Road is the *Halfway House*, 1.2 m. (fee: \$1.00 per car, free to trampers; parking at the foot of the toll road, 25¢, free at the Halfway House).

The Halfway House, known until 1916 as the Mountain House, a rambling three-story hotel, is the sixth building erected on the southwestern slope of the mountain as a public tavern; the earliest one, the Grand Monadnock Hotel, was erected on the summit in 1823. The first building on the present site was erected in 1860 by Moses Cudworth of Rindge, and in 1866 a more commodious house was built by George D. Rice, with rates as low as \$8 a week. During the first season, a brass band gave a concert on the summit, and on October 2, a marriage was performed there by the Rev. J. Peabody of Sullivan. Among the early guests of the hotel were Ralph Waldo Emerson and members of his family. In the fall of 1866, just after being closed for the winter, the hotel burned, and the present structure was erected in the following year and since has been enlarged several times.

North of the Halfway House begins the *White Arrow Trail* to the summit of *Grand Monadnock*, 1 mile.

The poet Emerson wrote of the mountain:

Every morn I lift my head,
See New England underspread
South from St. Lawrence to the Sound,
From Katskill east to the sea-bound.

While this slightly exaggerates the panorama from the summit, parts of the six New England States are clearly visible. On a fair day the view embraces an area 150 miles in diameter. A hundred miles to the northeast, the peaks of the Presidential Range, with Mt. Washington in their midst, serrate the skyline. To the southeast the tower of the customhouse in Boston and Bunker Hill Monument in Charlestown are visible, 60 miles away. In western Massachusetts, Mts. Tom and Greylock are discernible, and the long line of Vermont's Green Mountains forms the western horizon. In addition some 40 ponds and lakes lie at its feet, and white church steeples of many New Hampshire villages lift their spires above the green trees that surround them.

The mountain stands alone. Ruggedly masculine in outline, it gains much of its impressiveness from its barren peak and its sparsely covered shoulders. Called an 'airy citadel' by Emerson, it has the stern quality of a fortress, battered by long centuries of exposure to wind and ice.

Geological history records here the evidences of the great ice-sheet that once covered New Hampshire. With a center of harder rock than the surrounding countryside, the mountain resisted the pressure of the ice, and although much worn down from its original height, it towers above the rest of southern New Hampshire. The name 'monadnock' has since become a generic term applied by geologists to any mountain thus formed (*see Geology*).

The first recorded ascent occurred in 1725, when Captain Samuel Willard led a party of 14 rangers from Massachusetts on an Indian hunt to the summit. In the early days of Dublin and Jaffrey, farmers built their farms on its upper slopes, but most of these have now been abandoned, and only the stone walls of the fields and a few cellar holes are left. At that time the summit of the mountain was covered with trees, but severe fires, some accidental and others set to smoke out wolves from the tangle of timber, and subsequent erosion, have left the peak bare.

The mountain has drawn many famous people to it. Here Thoreau came on several occasions, armed with notebook, observant eyes, and little else. Thomas Wentworth Higginson made frequent visits to it. With half the mountain a State forest, its green glades never echoing with the lumberman's axe, it attracts an increasing number of visitors each year.

TROY, 8.9 m., is at a junction with State 12, 9.5 miles from Keene (*see Tour 4, sec. a*).

T O U R 16 : *From MANCHESTER to JUNCTION WITH STATE 11, 44.9 m., State 114.*

Via Goffstown, Weare, Henniker, Bradford, Sutton.

Limited hotel accommodations; occasional tourist homes and camps.

Paved roadbed throughout.

THIS route winds through a typical southern New Hampshire rural section.

MANCHESTER, 0 m.

State 114 follows west on Granite St. and crosses the Merrimack River by the Granite St. Bridge, from which there is a view of the long lines of mills on both sides of the river. At the traffic light (Granite Square), the highway swings left into South Main St. for a short distance, then turns sharp right on Varney Street to Mast Road.

At 2.4 m. is a junction with Shirley Hill Road.

Left on this road is *St. Anselm College*, 1.7 m., on a height above the Merrimack Valley, founded by the Roman Catholic Order of St. Benedict. Close together on its campus are its four major buildings, the largest of which is the brick administration building containing the dormitory, dining room, library, and practically all the classrooms. In the priory are the chapel, the gymnasium, and the living quarters of the brothers.

The first permanent establishment of the Benedictine Order in America was made in 1846 by Boniface Wimmer, a former priest in Bavaria, who, with a small band of zealous followers, settled in Western Pennsylvania. The order grew rapidly and in 1889 the Benedictines arrived in Manchester and were granted a charter of incorporation as the Order of St. Benedict of New Hampshire. Six years later (1895) the State legislature incorporated the college and empowered it to confer the usual academic degrees. In 1927, Pope Pius XI elevated the college to the status of an abbey. In the 47 years of its existence, St. Anselm's graduates have taken their places in many honorable posts in church and State. The enrollment in 1936 included about 250 students. The faculty is composed of the Benedictine Fathers, assisted by lay teachers.

At 6 m. on this road is *Shirley Hill* (alt. 750), a bald elevation separated by a deep valley from the Uncanoonuc Mountains, a mile west. From the hill is a wide view across the Merrimack Valley.

Left from the Shirley Hill House on a country road 0.1 m., left on a wood road that continues through a mowing to the *Tipping Rocks*, 0.2 m. Two of the rocks, estimated to weigh from 20 to 30 tons, can be made to sway. An open pavilion at this point furnishes a fine view of the twin Uncanoonucs west (*see below*), and of distant hills.

At 2.8 m. is a junction with Pinard St.

Left on Pinard Street which becomes Kelley St.; left from Kelley St. on Alsace St., to *Rock Rimmon*, at the foot of Alsace St., a towering mass of granite. It is one of the many rocks from which an Indian maiden, according to Indian legend, thwarted in love, jumped to her death. A short climb to the summit reveals a fine view of the city of Manchester and of the mills that line the banks of the Merrimack.

At GRASMERE, 5.2 m., the extensive buildings of the *Hillsborough County Farm* spread out on both sides of the road.

At 7.4 m. is (L) the brick Victorian Gothic *Villa Augustina*, a Roman Catholic boarding-school for young women, conducted by the Religious Order of Jesus and Mary.

At SHIRLEY HILL STATION, 8 m., an attractive little settlement of modern houses, is a junction with a partly paved, partly dirt road.

Left on this road to the base station of the *Uncanoonuc* (Ind.: 'breasts') *Mountains* (*funicular railway to south summit, round fare 50¢*), 2.5 m. These two symmetrical

and graceful peaks vary only one foot in height, the north (alt. 1320), and the south (alt. 1321). From the fire-tower on the south summit is an extensive view of southeastern New Hampshire. This is the starting-point of numerous ski trails. There is an attractive little artificial lake at the base of this peak. The short funicular railway has been in operation for over a quarter century.

Glen Lake (R), 2 miles long, an artificial body created in the Piscataquog River above the dam at the Gregg's Falls hydroelectric plant of the Public Service Company of New Hampshire.

GOFFSTOWN (alt. 306, pop. 3839), 8.7 m., along a winding S-shaped main street, is an attractive village. Originally granted as Narragansett No. 4, the town reverted to the Masonian Proprietors, who regranted it with parts of present Hooksett and Manchester to the Reverend Thomas Parker of Dracut, Mass., and others, including John Goffe of Derryfield (Manchester). The town was incorporated in 1763.

A large *Public Playground*, near the center of the town, is a gift of Charles G. Barnard. It has a baseball field, wading pool, and other features.

1. Left from Goffstown on State 13, a delightful road that follows the windings of the South Branch Piscataquog River, is NEW BOSTON (alt. 418, pop. 693), 6.7 m., with limited accommodations, a pleasant little valley town.

New Boston was granted in 1735 by the General Court of Massachusetts to 53 survivors or heirs of the men who participated in the ill-fated expedition of 1790 to Canada under Sir William Phipps, and called Lane's Town. In 1751, it was regranted to a different group, and incorporated in 1763, taking the name of New Boston from the earlier home of some of the first settlers and grantees.

Sawmills and small factories had their day in New Boston. The cutting and drawing of the best and straightest trees to the landing at Squog for masts continued even after the Revolution. Today it is a dairying, poultry-raising, and agricultural region, with a few summer residences.

Making capital out of misfortune, in 1936 the Playground Association of New Boston purchased the abandoned Boston and Maine R.R. station, with sheds and adjoining land, and remodeled the property for use as a *Social Center*.

In the low, brick *Wason Memorial Library* is the *Molly Stark Gun*, a famed artillery piece of the Revolutionary War. This cannon is of brass and was cast in Paris, in 1743. When the French army, commanded by General Montcalm, came to America, the cannon was part of the artillery; it was captured at the battle of the Plains of Abraham at Quebec by the English army under General James Wolfe. In 1777, General Burgoyne had this gun as a part of his field artillery, together with another gun similar to it. These two guns were surrendered to General Stark at the battle of Bennington. In the War of 1812 the cannon was sent to Detroit, Mich., for the defense of the city against the British. After the surrender of the city, it was taken by the British to Canada. At the battle of Fort George the Americans again captured it, and it was returned to New Hampshire and given to the New Boston Artillery Company. The mate of this old piece, also of brass, was placed on a New Hampshire privateer in the War of 1812 and lost at sea.

It is related that some years ago after the old meeting-house on the hill was built and a cupola added, the town fathers conceived the idea that a gilt eagle on top of the cupola would be a fine thing. Accordingly, they sent to Massachusetts to get an estimate of the expense in order to support the proposal at town-meeting time. The town was poor, its debts were many, and the question of a gilt eagle was discussed for weeks. On town-meeting day the selectmen had nearly carried their point when farmer Joseph Dunbar arose and said: 'Gentlemen — and others,

I always reckoned the voters of New Boston were big fools, and probably always would be, but if they are willing to give five honest-to-goodness gold eagles for one gilt one, they are darn sight bigger fools than I had supposed.' No eagle ever adorned the meeting-house, now torn down.

At 9 m. on this road is a junction with a country road; left here 1.2 m. to *Joe English Hill* (alt. 1240), the southern end of which is an abrupt precipice towering above the road. It received its name from a friendly Indian who was suspected of giving his own people's plans away to the white men. At one time he was ambushed by a small body of Indians, but, being an unusually swift runner, he escaped to the ledges, which were fringed with bushes. Knowing the territory well, he passed through the bushes and concealed himself under the shelving rocks while his pursuers rushed through the undergrowth and over the edge of the precipice. Joe was finally killed by a band of Indians, who started to attack a small party of white people, but decided to let the whites escape and run after him and punish him. He was finally captured and killed on the hill that now bears his name.

The rocky precipice of the hill is a favorite spot with mountain climbers as it offers an excellent training for rock-climbing.

State 13 continues to MILFORD, 16.8 m., where is a junction with State 101 (see *Tour 17, sec. b*).

Right from New Boston on a paved road is FRANCESTOWN (alt. 830, pop. 363), 7.5 m., a quiet little village with numerous early houses around a tall-spired white church.

Granted in 1752 and incorporated twenty years later, Francestown took the Christian name of the wife of Governor Wentworth. For twenty-one years the town was a part of New Boston. In 1800 it had an active soapstone quarry, the discovery of which was made by a man named Fuller. While carrying his axe one morning as he set out to mend a broken fence, he accidentally dropped it and found that the sharp edge had fallen on a stone and cut it like cheese. Before the year was out, Fuller had paid all his debts from the quarry that he opened. This particular soapstone was at one time regarded among the finest in the world, but the mines have not been worked since 1891.

The *Woodbury Homestead* (open on application), on the main street left, a long two-story, hip-roof frame structure with two large chimneys, painted yellow, was erected by Peter Woodbury about 1787. He first built the low section and ran it as a store. The house contains good paneling in one room; traces of the original stencil are visible in the hall. Three rooms on the second floor can be thrown together as a ballroom; this room also has traces of the original stencil.

The story-and-a-half frame *Lolly House*, on the main street left, was built by Dr. Samuel Lolly in 1788.

Right on the Main street is the *Willard House*, a long, low frame structure, painted brown. It has original panes and was built about 1791 by James Witherspoon.

a. Left from Francestown on a dirt road is the old *Blacksmith Shop*, 0.5 m., where little novelties of all kinds instead of horseshoes are hammered out; among these are hinges, candlesticks, iron gates, fences and andirons.

b. Right from Francestown is the *Mt. Crotched Country Club* with a nine-hole course. The clubhouse was an early tavern.

2. Right from Goffstown on State 13 is DUNBARTON (alt. 810, pop. 572), 6 m., limited accommodations, a tiny village stretching along the ridge of the highest hill for miles around. Its general store, schoolhouse, century-old church, and well-shaded residences strung along one short street, look out on an inspiring view of hills, mountains, and valleys.

First mentioned in a diary kept by Captain Pecker in 1725 while he was in pursuit of Indians, Dunbarton was granted in 1733 by the Massachusetts General

Court and was then known as Narragansett No. 6. Samuel Gorham of Plymouth, England, secured the grant and named it Gorhamtown and Gorham Pond still retains his name. The exact date of its first settlement is unknown, but prior to 1746, James Rogers and Joseph Putney built log cabins here and named the settlement Montalona for a town in northern Ireland from which they came. Being warned of Indian massacres in near-by settlements they took refuge in the Rumford Garrison at Concord, finding their way through nine miles of virgin forests. In 1749, they returned and made a permanent settlement. In 1751, Archibald Stark and others purchased this tract of land from the heirs of the Mason Claim and named it Starktown. The town was incorporated in 1765 as Dunbarton, for the town of Dunbarton, Scotland, from which the Starks emigrated in 1720.

Among Dunbarton's first settlers was James Rogers, father of Major Robert Rogers, later leader of the famous band of Rangers.

In Dunbarton were born: George Rogers, ancestor of George Rogers Clark, notable in his own right for his participation in the Lewis and Clark expedition (1804-05); Carroll D. Wright (1840-1900), first Commissioner of U.S. Bureau of Labor; A. C. Read, who, commanding a hydroplane in a series of flights, crossed the Atlantic to England in 1919; and Ernest M. Hopkins, president of Dartmouth College.

At 6.5 m. on this road is (L) Dunbarton's well-preserved *Town Pound*, built in 1791 to hold stray animals.

State 13 continues to CONCORD, 16 m., where are junctions with US 4 (see *Tour 14*) and US 3 (see *Tour 2*).

RIVERDALE (Town of Weare), 11.5 m., has a small group of houses around an old weathered mill.

Right from Riverdale on a dirt road, 4.4 m., to the *John Clough Reservation*, a State Forest of 339 square acres on the Piscataquog River. It has camp sites and bathing facilities, with a few trails to points of scenic and natural interest. In this Reservation is the *Raymond Cave* on Raymond Cliff.

The highway winds uphill to SOUTH WEARE (alt. 596), 15.8 m., a small settlement. *Mt. Dearborn* (alt. 1229) is conspicuous here left.

Left from South Weare on a dirt road is an early section of Weare, 1 m., with few traces of its early days except millstone markers.

The highway still winds, but is now downhill, passing *Mt. William Pond* (R), 17.1 m.

WEARE (alt. 637, pop. 1287), 18.9 m., is a small village in the midst of fine fertile land and low mountains and high hills.

Weare was a part of an original grant of the Massachusetts Colony made in 1735 to Robert Hale, and first called Beverly-Canada; this was later changed to Hale's Town. It was regranted in 1749 to Ichabod Robie and others under the name of Robie's Town. In 1764, it was incorporated and named in honor of Meschec Weare, at the time an associate justice of the Province of New Hampshire and later Chief Justice and the first President of the State Government (1776-85).

Settlers came slowly for the five years following the town's incorporation, but in 1770 a large number of Quakers arrived establishing themselves at Weare Center.

Although the settlers were not disturbed by Indians, a number of reminders of their presence have been found especially in Hodgdon Meadow

and vicinity. Among these are fireplaces, stone axes, and pestles, and other artifacts.

The township has hundreds of boulders brought here by the ice-sheet; they are found especially on the southern slope of Mt. Wallingford.

Weare has had many small industries, but these are reduced to a handle and a toy shop. A century ago the raising of silkworms and the manufacture of sewing silk was carried on successfully, but the industry gradually disappeared. The major industry is now poultry-raising.

At 19 *m.*, is a junction with a dirt road marked Deering.

Left on this road, 0.5 *m.*, is a *Quaker Meeting-House*, a one-story frame structure painted white and built in 1799. There are two entrance doors, one for the women and one for the men. In this vicinity there are about 85 Friends and occasional services are held in the church.

HENNIKER (see *Tour 15*), 27 *m.*, is at a junction with US 202 (see *Tour 15*).

At 33.5 *m.*, *Lake Massasecum* (alt. 631), a two-mile-long body of water, hemmed in on all sides by evergreen forests, takes its name from a friendly Indian chief. Prior to the Revolution a hunter named Eastman exploring the valley of the Contoocook, sighted Mt. Kearsarge and determined to climb it to view the country. After a day and a half of toil through unbroken forests he reached the summit. Looking over the wide expanse of lakes and forest, he was startled by the sight of a thin column of smoke in the distance. Investigating this, he came upon the fire of a camp whose only occupant was an aged Indian. Eastman accosted the man and after mutual assurance of friendship, the two sat down by the fire. Responding to the white man's curiosity, the Indian, whose name was Massasecum, related the story of his life. He had formerly been a powerful sachem in his tribe. At length, realizing that their attacks brought reprisals from the settlers, he suggested to the tribe that they make peace. In derision they dismissed him with his squaw and papoose. He tried to establish himself near the white man, but there was a victim of suspicion and ill treatment. The papoose died, and with his squaw Massasecum left for a solitary camp where she soon died and he was left alone, unwanted by his tribe and rejected by the white settlers. Moved by this story, Eastman spent several months in company with the Indian. The next year he returned to the spot and, finding the Indian dead, buried him by the side of his squaw. The rock near which his wigwam stood, is known as *Massasecum Rock*. Near here in 1933 an Indian dugout was sighted on the bottom of the lake and was brought to the surface. It is now a possession of Max Israel.

The lake has a large sandy beach and a fine cedar grove. Numerous amusements, bathing and picnicking facilities are available.

A winding, shaded road is followed, and at 35.5 *m.* it crosses the Warner River by a small *Covered Bridge*.

BRADFORD (alt. 684) (see *Tour 12*), 36 *m.*, is at a junction with State 103 (see *Tour 12*). Right on State 114.

At 37.9 *m.* is (R) *Blaisdell Lake* (alt. 817), a lovely sheet of water, with a small summer settlement.

At 40 *m.* is a junction with a paved road.

Left on this road 0.5 *m.* is SUTTON (alt. 736), a little huddle of white houses around a small white church, surrounded by flat fields.

Among the original grantees in the town's charter of 1749 was Obadiah Perry and the section was called Perrytown until it was incorporated in 1784. Why the name of Sutton was chosen is not known, but it is thought to have been from the native town, in Massachusetts, of Baruch Chase, a lawyer of Hopkinton and legal adviser for the community.

Sutton was the birthplace of George A. and John S. Pillsbury, founders of the flour business that bears their name.

NORTH SUTTON (alt. 917), 42 *m.*, bordering on Kezar Lake, is an attractive little settlement around a summer hotel.

Among the settlers who had come as early as 1767 and established themselves in this part of Sutton was Ebenezer Kezar, from Rowley, Mass., who settled near the entrance of the stream into the body of water that now bears his name. Here he found many evidences of Indian settlement, such as stone hearths, artifacts, and burial places.

Kezar Lake (alt. 906), a fine body of water, has a number of summer hotels and cottages on its shores. *Wadleigh Park*, a State reservation of 50 acres in a fine grove on the southern shores of the lake, has facilities for bathing (*life-guard on duty June to Sept.*) and picnicking.

Right from North Sutton on a paved road to the *Primeval Pines*, 0.7 *m.*, a notable group of twenty giants, jointly owned by the Society for the Protection of New Hampshire Forests and the township of Sutton.

At 44.9 *m.* is a junction with State 11 (*see Tour 11*), 1.7 *m.* east of NEW LONDON (*see Tour 11*).

T O U R 17 : *From PORTSMOUTH to KEENE, 97.3 m., State 101.*

Via (*sec. a*) Greenland, Exeter, Epping, Raymond, Manchester; (*sec. b*) Amherst, Milford, Wilton, Peterborough, Marlborough, Keene.

Usual accommodations at short intervals.

B. & M. R.R. parallels route between Portsmouth and Manchester.

Paved roadbed throughout; open in winter.

THIS, the most important route across the southern part of the State, passes through many little villages of interest and through the largest industrial city in the State.

Sec. a. PORTSMOUTH to MANCHESTER, 44.4 m.

PORTSMOUTH, 0 m. (see PORTSMOUTH).

State 101 follows US 1 (see Tour 1) south from Portsmouth on State St. to Middle St.; right on Middle St.

GREENLAND (alt. 60, pop. 577), 5.4 m., no accommodations, a scattered village near the shores of Great Bay, devotes its energies to market-gardening and other agricultural pursuits. The town, originally a part of Portsmouth, was set off and incorporated in 1703, according to John Farmer, annexing part of Portsmouth in 1721 and parts of Stratham in 1805 and 1847.

Lydia Pinkham, purveyor of patent medicines, was a resident of Greenland for some years, before her name became a household word.

The *Weeks House* (R), a massive two-story brick house with two tall chimneys obviously restored, and segmental arched openings on the first floor, is probably the oldest brick house in the State. The date of its erection is uncertain. One authority cites a family tradition that it was built by the father of Leonard Weeks in 1638; another says it was the work of Leonard's son Samuel on the occasion of his marriage to Eleanor Haines in 1700-05. The black, hand-burned bricks used in the front of the house have a speckled appearance; it is laid in Flemish bond, while that of the sides is laid with every fourth course a header. According to tradition these bricks were burned in front of the house-site. The walls are 18 inches thick, and originally held small, leaded casement windows set with diamond-shaped panes. These remained in the house until around 1870. Hardwood timbers are used throughout the house, and the beams in the cellar are 14 inches thick. The red-oak sleepers, 10 inches thick, retain their bark. The interior walls are covered with planks over which plaster has been laid.

Tradition has it that the house was built as a garrison against the Indians. Descendants of Samuel Weeks lived in the house for more than two hundred years, and were among the largest landowners in Greenland.

At 8.2 m. is (L) *Stratham Hill* (alt. 292), from the summit of which a forest fire lookout station commands a wide view of the low-lying coastal area. This hill is one of a group of six drumlins — tightly packed and rounded piles of sediment left by the glacial icesheet during its southward passage. After the recession of the icesheet, the present coastal plain was submerged and flooded by the ocean, and these drumlins became islands. Evidence of erosion by wave action is visible in the sharp escarpments on the north and west sides. On the south side of Stratham Hill is a peat bog.

At 8.9 m. is the *Kenniston Tavern* (R), an unpainted two-story frame house erected in 1766, with a large central chimney and an ell on the right side. The house retains the original small-paned windows.

STRATHAM (alt. 59, pop. 552), 10.3 m., no accommodations, is a scattered little community whose farms, devoted mainly to market-gardening, are among the most fertile in the State.

Granted in 1629 to Edward Hilton, then a resident of Dover, the town was first called Winnicot. The date of the first settlement is uncertain, but 30 families were residing here by 1697. In 1716 it was incorporated, taking the name of Lady Stratham of England, who paid for the compliment by giving the town a church bell.

During the first years of settlement there was only one frying pan in the town, and people took turns using it, passing it from one neighbor to the next. As a result a back road retains the name Frying Pan Lane.

At 10.5 *m.* is a junction with State 108.

Right on State 108 and at 1.5 *m.* (L) 0.5 *m.* on a paved road to NEWFIELDS (alt. 83, pop. 376), a cluster of early white houses pleasantly shaded by old elms and maples. Originally a part of Exeter and later (1727) of Newmarket, the territory was first given the name Newfields in 1681, taking it from a farm owned by Edward Hilton of Dover, called 'Mr. Hilton's New Field.' In 1849 Newfields was joined to Piscassic, another local division of Newmarket, and incorporated as South Newmarket.

John M. Brodhead, a native of the town and a resident of Washington, D.C., made the following provision in his will: 'Ten thousand dollars to the town of South Newmarket, N.H., for the purpose of purchasing books for a town library, to be under the control of the selectmen, under the condition that the name of the town shall be legally changed to Newfields and so remain. On the same condition and for the same purpose I bequeath to said town my private library. Neither of those bequests shall take effect until the name of the town shall have been changed.' Fifteen years later the name of the town was changed in accordance with this provision.

During the 19th century this was a thriving industrial community, dominated by the Squamscot Machine Company, which employed 175 men. In 1873, the annual production of the town was 25 engines, 1,500,000 feet of brass pipe, 90 tons of brass and iron fittings, 48 steam boilers, 750 tons of iron castings, and 13 tons of brass and copper castings, the whole valued at \$310,000. This production is carried on in less volume at the present time, under a different company name, and is supplemented by bottling and fertilizer manufacturing.

On State 108 is NEWMARKET (alt. 30, pop. 2511), 4.3 *m.*, all accommodations, a little industrial community at the falls of the Lamprey River. The town rises abruptly from the river with its cluster of factory buildings to a residential section with short narrow streets and old white houses. Originally a part of Exeter, Newmarket was set off as a parish in 1727 and incorporated as a separate town 10 years later.

Below the falls the river is of sufficient depth at high tide to float vessels of 120 tons, and formerly much heavy merchandise was freighted through Great Bay to Newmarket. Water-power and ease of navigation stimulated industrial activity during the 19th century. This consisted for the most part of a number of shoe and cotton manufacturing plants, the largest being that of the Newmarket Manufacturing Company. During the latter half of the 19th century the town had an annual production of 7,500,000 yards of cotton cloth and 24,000 pairs of shoes, valued at \$389,000. From this period until 1929, Newmarket was prosperous, but during the depression years many of the mills closed down entirely, their owners either going into bankruptcy or moving their capital to places with lower wages for labor. Since 1934 new industries, particularly the manufacture of artificial silk, have brought renewed life to the town.

Left from Newmarket on the Packers Falls Road 1.2 *m.* to the *David Davis House* (L), a small pitch-roofed garrison house built by David Davis in 1694. It withstood many Indian attacks. The well-preserved structure has 12-inch hewed beams and rafters still carrying bark on one side, fastened together with

wooden pins. An original Concord wagon, used by the third David Davis, a drummer-boy in the War of 1812, to drive to Charlestown, Mass., in 1825 for the laying of the cornerstone of the Bunker Hill Monument, at which time he again served as drummer, is kept in the barn. His grave is in the field in front of the house, as are the graves of his father, who was chief cook for George Washington at Valley Forge, and his son Timothy, who served as a fireman on the U.S.S. 'Kearsarge' during the Civil War.

On the Packers Falls Road at 1.8 *m.* is the *Scott House (L)*, a large square building with an immense chimney in the center, formerly known as the Prendergast Garrison. Built during the last half of the 17th century, it withstood many Indian attacks. It has had many alterations.

EXETER, 13.7 *m.* (see EXETER).

Left from Exeter on the paved Brentwood-Fremont road is MARSHALL'S CORNER, 2.4 *m.*, a part of Brentwood, with a group of admirable early houses. Right on the main highway is the *Marshall Homestead*, a two-story gable structure with large central chimney, erected in 1705. A garrison house, its exterior and interior walls are vertical planks of pine and hemlock two inches thick, and feathered to make perfect joints. Although now clapboards cover the exterior, the upper story is known to have the original small openings for gunfiring.

Right from Marshall's Corner on Pickpocket Road is another fine old two-story gable structure, also with large central chimney, the *John Dudley House*, built in 1700.

At 17.7 *m.* is a junction with a dirt road.

Right on this road 3 *m.* is *Camp Hedding*, for 75 years a center for gatherings and summer services of the Methodist denomination.

The camp is an outgrowth of camp meetings held in Fowler's Grove in Newfields from 1857 to 1862. The first meeting here was held in 1863 under the direction of Rev. A. C. Manson, presiding elder of the Dover district, who had been instrumental in securing the ground. The control of the grounds was vested in the Hedding Camp-Meeting Association, incorporated in 1863 and named for Bishop Elijah Hedding (1780-1852). Religious meetings are still held here despite a decrease in attendance. The place is also used for band concerts, games, and political rallies.

At 18.8 *m.* is a junction with a paved road.

Left on this road is KINGSTON (alt. 135, pop. 1017), 6 *m.*, a scattered village lying between two ponds in what was a part of the original Hampton grant. Kingston was set off and granted in 1694 to James Prescott and others; until 1800 the name was spelled 'King's-town.' The large original grant was made smaller by the separation of East Kingston in 1738, Sandown in 1756, and Danville in 1760. A further grant took away Plaistow in 1831, making the present township one of the smallest in the State.

The soil is very fertile, and truck-gardening and poultry-raising are carried on successfully. A small woodworking plant is the only industry.

In the center of the village is the *Josiah Bartlett House (not open)*, a two-story, five-bay house with a pitched roof. In 1774, an older house on this site was burned down, by a British spy, according to a local tradition. The present house was begun in the same year. The interior, especially the first floor, was remodeled during the early period of the Greek Revival (about 1820), but the stair rail and newel post are original. The exterior was remodeled in 1863. Josiah Bartlett (1729-95) was born in Amesbury, Mass., and moved to Kingston at an early age. In 1775, he was a delegate from New Hampshire to the Continental Congress, and was one of the signers of the Declaration of Independence. After the Revolution he was Governor of New Hampshire from 1790 to 1794, and in the last year of his life was a justice of the Court of Common Pleas, now the Superior Court.

Right from Kingston on a dirt road 0.5 *m.* to *Kingston Lake*, a popular resort. At the north end is *Kingston Lake Park*, a State reservation, with camping and bathing facilities.

Kingston is at the junction with State 109 (see *Side Tour* below).

At 16 *m.* on this paved road is HAMPSTEAD (alt. 328, pop. 775), an attractive long-street village, scattered through which are a number of early houses. Originally a part of Amesbury and Haverhill, Mass., and known as Timber Lane by settlers who had come by 1721, the town was granted in 1749 by Governor Wentworth with the name of London Suburb; he reserved for himself an island of 300 acres in Island Pond, making it one of his farms. At one time 'poplar hats' were made here from poplar wood, and sent to the South and West as well as to southern countries. The manufacture of shoes is the only industry. Left 1.5 *m.* from Hampstead on a partly paved road is *Island Pond*, with a summer colony on its eastern shore. The island is a large well-kept farm.

EPPING (alt. 129, pop. 1672), 21.5 *m.*, limited accommodations, is a pleasant town in the valley of the Lamprey River, with old white houses built close together along elm-shaded streets. Originally a part of Exeter, and one of the earliest settlements in New Hampshire, Epping was not incorporated as a separate parish with town privileges until 1741. Then it took the name of Epping, England, 'a nice little town in Essex, seventeen miles from London, in the middle of Epping Forest,' as Colonel Joseph L. Chester wrote in 1876.

During the 19th century Epping was a prosperous manufacturing town. Shoes were an important product, their manufacture having been started in a small way by Benjamin M. Smith and Dudley Norris. In 1870 Colonel B. W. Hoyt opened a small establishment, which 10 years later, was producing 7000 cases of shoes annually. Two successive fires in 1880 and 1882 destroyed his business. Other shoe companies began operations, but none stayed long. Today only one such factory operates here. The manufacture of brick, started in 1872, was an important business for a number of years, three companies employing around 500 workers. Only two companies remain, employing about 125 men in summer. During the late 19th century the raising of apples for export was a prosperous business, but local farmers now combine part-time factory work with their farming.

Among Epping's notable sons were Henry Dearborn (1751-1829), an officer who distinguished himself at the battles of Bunker Hill, Stillwater, Saratoga, and Monmouth and was Secretary of War from 1801 to 1809, and Minister to Portugal from 1822 to 1824; and John Chandler, U.S. Senator from Maine, 1820-29 (see below).

William Plumer (1759-1850), whose boyhood was spent here, was a Representative in Congress for five terms, Senator for one, Governor of the State for two terms, and an elector who cast the sole vote in 1820 for John Quincy Adams instead of James Monroe. He was a friend of Jefferson, of whom he later said, 'I wish his French politics were as good as his French wines; but to me, at least, they have by no means so exquisite a flavor.' Two other State Governors came from Epping: Benjamin F. Prescott (1833-95), elected four times as Secretary of State for New Hampshire and twice as Governor (1877-79), a patron of the arts

and of education; and David Lawrence Morrill, a clergyman, Governor from 1824 to 1827 and a United States Senator from 1817 to 1823.

At 26.2 *m.* is a junction with a paved road.

Right on this road and at 3.8 *m.* left on a dirt road to *Pawtuckaway Lake*, 0.5 *m.*, a rock-rimmed pond with the Pawtuckaway Mountains rising from the western shores. The shores of the lake are largely unoccupied, although the islands that jut up in the center are tenanted.

On the paved road at 5.5 *m.* is NOTTINGHAM SQUARE (alt. 500), a group of superb old houses around a wide Common from which is an extensive view over southeastern New Hampshire.

On the street running north from the square is (R) the *Site of the Home of Henry Dearborn*, a native of New Hampton, who came here at the age of 21 to practice medicine. Marrying Mary Bartlett in 1772, he established a home on this spot. In 1774, when the nature of the approaching conflict with England became more evident, Dr. Dearborn organized a company of militia and drilled them on the wide level Common. Men came from all the surrounding countryside for instruction, some of them later participating with General John Sullivan in the seizure of powder from Fort William and Mary (see *DURHAM*). Early in the morning of the 20th of April, 1775, when the news of the battle of Lexington and Concord reached the square, Dearborn ordered his men to assemble for a march to Boston. At 4 P.M. of the same day 100 armed men had gathered on the square; they at once started for Medford, Mass., about 60 miles away. According to tradition they arrived at their destination at 4 A.M. the next day, having accomplished one of the quickest military night marches on record. This was the beginning of a successful military career for young Dearborn, then only 24 years old.

In the center of the square is a *Monument* to four officers of the Revolutionary War. Joseph Cilley (1734-99), a native of Nottingham, became a major general in the New Hampshire militia and acquired some reputation as a State politician. General Thomas Bartlett came to the village in 1865 from Newbury, Mass.; he was a son-in-law of General Cilley's and maintained a store on the northwest corner of the common. Henry Dearborn lived in Nottingham for 10 years previous to moving to Epping. Henry Butler was commander of a company at West Point.

Directly across the road is a boulder on the *Site of an Indian Attack of 1747*. During the summer the inhabitants of the surrounding territory experienced trouble and came from miles around seeking protection in the block-house on the square. By September the raids and depredations abated in violence and the residents ventured forth to their chores. While churning on her farm a few rods south of the square, Mrs. Elizabeth Simpson and her baby were slain; about the same time Nathaniel Folsom and Robert Beard, at work in a near-by field, were also killed. The four victims were buried near the spot marked by the boulder.

A few yards south of the boulder near a well and sweep is the *Site of the First Block-House*, completed in 1727. The town records mention it as being '60 feet long, 30 feet wide, and 10 feet high, with a pitched roof.' It was in this structure that the four people had stayed before they were killed.

At 26.4 *m.* is a junction with State 109, a paved highway.

Left on this road is RAYMOND (alt. 205, pop. 1165), 0.2 *m.*, limited accommodations, a small shoemaking town. The territory occupied by Raymond, originally called Freetown, was purchased in 1717 from an Indian by Colonel Stephen Dudley, settled as a part of Chester in 1726, and received a separate incorporation and the name of Raymond in 1764. South of the railroad station is an erratic *Boulder of White Quartz*, that was transported several hundred feet. It is 48 feet long, 39 feet wide, and from 24 to 30 feet high. Two pine trees have found lodgment in crevices.

At 5.3 *m.* on State 109 is FREMONT (alt. 166, pop. 571), a small agricultural town. In 1742, a part of ancient Exeter was cut off and incorporated under the name of Keensborough, though at one time it was known as Brintwood, and later Brentwood; it was a very large territory. In 1764, for religious reasons, a section about four miles square in the western part of Keensborough was incorporated as a separate township under the name of Poplin, which was changed to Fremont in 1854, for John C. Fremont, first Republican candidate for President of the United States. At one time Fremont was a prosperous little shoe manufacturing town, producing 30,000 pairs annually, but its main resource now is agriculture.

At 5.6 *m.* on this road is the *Fremont Meeting-House* (L), one of the three square, spireless churches in this section of the State, the other two being at Danville and Sandown. Erected in 1800, it has been preserved in its original form, both without and within. A particularly impressive pulpit adorns the interior. Through a bequest made by Miss Sarah Chase in 1870, a series of Sunday morning services is held in the church during August.

At 6.1 *m.* is a junction with a paved road; right here 3 *m.* to an old *Cemetery*, first used in 1740. At 3.1 *m.* is (L) the *Danville Meeting-House* (*open on application to caretaker*), a spireless, two-story building erected in 1760, built on the same exterior plan as a private dwelling of the period. The doorways are severely plain, and the unevenly spaced windows 7 feet above the ground on the first story, have 20 panes in the upper story and 24 in the lower. The window over the pulpit is unusually plain. The exterior gains a pleasing texture from the graduated clapboard siding, in which the boards are scarf-jointed. (*Compare with Sandown church below.*)

In 1870 the interior was ruined when it was remodeled into a dance-hall. The old square pews were removed, but most of them were stored in various parts of the building, and when the structure was restored in 1936 with the aid of Lester A. Colby, these were replaced. A few of the pews and the spindles decorating them are modern duplicates. The edifice is now owned by the Old Meeting-House Association and an annual home-coming service is held the last Sunday in August. The first minister of the church was the Reverend John Page of New Salem, who died in 1780 from smallpox contracted while caring for other victims. His grave is in the old cemetery at one side of the building.

At 9 *m.* on State 109 is KINGSTON (*see above*).

At 26.9 *m.* is the junction with State 109.

Right on State 109 to a junction with the Pawtuckaway Reservation Road, 2.9 *m.*; right here to the *Pawtuckaway Reservation*, 0.2 *m.*, a State forest of 1000 acres, including three summits of the Pawtuckaway Range. At 1.5 *m.* on the Reservation Road is the Ranger Station. Right on a path here to a fire-tower on the southern summit (alt. 908) of *Mt. Pawtuckaway*, 0.5 *m.* At 2.7 *m.* on the Reservation Road is a junction with a short path (L) to the *Pawtuckaway Boulders*.

In this valley or notch between the North and South Peaks of the Pawtuckaway Mountains, one-half mile long, is a large group of huge erratic boulders that were detached from the cliffs on either side and transported by the ice-sheet or local glacier eastwardly.

It is said that the discovery of these boulders about 1878 was made at the instigation of Governor Benjamin F. Prescott, who was disturbed because no boulders had been found in this State equal to those known to exist in neighboring States.

Chase Rock, one of the largest of the six boulders at the end of the path, is 40 feet long, 40 high and 30 wide. *Churchill Rock*, 62 feet long, 40 wide, and about 40 high, is said to bear the name of a lunatic who had escaped from his keepers and was found on the top of this boulder. A crevice in the rock apparently provided him with a means of reaching the top. It was necessary to fell a tree on the rock to bring him down.

Farther down the valley is a large moraine 150 feet wide and over 100 feet high, in which are *Ballard Rock*, the largest of the whole group, 60 feet long and 40 wide, and several others as large as Chase or Churchill.

On State 109 is DEERFIELD PARADE, 6.2 *m.*, one of the three little hamlets in the town of Deerfield. Deerfield was first settled in 1756 by John Robinson, Jacob Smith, Isaac Shepard, and Benjamin Batchelder. Deer were plentiful in this vicinity, and while negotiations for a town charter were pending in 1765, two men of the town killed a fine buck and presented it to Gov. Benning Wentworth. The Governor granted the charter, and in recognition of the diplomatic gift, gave the town its present name.

Deerfield claims distinction as the home of John Simpson, who fired the first shot at the battle of Bunker Hill. The Americans defending the hill were short of ammunition and their leaders gave orders to the men to hold their fire until they could see the whites of their enemies' eyes. 'Don't fire yet till the word is given,' was passed along the line as the men waited impatiently. In the midst of excitement, one of the soldiers under Captain Dearborn suddenly fired at a British officer, who was seen to tumble from his horse. After an inquiry the next day, John Simpson was arrested and court-martialed, but his punishment was light, for none of his superiors felt like censuring him. When the war ended, Simpson returned to Deerfield with the rank of major and resumed his farm life. He never applied for a pension and never received a penny for his services. He used to say, 'My country is too poor to pay pensions.'

Opposite the general store in the Parade is the *Site of the Birthplace of General Benjamin F. Butler* (1818-95), a Union general during the Civil War. Co-operating with Admiral Farragut in 1862, he captured New Orleans and roused the hatred of the South by his harsh treatment of the city. He is best known for his order that if the ladies of New Orleans continued to scoff at the Northern soldiers they would 'be treated as women of the town.' In 1882, he was elected Governor of Massachusetts, and in 1884 ran for the Presidency on the Greenback and Anti-Monopoly ticket.

At 33.8 *m.* is CANDIA FOUR CORNERS, in which the *Charming Fare Inn* (R), an old rambling two-story structure, retains the original name of the town, Charming Fare.

Right from Candia Four Corners is CANDIA HILL (alt. 600, pop. 812), 0.6 *m.*, a little hilltop village in which the first settlement of Candia took place. About the year 1743, David McCluer and other pioneers came from Chester Center and settled in this section, which acquired the name of Charmingfare. Tradition says that a party of hunters shot a large fine deer, and after roasting it sat down to eat the venison. By unanimous consent the deer was pronounced charming fare. For the next 20 years Charmingfare was a part of the town of Chester, until in 1763 a charter was granted under the name of Candia. Two explanations are given for the new name: one that it was suggested by the tales of a traveler, Robert Knox, who was detained many years in captivity by the King of Candia in Ceylon; and one more plausible, that it was suggested by Governor Benning Wentworth, who was once a prisoner on the island of Candia in the Mediterranean. At one time Candia had a home industry, the braiding of palm-leaf hats.

Right is the *Fitts Museum* (open Sat. 2-5; free), a two-story house with a low hip roof from which rise two slender chimneys; it has the original 15-paned windows. The museum, founded by Rev. James H. Fitts and J. Lane Fitts in 1885, contains a collection of wood that includes pieces from the old frigate 'Constitution' (1799), from 'an ancient wharf' (1631), from the old South Church in Boston (1729), and from an old garrison house in Durham (1621); there are also relics of the Seneca Indians from New York; and of the early settlers.

At 34.3 *m.* is CANDIA DEPOT, a little cluster of houses about the general store and railroad station.

Left from Candia Depot by a dirt road to the *House by the Side of the Road*, 1.3 *m.*, a simple two-story house having only four windows across the front façade. Here was born Sam Walter Foss (1858-1911), author of the popular poem, 'The House by the Side of the Road,' and the son of Dyer and Polly Foss. He lived here for

the first 14 years of his life. Although he alternated farm work with school in the winter, his education did not really begin until he went with his father and step-mother to live in Portsmouth where he attended high school and was encouraged to write poetry. Later he attended Tilton School, and the following year entered Brown University, contributing poems to the *Brunonian*, the college fortnightly, of which he became an editor. In 1882, at his graduation, he was class orator and poet. Then followed years of newspaper work and editorship, during which period he wrote a poem a week for his own paper and, in 1893 and 1894, a poem a day for a syndicate. In 1898 Mr. Foss was made librarian of the Somerville, Massachusetts, Public Library, a position he held until his death. Six volumes of his poetry have been published.

At 39.3 m. is (L) an excellent view of *Massabesic Lake*. †

At 39.7 m. is a junction with a paved road.

Left on this road passing (R) one side of Massabesic Lake, to the *Auburn Town Pound*, 3.8 m., erected in 1853 and kept in excellent repair. At 6.8 m. is the *Chester Town Pound* (R), built in 1804.

At 8.1 m. on opposite sides of the road are two *White Frame Houses* designed in the late Georgian Colonial style. These are owned by Elsie French Vanderbilt, and have been carefully restored to their early beauty. The house on the left has a sunken flower garden visible from the highway, while that of the other is protected on two sides by a tall evergreen hedge.

At 8.3 m. is (L) the *Nathan Bradstreet House* (*not open*), a simple two-story frame house built in 1796 by the Reverend Nathan Bradstreet, minister of the Congregational church of Chester from 1796 to 1818.

At 8.4 m. is CHESTER (alt. 460, pop. 653), a crossroads village with numerous white houses set about a small village Green. Among these are several small two-story houses belonging to the early Georgian Colonial period, 1720-85, with gambrel and hip roofs. Chester is a scattered farming community, specializing in poultry-raising, with a little manufacturing in the village.

The town was granted in 1720 by Governor Shute of Massachusetts to a group of people from Hampton, Haverhill, Newbury, and Portsmouth, and incorporated under the name of Chester in 1722.

In 1804, the Chester Turnpike between Pembroke and Chester was incorporated, and the Boston stagecoach traveled along this road. Several examples of the many taverns that sprang up along the road are in Chester. An older one, the *Chester Tavern* (R), standing in the crossroads, a gray frame building with white quoined corners, is distinguished by its gambrel roof.

Chester was the birthplace of Francis Brown, president of Dartmouth College (1815-20). A famous resident of the town was 'Lord' Timothy Dexter, who came here in 1796 and resided on Chester Street in the house once owned by Amos Tuck French. He was much disturbed over the town's refusal of his offer to pave the street on condition that it be named for him. The tradition is that Dexter kept his coffin in the front entry of his house for years, and that he had a rehearsal of his own funeral ceremony, but the effect was spoiled by his beating of his wife, because she did not weep in a sufficiently convincing manner. He later removed to Newburyport, Mass., where his eccentricities became more pronounced.

The paved road continues beyond Chester. At 14.9 m. is a junction with a dirt road; left here 0.3 m. to the *Sandown Meeting-House* (*open; contribution expected*). Sandown was originally a part of Kingston, settled in 1736, and 20 years later incorporated as a separate town. Its inhabitants have been mainly farmers, who in the early 19th century also finished shoes for the neighboring city mills.

The meeting-house, standing on a low hill in the geographical center of the town and probably the finest early church structure in New Hampshire, is two stories high, with a spireless exterior resembling the Danville Meeting-House. It was erected in 1773-74, the two dates carried on different doorways. The doorways

carry finely denticulated pediments supported by pilasters. The doors are paneled on the outside with oak and on the inside with pine. The double doors of the front façade have 10 panels each, while those of the sides have only 8. The original hand-wrought hinges and latches are still in place. There are four of the 28-paned windows in the first story on the front and each of the sides, five in the upper story, and an arched window in the rear over the pulpit. The ends of the clapboards have all been carefully scarf-jointed with fine, old-fashioned craftsmanship.

The admirably preserved interior retains its original square pews and slave gallery. The graceful canopied pulpit is raised on a high platform above the floor, with the deacons' bench beneath it. The canopy, serving also as a sounding board, reaches to the ceiling. The pulpit, reached by a narrow stairway with finely turned balusters, contains two movable box-stools on which short ministers could stand.

The masterly construction of the building is best seen from the loft, reached by a ladder from the gallery. Double bracing throughout, the staggering of cross-beams to avoid cutting through the main supports, the careful mortising of each joint held by a wooden key and the pegs holding the cross-beams together, are evidences of the builders' skill. The marks of axe and adze are visible on the beams. Especially noteworthy are the wide, finely grained panels around the gallery. Excellent wrought iron-work is in the butterfly hinges on the pulpit door, 'H' hinges on the box pew doors, and strap hinges on the main doors. Fastening the front door on the inside is an iron bar containing six different twists.

The only discordant notes in the interior are the imitation marble columns and pilasters, placed here over a century ago; the spindles from the gallery pews have been stolen by visitors.

According to a local tradition, the building of the church took longer than had been expected and the supply of rum, which always accompanied the raising of a building in those days, gave out. Thereupon the workmen went on strike until more rum was supplied.

The building is now owned by the Sandown Meeting-House Association, and an annual service is held here on the second Sunday in August.

Massabesic Lake, 40.4 m. (L), a large body of water surrounded by low hills and pleasantly dotted with islands, is the source of the Manchester water supply. Its shores are popular in summer. A corruption of Massapeseag (Ind.: 'great water'), the name has popularly been given another derivation. William Graham, an old resident of Auburn, related this tale in 1860, when he was 84 years old: 'Indians plenty round the great pond. Deacon Leach of the Presbyterian church in Cheshire sold rum in those days. One little Indian came out from great island, called Deer Island, wanted some "occupee." "Who for?" said the deacon. "Massa be sick, want it for him." That's the origin of the name to the great and little pond.' Later legend went even farther and gave Massa a grave on an island in the lake.

MANCHESTER, 44.4 m. (see *MANCHESTER*), is at the junction with US 3 (see *Tour 3, sec. a*) and State 28 (see *Tour 13, sec. b*).

Sec. b. MANCHESTER to KEENE, 52.1 m.

This section of State 101 runs through a delightful rural area, with low, rolling hills and pleasant little villages.

MANCHESTER, 0 m. (see *MANCHESTER*).

The highway leaves Manchester west on Granite St. and crosses the Merrimack River by the Granite St. Bridge, from which there is a view of

the long lines of mills on both sides of the river. At the traffic light (Granite Square), the road swings (L) into North Main St., through West Manchester, a quiet residential section.

BEDFORD (alt. 325, town pop. 1326), 4.2 m., no accommodations, is a tiny village on two low hills.

Granted in 1733 to soldiers serving in the Narragansett War, Bedford was first known as Narragansett No. 5, or Souhegan East. The early boundaries included a part of present Goffstown. In 1737 the first settlers, Robert and James S. Walker, arrived and were followed in the next year by Colonel John Goffe, Samuel and Matthew Patten. The town was incorporated under its present name in 1750 by Governor Wentworth, probably as a compliment to his friend the Duke of Bedford, at that time Secretary of State for George II, and previously Lord Lieutenant of Ireland.

The main interest of the town has always been agriculture, although it has had a few small mills. Joseph Emerson Worcester (1784-1865), compiler of the famous dictionary that rivaled Noah Webster's, was born here, as were Zachariah Chandler (1813-70), U.S. Senator, and Secretary of the Interior under President Grant; Gordon Woodbury, who, after serving as editor of the *Manchester Union*, became an assistant secretary of the Navy under President Wilson; James W. Savage (1826-90), who was the Government Director of the Union-Pacific Railroad under Cleveland in 1883; and Isaac Riddle, who in 1812 built and operated the first canal boat on the Merrimack.

The stately white *Town Hall* holds a commanding position on the hilltop. Resembling a Grecian temple in design, it is a finely preserved example of the Federal style of architecture of the early 19th century. In the bend of the road is (R) the *Woodbury Mansion*, a low, rambling yellow structure with pleasing lines. At the top of the opposite hill, facing the Town Hall, is the white *Presbyterian Church* (1832), with graceful steps, white pillars, and short steeple, a memorial to the Scotch-Irish Presbyterians who founded the town. Inside are the original square pews.

Right from Bedford at the schoolhouse on a dirt road; at 1 m. is the junction with another dirt road; right here 3 m. to *Joppa Hill*; right from Joppa Hill and then left by the graveyard to *Pulpit Rock*, 5.2 m. This is a high precipice, gouged by a falling stream in many curious rock formations. From the precipice runs a deep ravine through which gurgles a small stream. A foot trip for a short distance down from the rock is strenuous, but the many jumbled rocks and caves make it worth while.

Right from Bedford on the main dirt road is the *Birthplace of Horace Greeley* (1811-72), 3.5 m., a small one-story frame house set back in a rocky pasture in the township of Amherst. While living here, young Horace gave evidence of juvenile prowess in spelling and reading that has become embedded in local folklore. He is said to have learned to read at a very early age, with the book held on his mother's knee, so that he incidentally acquired the ability to read print upside down. At the age of four he had finished the Bible. Reading incessantly, in the woods, on his way home from school, by the fire at night, he read everything that came his way, including the *Farmer's Cabinet* then published at Amherst.

A champion speller before he was ten, he was always made captain of his side at

spelling-bees until it was discovered that he chose his feminine associates more for their beauty than their intelligence and so brought his team to defeat.

His formal educational career ended at 14, and he worked on various country newspapers before drifting to New York City; in 1841 he founded the *New York Tribune*, and as its editor became nationally known.

His studious inclination gave him great powers of concentration. At an evening party in later life, the hostess passed him a plate of doughnuts. Deeply engaged with a mental problem, he ate abstractedly until every doughnut had disappeared. Still engrossed in thought, he reached for a plate of cheese and every cube followed the doughnuts.

Greeley never lost a certain Puritanism gained in early life. Never engaging in sports as a boy, in later years he advised people to shun cards and checkers 'because of their inevitable tendency to impair digestion and incite headache.' Dressing carelessly, he usually wore trailing coats and trousers with clumsy boots, covering them with a long white linen duster. These, together with the slouch hat that surmounted the white halo of his whiskers, followed him continually in cartoons.

At 12.6 *m.* is a junction with a paved road.

Left on this road is *Baboosic Lake*, 2.5 *m.*, a placid little body of water surrounded by pines and commanding an excellent view of the Unkanoonuc Mountains. It is a popular summer resort with pleasant shaded walks and two excellent bathing beaches.

At the eastern edge of Amherst village is crossed a *Little Stream* with a name out of all proportion to its size, Quohquinapassakassanahnog, a name that a local wit says runs up and down the stream.

AMHERST (alt. 268, town pop. 1115), 13.1 *m.*, no accommodations, sits in dignity around a long pear-shaped Common, dominated by the tall, graceful steeple of the old white meeting-house.

Amherst was first settled in 1733 under the names of Narragansett No. 3 and Souhegan West. In 1760, its proprietors incorporated it and gave it the name of Lord Jeffrey Amherst. Situated on the Boston Post Road, it was an important coaching center and many of the present houses were taverns. For many years the county seat, it was for a short time the site of the State government, sharing that honor only with Concord and Exeter. The railroad passed it by, however, partly because the town fathers distrusted the steel road and partly because Milford and the Souhegan Valley offered better advantages. Never a mill town, its few local industries of whip- and stove-making vanished with the growth of big business. On the Common are a *Memorial to Horace Greeley* (see above), and a somber *Granite Jail Block* in which a heavy iron ring is a reminder of forgotten methods of punishment.

On the eastern side of the church is the *Site of the Second Courthouse*, a double-doored frame structure in which Daniel Webster made his first plea, in 1805. The building was later moved to Foundry Street, west from the church, and made into a private house. Previously the court had met in the basement of the church.

East of the Common, at its end, is the old brick *Courthouse* (1825), a simple Georgian structure that was the scene of much judicial activity when

Amherst was the shire town of Hillsborough County. Now it serves as the town hall. Immediately behind it is the *Oldest Cemetery*.

At the southeastern corner of the Common is the *Robert Means House* (*not open*) (1785), a small hip-roofed frame mansion that was the scene of the marriage of President Franklin Pierce to Jane Means Appleton, the granddaughter of Robert Means, in 1834.

In the center of the village, opposite the pump and watering-trough, stands a square brick building that now houses the general store and the *Post Office*. Known locally as *Cushing's Folly* because of its size, it once contained a flourishing stove factory. Across the square a graceful *Brick House* (*not open*), with five large chimneys, built in 1806, once held the ill-fated Hillsborough Bank, the failure of which soon after its incorporation (1806) dragged several local financiers into bankruptcy. Opposite this is the *Cabinet Office*, a simple frame building where the *Farmer's Cabinet* was founded by Joseph Cushing in 1802. Purchased by Richard Boylston in 1809, it has ever since been conducted by his lineal descendants. It was published here until 1891 when it was removed to Milford (*see below*). The large house joined to this building is the old *Emerson Tavern* (*not open*), in which is visible the path worn in the floor from the front door to the bar.

Right from Amherst at the Post Office on a dirt road 1.1 *m.* is the *Nathan Lord House*, a four-chimneyed brick structure, that was the home of the Rev. Nathan Lord, who, after serving the Amherst church as pastor for 12 years, left in 1828 to become president of Dartmouth College, an office that he held for 35 years.

MILFORD (alt. 271, town pop. 4068), 15.6 *m.*, limited accommodations, is divided into two sections by the Souhegan River (Ind.: 'crooked' or 'peace of the plains') and holds a pleasing balance between industry and agriculture. Spanning the river is a granite bridge, the product of Milford's own quarries. The river meanders into the village from the west through overhanging trees and fertile meadows. Mills line the eastern bank, taking their power from the stream.

Fifty years before the incorporation of the town in 1794, settlers had made their way to this pleasant intervale. First among them was Thomas Nevins, who built his dwelling about 1738. Close behind him came John Burns, an immigrant from North Ireland, who settled in the southern part of the town. Legend credits him with having paddled up the creek now known as Great Brook. A stone on the Brookline Road marks the supposed site of his landing. Burns Hill in this region takes its name from his family. The introduction of flax-growing to Milford is credited to him.

The fact that the Souhegan was a dangerous Indian frontier may be assumed from the building by Benjamin Hopkins in 1745 of the first bullet-proof log cabin as a protection from the Indians in King George's War.

On old maps of New Hampshire, one will look in vain for the name of Milford. Instead there will be Amherst, Munson, Dunstable, the Mile Slip, and Lyndeborough. From the division of Munson between Amherst and

Hollis, from the Mile Slip, an ungranted tract to the west, from a part of Lyndeborough, and from further grants from Amherst the town was patched together. Not until 1873 did Amherst make the final cession to Milford. The reason for growth in this manner lay in the concentration of the population in the Souhegan Valley, as a result of the water-power of the river. Early in its history a gristmill was built near the Indian ford in the river. Thus came the town's name, from the mill and the ford.

During the 19th century, water-power and a branch of the B. & M. R.R. (1852) combined to bring other industries to Milford, and it grew in population as its mother towns declined. An early gazetteer records that in 1822 Milford had a textile factory with 844 spindles. Now it operates various textile mills, a furniture factory, a number of lumber companies, and several *Granite Quarries*. Added to its industrial wealth was the fertile land of the intervale, which proved to be excellent for fruit and made the Souhegan Valley an apple-producing section. In addition to its industries and farms it caters to tourists as the eastern gateway to the Monadnock Region.

Around a shaded plot of land, given to the town by William Crosby and known as *The Oval*, in which is a memorial of Milford granite to her war heroes, is Union Square, a triangle of streets forming the business center, with the bridge at the apex.

On the eastern side of the oval is the *Old White Meeting-House* (1794), its steeple surmounted by a gilded eagle with outspread wings. At first a combination of church and town house and then the Congregational Church alone, it now houses various fraternal organizations. This building formerly stood on the oval.

East on Nashua Street, on a hill a few steps from the oval, is *Lullwood* (*open Fri. 2-5*), a large white house that was once the home of Colonel Oliver W. Lull, a prominent Milford citizen killed in the Civil War. It now belongs to the town and is the headquarters of the Milford Historical and Genealogical Society.

At the junction of Union and Elm Sts. is (L) the large old white *Livermore Mansion* (1842) with landscaped terraces leading to its fine classic façade. Formerly a private home, it is now held in trust for the town and used as a community center. On its grounds are two fine clay tennis courts (*open to the public; see 25¢*).

At the junction of Union and Elm Sts. is (R) the *Office of the Milford Cabinet*, a weekly newspaper, first published in Amherst in 1802 as the *Farmer's Cabinet* (*see AMHERST above*), and removed to Milford in 1891.

Endicott Park, a fine athletic field behind the high-school building on Elm St., stretches down to the river's edge.

Right from Milford on State 13, a paved road passes through a beautiful grove of birches, and rapidly climbs a very steep hill to a junction with a dirt road, 3.7 m. Left on this road 2.5 m. are *Purgatory Falls*, in a wild and rocky gorge with a large pothole and a large footprint in the rock. In this gorge the Devil is said to have made his home. Anxious to secure the good people of Mont Vernon, he lured them here one day with the promise of a baked-bean supper with all 'the fixings.' The

beans were to be cooked in his bean-pot, the pothole. Many of the men of the town apparently accepted the invitation and assembled for the occasion, but the Devil made the fire too hot and as he started to dish out the beans from the huge bean-pot, his foot sank in the heated rock. His curses so frightened the guests that they fled and escaped his treachery. After cooling, the rock retained the Devil's footprint, warning the people to have no more dealing with the powers of darkness.

1. At 4.2 *m.* on State 13, perched on the summit of a steep hill, is MONT VERNON (alt. 828, town pop. 302), no accommodations, a popular summer residence, with scattered houses in hollows. On the left is *Stearns School*, a small, private boys' school. East on a dirt road at the library 0.4 *m.* is *Prospect Hill*, once the site of a famous summer hotel that recently burned down; the hill commands a wide sweep of territory from Mt. Monadnock in the west to Manchester in the east. On a clear day the waters of Boston Harbor are visible.

2. South of Milford on State 13 is BROOKLINE (alt. 230, town pop. 511), 8 *m.*, limited accommodations, a small scattered village. Originally a part of Dunstable Grant in Massachusetts, it was first settled in 1738 by Captain Samuel Farley of Bedford, Massachusetts. At first named Raby for a town in England, in 1798 the General Court granted a petition to change the name to 'Brooklyne.'

It is mainly a farming community with a little lumbering. Excellent granite is found in the many ledges of the hills, and some small quarries are still worked. The town is fast becoming a recreational center; there is a ski tow near-by.

Right from Brookline village on a paved road 0.4 *m.* is *Lake Potanipo*, an attractive body of water only slightly commercialized. On its eastern shore was an *Indian Burying Ground*, that was opened in 1902 by ethnologists from Harvard University, who obtained many specimens of Indian skulls and artifacts for the Harvard Museum. Before the days of electric refrigeration the lake supplied a part of Boston's ice.

Left from Brookline village 1 *m.* on a dirt road is *Stone House*, a natural rock formation, on the side of a ravine. The main room is about 10 feet in height and about 8 feet square. Over the main room is a chamber of sufficient size to be occupied by three persons lying at full length on the floor. During the Revolutionary War this is said to have been a meeting place for Tories in this vicinity to devise plans for overthrowing the rebel government. Early in the last century a cobbler used it for a time as a shop.

The highway continues west from Milford on Elm St. through the Souhegan River Valley, famous for its apple orchards. From the highway are attractive views of the river as it rushes over a rocky bed.

Encircled by high hills, the village of WILTON (alt. 350, town pop. 1724), 20.3 *m.*, limited accommodations, lies in a narrow basin of the Souhegan River, along which stretch textile and lumber mills, while houses and churches climb the steep slopes of the hills from the main street.

Industry developed in Wilton after 1814, when the first textile mill was established. In the early days an unbroken forest of pine stretched from the Souhegan Valley to Canada, and lumbering was one of the chief industries for more than a century.

Representative of an old Wilton family that has produced many teachers and musicians, Dr. Charles Greeley Abbot, secretary of the Smithsonian Institution and director of the astro-physical laboratory, was born here in 1872. Engaged continuously in original researches on solar irradiation, he has invented the solar motor.

A few yards east from the town center is the *Gregg Free Library* (1917). With a rotunda of Siena marble, the building is paneled throughout in choice woods — curly whitewood, sycamore, and mahogany, selected by the donor, David A. Gregg. In the reading-room is a painting by Ross Turner and a collection of good bric-à-brac from the Lewis Estate.

Right on a paved and hilly road from the village to the *Milking Parlor* of the *Whiting Dairy*, 0.4 m., one of the largest in the State and a show place where milk is handled under the best conditions.

Right from Wilton on State 31 is SOUTH LYNDEBOROUGH (alt. 649), 5 m., a pleasant village, where once was a hand-blown glass factory (see *The Arts*).

Right from South Lyndeborough on a dirt road is LYNDEBOROUGH (alt. 900, town pop. 399), 3 m., a sleepy hilltop community. Originally a part of Salem-Canada (see below), it was granted to Benjamin Lynde by the Masonian Proprietors in 1753 and incorporated with his name in 1764. The Lafayette Artillery Company, organized in Peterborough in 1804, has had its headquarters in Lyndeborough since 1833, and claims to be the second oldest military organization in the United States.

State 101 west of Wilton crosses the R.R. tracks and up a steep grade. Right on the grade is a pretty view of *Stony Brook* and the town. From here are visible various hills surrounding the village.

At 21.7 m. is a junction with a dirt road.

Left on this road 0.2 m. is a *Rocky Gorge* through which the Souhegan River plunges. A combination of swift-running water, quiet pools, and sun-warmed rocks makes this an attractive picnic spot (*public bath-houses*).

The highway now approaches the Monadnock Region, with many beautiful firs and white birches and with mountain laurel blooming abundantly in season on both sides of the road.

WILTON CENTER, 22.4 m., a tiny hamlet in the township of Wilton, looks out from its hilltop to the broad range of the Temple Mountains. In the few houses clustered around a crossroad are the summer homes of many writers and artists, among them Eleanor Hallowell Abbott, writer of short stories, and a year-round resident, and Chauncey Ryder, Stanley Woodward, and Roy Brown, artists.

Originally given to survivors of Sir William Phipps's expedition to Canada in 1690, this territory was called Salem-Canada, a constant reminder of their sufferings during the expedition. At that time Indians roamed the region for hunting, coming north from their permanent camp on the banks of the Merrimack at Lowell. Although the Indians had no permanent settlement here, they were so feared by the incoming white men that in 1744 the latter petitioned Governor Benning Wentworth for a troop of soldiers to defend them.

The first white men to move into the territory were Jacob and Ephraim Putnam, John Dale, and John Badger, who came in June, 1735. Once the main part of the town, the village has lost its population to the Souhegan Valley, due to the development of industry there.

WEST WILTON, 23.9 m., is another tiny hamlet clustered around a little stream. Right are two well-built brick houses of Colonial design. Left in a ravine is the *Red Mill* (1840), an old gristmill now a summer home.

At 25.4 *m.* is a junction with a paved road.

Left on this road is TEMPLE (alt. 1050, town pop. 239), 1.6 *m.*, limited accommodations, a little hilltop town. Settlements in this section were begun in 1758 and increased gradually. At the town's incorporation in 1768 it took the name of Sir Richard Temple, a supporter of William Pitt and a member of his cabinet.

Temple has always been a farming community, water-power being limited to the many brooks which flow down from the mountains and hills. At one time, however, there were 16 sawmills and gristmills within its borders. The Griffin plant for the manufacture of pottery and a glass factory were established in 1780. Robert Hewes, the promoter of the latter industry, being without financial resources, petitioned the legislature for permission to conduct a lottery to raise funds. This permission granted and the factory built, Hewes imported 53 glass-makers from Germany to work for him, but the plant had been operating for only a short time when it was destroyed by fire.

A road to Peterborough, sometimes called the Revolutionary Road, was cut through the forest in 1760 by soldiers on their march to that place.

In the village center is the *Old Burying Ground*, dedicated to the 'wives and mothers of 1776.'

1. Left from Temple on a dirt road, 1.5 *m.*, is the *Birthplace and Home of General James Miller (not open)*, hero of the battle of Lundy's Lane in the War of 1812. His motto, used by him in responding to an order from his superior officer in that battle, was, 'I'll try, sir.' Here at his home, a large frame house of Colonial design, with small-paned windows, he frequently entertained Nathaniel Hawthorne. In the preface to Hawthorne's work 'The Scarlet Letter' appears a reference to his visits at this home.

2. Left from Temple on a dirt road, 2.2 *m.*, is the home of U.S. Representative Charles W. Tobey, a Governor of the State (1929-31). Here on a hilltop overlooking the Temple Mountains an annual Public Song Service, held on the last Sunday in August at 4.45 (E.S.T.), draws hundreds of people.

3. Right from the village is a path connecting with the *Wapack Trail* over the Temple Mountain range, with Pack Monadnock easily accessible (*see Ski Trails*).

At 28.4 *m.* is a junction with a dirt road.

Right on this road 1.5 *m.* is *General Miller Park*, a State Forest reservation, on the summit of Pack Monadnock. In 1891, this windswept, rocky height was deeded by its two owners to a board of trustees to be held as a public park. About ten years later it was taken over by an act of the State legislature, and is now known as the Miller Park Reservation in honor of the memory of General James Miller of Revolutionary fame (*see above*). From this park on clear days is an unobstructed view from the eastern coast to the Green Mountains of Vermont. A local legend credits this with being a center of German spy-signaling during the World War.

At 29.5 *m.* is *Cunningham Pond*, a small pleasant lake, half-screened from the road by a fringe of trees. Unspoiled by human habitations, this pond forms a reserve to Peterborough's water supply. Straight ahead from this point is an excellent view of Mt. Monadnock, framed by the overarching trees.

At 29.9 *m.* is (R) the *Wilson Tavern*, erected in 1797. Two stories in height, the clapboarded frame structure with its broad lines and ell at one side, is of unusually generous proportions. The main section is rectangular in plan with a hip roof, that is topped by a balustraded deck or Captain's Walk. The large ell on the right, with its low pitched gable, extends at right angles to the front façade. The entrance portal is protected by a

small, hip-roofed portico. The old tap with its delicate wood paneling and simple fireplace is designed with charm and restraint.

At 31 *m.* (R) is the entrance to *Kendall Hall*, a private school for girls, secluded behind a tall cedar hedge.

At 31.6 *m.* is (R) the *Samuel Eliot Morison House*, known also as 'Bleak House.' Built about 1796, it is a two-story Georgian Colonial frame house set behind a thick screen of pines and shrubs. Originally a pitch-roofed house with three dormer windows, about 80 years ago the second dormer was enlarged into a gable. At the same time a side porch was added on the right. Although the later additions give it a slightly topheavy appearance, the house possesses dignity in the spacing of the five windows in the façade and in the lines of the pedimented doorway.

This house was formerly the home of Samuel Eliot Morison, Professor of History at Harvard University. In 1935, he turned it over to the Society for the Preservation of New England Antiquities.

PETERBOROUGH, 33.2 *m.* (see PETERBOROUGH).

At Peterborough is the junction with US 202 (see Tour 15).

At 33.6 *m.* is the *Peterborough Athletic Park*, with a New Hampshire State Forestry Recreational Swimming Pool.

At 34 *m.* is a junction with a dirt road known as Windy Row.

Right on Windy Row, 1.5 *m.*, is a view of Grand Monadnock, entirely unobstructed by trees or hills. The peak, visible above the long northwest shoulder, has the appearance of a couchant lion.

At 3 *m.* is the *Sargent Camp* for girls (*visitors welcome*), situated in 250 acres of woodland bordering on Half-Moon Lake. It was established in 1912 by Dr. D. A. Sargent of Harvard. In June and September it is used by students of the Sargent School for Physical Education of Cambridge, Mass., and has an average attendance of about 400. During July and August a junior and a senior recreational camp for girls occupies the plant. The Sargent Camp Club provides summer recreational facilities for older girls, business and professional women, for periods of not less than two weeks during July and August. All departments of the Camp feature instruction in land and water sports, the arts and crafts, music and dramatics. A special Field Day is held once during the summer, to which the public is especially invited.

WEST PETERBOROUGH, 35.2 *m.*, is a hamlet where cotton mills have been in operation since 1824, using the water-power of the Nubanusit River.

DUBLIN (alt. 1485, town pop. 506), 40.1 *m.*, limited accommodations, is one of the highest towns in New Hampshire, with delightful lake and mountain scenery, that have made it an attractive summer resort. Its large estates are owned by authors, musicians, artists, financiers, and foreign diplomats.

The town was granted in 1749 by the proprietors of the Masonian Grant to Matthew Thornton and 39 others, but the first settlement was not made until William Thornton established himself here in 1752. Since the land was almost impenetrable forest, settlers became discouraged, and several Scotch-Irish families who came in 1753 returned to Peterborough

a few years later, leaving only the Irish name of Dublin behind them as a reminder of their presence. In 1763, a spurt of immigration from Massachusetts and eastern New Hampshire increased the population and in 1771 the town was incorporated.

Outside the slight influence of factories, Dublin remained predominantly an agricultural town until 1840. As a side-line to farming, some of its daughters engaged in the braiding of palm-leaf hats to earn money for their wedding outfit. Agents of the country merchants brought them the raw material, later collecting the finished hats. This local craft was swept aside by the rise of industry, and agriculture gave way to the tourist trade.

A brief excitement disturbed Dublin's rural calm in 1875 when gold was discovered on the eastern side of the town, and the Diamond Ledge Gold Mine Company began operations. Shafts were sunk to considerable depths, and a complete plant was erected for working the ore. After one season of unsuccessful operation it was dismantled and moved away. The last trace of it remains in a road named the Old Gold Mine Road.

The people of Dublin had early been aware of the natural beauty that surrounded them, and after the first wave of prosperity ebbed, they entered the summer resort business. In 1840, Solomon Piper, a native of the town who had entered business in Boston, established the first summer boarding-house here. He was followed in 1846 by his sister, Mrs. Jackson Greenwood; and by 1879 ten summer houses were filled to overflowing each season. Theodore Parker, the Unitarian leader and abolitionist of Boston, was one of these early visitors. The first summer cottage was built in 1872 by Mrs. J. S. C. Greene of Boston, who gathered around her many Boston notables, including Colonel T. W. Higginson, into what was later known as the Latin Quarter. Among the men and women who have been residents of Dublin are: Abbot Thayer, artist and naturalist; George de Forest Brush and Joseph Lindon Smith, artists; Albert Bushnell Hart, Harvard historian; Amy Lowell, imagist poet; Viscount James Bryce, Sir Cecil Spring-Rice, and Baron Speck von Sternburg, foreign ambassadors to the United States; and Franklin MacVeagh, former Secretary of the Treasury.

Although Peterborough has the distinction of having founded the first tax-supported library in the country, Dublin had a free public library in 1822. A social library had been established as early as 1793. Dublin was the locale of Winston Churchill's novel 'Mr. Crewe's Career,' in which Mt. Monadnock becomes 'Mt. Sawanec.'

From the highway is a choice view across the waters of *Dublin Lake* (alt. 1494) to Grand Monadnock. In other directions the lake is surrounded by hills wooded to their summits, so that it lies like a gleaming turquoise in a bed of emeralds. Fed by springs having their outlets in its sandy bed, the water is always clear, and the elevation keeps it cool. Among the fish in its waters is a variety of brook trout found nowhere else in the United States; they are said to have been brought from Scotland by the early settlers, and are protected by the Fish and Game Commission.

At Dublin is a junction with a paved road.

Left on this road, 0.9 *m.*, is the foot of the *Pumpelly Trail* which runs to the summit of *Monadnock* (alt. 3166), 4.5 *m.* Cut by Raphael Pumpelly, a noted scientist and explorer who spent his summers here, it has since been named for him.

At Dublin is a junction with another paved road.

Right on this road is HARRISVILLE (alt. 1315, town pop. 572), 2.5 *m.*, no accommodations, a small manufacturing town with its main buildings on a high hill overlooking a ring of lakes. Originally a part of Dublin and Nelson, the town was not incorporated until 1870. Settlement was made as early as 1786, when Abel Twitchell, first inhabitant of the region, and Bethuel Harris, later his son-in-law, arrived. In the last century, when the building of a railroad from Nashua to Keene was under consideration, Dublin, being mainly a farming center, could not agree with the industrialists of Twitchell Village, as Harrisville was then called, over the gratuity to be given the railroad. The village was therefore incorporated separately, taking the name of Milan Harris, in honor of the Harris family.

The town developed as a small manufacturing center, taking its power from the controlled outlets of its three lakes. Woodenware was formerly manufactured here, but the main product now is woolen goods. The original business started by Abel Twitchell in 1813 now operates under a Keene company.

Right is *Lake Skatutakee*, a pleasant body of water with many cottages on either side.

On the northern edge of the village is *Harrisville Pond*, a lovely lake, reflecting in its water the old brick buildings and the spire of the old church.

On the paved road is CHESHAM, 5.5 *m.*, a small manufacturing village in Harrisville Township, formerly devoted to the making of pottery, but now producing woolen goods.

Right from Harrisville, 6 *m.*, is NELSON (alt. 1480, town pop. 162), a little village on the hilltops. Apart from its natural charm, Nelson is known for its artistic signboards, featuring colorful landscapes and genres of this region, the work of Roger Tolman, a native of the town.

With their high elevation and many ponds, Harrisville, Chesham, and Nelson have become important summer resorts.

At 40.1 *m.* is a junction with a dirt road.

Left on this road, at the outlet of Dublin Lake, 0.7 *m.*, is the *Scott Morse House* (not open), a square brick structure built in 1822. The west wing of this house is the Alexander Scott Tavern (1758), a small, one-story building said to be the oldest existing house around Monadnock.

At 46.7 *m.* is the *Oldest House in Marlborough*. The ell is the original structure built by Jedediah Maynard about 1764-65.

MARLBOROUGH (alt. 730, town pop. 1508), 48.4 *m.*, no accommodations, is a small industrial town huddled in a valley.

When the town of Marlborough, then Monadnock No. 5, was granted in 1752, there was a wide difference of opinion in regard to the naming of the town. Oxford, Salisbury, Worcester, and Marlborough were suggested, but New Marlborough was finally decided upon because many of the early settlers had come from Marlborough, Mass. On Holland's map (1784) it was designated as Oxford.

First settlement in Marlborough was in a part of present Troy in 1764. In 1775, the town was incorporated, and since then it has known a variety

of industries, sawmills, fulling mills, pail shops, blanket factories, and toy shops.

Left from Marlborough on the Troy Road is *Webb Hill*, 1.1 m., with the granite quarry that was once the most important industry in town. Material was quarried here for the Somerset Hotel, Boston, and for Holy Cross College and the County Court House, Worcester, Mass. The *Birch Road*, a narrow country road lined on both sides with beautiful white birches, leads from Webb Hill to Meeting-House Hill. This region has been a favorite with many well-known artists.

At 50.6 m. (R) is the *Heaton House* (*not open*), 500 Marlboro Street, a low one-and-a-half-story structure with a long slanting roof, built about 1750 by Seth Heaton, one of the first six men to come to Keene in 1734. To Heaton's first log cabin, built across the present highway in 1736, came Nathan Blake and William Smeed during the winter of 1736. The supplies ran low during the winter and Heaton started for Northfield to replenish them. A severe snow storm on the return trip prevented him from proceeding beyond the present town of Swanzey. Realizing after many days had passed that something like this must have happened, Blake and Smeed turned their oxen loose and returned to their families in Massachusetts. During the Indian attack in 1746 the second Heaton house was burned and about nine Indian skeletons were found in the ashes.

KEENE, 52.9 m. (*see KEENE*).

Keene is the junction with State 10 (*see Tour 4, sec. a*), State 12 (*see Tour 4A*), and State 9 (*see Tour 15A*).

T O U R 17A : *From WILTON to PETERBOROUGH*,
20.3 m., State 31 and unnumbered roads.

Via Greenville, Mason, New Ipswich.

Hotel at New Ipswich.

Paved road throughout.

THIS route in the southeastern portion of the Monadnock Region includes river valleys, winding, birch-bordered roads, glimpses of mountain scenery, and villages filled with historical associations. It also provides an alternate route to Peterborough.

WILTON, 0 m. (*see Tour 17, sec. b*).

State 31 swings sharply west across *Stony Brook* and the railroad tracks, and follows the Souhegan River. A narrow, winding road at this point, it is especially beautiful in spring or fall. Many white and silver birches cluster at the sides of the road.

At 5.5 m. is the *Greenville Railroad Bridge*, one of the notable engineering

feats in New Hampshire. Built mainly of wood, with steel trusses, it is 600 feet in length, and spans the stream from bluff to bluff about 100 feet above it. Two massive piers of granite masonry, 180 feet in height, beside the terminal abutments, support the structure, from which there is a view of wooded slopes and winding waters.

GREENVILLE (alt. 830, town pop. 1319), 7.2 m., limited accommodations, is a model industrial town, with well-paved streets, spacious lawns, and prosperous-looking houses, clustered around mills specializing in the manufacture of denims. Its chief stream is the Souhegan River, which runs through the village and whose rapid descent furnishes valuable mill sites. Until 1872, when it was incorporated, Greenville was a part of Mason. The following year, the line between the mother town and Greenville was established.

In a section of the village that was formerly Mason Village, Jonas Chickering (1797-1853), founder of the well-known piano firm, was born, but shortly after his birth the family moved to New Ipswich (*see below*).

In this same section also was born Walter A. Wood, pioneer in the development of agricultural machinery. Among other inhabitants have been descendants of Henry Dunster, first president of Harvard College, and from this branch of the family came Annie Russell Marble, author.

At Greenville is a junction with a paved road.

Left on this road is **MASON** (alt. 745, town pop. 254), 3 m., no accommodations, a little hilltop town, whose chief glory is in the past. Part of a grant by the council of Plymouth in 1629 to Captain John Mason, for whom the town is named, it was not incorporated until 1768. The water-power on the Souhegan River passing through Mason Village was early utilized for mills, but the first dam above the mill bridge was not built until 1788. Cotton cloth and denims were made here for many years in the first half of the 19th century. In the latter part of the same century flouring mills flourished here.

In Mason lives George E. Germer, acknowledged master of chased repoussé, and one of America's most expert jewelers. Born in Germany in 1868, son of the best-known jeweler in Berlin, he learned this trade from his father. Coming to America in 1893, he was employed in Tiffany's in New York for a number of years, and then opened his own shop in Boston. Failing health obliged him to move into the country, and in 1917 he bought and remodeled an old farm in Mason, where he has his workshop and where he turns out one or two pieces each year. His most notable creations are a silver gift ciborium with a repoussé panel depicting the supper at Emmaus, an altar cross with chased repoussé, and a silver diamond-studded baptismal rest for the Cathedral of St. John the Divine in New York City.

Right from the village Green is an *Old Cemetery*, 0.1 m. Left from the entrance, on a small knoll under pine trees, is a *Monument to Henry Dunster*, first president of Harvard College, erected by his descendants here and in Greenville. An obelisk of polished white marble contains appropriate Greek and Hebrew symbolism and the following inscription:

DESCENDANTS OF
HENRY DUNSTER [facsimile of his signature]
FIRST PRESIDENT OF HARVARD COLLEGE
1640

In the same lot is the steel frame of the chair that Dunster used at Harvard.

On this same road is the *Uncle Sam House*, 1.1 m., a weather-worn story-and-a-half cottage with tiny, many-paned windows, where the original 'Uncle Sam' spent his boyhood and early manhood. Records from an old family Bible show that Samuel, the sixth of eleven children of Edward and Lucy Wilson, was born at West Cambridge (now Arlington), Massachusetts, September, 1766, and came here with the family in 1780. In 1804 he went to Troy, New York, where he became a contractor for supplying the Army with beef and pork in the War of 1812. He had been for a long time known as 'Uncle Sam,' to distinguish him from his brother Edward, who was called by everybody 'Uncle Ned.' The brand upon his barrels carried the appropriate initial of the Government, 'U.S.' It is related by Lucius E. Wilson, Samuel's grand-nephew, that 'Uncle Sam' once told him that 'one day, when a large consignment of beef and pork in casks and packages was on the wharf at Ferry Street, awaiting shipment to the army cantonments at Greenbush and Newburgh, a party of passengers landed at the dock and showed much curious interest in the great quantity of provisions. One inquired of the watchman in charge, an Irishman employed by Samuel Wilson, what the letters on the packages stood for. "I dunno," he replied, "unless it means they belong to Mr. Anderson and Uncle Sam." "Uncle Sam who?" was asked. "Why, don't you know? Uncle Sam Wilson, of course. He owns near all about here and he's feeding the Army." This was soon passed around and the transition from the 'United States' to 'Uncle Sam' was easy. Files of old newspapers show that the term 'Uncle Sam,' as applied to the United States, appeared in print as early as 1813. Samuel Wilson died at Troy, New York, July 31, 1854, aged 88.

HIGH FALLS, 9.2 m. on the Souhegan River, is notable for its beauty as well as its power possibilities.

NEW IPSWICH (alt. 979, town pop. 838), 10.8 m., limited accommodations, is a peaceful little hillside village of unusually fine early houses set in the midst of a region of fine farms.

A part of the original grant to John Mason by King James of England in 1629, the land was the subject of litigation until the town was incorporated in 1762. Settling it in 1738, the first inhabitants brought the name of their old home of Ipswich, Mass.

New Ipswich suffered at the hands of unfriendly Indians, and in the summer of 1748 John Fitch and his family were taken prisoners and carried to Canada. All the inhabitants with the exception of Moses Tucker, who had refused to abandon his home, fled for protection to the fortified Battery Hill in Townsend. After the danger had passed and the settlers had returned to their homes, they found Captain Tucker safe, but the meeting-house had been burned to the ground.

In 1803, Benjamin Prichard, a native of New Ipswich, started a small cotton factory on the banks of the Souhegan River. His venture failed, and in 1805 he moved to Manchester and started another factory at the Amoskeag Falls of the Merrimack, the forerunner of the gigantic Amoskeag Manufacturing Company (see *MANCHESTER*). In 1810 he sold this mill and migrated to Boscawen.

On an attractive site east of the village, *Appleton Academy*, founded by Samuel Appleton, has the distinction of being the second academy incorporated in the State, in 1789, eight years after the establishment of Phillips Academy at Exeter. The Appleton family, the outstanding line of New Ipswich, was also one of the most influential in the State. From it

also came Nathan Appleton, founder of Lowell, Mass., and his daughter, Frances E. Appleton, who married Henry Wadsworth Longfellow; and Jesse Appleton, president of Bowdoin College, and his daughter, Jane Means Appleton, who married President Franklin Pierce.

Willow Brook Inn (1809), on the main street, a long low structure, is reputed to have been built under a tree, then standing, so huge that an orchestra of forty men played on a platform erected in its branches.

West from the village on a rough but short road on Windy Hill, are the *Home of Parson Farrar* (not open), town minister from 1760-1809, the remains of the *Old Pound*, and a *Boulder* marking the site of the *First Church*.

East from the village on a dirt road, 3 m., is (L) a farm which was *Jonas Chickering's Home* in his boyhood. Near-by is the blacksmith shop where he learned the trade of cabinet-maker. Of a decided mechanical bent, the boy apprenticed himself at the age of 17 to a cabinet-maker and toward the end of his apprenticeship undertook to repair the only piano in the village. In this task his skill as a cabinet-maker was happily combined with his passion for music and he discovered his life-work. At the age of 20, he left for Boston where he obtained employment in the shop of John Osborne. In later life he is famed not only for founding the firm that bears his name, but also for several improvements that are embodied in the modern piano. In 1837 he cast the first iron frame to sustain the tension of a grand piano, thus enabling it to be kept in tune. He followed this by improving the deflection of the strings in 1843; and by a new method of overstringing in 1845.

At 13.2 m. is a junction with a dirt road.

Left on this road, 1.3 m., is the *Site of Peter Wilder's Chair Factory*, established in 1810. A few of his famous chairs may be found in New England today with his name stamped on them.

At 13.8 m. the highway crosses the *Wapack Trail* (see *Tour 17, sec. b*) and passes through the forest-crowned *Temple Mountains*.

SHARON (alt. 1195, town pop. 28), 16.8 m., no accommodations, is a tiny hamlet perched on the height of land west of Temple Mountain. Originally called Peterborough Slip, the town was incorporated in 1791. Farming and lumbering have been the main resources of its few inhabitants, although a medicinal spring in the southeastern part of the town was frequently visited by invalids during the last century.

Conspicuous on the main street is the *Laws House* (1800), a quaint white frame cottage with a second-story overhang, and now owned by the Society for the Preservation of New England Antiquities.

From Sharon the road is bordered with fine trees, through the gaps of which Grand Monadnock is occasionally visible.

At 19.3 m. is a junction with State 101, 1 mile east of PETERBOROUGH (see *PETERBOROUGH*).

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THE END

I V. T H E W H I T E M O U N T A I N S

IN THE WESTERN MOUNTAINS

THE WHITE MOUNTAINS

Season: For motoring: All main roads open the year round; general conditions best from June through October; atmospheric conditions best in July.

For hiking: June, July, August generally considered best, but September and October are advocated by seasoned visitors because of cooler temperature and autumnal foliage.

For skiing: From December (occasionally November) through March good conditions generally prevail; in Tuckerman Ravine frequently into May.

Transportation: Important railroad stations are: Gorham, Grand Trunk R.R.; North Conway, Maine Central R.R., and Boston & Maine R.R.; Intervale, Boston & Maine R.R., and Maine Central R.R.; Glen, Maine Central R.R.; Bartlett, Maine Central R.R.; Crawford, Maine Central R.R.; Fabyan, Maine Central R.R., and Boston & Maine R.R.; Bretton Woods, Maine Central R.R., and Boston & Maine R.R.; Jefferson, Boston & Maine R.R.; Randolph, Boston & Maine R.R.; North Woodstock, Boston & Maine R.R.; Littleton, Boston & Maine R.R.; Lisbon, Boston & Maine R.R.; Whitefield, Boston & Maine R.R.; Lancaster, Boston & Maine R.R., Maine Central R.R.; Colebrook, Maine Central R.R., Grand Trunk R.R.

Mt. Washington: Mt. Washington Railway from Base Station, and Mt. Washington Carriage Road; motorcar service from Glen.

Bus service: Boston & Maine Transportation Co.; Maine Central Transportation Co.; Maine-New Hampshire Stages.

Accommodations: First-class hotels at Crawford, Bretton Woods, Fabyan, Jefferson, Randolph, Gorham, Dixville, Littleton, Lancaster, Bethlehem, Sugar Hill, Franconia, Twin Mountain, North Conway, Conway, Jackson, Bartlett, Glen, Waterville, North Woodstock; numerous moderate-priced hotels; many tourist homes and overnight cabins; 11 White Mountain forest camps, 2 State forest camps.

Equipment and clothing (see General Information).

Offices of White Mountain National Forestry Service: Main: Laconia; district offices: Littleton, Gorham, Conway, Plymouth.

State Tours covering White Mountain region: Tour 2, secs. b and c, 2A, 3, sec. c, 5, 6, 7, 8, 9, and 10, sec. a.

Trails: For details of all trails see the *A.M.C. White Mountain Guide* (\$2.25 from Appalachian Mountain Club, 5 Joy St., Boston). For additional details of Dartmouth Outing Club trails see its *Handbook* (75¢ from the club, Hanover, N.H.); and for further details of trails in the White Mountain National Forest write the National White Mountain Forest Service, Laconia, N.H.

THE White Mountains occupy an area of more than twelve hundred square miles in the northern half of the State, the greater part of them being in the White Mountain National Forest. East of the Rockies they are exceeded in elevation only by mountains in North Carolina and Tennessee. Eighty-six of these are definitely named. Eight of them are

more than a mile in elevation. Twenty-two rise from four thousand to five thousand feet above the sea, twenty-six from three thousand to four thousand. Throughout the whole region are scores of peaks of lesser elevation and reputation. Between the mountains are nine impressive notches. From here four great river systems receive important initial contributions. Dozens of brooks on which are fine cascades and waterfalls add their beauty to the hundreds of thousands of acres of superb forests.

Compared to mountains in the Rockies, their altitude above the sea is not great, but they have the scenic advantage of being higher above the immediate surrounding country. The level of the valleys ranges from five hundred to one thousand feet; Mt. Washington towers a mile above the latter level. It is this feature that gives the White Mountains unusual impressiveness.

Central in this mountain mass is the Presidential Range, running in a double curve from northeast to southwest. From the north, Mt. Madison (alt. 5380), the three-summited Adams (alt. 5805), Jefferson (alt. 5725), and Clay (alt. 5530) sweep up to Washington's summit (alt. 6288), the only occupied one of the group. Dropping gradually down from that superb height, another curve includes Monroe (alt. 5390), Franklin (alt. 5028), Pleasant (alt. 4775), Clinton (alt. 4275), Jackson (alt. 4012), and Webster (alt. 3876). All of these lift their clear gray-white summits far above the green tree line.

Bolstering these peaks like gigantic bulwarks are numerous ridges such as Osgood, Howker, Durand, and Nowell on the east, and on the west the Castellated Ridge, resembling the tops of romantic castles. Great cirques sweep up into the arcs of the curves — huge geological gouges into the great mass. Of these, King Ravine in the north, the Great Gulf, Huntington, and Tuckerman, walled in by Boott Spur and Lion's Head, on the east, and Oakes on the south, are conspicuous for their grandeur.

A ten-mile-long ridge bolsters the mass from the south, known as the Montalban ('white mountain'). Ten of its summits are named, but the famous terraced Stairs (alt. 3425), whose stepped sides bear the name of the Giant Stairs, red-ledged Resolution (alt. 3400), and bare-topped Crawford (alt. 3100) are best known. A parallel ridge, the Rocky Branch, with few prominent elevations, lies east of the Montalban.

High in this Alpine world three tiny lakes maintain a mysterious existence: clear-watered Star Lake (alt. 4900) between Adams and Madison, with no visible outlet; and the two Lakes of the Clouds (alt. 5050-60), crystal gems, glistening a thousand feet below the spectator on Mt. Washington. Here, too, is the Alpine Garden with its rare flora (*see Wild Life*).

Cutting this mountain mass off from its surroundings, and making it an island, are deep cuts on all sides — two valleys, Jefferson and Randolph on the north; and three notches or gaps, Pinkham on the east, Crawford on the south and west, and Jefferson on the west. A motor journey of 65 miles through these cuts is necessary to encircle the central mass. Across

the valleys and notches are other masses of mountains, lower in elevation, but less grim and Alpine because of the green-covered summits. Northward across the broad Jefferson Valley are the long Pilot Range, largely forest-covered with a few high bald peaks, and the Randolph and Crescent Ranges.

East of the Presidential group, across Pinkham Notch, is the long and lofty Carter-Moriah Range, with rounded Carter Dome (alt. 4860) as its loftiest elevation. Between this and Wildcat Mountain (alt. 4415) to the south is another deep cut, Carter Notch. At the lower end of the group is conical Mt. Pequawket (alt. 3260), formerly known as Northern Kearsarge.

Westward from the Presidential group across Crawford Notch is a wall of mountains much lower in height, with Mt. Willard (alt. 2786) and its prominent cliffs at the head of the Notch and Nancy (alt. 3810) at the southern end. South of the Presidential mass is a group of mountains, of which long Moat Mountain (alt. 3195) is the most conspicuous.

Still farther southwest is another mass of mountains with noble names and noble summits — the superb Franconias. Similar to the grouping of the Presidential Range around Washington, those in the Franconias look up to the high bare summit of Lafayette (alt. 5249). Leading up to the latter from the north are the Twins — North (alt. 4769) and South (alt. 4926) — and Garfield (alt. 4488). Leaning against it on the south are, in order, Lincoln (alt. 5108), Little Haystack (alt. 4513), Liberty (alt. 4460), and Flume (alt. 4327).

Another deep cut, Franconia Notch, separates the Franconias from another long but lower range, including Profile (Cannon) (alt. 4077), on whose southern peak are the ledges that form the famous Profile of the Old Man of the Mountain; and Kinsman (alt. 4363). Across Kinsman Notch, Moosilauke (alt. 4810) lifts its broad, curved crest in solitary splendor.

Between the Franconias and the mountains that hem in Crawford Notch on the west is a vast highland, the Pemigewassett Wilderness, with numerous peaks more than four thousand feet in elevation. Here are symmetrical Carrigain (alt. 4647) and Hancock (alt. 4430). South of these are Tripyramid (alt. 4140), and two of the Indian group — Osceola (alt. 4326) and Tecumseh (alt. 4004).

Southeast of these rugged highlands and lofty peaks, the Sandwich Range with striking outlines forms a mountain barrier. Conspicuously here rises sharply pyramidal Chocorua (alt. 3475) in the east, flanked by forested Passaconaway (alt. 4060), scarred Whiteface (alt. 3985), Paugus (alt. 3200), and Sandwich Dome (alt. 3993).

Mt. Washington is occasionally visible from the Atlantic, seventy-five miles away. In 1508, Verrazano, voyaging between the fortieth and fiftieth parallels, probably saw the White Mountains; he wrote that he saw 'high mountains within the land.' Nearly a century later, Champlain,

cruising along the New England coast and reaching Casco Bay, reported: 'From here large mountains are seen to the west.' In his map of New France he designated mountains in this general region.

The Indian name for the White Mountains was probably Waumbek Methna ('white rock'); while Mt. Washington was designated Agiochook, and possibly Kan Ran Vugarty ('continued likeness of a gull').

The first white man known to have ascended the White Mountains was Darby Field, whose feat in 1642 is thus described by Governor Winthrop in his journal:

One Darby Field, an Irishman [later researches make him more likely an Englishman] living about Pascataquack, being accompanied with two Indians, went to the top of the white hill. He made his journey in 18 days. His relation at his return was, that it was about one hundred miles from Saco, that after 40 miles travel he did, for the most part, ascend, and within 10 miles of the top was neither tree nor grass, but low savins which they went upon the top of sometimes, but a continual ascent upon rocks, on a ridge between two valleys filled with snow, out of which came two branches of Saco River, which met at the foot of the hill where was an Indian town of some 200 people.

Later in the same year two magistrates from Maine, Gorges and Vines, inspired by the adventure of Field, made a canoe trip up the Saco and ascended Mt. Washington.

The earliest known reference to the region occurs in Christopher Levett's account (1628) of a voyage to New England shores:

This River [undoubtedly the Saco], as I am told by the *Salvages*, commeth from a great mountain called the Christall hill, being as they say 100 miles in the Country, yet it is to be seene at the sea side, and there is no ship arives in *New England*, either to the West so farre as *Cape Cod*, or to the East so farre as *Monhiggen*, but they see this mountaine the first land, if the weather be cleere.

Known later as the White Hills, the name first appears on Hubbard's map, published by John Foster in 1677. A curious error appeared in the first impression when 'Wine Hills' was printed; this was immediately corrected. Individual names appear first on Holland's map of 1773-74.

The name 'White Mountains' appeared the first time in print in 1672 when John Josselyn published an account of his sojourn in New England.

Fifty years elapsed before the White Mountains were visited again. During the Indian wars, various ranging parties were in that vicinity. 'Captain Sayward, with a company of volunteers, went as far as the White Hills, near one hundred miles into the enemies' country,' relates an early account. Another ranging party ascended Mt. Washington in April and found four feet of snow, except on the summit, which was bare.

The discovery of Crawford Notch by two hunters, Nash and Sawyer, in 1771 (see *Tour 8, sec. b*), opened up a new route to the North Country. During the Revolution the first road was made through this notch and paid for by funds from a confiscated estate. The second highway, under

the name of the Tenth New Hampshire Turnpike, was incorporated in 1803 and financed by a lottery.

The first scientific expedition to the Presidential Range was not made until 1784; the party included four naturalists and Dr. Jeremy Belknap, New Hampshire's first historian. Three of the scientists climbed Mt. Washington and caught a fleeting glimpse of surrounding peaks before the clouds closed in upon them. After this ascent, the expedition journeyed to Dartmouth (Jefferson) with Colonel Whipple, the factotum of that early settlement, and from that point made a tour of Crawford Notch. Dr. Belknap estimated the area of the White Mountains at fifty miles in circumference; Dr. Manasseh Cutler thought that Mt. Washington was nine thousand feet above sea level. This party may have been responsible for the name of Mt. Washington, given to the highest peak, as this term is found in Cutler's manuscript.

Pinkham Notch must have been known as early as 1774, since Captain Evans started building a road through it in that year. It was named for Joseph Pinkham who settled at the present Jackson in 1790 (*see Tour 2, sec. c*). The leading pioneers of Pinkham Notch, or the Glen as it is also called, were the Copsps who came in 1831; the name of that rugged matron, Dolly Copp, has been given to a popular camping ground north of the Glen House (*see Tour 2, sec. c*).

White man's acquaintance with Franconia Notch goes back at least to 1805 when two men surveying the road through it discovered the Profile (*see Tour 3, sec. c*). Other less credited claims are that a Lisbon clergyman directed their attention to it, and that friends of Major Stark found it when searching for him after he was taken captive by the Indians at Stinson Lake in 1752 (*see Tour 10, sec. b*).

The White Mountains continued to attract the attention of scientists. In 1816 Dr. Jacob Bigelow made a study of the botany of the region, and others of note identified with White Mountain exploration were President Timothy Dwight of Yale who twice visited Crawford Notch, and William Oakes, a botanist, who came to the region several times.

Travelers increased in number each year, and were cared for by Ethan Allen Crawford, White Mountain pioneer, who established his hostelry at the Giant's Grave, now Fabyan. His story is told in the quaint narrative of his wife, Lucy Crawford. According to this narrative the Northern Peaks were named in 1820 by an expedition guided by Crawford:

This summer there came a considerable large party of distinguished characters . . . to my house about noon, to ascend the mountains and give names to such hills as were unnamed. . . . I was loaded equal to a pack-horse. [When they reached the summit] they gave names to several peaks, and then drank healths to them in honor to the great men whose names they bore, and gave toasts to them.

During the preceding year the first path to the summit of Mt. Washington had been cut by Crawford and his father and was used by a number of visitors. The younger Crawford, however, was not satisfied. Resolved

to find a shorter route, he made a path up the ridge where the railway is now situated. At one time he planned a carriage road to the summit but abandoned the idea in favor of his famous bridle path built in 1829. With Crawford, so lame that he was compelled to use a cane, the Misses Austin ascended Mt. Washington in 1821, the first women to do so. They were obliged to wait for good weather, but 'the ladies returned, richly paid for their trouble, after being out five days and three nights.' The contribution of the Crawford family to White Mountain development was very considerable.

The greatest tragedy in the early history of the White Mountains was the Willey disaster in 1826 (*see Tour 8, sec. b*).

A new incentive to visiting Mt. Washington followed the advent of two popular means of ascent: the Mt. Washington Carriage Road, opened in 1861 (*see Tour 2, sec. c*); and the Mt. Washington Cog Railway, opened in 1869 (*see Tour 8, sec. b*). (*For description of the summit of Mt. Washington, see Tour 2A.*)

The outstanding public acquisitions in the White Mountain region have been the purchase of the three famous notches. Pinkham Notch was included in the early purchases made by the U.S. Forest Service when it was so authorized under the Weeks Bill, signed by President Taft March 1, 1911 (*see Natural Resources*). After much agitation by the Society for the Protection of New Hampshire Forests (S.P.N.H.F.) and other organizations and individuals, an act was passed by the Legislature in 1911 by which Crawford Notch, containing about six thousand acres, was acquired by the State. The destruction by fire of the Profile House in 1923 aroused a public demand for a like purchase of Franconia Notch in order that it may be protected. This was authorized by a legislative act in 1925, which appropriated \$200,000 for that purpose. The S.P.N.H.F. raised a similar amount, using a bequest of \$100,000 from James J. Storrow of Boston. The State holds title to more than five thousand acres, including Profile Mountain, Echo, Profile and Lonesome Lakes, and the Basin. The Society took title to the Flume and one thousand acres adjacent, agreeing to transfer title to the State in 1948.

IMPORTANT TRAILS

The White Mountain area is well provided with trails, some of which are graded paths. As a rule these trails are well marked with signs and kept in good repair. There are at least a dozen organizations whose objective is to keep the paths in usable condition. First in the field was the Appalachian Mountain Club in 1876, which now has in its charge 325 miles of trails. The club has eight huts and sixteen open shelters. The Dartmouth Outing Club maintains trails to its chain of cabins extending from Hanover to Littleton. A section of the Appalachian Trail which extends from Georgia to Maine traverses the White Mountain region. This trail, distinguished by its 'A.T.' markers, enters the State from Ver-

mont at Hanover, utilizes the Dartmouth Outing Club system for forty miles to Glencliff, climbs Mt. Moosilauke, crosses the Kinsman and Franconia Ranges, ascends Mt. Washington, dodges over the Carter Range, and leaves the region by way of Mahoosuc Notch.

The Northern Peaks can be readily scaled from various points on or near the Presidential Highway (US 2). At Randolph Station the Randolph Path (*see Tour 7*) connects with most of the north-south trails up the Northern Peaks, and with the Gulfside Trail to the summit of Mt. Washington. Mt. Madison and Mt. Adams can be climbed by taking the Valley Way, or Air Line, and the Short Line from Appalachia, a railroad station opposite the Ravine House (*see Tour 7*). Mt. Adams can be climbed on the Nowell Ridge route by taking the Amphibrach at Echo-bank, then the Randolph Path and Spur Trail (*see Tour 7*). Mt. Jefferson is accessible from Bowman station by the Israel Ridge Trail over the Castellated Ridge or the Castle Trail (*see Tour 7*). An important trail is the Gulfside, which begins at the Madison Spring Hut and leads to the summit of Mt. Washington (*see Tour 7*).

The northern Presidentials can be approached from the south by the Great Gulf Trail that begins at the Dolly Copp Camp Ground (*see Tour 2, sec. c*). Sundry paths branch off so that Madison can be reached by the Osgood Path, Adams by the Adams Slide Trail, and Jefferson by the Six Husbands Trail.

The hiker may climb Mt. Washington by many routes. The use of the Randolph Path and Gulfside Trail from Randolph has been indicated (*see above*). From the Glen House the Carriage Road is easy but long and monotonous for the first half (*see Tour 2, sec. c*). From Pinkham Notch Camp (*see Tour 2, sec. c*) are more interesting routes: (1) through Huntington Ravine, difficult; (2) through Tuckerman Ravine, via Boott Spur. From the parking space at Glen Ellis Falls (*see Tour 2, sec. c*), the Glen Boulder Trail leads to the summit via the Davis Path. From Notchland in Crawford Notch (*see Tour 8, sec. b*), the Davis Path leads over Mont-alban Ridge, a long route. At the Crawford House (*see Tour 8, sec. b*) the Crawford Path, formerly a bridle path, leaves Crawford Notch and ascends the Southern Peaks on its way to the summit (*see Tour 8, sec. b*). The ascent is easy and the views are most extensive. The Edmands Path, starting from a point near the junction of the Mt. Clinton and the Stickney Roads (*see Tour 8, sec. b*), connects with the Crawford Path near the summit of Mt. Pleasant. From the Base Station of the Cog Railway (*see Tour 8, sec. b*) the Ammonoosuc Ravine Trail makes a short ascent to Washington via the Lakes of the Clouds.

The Carter-Moriah Range is frequently approached from the Nineteen Brook Trail (*see Tour 2, sec. c*), or from the Glen House, where a branch of the trail leads to Carter Notch and an Appalachian Mountain Club Hut. From this point trails lead to all the peaks in this chain.

Mt. Pequawket (Northern Kearsarge) can be climbed by the Intervale Path, which leads from Intervale Station (*see Tour 2, sec. b*).

GOVERNOR JOHN WENTWORTH set the fashion for summer recreation in New Hampshire when he had a baronial playhouse built at Wolfeborough in 1768. Early in the eighteenth century travelers began to thread the mountain roads in search of rest and beauty. By the middle 1800's a well-defined stream of summer residents had formed. Today visitors come by the millions. The Notches, in the White Mountain region, such as Crawford, Franconia, and Pinkham, are favorite spots. Hermit lakes lure the fisherman, and ideal woodlands the hunter. The challenge of the mountains to hikers urges tens of thousands up the hundreds of trails that have been made; the ascent of Mount Chocorua is one of the most popular.

Not alone in summer, but now in the winter season increasing numbers come to New Hampshire along the plowed highways to get the thrill of winter sports, especially skiing; nearly 250 trails have been laid out. Carnivals were held in twenty-three communities in 1937, delightful affairs inaugurated by Dartmouth College at Hanover.



THE FLUME GORGE, FRANCONIA NOTCH



RAWFORD NOTCH AND MOUNT CARRIGAIN

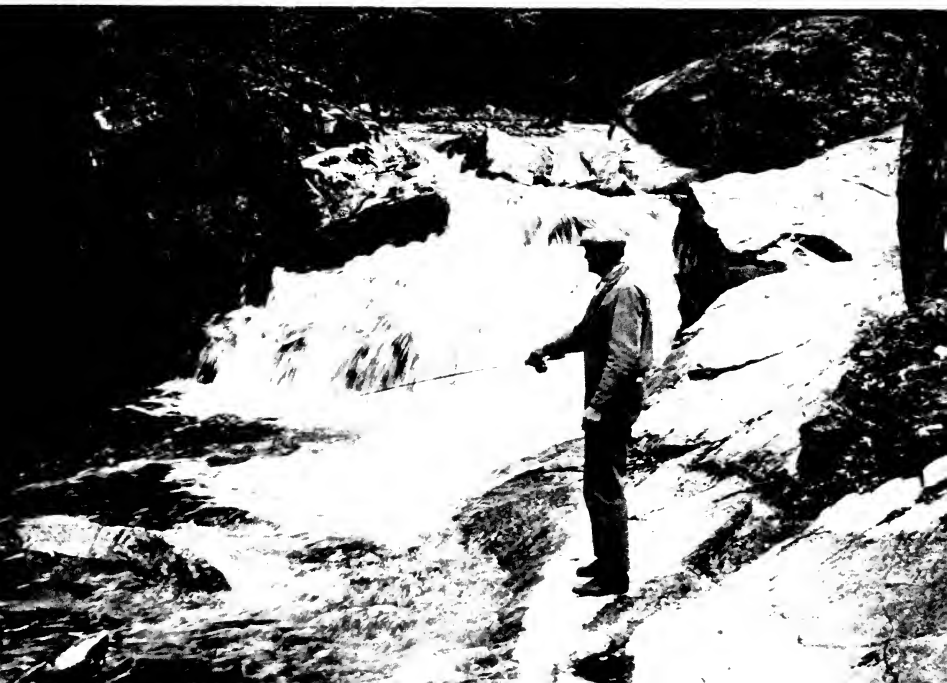
SURF AT HAMPTON BEACH





LONESOME LAKE

FISHERMAN'S DELIGHT





MOUNT CHOCORUA



KING'S RAVINE FROM MOUNT ADAMS



PLOWED HIGHWAYS



TUCKERMAN RAVINE

ON WILDCAT SKI TRAIL





NATIONAL FOREST SHELTER ON THE SHERBOURNE SKI TRAIL.

A CHINOOK TEAM



V. S P O R T S A N D
R E C R E A T I O N

RECORDS
OFFICE

S P O R T S A N D R E C R E A T I O N

THE topography of New Hampshire offers ideal facilities for recreation. There is an attractive stretch of seashore for those who crave the salt air and the ocean. There are large fresh-water lakes such as Winnepesaukee, Winnisquam, Asquam, Newfound, and Sunapee, smaller lakes such as Mascoma, Canobie, Stoddard, Ossipee, Wentworth, and Dublin. Quiet little ponds are scattered over the State, while rivers and brooks abound. For lovers of majestic mountains there is the matchless White Mountain group or such isolated peaks as Moosilauke, Kearsarge, Sunapee, and Monadnock. Little villages with their white churches remain in unsullied New England serenity, and wide-sweeping meadowlands and farms offer retreat to those desiring solitude. Woodlands of pine and spruce, of birch and beech, are abundant and inviting.

The distinction between recreation and exploration is rather indefinite in the records of visitors to the State in earlier days. President Timothy Dwight of Yale was not simply on a scientific trip when, in 1797 and 1803, he made his horseback tours to the upper part of New Hampshire. In 1803, Captain Eleazar Rosebrook built the first hotel in the White Mountain region, on the site of the present Fabyan House; but a generation slipped away before people began to come and spend entire seasons in the mountains. The middle of the last century, however, saw a constantly growing stream of summer vacationists to the White Mountain region, and by 1875 a number of large hotels had been erected and were drawing guests by the hundreds every summer season.

But the mountains were not the sole attraction for early recreationists in New Hampshire. Governor John Wentworth, in 1769, set the fashion of building summer homes by starting an elaborate one at Wolfeborough on the lake now known as Wentworth. By 1880, Winnepesaukee and Sunapee had begun to attract many admirers, who built simple summer dwellings on their shores and islands. Old farm houses throughout the State were purchased, restored, and fitted as seasonal homes for summer residents. With the coming of the automobile and the consequent building of superb highways, the number of summer visitors and residents increased enormously; the thousands at the turn of the century have become the millions of today.

FISHING AND HUNTING

From the day when the Indians had their weirs at the outlet of Lake Winnepesaukee, and took their salmon at Amoskeag ('the fishing place'), New Hampshire has always been a favorite region for the angler. Today, fishermen from far and near know of the sport available in New Hampshire waters, from the Connecticut Lakes to Sunapee, which are continually restocked by the State.

New Hampshire offers excellent opportunities for hunting. Its many marginal lands and varied terrain provide coverts for grouse, woodcock, and pheasants, while the wide areas of wild country in the northern part of the State have long been recognized as an ideal deer-hunting section.

The following synopsis of the fishing and hunting laws may have some variation as there are special regulations pertaining to different lakes and streams and to separate counties. It is suggested that a copy of *Fish and Game Laws* be obtained from the Department of Fish and Game at Concord.

FISHING LAWS

Season: Brook trout, Coos, Carroll, and Grafton Counties (fly fishing only in September), May 1 to Sept. 1; all other counties (fly fishing only in August), May 1 to Aug. 1; rainbow trout, same as brook trout; brown trout, same as brook trout; aureolus trout, April 15 to Sept. 1; lake trout (fly fishing only in September), Jan. 1 to Sept. 1; salmon (fly fishing only in September), April 15 to Sept. 1; black bass, July 1 to Nov. 1; pike perch, June 1 to Nov. 1; white perch, June 1 to Nov. 1; shad, Jan. 1 to Sept. 1; pickerel, June 1 to Jan. 16; hornpout, June 1 to Nov. 1; smelt (fresh-water) (*see Fish and Game Laws*, obtainable from the Department of Fish and Game, Concord); yellow perch (*see Fish and Game Laws*); suckers, may be taken with a spear, March 1 to June 1; cusk (not protected).

Limit: Brook trout, 25 fish, not to exceed 5 pounds per day, legal length 6 inches (*see special regulations in Fish and Game Laws regarding certain ponds and streams*); rainbow trout, same as brook trout; brown trout, same as brook trout; aureolus trout, 4 fish per day, not less than 12 inches in length; lake trout, 2 fish per person, 3 or more persons to a boat not more than 6 fish, 15 inches minimum length (*see exceptions in Fish and Game Laws*); salmon, same as lake trout; black bass, 10 pounds per day, 9 inches minimum length; hornpout, 40 fish per day; smelt (fresh-water), 5 pounds per day (*see closures in Fish and Game Laws*); yellow perch, 40 fish per day or 10 pounds per day.

License Fees: All persons over 16 years of age must take out a license to fish, except resident landowners, minor children, blind people and resident soldiers and sailors over 70; resident \$2, non-resident (3 days), \$1.50; non-resident (year), \$3.15; effective Jan. 1, 1938, resident \$2.50, non-resident \$4.

Method of Taking: Fish may be taken by angling only (rod or line in hand), one hook for bait or a cast of artificial flies, except smelt which may be taken with hand dipnet.

HUNTING LAWS

Season: Deer, Coos, Carroll, and Grafton Counties, Nov. 1 to Dec. 1; all other counties, Dec. 1 to Dec. 16; moose, no open season; caribou, no open season; elk, no open season; bear, not protected (bounty); wildcat, not protected (bounty); lynx, not protected (bounty); hare-rabbit, Oct. 1 to Feb. 1; gray squirrel, Oct. 1 to Nov. 1; fox, Sept. 1 to March 1; raccoon (may be taken with a dog and gun from Oct. 1 to Dec. 1), except in Grafton County, Oct. 15 to Dec. 1; grouse, Oct. 1 to Dec. 1; pheasant, Nov. 1 to Nov. 11; woodcock, Oct. 1 to Nov. 1; Wilson snipe, Oct. 9 to Nov. 7; plover, no open season; yellowlegs, no open season; duck, Oct. 9 to Nov. 7; rail, Sept. 1 to Nov. 30; sora, Sept. 1 to Nov. 30; gallinule, Sept. 1 to Nov. 30; no open season on wood duck, canvasback duck, red-head duck, ruddy duck and bufflehead duck (*see Federal Laws Regarding Migratory Birds*).

Limit: Raccoon, 3 per day, 10 per season; fox, no limit; ruffed grouse, 4 per day, 25 per season; pheasant (male), 1 per day, 4 per season, in all counties except Coos and Carroll; duck, geese (*be sure and see Federal Laws Regarding Migratory Birds*); deer (must be tagged and reported to the Department of Fish and Game, Concord, within ten days after killing), 1 per season; hare, 3 per day; rabbit (cottontail), 5 per day (not more than 5 per day of both hare and cottontail); gray squirrel, 5 per day.

License Fees: Resident \$2, Jan. 1, 1938, \$2.50, non-resident \$15.15; licenses to hunt may be purchased at agencies in the towns or from the Department of Fish and Game, Concord. Trapping licenses may be obtained from the Department of Fish and Game, Concord, only.

Trapping Permits: Copy must be on file at Concord office before it is legal to trap.

HIKING AND CLIMBING

Early in 1876, a group of enthusiasts was organized in Boston under the name of the Appalachian Mountain Club. Though not exclusively devoted to New Hampshire or to summer recreation, their interests through the six ensuing decades have centered largely here; and, by the

trails and huts which they have built and maintained, they have been a major influence in attracting recreation seekers to the State. Co-operating with them, a dozen or more local clubs have made available a network of alluring trails. Along these trails the hiker and climber may quickly penetrate a mountain wilderness, camping in the open if desired, or finding shelter in the eight huts maintained by the Appalachian Mountain Club.

The most popular trails are in the Monadnock and White Mountain regions. For detailed description of trails, consult the *Appalachian Mountain Club White Mountain Guide*. Huts are maintained by the Appalachian Mountain Club at Carter Notch, Pinkham Notch, Madison Spring, Lakes of the Clouds, Zealand Falls, Galehead, Greenleaf, and Lonesome Lake. For further information, consult Joseph B. Dodge, Huts Manager, Gorham, N.H.; or Appalachian Mountain Club, 5 Joy St., Boston, Mass.

CAMPING AND PICNICKING

The coming of the automobile has made camping facilities necessary, and these are now supplied in abundance, through public and private enterprise. New Hampshire has forty public camping grounds of which twenty-five are maintained by the State, the remainder being in the National Forests. Varying accommodations are offered in these camps; some have areas for tents, while others provide facilities for out-door cooking, bathing, and picnicking. The Dolly Copp Forest Camp, six miles south of Gorham at the northern approach to Pinkham Notch, is the most popular of the forest camps. Nine of the State areas are bathing beaches; recreation centers are also established at the beaches and at many of the lakes. The most extensive of the lake centers was opened in 1936 at Gilford, near the shores of Lake Winnepesaukee.

The following recreational areas, with varying facilities, are maintained by the State: Milan Hill (*Tour 6*), Moose Brook Park (*Tour 7*), Merrimack River (*Tour 3, sec. b*), Forest Lake Park (*Tour 3, sec. d*), Crawford Notch (*Tour 8, sec. b*), Franconia Notch (*Tour 3, sec. c*), Joseph Story Fay Tract (*Tour 3, sec. c*), Cathedral Ledge (*Tour 2, sec. b*), Hemenway Reservation (*Tour 2, sec. b*), White Lake (*Tour 2, sec. b*), Cardigan Mountain (*Tour 14, sec. b*), Wellington Beach (*Tour 3A*), Endicott Rock (*Tour 3, sec. b*), Wentworth Beach (*Tour 13, sec. a*), Belknap Moun-

tain (*Tour 3, sec. b*), Kearsarge Mountain (*Tour 12*), Wadleigh Park (*Tour 16*), Pillsbury Reservation (*Tour 4, sec. a*), Bellamy Park, Dover, Pawtucket-away Reservation (*Tour 17, sec. a*), John Clough Reservation (*Tour 16*), Kingston Lake Park (*Tour 17, sec. a*), Hampton Beach (*Tour 1A*), Peterborough Pool (*Tour 17, sec. b*), Monadnock Reservation (*Tour 15B*).

The White Mountain National Forest maintains the following camps: Campton Lake (*Tour 3, sec. c*), Cold River (*Tour 2, sec. b*), Dolly Copp (*Tour 2, sec. c*), Dugway (*Tour 2, sec. b*), Gale River (*Tour 3, sec. c*), Long Pond (*Tour 10, sec. b*), Oliverian (*Tour 10, sec. b*), Passaconaway (*Tour 8, sec. b*), Waterville (*Tour 3, sec. c*), White Ledge (*Tour 2, sec. b*), Wildwood (*Tour 9*), Wild River (*Tour 2, sec. c*), Zealand (*Tour 8, sec. b*), Rocky Gorge (*Tour 3, sec. b*), Sawyer Rock (*Tour 8, sec. b*).

GOLF AND TENNIS

Golf obtained a foothold in New Hampshire in 1897, when the first course was opened by the Beaver Meadow Club in Concord. Since then, seventy-two golf clubs have been established throughout the State, fringing the seacoast, bordering on lakes and rivers, looking down from hilltops, or lying sheltered in mountain valleys. Many of them are eighteen-hole courses.

With the first court established in 1883 by the Cygnet Boat Club of Manchester, tennis has become increasingly popular. Claremont, Concord, Durham, Exeter, Franklin, Hanover, Keene, Laconia, Manchester, Milford, Nashua, and Rochester have municipal or semi-private courts (*see separate cities*).

GOLF CLUBS

<i>Location</i>	<i>Name of Club</i>
Bethlehem	Bethlehem Golf and Tennis Club * and Mt. Agassiz Golf Links
Bradford	Pleasant View Golf Club
Bretton Woods	Bretton Woods Golf Club Courses **
Claremont	Claremont Country Club
Colebrook	Colebrook Golf Club
Concord	Beaver Meadow Municipal Golf Club and Concord Country Club
Crawford House	Crawford Notch Golf Club
Dixville Notch	Balsams Country Club *
Dover	Cochecho Country Club
Dublin	Dublin Lake Club
Exeter	Exeter Country Club
Fabyan	White Mountain Golf Club
Farmington	Farmington Country Club

* Eighteen-hole courses.

** Both.

<i>Location</i>	<i>Name of Club</i>
Fracestown	Mt. Crotched Country Club
Franconia	Forest Hills Hotel Golf Course
Franconia	Franconia Golf Club
Franconia Notch	Profile Golf Club
Franklin	Mojalaki Country Club
Gorham	Androscoggin Valley Country Club
Hanover	Hanover Country Club **
Hopkinton	Duston Country Club
Jackson	Eagle Mountain House, Gray's Inn, and Wentworth Hall * Golf Clubs
Jefferson	Waumbek Golf Club *
Kearsarge	Russell Cottages Golf Association
Keene	Keene Country Club *
Laconia	Laconia Country Club *
Lancaster	Lancaster Golf Club
Lebanon	Carter Country Club
Lisbon	Ammonoosuc Golf Club
Littleton	Littleton Golf Club
Manchester	Intervale, Manchester, * and Derryfield Country Clubs
Maplewood	Maplewood Country Club *
Melvin Village	Bald Peak Colony Club *
Mont Vernon	Mont Vernon Golf Club
Nashua	Dotmoor Club and Nashua Country Club *
New Castle	Wentworth Hotel Golf Club
New London	Lake Sunapee Country Club * and Willow Farm Golf Club
Newport	Newport Golf Club
North Conway	Kearsarge Country Club
North Sutton	Maple Leaf Golf Club
North Woodstock	Alpine Hotel Country Club and Deer Park Hotel Golf Club
Peterborough	Peterborough Golf Club
Pike	Lake Tarleton Golf Club
Pittsfield	Pittsfield Country Club
Plymouth	Plymouth Golf Club
Portsmouth	Portsmouth Country Club *
Raymond	Cross Road Farm Golf Course
Rochester	Rochester Country Club
Rye Beach	Abenaki Golf Club *
South Newbury	Bald Sunapee Club
Spofford	Pine Grove Springs Hotel Golf Club
Sugar Hill	Hotel Lookoff Golf Club and Sunset Hill House Golf Course
Sunapee	Granliden Hotel and Soo-Nipi Park Golf Clubs
Twin Mountain	Twin Mountain Golf Club
Walpole	Hooper Golf Club
Warren	Moosilauke Golf Club
Waterville	Waterville Valley Golf Course
Whitefield	Mountain View Golf Club
Wolfeborough	Kingswood Golf Club *

* Eighteen-hole courses.

** Both.

WATER SPORTS

With its 1301 ponds and lakes, the State provides abundant facilities for fresh-water swimming and bathing. These bodies of water vary in size from Lake Winnepesaukee with an area of nearly 45,000 acres to a

small pond in Wentworth little more than one-sixth of an acre in area. Some are highly developed resort regions, while others can be reached only by hiking through woods and deserted farmland. Surf bathing is popular along the many fine beaches of New Hampshire's eighteen miles of coastline, while tidewater swimming is available in the inland reaches of Great Bay. Public bath-houses are maintained at Rye, Hampton, and Seabrook.

Sailing and motor boating are popular recreational activities on the larger lakes such as Winnepesaukee and Sunapee, where annual races are held.

Yachting is prominent at Portsmouth. Hampton and Rye Harbor also offer limited anchorage facilities.

Many of New Hampshire's rivers are well adapted to canoeing and this sport is being enjoyed by increasing numbers. 'Quick-Water and Smooth' (Stephen Daye Press, Brattleboro, Vt., \$1.50) outlines trips on 52 rivers of the State.

FAIRS AND RACES

An interesting recreational feature of the past is perpetuated in the fairs annually held in eight New Hampshire towns: Hopkinton, Lancaster, Pittsfield, Plymouth, Rochester, Sandwich, Tamworth, Tuftonboro (*see Calendar of Annual Events*). In addition to the educational exhibits and 'midways,' horse and automobile racing are featured at these events. There is a season of organized horse racing each year at Rockingham Park in Salem (*Tour 13, sec. b*), where pari-mutuel betting is allowed; and dirt-track automobile races are held in Swanzey (*Tour 4A*).

WINTER SPORTS

Until well into the present century, few residents of or visitors to New Hampshire gave much thought to the possibilities of recreation in the winter. A snowshoe club (the first in the State) had been formed by a group of six enthusiasts in Concord in the winter of 1887. With snowshoes bought in Montreal, they ranged the countryside around Concord. The few members of the Club, however, were eyed with suspicion or

designated as 'freaks.' Winter recreation received its first real impetus in the organization of the Dartmouth Outing Club in 1909. Winter sports for young people up to that time had consisted of skating, sleigh-rides, coasting parties, and snowball fights. The Dartmouth Club was responsible for the inauguration in the early 1900's of those gay and picturesque winter carnivals that now are important events in various parts of the State. Twenty-three of these carnivals were held in 1937 (see *Calendar of Events*).

During the winter season, recreationists now come by hundreds of thousands to revel in snow-sports. Paths that were rarely trodden, when snow covered them, have become ski trails; and in addition, places inaccessible in the summer have come within the range of the ski enthusiast. To further this new recreation, the State Planning Commission stimulated the development and conditioning of 233 miles of trails during the season of 1936-37. The State Highway Commission has kept the main highways open all winter, and local highway officials have done their part on the secondary roads. To promote winter sports, the National and State Forest officials have built new trails and adapted old trails for ski use. The Civilian Conservation Corps under Government sponsorship has also done much in this respect. Fourteen ski tows have been put into operation, eliminating wearisome climbing to the top of the trails. An aerial tramway from the Franconia Notch Highway to the summit of Profile (Cannon) Mountain will be open in 1938. Winter sports can now be enjoyed in seventy-two different localities of the State, where there are seventeen ski jumps and more than a hundred marked trails.

In the winter of 1930-31, the Boston and Maine Railroad put on its first 'snow train,' which proved an immediate success. In five years these trains carried nearly 60,000 passengers, the majority to New Hampshire centers; while during the winter of 1936-37, 13,623 came to this State. In other than the winter season, 'hike and bike trains' offer a similar service to walkers and cyclists.

Winter sports are featured either publicly or privately in the following towns: Ashland, Bartlett, Bath, Berlin, Bethlehem, Bradford, Bridgewater, Brookline, Campton, Canaan, Carroll, Chichester, Chocorua, Colebrook, Concord, Conway, Crawford Notch, Derry, Durham, East Hebron, East Jaffrey, Elmwood, Epsom, Fitzwilliam, Franconia, Glen, Goffstown, Gorham, Groveton, Hancock, Hanover, Intervale, Jackson, Jaffrey, Jefferson, Jefferson Highlands, Kearsarge, Laconia, Lakeport, Lake Spofford, Lancaster, Lincoln, Lisbon, Littleton, Lyme, Mount

Sunapee, New Ipswich, New London, Newport, North Conway, North Weare, North Woodstock, Peterborough, Pike, Pinkham Notch, Plymouth, Raymond, Shelburne, South Lyndeborough, Sugar Hill, Tamworth, Tilton, Twin Mountain, Warner, Warren, Waterville, West Rindge, Whitefield, Wilmot Flat, Wilton, Wolfeborough, Wonalancet.

SKI TRAILS

(As of the Season of 1937)

The following list, prepared by the State Planning and Development Commission, is published through the courtesy of that body. Numbers in parentheses after the regional headings correspond with location numbers on the special Ski Tour Map in the present volume. Abbreviations have been used for the names of organizations, etc., as follows: A.M.C., Appalachian Mountain Club; A.O.C., Abenaki Outing Club; D.O.C., Dartmouth Outing Club; U.S.C., Uncanoonuc Ski Club; W.M.N.F., White Mountain National Forest; W.M.S.R., White Mountain Ski Runners. (Pocket Ski Map available free on application to State Planning and Development Commission, Concord.)

BARTLETT (31)

Bear Mt. Upper Trail (W.M.N.F.). From Bartlett take Bear Mt. Road which divides upper and lower sections of trail. Trail leads to summit of Bear Mt. Length 1.4 m. Max. grade 28°. Difficult trail.

Bear Mt. Lower Trail (W.M.N.F.). Same as Upper Trail. Length 0.8 m. Max. grade 15°. This section is very easy.

Sawyer Pond Trail (W.M.N.F.), 6 m. Between Passaconaway and Livermore via Sawyer Pond at western base of Mt. Tremont.

BELKNAP MOUNTAINS (11)

Five connecting trails provide 14 m. of cross-country skiing of varying degrees of difficulty over the Belknap Range.

Belknap Trail. S. side of Mt. Belknap, starting from Murray Weeks' farm in Gilford. Length 3.75 m. Max. grades 11°-15°.

Gunstock Trail. N. side of Mt. Gunstock, starting from Fred Weeks' farm in Gilford. Length 1.75 m. Max. grades 11°-14°. Offers a good downhill run for the intermediate skier.

Rowe Trail. N. side of Mt. Rowe, starting from Clarence Sawyer's farm. Length 3 m. Max. grades 8°-15°.

Piper Trail. Piper Mt., starting from A. W. Clark's farm. Length 1.5 m. Max. grades 11°-15°.

Winnepesaukee Trail. Follow signs from W.M.S.R. cabin or from the ski tow. Length 0.75 m. Max. grade 30°. Short, fast, exciting trail for the advanced skier.

Corkscrew Trail. Mt. Gunstock. Length 0.75 m. Max. grade 15°. Intermediate.

Stonebar Trail. Mt. Gunstock. Length 0.75 m. Max. grade 15°. Novice and intermediate.

BERLIN (28)

The Nansen Ski Club maintains the Pipeline Trail and the Lodge Trail leading to their two huts, also a 65-meter ski hill.

BETHLEHEM (25)

Mt. Agassiz Trail. 1.5 m. from Bethlehem. Length 1.1 m. Max. grade 11°. Intermediate.

CARDIGAN (13)

In connection with the A.M.C. Ski Reservation on the E. side of Mt. Cardigan, there are four main trails offering a wide variety. The entrance to the E. side trails is best reached from Cardigan Ski Lodge, in the vicinity of which are excellent open practice slopes of varying degrees of difficulty. To reach the Lodge, turn W. off State 3A at foot of Newfound Lake, and follow A.M.C. signs to end of plowed road. The Lodge is open to A.M.C. members and guests only.

Alexandria Trail. From A.M.C. Cardigan Ski Lodge up E. side of Mt. Cardigan connecting with West-Side Trail. Length 1.7 m. Max. grades 20°-25°. A trail with enough variety and grade to satisfy the expert — at the same time sufficiently wide to be safe and suitable for the intermediate skier.

Duke's Trail. From A.M.C. Cardigan Ski Lodge to summit of Firescrew on Mt. Cardigan. Length 2 m. Max. grade 18°. Very easy trail with gentle grades suitable for the novice. Upper sections are semi-open slopes, good when weather and snow conditions are favorable.

Kimball Trail. From junction of Alexandria and Duke's trails to upper end of open pastures to the S. Length 1 m. Max. grade 15°. Trail suitable for the intermediate skier, leading to a large open pasture area offering all varieties of skiing.

West-Side Trail. From Orange, 4.5 m. E. of Canaan, up W. side of Mt. Cardigan. Follow road marked 'Fire Lookout.' Length 2.5 m. Max. grade 20°. Lower section for the novice and upper part for the intermediate skier.

CHOCORUA REGION (34)

(Tamworth, Chocorua and Wonalancet)

Chocorua Trail (W.M.N.F.). Starts W. of State 16 opposite Wing Tavern, to E. shoulder of Mt. Chocorua. Length, continuous downhill section 1.25 m.; total 2.75 m. Max. grade 34°. The lower 1.5 m. is nearly flat; the downhill portion is an expert trail. Connects at top with the Liberty Trail and trail to Jim Liberty Cabin (equipped only with bunks and stove).

Liberty Trail (W.M.N.F.). Go to Tamworth by Chinook Trail from State 25 or through Chocorua from State 16; head toward Wonalancet and follow signs along plowed road to base. Length 3 m. Max. grade 13°. Very gradual trail with interesting turns in the upper mile. Connects with the Chocorua Trail at the top and trail to Jim Liberty Cabin.

Bolles Trail (W.M.N.F.), 5 m. Provides a cross-country route between Albany Intervale and Wonalancet, crossing the Sandwich Range between Mt. Chocorua and Mt. Paugus.

Chamney Falls Trail (W.M.N.F.), 3.9 m. Ascends the N.W. slope of Mt. Chocorua from the Swift River Road.

Downes Brook Trail (W.M.N.F.), 5 m. From present western end of the Swift River Road to the col between Mt. Whiteface and Mt. Tripyramid.

Quimby Practice Slope (W.M.N.F.), 0.15 m. A practice slope, 0.5 m. W. of Ferncroft, Wonalancet, and immediately S. of Blueberry Ledge Trail up Mt. Whiteface. Novice and intermediate.

CLAREMONT (7)

Flat Rock Trail. 0.5 m. from center of town. Length 0.5 m. Max. grade 28°. Short fast trail with a variety of interesting turns.

Green Mountain Trails. 3 m. E. of town on State 103. Length 2 m. Max. grade 30°. A variety of trails suitable for general skiing.

Sky Hill Trails. 5 m. E. of town on State 103. Length 3 m. Max. grades 12°-15°. 10 m. of trails over unused country roads.

CONCORD (36)

Concord Ski and Outing Club Trails (3). Turn R. off State 9, 3 m. W. of Concord. Follow signs. Length 0.6 m.

Trail No. 1. Max. grade — 15°. Novice.

Trail No. 2. Max. grade — 20°. Intermediate.

Trail No. 3. Max. grade — 28°. Expert.

CONWAY AND NORTH CONWAY (33)

Cranmore Mt. Trail. On W. slope of Cranmore Mt., 1 m. E. of North Conway. Length 0.5 m. Max. grades 8°-11°. Trail merges into open slopes of about two acres.

Oak Hill Twin Trails. On road leading from Conway to Madison. Length 1 m. each. Max. grade 25°.

Oak Hill Novice Trail. 1.5 m. S. of Conway, off State 16. Length 2000 ft.

DALTON MOUNTAIN (26)

Forest Lake Trail. Four m. S. of Whitefield on State 116, take road N.W., marked 'Forest Lake,' 2 m., to parking area by bath-house. Then follow trail markers to Dalton Mt. Here short trails offer wide choice for all grades of skiers; also open slopes for practice. Two A.M.C. shelters on slopes are provided with firewood. By arrangement with Ernest Plant, caretaker for Forestry and Recreation Dept. (farm house on entrance road), the public room with fireplace and kitchen will be opened for groups during the winter months.

Davison Trail. N.E. side of Dalton Mt. Range on Capt. Morris Road about 2 m. from Whitefield Village. Length 1.25 m. Max. grade 25°.

FRANCONIA REGION (22)

The Franconia district has, besides the main trails mentioned below, many short and easy trails and numerous fine practice slopes to suit all classes of skiers. There is also a small practice ski jump of 20-meter size and tow near the town.

Bald Mt. Trail. Starts at parking area, top of 3-m. hill, and ascends to ridge between Bald Mt. and Artist Bluff. Length 1.1 m. Max. grades 10°-15°. Choice of intermediate trail around Bald Mt. or expert trail from top.

Cascade Brook Trail. Starts at Whitehouse Bridge on US 3 N. of Flume. Trail runs N.W. to Lonesome Lake. Length 1.75 m. Max. grades 5°-15°. Easy steady run for the novice. Rather narrow.

Coppermine Trail (W.M.N.F.). S. of Franconia on State 116 (E). Trail joins Richard Taft Trail at start of race course. Length 4 m. to Richard Taft Trail; 2.5 m. to Bridal Veil Falls and shelter. Max. grade 25°. Easy novice trail as far as Bridal Veil Falls. Upper section for intermediate and expert skiers.

Flume Trail. Flume Reservation E. of US 3. Length 6 m. Max. grades 10°-15°. Novice route 1 m. from Gate W. to Head of Flume, thence S. 1.8 m. to Snowshoe Trail, 4 m. to Clark's Dog Ranch, and 5 m. to either Lincoln or N. Woodstock.

Kinsman Trail (W.M.N.F.). S. of Franconia on State 116. Starts near Kinsman Lodge. Goes E. to Kinsman Ridge. Length 3 m. Max. grades 5°-15°. A branch trail goes to Bald Knob. Both trails are suitable for intermediate skiers. Extensive open slopes at foot of trail for novices. Public Cabin (W.M.N.F.), equipped with stove and four bunks, open in 1937 at Kinsman and Kinsman Branch Trails, 1.5 m. from highway.

Richard Taft Trail. W. from State 18 at height of land in Franconia Notch leading to summit of Cannon Mt. Total length 2.1 m.; race course 1.4 m. Max. grade 34°. Expert trail with wide steep sections and variety of turns. Shelter with stove at foot of trail.

Tucker Brook Trail. Take Well's Road E. from State 116 S. of Franconia, and continue straight to trail which leads over ridge to Coppermine Trail near Falls. Length 2 m. Max. grade 15°. Novice trail.

FRANKLIN (9)

Hogback Trail. 3 m. from Franklin on New Boston road. Length 0.25 m. Max. grade 25°. Club cabin at foot of trail.

HANOVER (DARTMOUTH COLLEGE) (15)

Ski tow. The D.O.C. has installed an improved tow 1150 ft. in length, with a capacity of 600 skiers per hr., on Mel Adams Hill to serve a series of large open slopes and connecting touring and downhill trails described below. Also minor touring trails not described below.

Ski jumps. Small practice jumps on golf course; also 20-meter and 40-meter jumps.

Mel Adams Hill (D.O.C.). N. out of Hanover on State 10 for 1.5 m.; then R. (E)

on Reservoir Road for 0.5 m. Length 0.27 m. Max. grades 7°-23°. Wide variety of grades and terrain, with sections suitable for all classes of skiers.

Mel Adams North Trail (D.O.C.). N. from top of tow on Mel Adams Hill along ridge, thence looping back to foot of tow. Length 1.37 m. Max. grade, short pitches up to 17°. Touring trail, with mixed downhill running.

Balch Hill Link Trail (D.O.C.). From summit of Balch N. to foot of Mel Adams Hill Tow and Reservoir Road. Splits to provide an alternate loop back to foot of Balch Hill. Length, summit to foot of Mel Adams Tow, 1 m.; loop summit to base of Balch, 0.62 m. Max. grade, short pitches up to 15°. Easy trail, but varied and interesting. Good for either descent or ascent of Balch.

Balch Hill Trail (D.O.C.). 1.25 m. E. and N. of Hanover. Can be approached either from foot of Mel Adams Tow or from 1 m. out on E. Wheelock St., or across open fields from State 10, 1 m. N. of Hanover. Length 0.23 m. Max. grade up to 21°. Fast, short run.

Velvet Rocks (or Ledyard) Trail (D.O.C.). 1.25 m. due E. of Hanover, on R. side of E. Wheelock St. opp. red house, $\frac{2}{3}$ up hill; thence 0.5 m. to summit of Velvet Rocks and back to foot of hill. Length, entrance 0.5 m.; downhill, 0.88 m. Max. grade up to 18°. Fast downhill run. Intermediate.

Moose Mt. Trail (D.O.C.). 10 m. N.E. of Hanover. Length 1.3 m. Max. grade 22°. Intermediate trail open to public.

HILLSBOROUGH (4)

Lookout Trail. Fox Research Forest, Hillsborough Center. Length 0.5 m. Max. grade 20°. Intermediate and novice.

INTERVALE REGION (32)

Maple Villa Trail, E. from State 16 opposite Maple Villa Hotel in Intervale to summit of Bartlett Mt. Length 2.5 m. Max. grade 26°. Lower section is gradual but becomes progressively more difficult.

Unplowed roads on Cathedral Ledge and Hurricane Mt. provide good novice and intermediate skiing.

JACKSON REGION (30)

Black Mt. Trail (W.M.N.F.). Take road past Eagle Mt. House, Jackson, to Fernald's cottages. Can drive to within 0.25 m. of foot of trail which runs E. to public cabin (stove and bunks for 12) and Davis Tower on Black Mt. Length 1.5 m. Max. grade 25°. Consists of a series of open slopes with openings cut between them. Suitable skiing for all degrees of ability. Lookout tower at summit. Other accessible open slopes on E. side.

North Doublehead Trail (W.M.N.F.). Starts 2.75 m. from Jackson on Dundee Road. Goes to summit of North Doublehead Mountain, public cabin (stove and bunks for 12). Length 1.75 m. Max. grade 20°. Wide, fairly steep trail suitable for advanced and intermediate skiers.

E. Branch S. Trail (W.M.N.F.), 7.8 m. Provides a cross-country ski route from Dundee to the head of the Saco River E. Branch and Wild River Valley.

Mountain Pond Trail (W.M.N.F.), 5.3 m. Maintained for E.-W. ski travel between Dundee and Chatham. Public cabin (W.M.N.F.) with stove and bunks for 12, located on S. shore of Mountain Pond.

Spruce Mountain Trail. Carter Notch Road, Jackson. Length 0.75 m. Max. grade 28°. Terminates on open slope at Spruce Mountain Camp.

KEARSARGE MOUNTAIN (8)

Kearsarge North Slope. Turn S. off State 11 about 1 m. W. of Wilmot Flat on road marked 'Kearsarge Fire Lookout.' Drive to end of plowed road. Follow fire lookout signs to large clearing at foot of mountain where signed cut-off on L. leads to trail. Length (downhill section) 1.27 m. Max. grade 21°. A trail amply wide for its grade, with a variety of wide and interesting turns. Intermediate.

Kearsarge South Slope. S.E. slope of Mt. Kearsarge. Turn N. off State 103 at village of Warner, about 3 m. to base of mountain. Road plowed most of way. Length 3.3 m. Max. grade 18°. Easy trail suitable for the novice.

LANCASTER (27)

Sinclair Weeks Trail. On Prospect Mt., Lancaster, 1.5 m. S. of village on US 3. Length 1 m. Max. grade 35°. Novice trail, with only a few extremely sharp slopes and moderate curves.

LEBANON (14)

Storr's Hill Trail. 0.75 m. S.E. of Lebanon. Length 0.5 m. Max. grade 20°.

LISBON (23)

The Lisbon Outing Club maintains 1000-ft. ski tow on an extensive N.W. slope off State 10, 1 m. N. of Lisbon. Two different trails nearly 1 m., about 12-30 ft. in width, descend with an m.g. of 25° to foot of ski tow.

Down Hill Trail. On Moffett Mt. about 0.75 m. from center of village. Length 0.8 m. Max. grade 20°.

Cross Country Trail. On Moffett Mt. about 0.75 m. from center of village. Length 3 m. Max. grade 20°. Novice trail.

LITTLETON (24)

Buddy Nute Trail. Mt. Eustis, Littleton. Length 1 m. Max. grade 12°. Novice trail, with parts suitable for intermediate. Shelter and grill near summit.

MEREDITH (12)

Pinnacle Park Trail. N.W. side of Pinnacle Hill, Meredith Neck. Connects with Big Lake Trail. Length 0.75 m. Max. grades 8°-13°. Runs through open slopes, and is a short easy trail for novices.

Big Lake Trail. Runs due W. from Pinnacle Peak to shore of Lake Winnepesaukee. Length 0.9 m. Max. grades 10°-18°. Easy open slopes at start, with interesting turns and steep grades at lower section, and ends on the ice on Lake Winnepesaukee.

MONADNOCK REGION (3)

Monadnock Trail. 2 m. from Jaffrey Village; park car at 'The Ark' and follow Poole Memorial Road to Monadnock Reservation caretaker's cabin, back of which is a new log cabin for skiers. Length 2 m. Max. grades 14°-26°. First mile, novice, 8" snow; second mile, intermediate, 18" snow.

Hurd Hill Trail. At Tolman Pond, Nelson, 6 m. from Dublin. Length 1 m. Max. grade 28°. One section for experts only and one for novices.

To the N. of Mt. Monadnock in the vicinity of Nelson and Dublin there are a number of good open practice slopes.

MOOSILAUKE MOUNTAIN (19)

A network of trails of varying degrees of difficulty center around the site of the D.O.C. Ravine Camp on E. side of Mt. Moosilauke. Spyglass Hill Farm is usually the headquarters and is open to the public. Turn E. off State 25 a third of a m. N. of Warren Village, and follow signs 3.5 m. to Spyglass Hill Farm. 2 m. beyond on L. (W) side of plowed road is Entrance Trail; 1.5 m. long, easy grade.

Asquamchumauke River Trail (D.O.C.). From Ravine Camp (D.O.C.) N. into Upper Jobildunk Ravine and Jobildunk Cabin (D.O.C.). Length 2 m. Max. grade 12°. Provides an easily graded run for the novice.

East Peak Loop (D.O.C.). Up and down E. Peak of Mt. Moosilauke from the Ravine Camp. Length, E. arm of Loop 0.89 m., W. arm of Loop 0.9 m. Max. grades, E. arm of Loop 8°-16°, W. arm of Loop 5°-13°. Moderately easy trail providing an interesting trip for skiers with but little trail-running experience.

Moosilauke Carriage Road (D.O.C.). S. shoulder of Mt. Moosilauke. Foot of carriage road may be reached by continuing on road to Moosilauke Inn, thence straight on about 1.5 m. to Camp Misery. Length 2.8 m. (Camp Misery to S. Peak). Max. grades 18°-20°. Best ski route to summit. A fast run but very narrow, hence requiring ability of the expert skier to run safely under fast snow conditions.

Hell's Highway (D.O.C.). E. slope of Mt. Moosilauke into Gorge Brook Ravine. Foot of trail reached from Ravine Camp. Length 2.1 m. Max. grade 38°. Upper part

steepest and most difficult trail in New England, requiring expert technique. Lower 0.75 m. suitable for the novice.

NEWFOUND LAKE REGION (16)

Tenney Hill Trail. Starts on E. side of State 3A 6 m. N. of Bristol. Length 1.2 m. Max. grades 26°-28°. This side of Tenney Hill is practically all open, with sections suitable for all classes of skiers.

Colony Trail. Starts on E. side of State 3A, N. of Bristol. Length 0.25 m. Max. grade 20°. Short practice trail for the novice and intermediate skier.

Norman Jeffries Trail. Follow signs on side road opposite Bridgewater Winter Club. Length 1 m. Max. grade 16°. Easy smooth trail for the novice or intermediate skier.

PAWTUCKAWAY (37)

The three trails provide excellent sport for those who desire some interesting runs S. of the White Mountains. To reach mountains, take State 101 out of Raymond for about 3 m. toward Manchester, swing diagonally to R. on State 109 to Deerfield for about 3 m., then swing R. on C.C.C. road to mountains.

Pawtuckaway Ski Club Trail. From fire-tower on S. Mt. to Ranger's Farm. Length 0.5 m. Max. grades 15°-25°. Provides an interesting run for all classes.

Round Pond Trail. From E. end of Middle Mt. to Round Pond. Length 0.5 m. Max. grades 12°-20°. Snow remains in this trail for some time after surrounding country is bare.

Rollins Trail. From fire-tower on S. Mt. to Rollins Farm. Length 0.5 m. Max. grade 15°. Moderately easy trail, suitable for beginners. Upper third with its narrow tricky curves might interest the experienced runner.

PETERBOROUGH AND GREENFIELD (2)

Wapack Trail. Starts at Ashby on State 119; crosses State 101 at Peterborough Gap; ends on State 31 at Russell. Length 21 m. Max. grade 14°. Cross-country trail running N.-S. over Mts. Watatic, Barrett, Temple, and Pack Monadnocks. The most popular section is that on the Pack Monadnocks, reached either from Peterborough Gap or Russell. Provides downhill runs of varying degrees of difficulty for novice and intermediate skiers.

Winrose Trail. Starts at Russell and goes to Greenfield, both on State 31. Length 11 m. Max. grade 14°. Cross-country novice trail running over Winn, Rose, and Crotched Mts.

PINKHAM NOTCH (29)

The Pinkham Notch district provides an abundance of trails of all degrees of difficulty. Practice slopes located near Glen House and Pinkham Notch Camp; small ski jump at Glen House.

In late winter and spring, Tuckerman Ravine Gulf of Slides and the upper slopes on Mt. Washington provide the best open skiing in New England. Sudden and severe storms frequently arise on Mt. Washington and make the ascent dangerous for those poorly equipped and unfamiliar with the mountain.

Go-Back Trail (W.M.N.F.). Start either from State 16 about 1 m. N. of Glen House, from Aqueduct Path, or from Katzensteig Trail. Connects with Wildcat Col Trail, and thence to summit of Little Wildcat Mt. Length 2.2 m. Max. grade about 11°. Very easy novice trail.

Gulf of Slides Trail (W.M.N.F.). Starts from State 16 at Pinkham Notch Camp. Length 2.5 m. Max. grade 20°. Easy trail leading to Gulf of Slides — a large above-tree-line practice area with skiing comparable to that in Tuckerman Ravine.

Hopper Loop—South Side (W.M.N.F.). Opposite A.M.C. Camp on State 16. Length 0.7 m. Max. grade 26°. Short steep trail for advanced skiers.

Hopper Loop—North Side (W.M.N.F.). Branches S. from 0.25 m. up Wildcat Trail. Length 0.7 m. Max. grade 14°. Moderate trail for novice and intermediate skiers.

Katzensteig Trail (W.M.N.F.). Starts behind Glen House and goes to summit of Little Wildcat Mt. Length 1.3 m. Max. grade 28°. Lower 0.25 m. is for the intermediate skier, and the rest is suitable for the advanced.

Pinkham Notch Trail (W.M.N.F.). From A.M.C. Camp to Glen House, paralleling

State 16. Length 3.25 m. Max. grade 20°. Cross-country trail, easy for the novice skier with exception of one or two short steep pitches.

John Sherburne Trail (W.M.N.F.). Starts from State 16 at Pinkham Notch Camp. Length 2.5 m. to floor of Ravine. Max. grade 25°. Trail cut through to tree line in Tuckerman Ravine. Ground is smooth, cut amply wide, and is a suitable downhill run for all classes. It is best to use the Tuckerman Ravine Trail for climbing, as the grade is more even than the ski trail and two public cabins (W.M.N.F.) temporarily provide for daytime shelter below Hermit Lake.

Wildcat Trail (W.M.N.F.). Running E. from State 16 about 0.25 m. N. of A.M.C. Camp to summit 'E' of Wildcat Mt. and public cabin (equipped only with stove and bunks). Length 1.5 m. Max. grade 33°. Fast difficult trail, with good variety of grades and turns.

Wildcat Col Trail (W.M.N.F.). Runs E. from State 16 about 1 m. S. of Glen House. Length 1.9 m. Max. grade 26°. Intermediate trail linking with the Katzensteig Trail at summit of Little Wildcat Mt.

Mt. Washington Summit Road. Opposite Glen House on State 16 to summit of Mt. Washington. Length 8 m. Max. grade 15°. Lower 4 m. to Halfway House is a beginner's trail under usual conditions. Above timberline the trail is often hard to follow, and can only be skied when snow and weather conditions are favorable.

PLYMOUTH (17)

Frontenac Trail. Bird's Eye Mountain, Plymouth. Length 1.25 m. Max. grade 25°. Novice trail. Swiss Chateau shelter.

Mt. Prospect Trail. Mt. Prospect, Plymouth. Length 1.5 m. Max. grade 20°. Novice trail.

Edeleweiss Trail. Pinnacle Mt. on State 3A, 1 m. S. of W. Plymouth. Length 1.5 m. Max. grade 33°. Expert or intermediate trail.

Mt. Pero Trail. Beech Hill, 1.5 m. from Plymouth. Length 1.5 m. Max. grade 30°. Novice trail.

STINSON MOUNTAIN (W.M.N.F.) (18)

Stinson Mt. Trail. W. side Stinson Mt. 3.4 m. from Rumney Depot (State 25) via Rumney. Length 2.3 m. Max. grade about 18°. Lower part of trail suitable for novices, upper half for intermediate and expert skiers. Open slopes with vertical decline of 1000 ft. at W. base of mountain.

SUNAPEE MOUNTAIN (6)

Sunapee Mt. Trail. Starts on W. side of State 103 at Newbury, about 100 yards N. of R.R. crossing. Length 2.5 m. Max. grade 28°. Suitable for intermediate skier and interesting for the expert. Upper 0.5 m. runs along the ridge of Sunapee Mt.

THE MINK HILLS (5)

Mink Run. Follow signs 3.6 m. from Waterloo Station on State 103 to N.W. side of Stewart Peak. Length 0.75 m. Max. grade 28°. Shelters and fireplaces at top and bottom of trail. Trail of moderate grade leads from foot of Mink Run to large open pasture on N.W. summit of Bald Mink (Kelley).

TILTON (10)

Bean Hill Trail. At Tilton Center R.R. crossing take road into Northfield. At abandoned schoolhouse pick up trail S. to ravine. Trail runs S. to summit. Length 0.75 m. Max. grade 15°. Good trail for novices, but interesting for intermediates because of several pitches and sharp turns.

UNCANOONUC MOUNTAINS (1)

The Base Station at the South Mountain has been designated as the central point of this terrain. From this point the electric incline railway may be taken to the South Mountain summit. From the latter, three trails may be taken back to the Base Station, and another trail leads to the North Mountain, which offers three additional trails.

South Mountain, U.S.C. Trail. Base Station Incline Railway. Turn S. off State 114 in Goffstown on road marked 'Uncanoonuc Mountains.' Length 0.75 m. Max. grade

26°. One section is quite steep and provides enjoyable and exciting skiing for the expert, but because of its width it is safe for the inexperienced skier. The railway takes one to within 200 ft. of the trail, the ascent taking from 6 to 8 minutes.

West-Side Trail. Same as U.S.C. Trail. Length 1.25 m. Max. grade 15°. Designed for the inexperienced skier, and like the U.S.C. has the advantage of the railway.

East-Side Trail. Same as U.S.C. Trail. Length 0.75 m. Max. grade 30°.

Carriage Road. Same as U.S.C. Trail. Length 0.75 m. Max. grade 10°. Very simple, easy grade for novices. Used as a connecting link between the summits of the N. and S. peaks.

North Mountain Trail. Turn S. off State 114 in Goffstown at sign 'Mountain Road.' Length 1.5 m. Max. grade 18°. Classed as intermediate because of several sharp turns near the summit. Halfway point to base suitable for novices.

Dorsey Ravine Trail. Same as North Mountain Trail. Length 1.25 m. Max. grade 23°. Another intermediate trail. Its course down a rough ravine requires considerable depth of well-packed snow.

Shirley Trail. Same as North Mountain Trail. Length 1.5 m. Max. grade 20°. Excellent intermediate run over smooth course. Near summit will be found several fairly steep grades, but lower half follows an easy grade to base of mountain.

WATERVILLE VALLEY (20)

Waterville Valley provides a number of ski trails and open slopes. Near the Inn are several short and easy trails some of which connect and make possible short and easy cross-country trips. Greeley Pasture Slopes have been developed close by the Inn.

Atwood Pond Trail (W.M.N.F.) 2 m. An intermediate run from Sandwich Notch to Mad River via Atwood Pond and Smarts Brook.

Mad River Trail (W.M.N.F.), 2.5 m. A novice route along N.W. bank of Mad River, in vicinity of Elliott Dam.

Town Road Trail, 2 m. Follows the S.E. bank of Mad River upstream from Six Mile Bridge. For the novice.

Tecumseh Trail (W.M.N.F.). From Waterville Valley up E. side to summit of Mt. Tecumseh. Signs lead from Waterville Inn. Length 2.75 m. Max. grade 20°. Suitable for intermediate skier. Two open practice areas, the upper one being the steeper and the lower one being located behind a public cabin, 1 m. from foot of trail, equipped only with bunks and stove.

Drake's Brook Trail (W.M.N.F.). E. from road about 2 m. S. of Waterville Inn to N. side of Sandwich Dome. Length 2.5 m. Grade on trail very gradual; grades on open slopes 15°-30°. Easy trail providing excellent open skiing.

WOLFEBOROUGH (35)

A.O.C. Coppie Crown Mt. Trail. 4 m. S.E. of Wolfeborough. Length 1.2 m. Max. grade 25°. Suitable for the intermediate, but also interesting for the expert.

A.O.C. Trail No. 1. 5 m. N. of Wolfeborough on Poor Farm Hill. Length 0.5 m. Max. grade 18°. Intermediate and novice.

A.O.C. Trail No. 2. 5 m. N. of Wolfeborough on Poor Farm Hill. Length 0.5 m. Max. grade 14°. An easy trail for the novice.

A.O.C. Trail No. 3. Longstack Mt. 2 m. S. of Wolfeborough. Length 0.75 m. Max. grade 22°. Novice and intermediate.

WOODSTOCK REGION (21)

Russell Mt. Trail—North (W.M.N.F.). Starts 1 m. S.E. of village at Irving Cox Farm, runs S. up Russell Mt. Length 1.9 m. Max. grade 15°. Upper part is intermediate while lower is safe for the novice.

Russell Mt. Trail—South (W.M.N.F.). Starts S. of Irving Cox Farm 0.3 m. from Fairview Hotel, and runs N. on Russell Mt. to join the N. Trail. Length 2.25 m. Max. grade 12°. Easy novice trail. Shelter at junction of trails.

Grand View Ski Trail (W.M.N.F.). 2.55 m. An intermediate trail from Daniel Webster Highway US 3, 4 m. S. of N. Woodstock to summit of Grand View Mt. Trail, crosses watershed of Woodstock water supply.

CHRONOLOGY

- 1603 Captain Martin Pring, for English merchants, explores the Piscataqua River at Portsmouth, N.H.
- 1605 July 15, Samuel de Champlain, French explorer, enters Piscataqua Bay.
- 1606 King James I issues the Virginia Charter, which in part covered present New England.
- 1614 Captain John Smith voyages along the New Hampshire coast.
- 1620 November 3/13, James I issued charter to group called The Council for New England or, more fully, The Council Established at Plymouth for the Planting, Ruling and Governing of New England.
- 1622 Captain John Mason, a London merchant, and Ferdinando Gorges, Governor of Plymouth, England, receive grant to the 'Province of Laconia' [Maine].
- 1623 David Thomson, Scottish gentleman, and a few colonists settle at Odiorne's Point near Portsmouth (*see Tour 1A*).
- 1629 Captain Mason receives a grant of New Hampshire and names the territory for the English county of Hampshire. Mason and Gorges are given territory west of New Hampshire in the so-called Laconia Grant.
- 1631 Edward Hilton receives a grant of Dover, New Hampshire (*see DOVER*).
First saw and grist mills are built near Portsmouth.
- 1633 First town government in New Hampshire is established at Dover (*see DOVER*).
- 1634 First church in New Hampshire is built at Dover (*see DOVER*).
- 1635 Masonian controversy regarding ownership of land in New Hampshire begins and continues to 1787.
- 1638 Town of Exeter is founded (*see EXETER*).
- 1639 Town of Hampton is founded.
- 1641 Population 1000.
New Hampshire comes under Massachusetts jurisdiction.
- 1642 First law on education (*see Education*).
Darby Field ascends Mt. Washington (*see White Mountains*).
- 1647 Education Act is passed requiring towns to furnish public education (*see Education*).
- 1660 March 14, William Laddra, a Quaker, is hanged.
- 1662 Anna Coleman, Mary Tompkins, and Alice Ambrose, of Quaker faith, are publicly whipped.
- 1669 Portsmouth votes to give £60 per annum for seven years to Harvard College.

Shipbuilding, fishing, lumbering, and pelts are the principal means of livelihood. The church becomes the center of activity in every town, but religious toleration prevails.

- 1673 Nashua first of interior towns to be settled (*see NASHUA*).
- 1675-78 King Philip's War. Although New Hampshire suffers little, the way is laid for future trouble by disarming of the Indians in a sham battle at Dover (*see DOVER*).
- 1679 New Hampshire becomes a royal province. First militia is organized.
- 1685 New Hampshire unites with others in Province of New England, later Dominion of New England.
- 1689-97 King William's War involves several Indian massacres in New Hampshire, including a raid on Dover (1689); an attack on Salmon Falls and Exeter (1690); a raid on Durham (1694); an attack at Portsmouth Plains (1696).
- 1691 New Hampshire becomes a separate province.
- 1693 School law; each town required to provide a schoolmaster.
- 1697 Hannah Dustin slays her Indian captors at Penacook, now Concord (*see CONCORD*).
Richard Coote, Earl of Bellomont, arrives to govern New York, Massachusetts, and New Hampshire.
- 1702-13 Queen Anne's War includes minor Indian raids in New Hampshire. Treaty of Utrecht signed April 11, 1713. Indians conclude treaty July 11th.
- 1719 Scotch-Irish settlers come to Londonderry, bringing Irish potato and art of spinning linen (*see Tour 13, sec. b*).
Sixteen 'Scottish families,' at Londonderry, organize a Presbyterian Church — the first in New England.
- 1722-25 Lovewell's War, a war with the Indians alone, ends with the battle of Lovewell's Pond (*see Tour 8*).
- 1722 Rochester is incorporated as a town (*see ROCHESTER*).
- 1727 Concord is settled (*see CONCORD*).
- 1732 Population of New Hampshire 12,500. By 1732, 38 towns have been chartered but colonization has been hindered by fear of Indian attack.
- 1734 Religious revival sweeps New Hampshire largely due to the preaching of Jonathan Edwards at Northampton, Mass.
- 1740 New Hampshire-Massachusetts boundary dispute is settled.
George Whitefield preaches in New Hampshire.
- 1741 Benning Wentworth is appointed governor.
- 1742 Population, doubled in decade, is 24,000.
- 1744-48 King George's War. Its high points in New Hampshire: the Louisburg expedition, 350 men; Indian raids in the Connecticut Valley; defense of 'Number Four' (now Charlestown) (*see Tour 4A*).
- 1750 Governor Wentworth begins land grants policy and grants 75 townships during his administration.
- 1754-63 French and Indian War. Rogers and his Rangers drive the St. Francis Indians back to Quebec.
- 1756 First newspaper in New Hampshire, the *New Hampshire Gazette*, is published at Portsmouth.

- 1761 First stagecoach runs between Boston and Portsmouth (*see Tour 1*).
- 1764 July 20, King, in Council, fixes west bank of Connecticut River as boundary between New Hampshire and New York. Boundary not finally settled till 1934.
- 1767 John Wentworth, last royal governor, receives appointment.
- 1768 Dartmouth College is founded in Hanover (*see HANOVER*). Land grants given to the college.
- 1769 Royal charter granted to Dartmouth College, signed and sealed by Governor Wentworth.
- 1770 State is divided into five counties, Rockingham, Strafford, Hillsborough, Cheshire, and Grafton.
- 1774 Fort William and Mary in Newcastle is seized by colonists.
September 8, riots begin when attempt is made to land tea.
- 1775 Governor Wentworth withdraws; First Provincial Congress meets and a temporary constitution is drawn up.
- 1775-83 Revolutionary War. New Hampshire men play important part. About 100 New Hampshire privateers aid in defeat of British. The 'Raleigh,' the 'America,' and the 'Ranger,' of Continental Navy, are built in Portsmouth Navy Yard.
- 1776 New Hampshire, by adopting a temporary State Constitution in January, declares itself independent; and on June 15 adopts, formally, a Declaration of Independence.
In November, the Declaration adopted July 4 by the United States is signed by New Hampshire members of Continental Congress.
- 1777 Towns on Vermont border refuse to join New Hampshire until 1782 (*see Government*).
August 8, New Hampshire troops under John Stark win victory at Bennington, contributing to final defeat of Burgoyne at Saratoga.
- 1781 Phillips Exeter Academy is founded at Exeter (*see EXETER*).
- 1782 January 18, Daniel Webster born at Salisbury (the site now in Franklin), New Hampshire.
Sixteen towns on east side of Connecticut River definitely join New Hampshire.
- 1784 Permanent Constitution is accepted by people (*see Government*). Lasted till 1793 only.
- 1785 Two-party political system begins.
- 1788 June 21, New Hampshire ratifies Federal Constitution.
- 1789 October 30, President Washington, on inspection tour, visits Portsmouth.
- 1790 Population (Federal Census) 141,885.
- 1791 New Hampshire Medical Society is incorporated.
- 1792 First 'social' library is opened at Dover (*see DOVER*).
First bank is established at Portsmouth (*see PORTSMOUTH*).
First Methodist Society in New Hampshire is organized.
- 1793 Constitution adopted.
First steamboat is launched on Connecticut River at Orford (*see Tour 4, sec. b*).

- 1794 Bridge one-half mile long, built across Piscataqua, at Portsmouth.
- 1796 First New Hampshire turnpike company is chartered.
- 1798 Medical school is founded at Dartmouth College (*see HANOVER*).
- 1800 Population 183,868.
- 1801 New Hampshire Missionary Society chartered — the first charitable body of religious purpose in State.
- 1804 First cotton factory in State built at New Ipswich (*see Industry, Commerce, and Labor*).
- 1808 State Capital is permanently located at Concord (*see CONCORD*).
- 1810 Population 214,705.
- 1811 February 3, Horace Greeley is born at Amherst.
- 1812 First State prison built at Concord.
- 1812-15 War of 1812. New Hampshire sends 35,000 men.
- 1817 Dartmouth College Case is argued by Daniel Webster (*see HANOVER*) before State Superior Court Sept., 1817, U.S. Superior Court March, 1818. Supreme Court hands down decision Feb. 1, 1819. President James Monroe visits New Hampshire.
- 1819 Religious Toleration Act is passed prohibiting taxation for church. Power loom is introduced at Amoskeag Mills in Manchester (*see MANCHESTER*). State House completed at Concord.
- 1820 Population 244,161. State Historical Society founded, one of earliest and oldest in United States.
- 1830 Population 269,328.
- 1833 President Andrew Jackson visits Concord with two of his cabinet, both of New Hampshire. Peterborough establishes first tax-supported free public library in the United States, New Hampshire being one of first three States to allow town to do this by law.
- 1840 Population 284,574.
- 1846 Office of State Commissioner of Common Schools created.
- 1847 First 10-hour-day law for factory labor in United States.
- 1850 Population 317,976.
- 1852 Ending of property qualifications for holding office.
- 1853 Nashua and Concord are incorporated as cities (*see NASHUA and CONCORD*). March 4, Franklin Pierce, of New Hampshire, inaugurated as President of the United States.
- 1855 St. Paul's School is founded (*see CONCORD*). Dover becomes a city (*see DOVER*).
- 1860 Population 326,073.
- 1861 May 25, first New Hampshire troops leave Concord for war service.
- 1861-65 Civil War period. New Hampshire sends 39,000 men. Population of New Hampshire decreases 2.5 per cent.

- 1865 Fifth New Hampshire Regiment ends war service leading all regiments of Union Army in casualties suffered.
- 1866 New Hampshire College of Agriculture and the Mechanic Arts (later University of New Hampshire) is chartered; opened, at Hanover, September 4, 1868 (*see DURHAM*).
- 1867 State Department of Public Instruction is organized.
- 1870 First Normal School is opened at Plymouth (*see Tour 3, sec. b*).
Population 318,300.
- 1871 Stimulus of Industrial Revolution begins to be felt in New Hampshire. School attendance becomes compulsory.
- 1873 Keene is incorporated as city (*see KEENE*).
- 1877 Amendment to State constitution abolishes requirement that representatives, senators, and governor 'be of Protestant religion' (*see Government*).
- 1880 Population 346,991.
- 1881 State Board of Health is established by legislature.
State Forestry Department is created.
- 1890 Population 376,530.
- 1891 Library Commission establishes free public libraries with State aid. Rochester is incorporated as city (*see ROCHESTER*).
- 1892 September 7, John Greenleaf Whittier dies at Hampton Falls.
- 1893 Somersworth and Laconia incorporated as cities (*see Tour 2, sec. a, and LACONIA*).
New Hampshire College of Agriculture and the Mechanic Arts is removed to Durham (*see DURHAM*).
St. Anselm College founded (*see MANCHESTER*).
- 1895 Franklin is incorporated as city (*see FRANKLIN*).
January 8, State Library and Supreme Court Building at Concord are dedicated.
- 1897 Berlin is incorporated as city (*see BERLIN*).
- 1900 New Hampshire now an industrial State. Water-power draws many concerns to New Hampshire (*see Industry, Commerce, and Labor*).
Population 411,588.
- 1901 Society for the Protection of New Hampshire Forests organized.
- 1905 State Aid Road Law marks epoch in highway development.
Treaty ending Russo-Japanese War is signed at Portsmouth (*see PORTSMOUTH*).
- 1909 Direct Primary Law.
Weeks Bill authorizes Federal Government to acquire White Mountain region as a National Forest Reserve.
- 1910 Population 430,572.
- 1914 State Department of Agriculture is formed.
- 1915 Federal Road Act further improves highways.
- 1917-19 New Hampshire contributes 20,000 men and 80 million dollars to World War. Portsmouth is important center of shipbuilding.
- 1919 State Board of Education is organized (*see Education*).

- 1920 Population 443,083.
- 1922 Strike in textile trades ties up industry.
- 1923 State University is created from New Hampshire College of Agriculture and Mechanic Arts (*see DURHAM*).
- 1930 Depression begins to be felt. Wages decrease and unemployment increases.
New Hampshire continues to advance as a recreational State.
Population 465,000.
- 1933 State Highway Department takes over maintenance of main highways.
- 1936 March floods destroy seven million dollars' worth of property. Extensive service is rendered by the Works Progress Administration and the Civilian Conservation Corps.

SELECTED READING LIST

A list of fifty books suggested for collateral reading by those interested in New Hampshire.

- Aldrich, Thomas Bailey. *An Old Town by the Sea* [Portsmouth]. Boston, 1893.
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